


Wheel People

Newsletter of The Charles River Wheelmen

On the roads of New England since 1966

Volume XXV, Number 10 • October, 2001

Annual Banquet and Awards Presentation

The annual CRW banquet will be held on Thursday, November 8 at the Yangtze River restaurant in Lexington. We will have a full menu including several vegetarian dishes. Dinner will be served at 7:00 sharp. Arrive between 6:00 and 6:30 for cocktails, appetizers, and socializing. The Yangtze River Restaurant is located in Depot Square off Massachusetts Avenue in Lex-

ington Center. The cost for the banquet is \$15 per person, children nine and under are half price. Please send your reservations by November 2 with your check to Don Blake, One Gleason Road, Bedford MA 01730. The cost for reservations received after November 2 will be \$20.

New Food Czar Needed!

I've been providing the food for the Spring and Fall Centuries for the past several years. It's been great, but it's time for me to move on. If you'd like to take over the food czar position, I can assure you that it doesn't require huge amounts of time and is much appreciated by the members. So, contact me if you're interested and I'll tell you what's involved.

Tom Lynch 508-877-2238; tbmwlynch@rcn.com

Around Lake Michigan

by Peggy & Bruce Gelin

The familiar shape of Lake Michigan is formed by shorelines in Illinois, Wisconsin, Michigan, and Indiana. To appreciate the area and to visit old friends, we joined the "Great Lakes Odyssey" tour run by Timberline Adventures of Denver, CO (see information about Timberline at end of article). The tour ran from Friday, August 3 through Sunday the 19th and covered just under 1,200 miles. With 12 other cyclists and two guides, we started in Evanston, IL and went clockwise around the Lake to the Indiana Dunes, in 16 cycling days and one rest day.

You would expect that the principal attribute of Great Lakes terrain would be: F-L-A-T! This was usually the case, but not always. In general, the Wisconsin side has rocky beaches, colder water, and flatter terrain, while the Michigan side has sandy beaches, warmer water, and dunes which rise to 450 feet above Lake level. This made for some 4 to 7% grades as long as a mile; many of them ganged up on us within a single bad day.

Extremely flat terrain has its drawbacks. While it lets you handle high mileage day after day and breeze along in small packs at 18 to 22 mph for miles at a time, it can get boring — as in one stretch of U.S. Route 2 in Michigan's Upper Peninsula that went absolutely straight for 17 miles. You begin to notice those half-percent grades; flat land begins to look as if it's slightly uphill in all directions. And if you're going against the wind, then it's like climbing a hill that never ends. Some of the group found that never having a chance to stand out of the saddle leads to sore backs (not to mention other places).

At the beginning of the tour, heat was the enemy, and on one awful 85-mile day, all but the first 20 miles was directly into a stiff wind heated to about 95 degrees. Picture riding into a bank of hair dryers and you'll have a rough idea. After about a week, we had a relatively short day and were safely inside our motel when the downpour came. This was followed by a

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The Charles River Wheelmen is a group of active adult bicyclists which sponsors a year-round program to promote the enjoyment of cycling. During the regular season - early Spring to late Fall - at least two ride loops are available every Sunday, designed to be ridden at your own pace. The Sunday rides, are arrowed in advance, and maps or cue sheets are generally provided. There are also rides each Saturday and during the week. Our Winter rides program, The Second Season, is more informal; the route and pace are decided by those who show up. We also hold social events and related activities.



CRW members receive *WheelPeople*, the Club's newsletter. CRW is also an associated club of the League of American Bicyclists. Address correspondence to:

The Charles River Wheelmen - 19 Chase Avenue - West Newton, MA 02465

BOARD OF DIRECTORS

Term Expires

Don Blake	2003	(781) 275-7878
Rosalie Blum	2001	(781) 272-7785
Connie Farb	2003	(617) 497-0641
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Steve Kolek	2002	(781) 674-1090
Tod Rodger	2003	(978) 456-8654
Bob Sawyer	2001	(781) 275-6533
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	Barbara Bix	(617) 964-8193

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	Cheryl Young	(617) 625-6362
Sunday Rides	Tod Rodger	(978) 456-8654
Winter Rides	Eric Ferioli	(781) 235-4762
Intro Rides	Fred Kresse	(781) 444-1775
Century Committee	Melinda Lyon	(978) 887-5755
Wednesday Fitness and Masters Ride	Dave McElwaine	(781) 821-8643
Wednesday Wheelers	Dick Arsenault	(781) 272-1771
Wednesday Ice Cream Ride	Gabor Demjen	(781) 237-0602
	Eric Evans	(617) 527-0517
Thursday Fitness Rides	Peter Mason	(781) 646-5106
Friday Rides	Steve and Kate Mashl	(978) 244-0286
Saturday Fitness Rides	Dave McElwaine	(781) 821-8643
	Mark Dionne	(617) 965-5558
Sunday Fitness Rides	Carl Howerton	(781) 837-9777

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Editorial Policy



We welcome contributions to this newsletter, but reserve the right to edit articles in any way that we deem appropriate.

We will make every effort to preserve both the style and intent of the author, but we may rewrite an article to fit available space, to clarify ambiguities in the text, and to correct factual errors.

Articles and other materials which appear in *WheelPeople*, unless specifically identified as editorial policy, represent the opinion of the author, and do not represent the opinions of the editors, coordinators, officers, or board of directors of The Charles River Wheelmen, Inc.



How To Send Us Your Article

Articles and letters must be received by the 5th of the month to be included in the next issue of *WheelPeople*.

Mail handwritten or typewritten documents or articles on floppy disk to Jack Donohue, 26 Fox Run Road, Bedford, MA 01730. *Note: floppy disks will not be returned.*

Documents produced on computer may be sent electronically via Internet to Jack at JDONOHUE@world.std.com. Your document must be in "text" mode.

Articles submitted to *WheelPeople* may also be published on the CRW web site unless the author instructs otherwise.

Insurance

If ride leaders or others have questions about insurance, contact Don Blake at (781) 275-7878. Please do not contact the insurance company.

Advertising Rates

Half Page	\$65.00	Third Page	\$45.00
Quarter Page	\$35.00	Eighth Page	\$20.00
For more information please contact Marty Weinstock at 617-491-6523 or 617-331-9299			

CRW BOARD MEETING



September 4, 2001

In Attendance: Barry Nelson, Don Blake, Rosalie Blum, Jim Sullivan, Tod Rodger, Dave VanAmeijden, Bill Widnall, Cindy Sragg

Membership: 985 active members, 22 expired members, 42 new members, 34 renewals.

Treasurer's Report (Don Blake): August account balance - \$34,273. August cash flow - \$1,231. Year-to-date cash flow - \$5,471. Four (4) website sponsors were sent letters notifying them their ads were being pulled from our website due to non-payment.

We resolved the \$4,000 discrepancy between the account balance and the cash flow reports from last month. Don explained that extended trip registrations and reimbursements were always a "wash" - not a budgeted item. When registration, reimbursement, and insurance are all paid within the same month, the balance will be "0" - when they are not all paid in the same month, the cash flow will show either an artificial overage or deficit. In a Board decision several years ago, it was decided not to reflect extended trips in the cash flow report. Reversing that decision this evening, the Board voted unanimously to include everything in connection with extended trips from this point on.

Finances: Finance report will be reviewed at October's Board Meeting.

Rides: Rained out rides are usually pushed to November, but ride leaders are reluctant to arrow the routes for these rides for fear of a poor turnout making their arrowing effort not worth it.

On a recent ride, it was noted that the ride leader did not have waiver forms! J. Sullivan to send an e-mail to ride leaders reminding them that waiver forms are required at ride starts. He will send waiver forms to those who need them and also

make those who do not already know it that the waiver form is available on CRW's website.

The Labor Day Weekend back-to-back Sunday and Monday rides were a BIG success: about 100 people showed Sunday, about 50 people showed Monday; this proves that it's a myth that people won't show for rides on a 3-day weekend. We should be encouraging ride leaders to lead back-to-back rides for 3-day weekends in the future, and we should always try to offer a July 4th ride going forward based on the success of this year's July 4th ride.

Membership Issues: Should we continue the practice of making our membership list available for rental to other members? Larissa Hordynsky will be asked how often a request for rental of the membership is made and we will discuss the issue from there.

The Board is interested in figures regarding number of memberships vs. number of members. This is useful information since it gives CRW more clout to represent itself as a club with 1,200 members (for example) that a club with 900 memberships (for example). The meeting minutes in future will report the numbers for members and memberships.

Tod Rodger reported that he has received two grant proposals, one from Mass Bicycle Coalition and one from Rails to Trails. These proposals will be reviewed and discussed at the October Board Meeting.

The next Board Meeting will be on October 2, 2001.

Respectfully submitted,

Cindy Sragg

Secretary

Board meetings are held on the first Tuesday of each month at 7:30 in the Hancock United Church of Christ, 1912 Mass. Ave., Lexington Center.

WELCOME NEW MEMBERS

Andrew Barlow	Groton
Mark Blizard	Marlborough
Todd Cantor	Brookline
Andrew Carroll	Arlington
Janet Cochrane Miller	Charlestown
Peter & Maria Corbett	Lexington
Ruth Ehrlich	Newton Corner
Martha Ehrmann	Needham Heights
Bill Eidson	Arlington
Larry Felton,	
Christine Bordonaro	Hopkinton
Michael Greenberg,	
Sibyl Masterman	Watertown
Julia Greene	Lynn
Lola Heiler-Stillman	Charlestown
Kathy Hempel	Marblehead
Jan Herzog	Stow
Hubert Hubik	Reading
Lisa Jablonski	Cambridge
James Lee	Northboro
Robert Matthews	Belmont
Brian McKee	Framingham
Judith McMichael, Ron Raikula	Boston
Suzi Melotti	Cambridge
John Mentzer	Medfield
Eric & Dana Meth	Chestnut Hill
Joshua Nicholas	Chelmsford
Brenda Nichols	Belmont
Eduardo Reategui	Milton
Christine Robins, Judy Bryant	Arlington
John Sales	Framingham
Jill Sawdon, John Smith	Somerville
Tim Stein	Cambridge
Elaine Willey	Franklin

(Article reprinted by permission of Adventure Cycling Association)

Bicycling on the Information Superhighway

For many of us, bicycling brings respite from a speed-crazed, fast-changing world. Yet the world of bicycle advocacy is going through a revolution of its own. Ordinances once thought to have bicyclists' interest at heart now make our skin crawl. Standards for bicycle facilities have changed dramatically in recent years. Funding sources for bike projects have reached levels we could hardly have imagined just 10 years ago.

How can a bicycle advocate keep up with it all? The Internet is one source of information, but there are plenty of hardcopy sources, too.

When Dayton Cycling Club member Chuck Smith asked the Vandalia City Council to repeal two unsavory bicycle ordinances, he had 15 bicycle advocates from across the country backing him up. Experienced advocates

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October 2001

Recurring Rides Calendar

These rides are held every week unless indicated

Wednesday Wheelers

Times: 10:00 AM

Description: A group that enjoys exploring a variety of scenic routes, mostly in the western suburbs but also to the north or south. Occasionally we do an urban exploration. We always include a lunch stop, either during or at the end of the ride. In the winter we may substitute other activities, such as cross-country skiing. We stay together, following the leader for the day, while being careful not to drop anyone. On a rural ride of average hilliness, the pace is 15 to 17 mph on the flats, but slows considerably on the hills, so we wind up with a rolling average of about 13 mph. In fairness to the group, we require that prospective riders be capable of maintaining this pace.

Routes: Locations vary. Distances are typically between 30 and 40 miles. **Start:** Location Varies

Directions: The ride coordinator sends ride announcements and ride reports by weekly e-mail. For more information, including the next ride start location, call or e-mail the ride coordinator Dick Arsenault [RFArsen@aol.com] 781-272-1771 day or early evening.

Saturday Morning Fitness Ride at Nahanton Park**

Times: 8:30 SHARP!

Description: You will ride scenic rolling roads through Needham, Dover, Sherborn, & Medfield. These rides will be set up to run with or without a leader so be ready to go on time.

At 8:30 we're gone. This ride runs all year 'round.

Routes: Arrowed routes of 19, 28 & 42 miles. Cue sheet available. **Leaders:** Dave McElwaine [McElwaineD@aol.com] (781-821-8643) or Mark Dionne [mdionne@mediaone.net] (617-965-5558)

Start: Nahanton Park, Newton.

Directions: Take the Highland St. exit off Rt. 128 toward Needham, take a left at the light onto Hunting Rd, at the next light make another left onto Kendrick St. The park is on your left immediately AFTER crossing the river. Ride leaves from the main parking lot.

** CRW's Fitness Rides Program is designed to assist intermediate and advanced riders to improve their skills and learn cooperative paceline riding techniques.



October Rides Calendar

On all CRW rides, please arrive at least 15 minutes before the published ride starting time. It is recommended that you bring pump, patch kit, spare tube, allen wrenches, screwdriver, lock, water bottle, some money, helmet, gloves, and a map.

Peterborough Hills Foliage Loop

Saturday - October 6

October 6 - Saturday - Monadnock Hilly Loop

Times and Routes: 10:00 AM for 50 miles; ride has 5000' of rise

Leader: Mike Barry (781.762.2784, Barry.Michael@epamail.epa.gov) **Description:** Hilly loop on back roads in the Pack Monadnock region.

Includes two sections of well graded dirt road approx. 3 miles in total (this is New Hampshire!). There are long isolated stretches without convenience stores, etc. Bring lunch or buy in town and carry; must also be prepared to self recover from minor breakdowns.

Highlights: Despite the vertical rise of nearly a mile, the moderate pace make this a great late

season ride for the hardy intermediate. "Lead" pack will stop at several spots to admire views and foliage for estimated 4:00 PM ride completion. Faster and slower riders welcomed, but map reading skills and can-do attitude required as you will be on your own. Helmet, patch kit/spare tube, frame pump tool kit required and be prepared for temperatures up to 20 degrees colder than in metro Boston.

Start: Peterborough, NH town center, by the Peterborough Diner. Park in the back of one of the municipal lots, verify all parking ok per signs.

Directions: NOTE: Allow 2 hours driving from metro Boston. Take US Rt 3 north through Nashua to exit 8, NH Rt 101 west. Go approx. 20-25 mi, pass Temple Mountain ski area then turn right on US Rt 202. After approx. 1 mi, turn right on Main St into Peterborough town

center, turn right into parking lots just before the river and look for the Peterborough Diner and the parking lots. **Option:** Indicate interest by 9/7 in staying at local campsite or motel on Sat night and possible 6-8 mi. "bootleg" hike of Mt Monadnock or Wapack Trail on Sunday - or ride on your own. Note that this is foliage peak and accommodations will be tight.

Northern Lighthouse Tour

Sunday - October 7

Times and Routes: 10:00 for 35 and 55 miles.

Ride Type: Arrowed

Leaders: Jim Sullivan (781-245-1772)

Highlights: The tourists are gone. Come and enjoy the scenic shoreline and rural roads of historic Portsmouth, York, and Ogunquit. We will ride along the ocean, past the Nubble lighthouse, and through quiet back roads.

Start: Portsmouth Park & Ride - 15 miles North of 495 & 95)

Directions: Take 95N to Exit 3 (just past the toll booth). Turn right at the end of the ramp onto Rte. 33. The Park and Ride will be about 1 mile on the left.

Northern Exposure

Saturday - October 13

Time and Routes: 10:00 am for options of 55, 42, or 34 miles

Ride Type: Arrowed with cue sheet & map

Leaders: Dana Chandler (978-371-5952), Bob Zogg (617-489-5913) **Highlights:** Join us for an autumn ride through some of our neighboring towns to the north. All routes pass through Chelmsford, Westford, Dunstable, and Groton (including Lost Lake). Medium ride adds a bit of Nashua, NH. Long ride adds Hollis, NH and Pepperell to this.

Start: Byam School, Maple Road, South Chelmsford, MA

Directions: Take Rte. 2 west to Rte. 27 north. Go 7.5 miles to the Kate's Corner Store in South Chelmsford. Turn left on Maple Road. Byam School is 0.2 miles on the right just opposite the Agway Store. By bike, ride past Great Brook Farm in Carlisle, take the first left after the Hart Barn onto Proctor. Follow Proctor to South Chelmsford and cross Rte 27 onto Maple Road.

We Cover the Waterfront

Saturday - October 13

Time and Route: 10:00 AM for 30 miles

Ride Type: Urban

Leader: Charles Hansen (617-734-0720) chansen@jhancock.com

Highlights: This is more an urban exploration than an aerobic ride. We work our way from South Boston to the downtown waterfront, then through Charlestown to Everett, Chelsea and finally East Boston, always staying as close to the harbor as we can by going out on piers, etc. This ride is a delight for aficionados of the urban maritime/industrial environment, and provides varying views of the harbor. The distance is just over 30 miles at moderate pace. Due to glass and other debris on the route, ATB's or sturdy touring tires are recommended. Please bring your lunch (if you want one)!

Start: Meet at snack stand at Castle Island, South Boston.

Directions: Take Broadway or Day Blvd. in S. Boston to the very end.

Squannacook River Ride

Sunday - October 14

Times and Route: 10:00 for 56 miles; 10:15 for 45 or 25 miles

Ride type: Arrowed (swoopy chevrons ^) plus map and cue sheet.

Leader: Peter Brooks, 617-926-5735

Start: South Acton, commuter rail T parking lot.

Highlights: Hills of Harvard, Shaker Village, Rt 110 traffic circle, Devensland, Shirley, Bull-Run covered bridge, Squannacook River West Groton, Pepperell, Nashua River, Groton, well manicured landscapes of new suburban estates on formerly back country roads, Westford, Boxborough. Note minimal food opportunities, food in Shirley 20 miles, Forge Village 45 miles, and Littleton 50 miles. Littleton is a good lunch stop on the short ride.

Directions: Rt. 2 west to 27 south, left at lights, follow 27 to So. Acton, right on Central St., after the Acton Music Center, left in to parking lot. Or take the train.

Which Way to Wayside

Saturday - October 20

Time and Route: 9:00 for 45 miles with a 21 mile short option

Ride Type: Cue sheet/maps/arrowed route

Leader: Michael Katin (617-964-3078)

Highlights: Enjoy a beautiful autumn ride through the back roads of Marlborough, Hudson, Stow, Bolton, Clinton, Berlin and Sudbury with a rest stop at The Old Grist Mill at the Wayside Inn in Sudbury. Although there is a 21 mile short option, the longer route contains the nicest parts of this ride. Weather permitting, the Old Grist Mill makes a nice spot for light picnic. You can bring food with you or we can stop at the Country Cupboard convenience store en route on Route 117 in Bolton.

Start: Brophy Elementary School on Pleasant Street (Rte. 30) in Framingham.

Directions: From the Mass. Pike, take Exit 12 (Route 9 Exit). Take Route 9 West; at end of ramp, move to the left lane of Route 9 and take left lane exit following sign for "Route 30, Natick/Southborough". At the second light, take sharp right turn on to Rte. 30 East. Brophy School will be 1.8 miles on the left side of street. (N.B. Brophy School can also be reached on Route 30 going west from Framingham Center—the school is 1.5 miles west on Rte. 30 from Framingham Center, but the turns are tricky unless you are very familiar with the area).

A Sterling Ride from Sudbury

Sunday - October 21

Time and Routes: 9:30 for 66 miles or 44 miles, and 10:00 for 27 miles. Ride type: arrowed (yellow small letter "b") with cue sheets.

Leader: Mike Byrne, (978) 443-8999; raddad47@aol.com.

Highlights: A repeat of Saturday, August 4th ride. Long ride circumnavigates Wachusett Reservoir clockwise. Work up an appetite on the Green St. hill, lunch at the Old Stone Church on the shores of the reservoir, work that off on a few more hills in Sterling, followed by an ice cream? Back through Lancaster, Bolton (up one more hill and past the winery), Hudson, Stow & Marlboro. Medium ride avoids the reservoir, going north through Berlin Center (lunch stop), re-joining long route in Bolton. Short ride meanders through some of the less traveled roads of Sudbury, Framingham, Southboro, Marlboro, Hudson & Stow. All rides pass the Farside (Wayside) Inn & Grist Mill going out and back (possible lunch stop on the way back for the short ride). **Start:** Ephraim Curtis Middle School, Pratts Mill Rd. (just off Peakham Rd.), Sudbury.

Directions: From Rte. 128 / I-95, take Rte. 20 West (towards Marlboro) through Weston to Wayland. Turn right in Wayland Center onto Rte. 27 North, go past Wayland Country Club, across Sudbury River and up hill into Sudbury Center (churches, town hall). Stay on Rte. 27 North through traffic lights (crossing Concord Rd.), then left onto Peakham Rd. (first left after lights). Go straight at first stop sign (Old Lancaster) and turn right at second stop sign (Pratts Mill). Curtis Middle School immediately on right.

Newton - Jack O'Lantern Junket

Saturday - October 27

Time: 10:30 for 30 & 48 Miles

Ride type: Map and/or cue sheet

Leader: Eric Evans, 617-527-0517 (H) 617-478-6559 (W) (Eric.Evans@Morganstanley.com) No calls after Friday 10/26.

Highlights: Nice ride through the towns of Newton, Wellesley, Wayland, Sudbury, Concord, and Lincoln. Mostly rolling with a few hills and great scenery. Should be a great day to see all of the latest Halloween decorations and displays.

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Start: Newton Town Hall - Commonwealth Ave and Walnut Street

Directions: From 128 take Route 30 (Commonwealth Ave.) East towards Boston for about 3.5 miles. City Hall is on the right, and there is free parking in the carriage lane on the left.

Wachusett Reservoir Ramble

Sunday - October 28

Times and Routes: 9:30 AM for 47 miles or 10:00 AM for 33 miles. Longer and shorter options available.

Ride Type: Arrowed with cue sheet and map.

Leader: Fred Mueller 508-485-7476 or email at macmuell@ultranet.com Highlights: All new routes starting in Westborough and going through Northborough to Boylston and West Boylston and Shrewsbury (long ride adds Clinton and Holden). Great views of the Wachusett Reservoir and fall foliage on seldom traveled backroads. Some hills but also guar-

anteed downhills. Extra long option out to Princeton to climb Mt Wachusett (cue sheet only)

Start: Parking lot behind Landry's Cycle and Fitness, Route 9, Westborough. Directions: Take 495 to exit 23. Take Route 9 west for 2 miles to Lyman St. lights; look for Burger King on right. Take a right on Lyman; park in the far north end of the parking lot away from Route 9.

Leader: Karen Saltus, 508-845-5571 (karen@karensaltus.com)

Wonderfully scenic biking, drivers who wave hello (are we still in Massachusetts?), the Bridge of Flowers in Shelburne Falls, the hair-pin turn on the Mohawk Trail, llama farms, incredible food and more. Bunk-style accommodations, hot tub. Cost of \$160 includes meals for three days (two-day option, \$110). Contact leader to find out how to reserve your spot.

Tandem Bicyclists of New England (T-BONE) Rides

This is a series of rides for tandemists, details on the rides can be obtained from the T-BONE web site:

<http://members.home.net/wwwtbone>

A mailing list for impromptu rides, and discussion can be joined from this web site.

For information on how to obtain a printed copy of the season's rides, call Linda or Bob Harvey, 603-898-5285.

Other TRIPS

17th annual C/FALL Cycle Fabulous Autumn Leaf Loops

Columbus Day Weekend

Oct. 5-8, 2001

Location: Remington Lodge, West Cummington, Mass., on the edge of the beautiful Berkshires

Bikes Belong Coalition

Awards Grant to Finish the Burke-Gilman Trail

Bikes Belong, the industry coalition putting more people on bicycles, announced today that it has awarded a \$10,000 grant to the Bicycle Alliance of Washington to aid its efforts to complete the final segment of the Burke-Gilman Trail. The 50 mile corridor of the Burke Gilman trail is seamless except for a 1.5 mile "missing link" in the industrial area of Seattle.

The Bikes Belong grant will fund efforts to complete the 1.5 mile gap. "We're so pleased that Bikes Belong has stepped in to assist in the completion of the "missing link," "said Lisa Robinson. "The finished trail will allow thousands of cyclists and pedestrians a safe route of passage through an industrial area. The effects in our community are far reaching and will be enjoyed for years to come." Robinson is Product Manager for Seattle-based Sportworks and a member of the Bikes Belong Board of Directors.

A million people use the Burke-Gilman Trail annually. The Trail stretches from Golden Gate Parks on the shores of Puget Sound through the University of Washington,

where it is heavily used by students, staff, and faculty. The Burke-Gilman Trail connects to the Sammanish River Trail, which in turn connects to another trail that links to the cross-state trail, creating hundreds of miles of traffic-free travel by bicycle.

According to a recent study in Puget Sound Trends Magazine, the completion of the "missing link" will have dramatic effects on bicycle usage. The study found that bicycle commuting on the Burke Gilman Trail increased from 6% in 1985 to 32% in 2000; and that shopping by bicycle along the Trail rose from 0% to 6%. Completion of the 1.5 mile gap will further accelerate these trends.

The Bicycle Alliance of Washington, the recipient of the Bikes Belong grant, also noted the Trail's importance. "The Burke-Gilman Trail is the cornerstone of our regional trail system," said Barbara Culp, Executive Director of the Bicycle Alliance of Washington. "When this missing link is completed, trail users will be able to travel from the shores of Puget Sound to the shores of Lake Sammanish separated

from traffic." The Bicycle Alliance of Washington was founded in 1987 to promote bicycling for transportation, recreation, adventure and fitness.

Bikes Belong Coalition is sponsored by the American bicycle industry, with the goal of putting more people on bicycles more often. Bikes Belong Coalition assists local organizations, agencies, and communities in developing bicycle facilities projects that will be funded by TEA-21, the Transportation Equity Act for the 21st Century. Bikes Belong has awarded \$336,000 in grants, with a return of over \$183 million in funding for bicycle facilities.

For more information about the Bikes Belong grants program, call 619.734.2111, email tim@bikesbelong.org, or visit <http://www.bikesbelong.org>



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cool, cloudy, windy day, but then the next week was a succession of perfect clear late summer (or early fall) days.

The good weather coincided with our lay-over day on Mackinac Island, a Victorian beauty spot between Michigan's Upper and Lower peninsulas, where Lake Michigan and Lake Huron meet. Perfect days continued as we traversed the string of resort and vacation centers in the north-west part of Michigan's Lower Peninsula — places such as Harbor Springs, Petoskey, Charlevoix, Traverse City, and the Leelanau Peninsula. The clouds eventually caught up with us, making for one rather soggy century, and convincing almost everyone to ride in the van on the final Sunday morning, when the scheduled ride was only 20 miles.

On the Michigan side, many smaller lakes are connected to Lake Michigan by a river or a channel. The glaciers left a jagged coastline, and drifting sand has gradually smoothed the shores and cut off inlets to form these smaller lakes. Many of the picturesque towns are situated on the connecting channels, where boats and marinas abound.

This tour should do wonders for our contribution to CRW mileage totals, since almost every day was a metric century or more. We also don't expect to repeat the feat of three centuries in less than 2 weeks any time soon! But in a century on flat land, boredom is more of a problem than fatigue — you just keep moving your feet in circles until the odometer goes over 100. Certainly this odyssey was not as single-



minded as a ride across America (see article in a recent edition of *Wheel People*), but it sometimes seemed as if the world consisted of straight, not-quite-flat roads with nothing to look at but 10th-growth forest on either side.

A few curiosities:

— In Illinois, bike paths consist not only of separated trails, but also streets, sidewalks, commuter-rail parking lots ... and they appear and disappear randomly.

— In Wisconsin, "America's Dairyland," butter never seemed to be provided at restaurants; you had to ask for it ("Is there butter?" "Yes, we have butter." "Fine, could you bring some?").

— Michigan, land of cars, also has good roads and many good bike paths. Both Wisconsin and Michigan are wonderful fruit-growing regions — cherries, peaches, blueberries, apples, nectarines

Information - Continued from page 3

had advised Smith on whom in his city government to contact, when and how. Of course, this national committee in Vandalia bike ordinances wasn't physically present when Smith went to the council meeting; its members had telecommuted.

Smith had asked for advice through two mail groups on the Internet computer network and pulled information and quotes from his E-mail and wove them into his presentation to the council.

Of the bike lanes on the superhighway, Smith has found two particularly useful. Internet users can hook up with a Silicon Valley Bicycle mail group by typing `Subscribe`

`Bikecommute` (name) `Majordomo@ cycling.org`. For issues closer to home, type `Subscribe BikeMidwest` (name) `Majordomo@fuji.physics.indiana.edu`. The *Bicyclist Advocacy Bulletin* is a good summary of issues and actions around the country. It comes in the bi-monthly magazine you get with your League of American Bicyclists membership (\$25/yr. to LAB, 190 W. Ostend St., #120, Baltimore, MD 21230).

Bicycle Forum is the quarterly nuts-and-bolts trade journal for bicycle program managers or anyone interested in the latest developments and debates in bicycle encouragement, education, enforcement, and especially facility planning and design. It's not as somber as it sounds though. It's highly readable and

— Perhaps you never thought of "coastal Indiana," but the Indiana Dunes are beautiful. That's before they give way to the steel mills of Gary and East Chicago, the only section the scheduled tour skipped. Actually, two intrepid riders set out to close the loop with a 112-mile day.

As a result of this tour, we have a much better idea of how "great" the Great Lakes are. We may have given the impression that the tour was like riding a trainer while watching a movie of trees going by, but this is not the dominant memory. The region has a great variety to offer: dairy farms, fruit orchards, picturesque resort towns, industrial, shipping, and timber history, Maine-like forests in the Upper Peninsula, traces of Pere Marquette and the extensive early French influence, and of course, grand views of Lake Michigan itself. There are many beautiful places we'd like to see again when we're not in quite so much of a hurry.

We would be happy to tell you more about our travels: contact us at `bgelin@camsoft.com` or `mtgelin@worldnet.att.net`.

About *Timberline Adventures*: This Denver, CO outfitter runs fully supported cycling and hiking tours in the National Parks and other attractive areas of the US, including Alaska. They rent good quality road bikes (Trek, Specialized) with racks and packs for a reasonable fee. Our tour leaders were Carol and Dick Gottsegen, the founders of *Timberline*. The *Odyssey* tours are one-of-a-kind, once-a-season events; for example, last year's was a Seattle-to-San Francisco run. Contact *Timberline* at `www.timbertours.com` or 800-417-2453.

often downright entertaining. To subscribe, send \$20 to the Bicycle Federation of America, 1506 21st St. NW, Suite 200, Washington, DC 20036-1008.

Pro-Bike News, the monthly newsletter of the Bicycle Federation of America, is similar in content to the LAB's *Bicyclist Advocacy* bulletin, but the two aren't redundant. Send \$30 to the Bicycle Federation of America (address listed above). *Network News* is a quarterly that contains bike-related articles clipped from publications from across the country and around the world. It's inspiring to read about our counterparts in faraway places. For information send SASE to the Bicycle Network, P.O. Box 8194, Philadelphia, PA 19101.

Recovery for Endurance Cyclists

by Ed Burke, Ph.D. and John Hughes

Century riders and other cyclists place considerable stress on our bodies, resulting in fatigue and muscle soreness. One of the keys to our sport is effective recovery - getting over the "ouch". This article explains: a) what to eat and drink for optimal muscle recovery, and b) how to use stretching, massage, heat and ice to relieve muscle soreness.

A) Sports Nutrition For Optimal Muscle Recovery

Extensive research with endurance athletes shows that nutrition during rides and afterwards for recovery has four components: 1) Replenishing fluids and replacing electrolytes 2) Replacing muscle glycogen 3) Rebuilding muscle protein 4) Reducing muscle and immune-system stress. We'll start by reviewing the scientific recommendations for sports nutrition.

1) Replenishing fluids and replacing electrolytes Water is essential for regulating body temperature and cardiovascular function. As you sweat, you lose water and also electrolytes, especially sodium. Dehydration of as little as 2% of your body weight will impair your performance and may force you to stop riding.

Studies show that drinking plain water is not as effective in maintaining fluid bal-

ance as drinking a sports drink. The carbohydrate and sodium in a sports drink work together to increase water absorption in the intestinal wall. Further, the addition of sodium to the drink stimulates thirst, so you drink more.

Fluid and electrolyte maintenance starts on the bike. During any ride of more than an hour, you should consume plenty of sports drink. A good sports drink contains 14 - 19 grams of carbs / 8 oz. (6-8% concentration) and at least 50 to 75 mg. of sodium / 8 oz. At a minimum, you should drink at least 8 oz. every 15 minutes during the ride, more if it's hot and/or you are riding hard. Which drink is best? The one that you like to drink, since most commercial drinks fall within these ranges for carbohydrate and sodium content.

During the ride, try to drink enough so that your body weight is stable. That may not be possible in hot conditions and/or if you are riding hard. After the ride consume enough fluid to restore your body weight. Because plain water will satisfy thirst before the body is fully hydrated, your favorite sports drink is also the beverage of choice after a ride. Avoid carbonated drinks when you are thirsty; they may cause you to feel prematurely full before you've drunk enough.

Endurance riders also need sodium. Each liter of sweat contains approximately one gram of sodium which must be replaced. Beverages with that much sodium taste awful, so you'll need to supplement from other sources. Good sources include tomato juice, salty (low-fat) crackers and adding salt to your meals.

2) Replenishing muscle glycogen In endurance events, the fuel and water available in your body are the factors that limit how fast you can ride. While some of the energy comes from fat, most of the energy comes from glucose circulating in the blood stream and glycogen stored in the liver and muscles. A rider can only store a few thousand calories of glycogen, which will be exhausted in a few hours. To prevent the bonk, endurance cyclists should consume at least 300 calories every hour, and 4-500 / hour if the rider is large and/or riding hard. When consuming this many calories while riding it should be in

easily digestible foods: sports drinks, gels, bars, fruit, liquid meal replacements, etc.

During long, hard rides it is difficult to eat enough on the bike to match the caloric expenditure. So it is important after the ride to replenish glycogen stores. Studies have shown that riders who consume carbohydrates within two hours after a ride replenish glycogen stored more completely. Consuming some protein with the carbohydrates can increase glycogen replacement by 30%. The optimum muscle recovery ratio appears to be four grams of carbohydrate to one gram of protein. However, consuming too much protein will delay gastric emptying, as will eating fat.

During the first two hours after a ride, consuming one gram of carbohydrate / lb. of body weight and some protein in the 4:1 ratio will start the re-fueling process. Continue re-fueling with dinner, an evening snack and breakfast. These meals should provide 4 - 6 grams of carbohydrate / lb. of body weight.

Select carbohydrates with a high-glycemic index, which will cause your blood sugar to rise rapidly. Examples include bagels, baked potatoes, bread, crackers, glucose, honey, and sports drinks sweetened with sugar. Whether the carbohydrate is in solid or liquid form does not seem to be important for absorption.

3) Rebuilding muscle protein Rebuilding muscle protein is important for two reasons. First, hard training damages muscle cells. Protein is required for the growth, maintenance and repair of muscle cells. Second, during hard exercise if your glycogen stores fall too low, your body may derive up to 10% of its energy from protein. The branch chain amino acids (BCAAs) isoleucine, leucine, and valine can take the place of glucose in the production of energy. However, using protein for energy is not desirable because amino acids that would have been available for muscle repair are diverted for energy. Supplementing with BCAAs may improve performance.

Athletes in heavy training do not need great quantities of protein. Consuming 1.2 - 1.6 grams protein / day / lb. of body weight should meet cellular repair and energy needs.

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4) Reducing muscle and immune-system stress. Free radicals are one of the sources of muscle soreness. A free radical is a highly unstable molecule that is short one electron. The harder and longer you exercise, the more you generate free radicals. Free radicals can damage muscle cells and mitochondria and are one of the causes of muscle inflammation and soreness. Research has shown that supplementing with vitamin C can reduce free-radical generation and help to prevent muscle and immune-system damage. Vitamin C also aids in the production of anti-stress hormones and is required for tissue growth and repair. Many researchers recommend 250 - 2500 mg /day. Both the natural and synthetic forms of vitamin C are easily absorbed.

Vitamin E prevents damage to cell membranes by inhibiting the oxidation of phospholipids. It also improves circulation, relaxes leg cramps and helps repair tissues. Although the optimum intake has not been determined, consuming up to 1200 IU / day may be helpful. Buy the natural form of vitamin E, which is absorbed about twice as readily the synthetic.

The amino acid glutamine is a source of energy for white blood cells and other immune cells. Glutamine is normally manufactured by the body; however, during heavy exercise (and other times of stress) glutamine concentrations in your body decrease significantly. Glutamine is available in foods such as raw spinach and parsley; however, cooking destroys glutamine. Supplementing with glutamine may lessen the effects of overtraining. In order to be effective, the suggested dose is 8 to 20 grams / day. However, because glutamine is expensive some sports drinks only contain milligrams per serving.

Ciwujia (Siberian ginseng) is a Chinese herb that stimulates the immune system. Subjects who took ciwujia had few colds during the winter. Ciwujia also reduces heart rate during exercise. The reduction in heart rate means that at the same workload, muscle stress is reduced. Studies have also shown that taking ciwujia increases fat metabolism and spares muscle glycogen.

B) Treatment of Muscle Soreness

The primary causes of muscle soreness are:
Free-radical damage: As explained above free radicals are one of the sources of

muscle soreness. Taking antioxidants such as Vitamin C and E can help to reduce post-exercise muscle soreness.

The cortisol response: When the body is under stress, the adrenal glands release cortisol to help mobilize energy. When you train hard, cortisol will increase the rate at which protein in the muscles is broken down for energy. Cortisol will also impede the transport of amino acids to the muscles, instead the amino acids will go to the liver to be metabolized for energy. We recommend eating sufficient carbohydrates during and after exercise, which will stimulate the production of insulin and reduce the cortisol response.

Mechanical damage: When you overload your muscles, either by significantly increasing the amount you ride or by riding much harder, the result may be microscopic tears in your muscle fibers. Over the next 24 hours after the ride, the muscles may become inflamed. There may be increased blood flow to the muscles to help repair the damage.

Much of the muscle soreness can be relieved through gentle movement. The day after a hard ride, going for a 60 minute spin, swim or walk, will start to loosen tight muscles and improve the circulation. The healing process can be accelerated by more direct techniques such as stretching and massage.

1) Stretching As we ride, our muscles tighten and then start to hurt. We can alleviate this by stretching before and/or after each ride. Stretching beforehand will start to warm the muscles, improve the circulation, and increase the supply of nutrients to the soon-to-be working muscles. Stretching afterwards helps to remove waste products and to speed the refueling of the muscles.

There are several types of stretching. A stretch held passively is called a static stretch and is more effective and safer than ballistic stretching, which uses a bouncing motion. You should stretch slowly and hold a stretch for 15 to 30 seconds. Remember to breathe. With each exhalation, relax and stretch more fully. Stretching is to increase flexibility. Don't stretch until it hurts; the pain will cause your muscles to tighten.

If you are pressed for time, stretching for as little as five minutes a day will yield much of the benefit of a longer session. If

you can only stretch once, stretch after your workout, when your muscles are warm and more elastic.

Suggested stretches are explained in the on-line version of this article. An excellent reference work is Bob Anderson's book "Stretching", Shelter Publications, 1980

2) Massage Dr. Andy Pruitt, director of the Boulder Center for Sports Medicine, recommends that serious cyclists receive massage at least every two weeks. Massage improves the circulation of bodily fluids and prevents blood from pooling in the muscles' capillaries. The improved circulation enhances the exchange of nutrients and waste products between the muscles and the blood. Massage also reduces swelling and stretches sore muscles..

If a muscle is injured (rather than just sore), deep massage is not recommended for 48 - 72 hours. The signs of injury include deep muscle trauma, pain, road rash swelling and warmth, and tendonitis.

Self-massage is explained in the on-line article; see also Meagher, J. "Sports Massage", Station Hill Press, 1980

3) Heat Gentle exercise, stretching and massage, are all active techniques to warm the muscles and increase the blood flow, which will speed the removal of waste products and the replenishing of nutrients. Applying heat is a passive technique to achieve some of the same benefits. Soak-

Recovery - Continued on page 11

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Little Jack's Corner - by Jack Donohue



I have a confession to make. I've acquired yet another vice, that of tandem wheel sucking. For those of you who tuned in late, wheel

sucking is the art of staying behind one or more riders, where you get shielded from the wind, and end up doing a lot less work than the bike in front. I had pretty much reached the height of perfection with ordinary single bike wheel sucking, but tandem wheel sucking is another plateau entirely.

Tandems give you a much better ride than singles. They have much more momentum and are not subject to the jerky acceleration you get with singles.

They are great to be behind in a strong wind, and the speeds they get up to on flats and downhills can be positively scary (note to self: maybe I need an 11 tooth cog if I'm going to keep doing this).

I know it's wrong, maybe a disease, but I can't keep myself from doing it. I've been known to cruise the parking lot looking for likely candidates. "Hey, that's a fine looking tandem you have, mind if I stick to it like glue for the next fifty miles?" Or I'll be riding quite happily with my single bike buddies, and a tandem will cruise by and I'm gone.

I recently had the pleasure of attaching myself to Barry and Linda Nelson. This was a match made in heaven (at least I thought so). They are a strong, steady team, and as it happened we were riding most of the day into a fierce headwind. I became as one with the tandem, Barry would call out "shift" and I would. I memorized every

tread on their rear tire. I realized then this would be a tough habit to kick.

After attaching myself to a fine tandem team, I get downright possessive. On Pamela and John's ride, for instance, I was supposed to be a coleader, but ended up being a cofollower. On this ride, overcome with guilt and shame, I decided to take a token pull so I could feel righteous about sneaking behind again for the next twenty miles or so. When I returned to my spot, I discovered to my horror that it had been usurped by another rider. I had to content myself to being a tandem wheel sucker wheel sucker until I was finally able to regain my rightful position.

I know I should stop, but the lure is almost irresistible. Maybe I'll cut down, just matching tandem teams, then cold turkey. I'll start in January.

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August Mileage Totals

9	5	5	4	2
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Name	Miles	M	C	K
Tod Rodger	7213	7	5	5
Jack Donohue	6420	-	-	2
Bruce Ingle	6085	5	2	1
Irving Kurki	5929	8	5	2
Mike Kerrigan	5759	5	3	1
Bill Widnall	5332	6	6	-
Avram Baskin	5204	6	4	1
Bruce Gelin	3715	4	2	1
Gabor Demjen	3633	4	-	-
David Wean	3588	5	-	-
Kevin Patton	3541	5	3	1
Dick Arsenault	3537	3	1	-
Joe Repole	3434	8	8	-
Cynthia Snow	3242	5	2	-
Bob Sawyer	3152	1	-	-
Doug Cohen	2829	1	-	-
Marc Baskin	2797	7	1	-
Elaine Stansfield	1960	2	1	-

Name	Miles	M	C	K
Ted Hamann	1894	-	-	-
Jim Goldman	1818	2	-	-
Peter Knox	1651	-	-	-
Jim Broughton	1569	-	-	-
Randy Hencke	1491	1	-	-
John Allen	1365	-	-	-
John Kane	1259	-	-	-
Dave VanAmeyden	1185	4	1	-
Elisse Ghitelman	799	-	-	-
Greg Tutunjian	680	-	-	-
John Loring	654	-	-	-
Jeff Luxenberg	628	-	-	-
Tracy Ingle	620	-	-	-
George Caplan	619	-	-	-
Phyllis Mays	595	-	-	-
Ed Trumbull	447	-	-	-
Rosalie Blum	300	-	-	-
Harry Wolf	284	-	-	-

Name	Miles	M	C	K
Jared Luxenberg	154	-	-	-
Jacob Allen	77	-	-	-
Sara Luxenberg	51	-	-	-
Katie Caplan	32	-	-	-

Mileage Table Explained

Miles are year-to-date totals. The M column indicates the number of months the rider reported completing a metric century. The C column shows the number of months with a hundred mile century, and the K column is the number of months with 1000 or more miles.

Report mileage by the fifth of each month to: Ed Trumbull, 19 Chase Avenue, West Newton, MA 02465 (617) 332-8546.

Recovery - Continued from page 9

ing in a hot bath, sitting in a hot tub or relaxing in a sauna can help relieve tight muscles as well as relaxing you for a good night's sleep.

If you seek heat, take a water bottle with you; you don't want to get dehydrated! If you have inflammation (swelling), and not just sore legs, then heat is not recommended. It would increase the blood flow to the legs, rather than reducing swelling.

4) Icing For inflammation, the most effective treatment is to apply ice to the affected body part for 15-20 minutes. If you apply ice for less time, you won't chill the area enough to reduce the inflammation. If you apply ice much longer, the body may send blood to the affected area to prevent freezing, which will increase rather than reduce the swelling.

Applying ice can reduce the risk of injury. If you have a history of knee problems, applying ice to your knees after each hard ride can reduce inflammation so that the knees move smoothly during the next ride, rather than grating and causing injury.

If you have an acute injury, Physical Therapist Lulu Weschler recommends applying ice up to three times a day: in the morning, in the afternoon (especially right after a ride), and before going to bed. She also suggest that alternating cold (<70F)

and heat (104-106F) may be effective. For example, you could ice your knees, then soak briefly in the hot tub, and then ice again. Or alternate applying an ice pack and a hot pad. Start and finish with cold; let your body be the guide to the duration of each cycle.

A physician may also recommend taking a non-steroidal anti-inflammatory drug (NSAID) such as ibuprofen to reduce inflammation.

Achieving your peak performance requires pushing your body hard in training and competition and actively rebuilding energy stores and repairing muscle damage. Consuming enough water, carbohydrates, protein and electrolytes at the right time can rebuild your energy stores. Stretching, massage, heat and/or ice can reduce the "ouch factor" so that you can continue to ride without whining!

For more information see Ed Burke's book "Optimal Muscle Recovery", Avery Publications, 1999.

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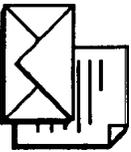
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Make check or money order payable to Charles River Wheelmen and send completed form and membership fees to Sharon Gowan, 504 School St., Belmont, MA 02478

I'd like to help with the activities checked below. Please have someone contact me:

- Ride Leader Publicity Legislative Action
- Safety Membership Newsletter
- Host a postride party Special Events
- Other _____



Renewal or Change of Address?

Don't miss a single issue of WheelPeople! Send your renewal or change of address to our Membership Coordinator:
Sharon Gowan, 504 School Street, Belmont, MA 02478