

Wheel People

Newsletter of The Charles River Wheelmen

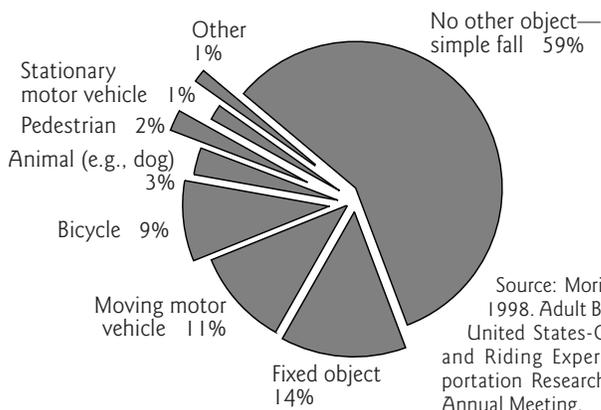
On the roads of New England since 1966

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Improve Your Bike-Handling Skills

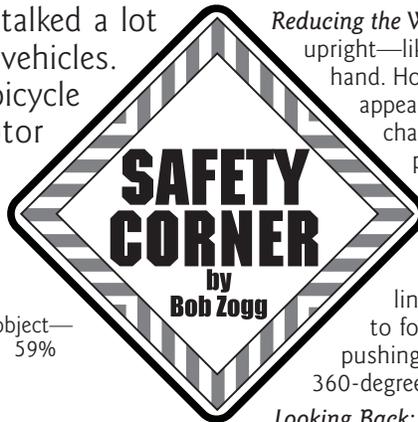
In past Safety Corner articles we've talked a lot about cyclists interacting with motor vehicles. However, surveys show that most bicycle crashes are not collisions with motor vehicles:

Distribution of Crash Types, Survey of League of American Bicyclists Members, 1996



Source: Moritz, William E. 1998. Adult Bicyclists in the United States—Characteristics and Riding Experience. Transportation Research Board. 77th Annual Meeting.

It's clear that there's more to safe cycling than avoiding collisions with motor vehicles. In almost 60 percent of crashes, we simply fall without hitting anything or anybody! It behooves all of us, regardless of our levels of experience, to continually hone our bike-handling skills. Here are a few tips, largely from *Effective Cycling*, by John Forester, and *Street Smarts*, by John Allen (www.bikexpert.com/streetsmarts/).



Reducing the Weave: All cyclists weave. It's how we keep our bikes upright—like balancing a yardstick upright in the palm of one hand. However, a good cyclist's weave is so slight that he/she appears rock solid. Less weave means better balance and less chance of colliding with another cyclist, a motor vehicle, a pothole, or other hazard. Try this drill. Ride the white line at the road's edge, trying to keep your tires on the paint. Relax your upper body, keeping a light grip on the handlebars. Keep your focus out front, and use your peripheral vision to track the white line. Remember, where your eyes go, your bike tends to follow. It helps to maintain a smooth pedal stroke by pushing and pulling evenly with each foot throughout the 360-degree rotation.

Looking Back: Even if you use a rear-view mirror, it's important to be able to look behind you for traffic before changing lane position: no mirror provides a full field of view. Practice looking back on a quiet street or while riding the white line in a parking lot until you can look back for about one second over either your left or right shoulder without weaving.

"Look Ma, No Hands": No-hands riding is a useful drill to improve your balance and learn how your bike handles. Again, practice on a quiet street or parking lot, and only on smooth pavement. Keep your hands close to the handlebars until you get the hang of it. Steer by swiveling your hips (swiveling them right to turn right, and vice versa). If your bicycle cannot be ridden no hands, or will only steer straight when you lean to one side, it needs attention.

Dodging Rocks: Every now and then you'll be surprised by a rock or pothole that you don't see in time to avoid using a leisurely maneuver. Just before hitting the hazard, turn the handlebars suddenly without leaning first (which feels very unnatural), so that the front wheel dodges

Safety Corner - Continued on page 3

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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 -
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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.

Send copy electronically to editor@crw.org. Your document should be plain ASCII text, formatting will not be preserved. If the article can't be emailed, send a typewritten or hand-written version to:

Jack Donohue
26 Fox Run Road
Bedford, MA 01730

Articles submitted to WheelPeople or parts thereof 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.

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For more information please contact Marty Weinstock at 617-491-6523			

the hazard. As soon as your wheel passes the hazard, catch your fall by turning the opposite way. Your wheels will steer around the hazard while you and the rest of your bike travel in nearly a straight line. Practice this using a sponge or other safe "hazard" in an empty parking lot.

Quick Turning: There are times when you'll need to turn fast (for example, when a motorist turns across your path and you need to swerve out of the way). In these situations, quickly turn the handlebars opposite (yes, opposite!)

You can use the same quick-turn technique to recover from entering a downhill turn at too fast.

the direction of your intended turn. This forces you into a lean, and you then quickly correct your handlebar position (by turning in the direction of your turn) and execute a fast, tight turn. This is similar to the rock dodge, but without straightening up. Practice the rock dodge first, and then move on to the quick turn. You can use the same quick-turn technique to recover from entering a downhill turn at too fast. Straighten your handlebars momentarily to force yourself into a steeper lean. Since we normally don't use all the traction our tires can offer, chances are good that you'll complete the turn without skidding out. Even if you do skid out, that's better than riding head-on into a guardrail or trees.

Quick Stops: When stopping, most of us just pull equally on both the front and rear brake levers. Minimizing stopping distance (without going over the handlebars), however, requires using each brake differently. Apply the rear brake (right hand) just hard enough for a gentle stop, and apply the front brake harder

Minimizing stopping distance . . . requires using each brake differently.

and harder without changing the force on the rear brake. If the rear wheel starts to skid, ease up slightly on the front brake. Some advocate moving back in the saddle to keep more weight on the rear wheel. However, Forester discourages this, arguing that the slight improvement in braking performance is not worth compromising your maneuverability. Maintaining your normal riding position leaves you better prepared to quickly steer around an obstacle once you've reduced your speed.

WELCOME NEW MEMBERS

Geoff Adams	Newton	Mark Kmetz	Charlestown
Laurel Ainslie, Alice Hunter	Waltham	Aubrey Lyon	North Quincy
Jenny Alexander	Malden	David Mak	Jamaica Plain
Linda Anderson	Haverhill	Pascal Marmier	Watertown
Heather Baggett	Roslindale	Linda Meloro	Arlington
Philip Banning	Wayland	Christopher Merrill	Boston
Jay Banning	Wayland	Craig Musicant, Adele Musicant	Wilmington
Jonathan Baskin	Hopkinton	Howard Ng	Belmont
Alan Beecher	Temple, NH	John Nilsson, Birgit Nilsson	Clinton
Mark Bernardino	Melrose	Alyssa Parker	Jamaica Plain
Elizabeth Blake, Joseph Bretton	Jamaica Plain	Ann Parker	Boston
Cara Bradley, Dan Bradley	Charlestown	Janet Pawlowski	North Weymouth
Lionel Brooks	Mansfield	Widy Pierre	Somerville
Carol Broverman	Waban	Carole Powers	Somerville
Chris Cavallerano	Wellesley	Ken Repp	Waltham
Emil Chiauzzi	Acton	Paul Robillard	Wakefield
Kathleen Crawford	Charlestown	Richard Rodman	Cambridge
Gian Criscitiello	West Newton	Steven Russell	Cambridge
Laurie Damianos	Waltham	Roy Sansom	Belmont
Alan Dana	Chestnut Hill	Arturo Sedo	Natick
Chad Dunn	Waban	Marilyn Seuffert	Lynn
Josh Fisher	Charlestown	John Siemiakoski	Waltham
Kimberly Fox	Winchester	Gordon Silver	Boston
Daniel Freedman	Newtonville	Carl Stracqualursi	Dedham
Jessica Goldhirsch	Arlington	Chris Summerfield	Cambridge
Brad Harmon	Wayland	Carolyn Tata	Franklin
Karen Howley	Franklin	Matthew Taverni	Boston
Robin Hunter, Roma Hunter	Arlington	Bill Triessl	Waltham
Judit Jane-Valbuena	Brighton	Wilk Von Gustedt	Brookline
Peter Jantzen, Denise Jantzen	Concord	Robert Walmsley	Weston
Gary Jaszewski	Cambridge	Eric Wemhoff	Arlington
Benjamin Kaplan	West Newton	Paul Wheeler, Karen Hunt	Norton
Duncan Kendall	Seekonk	Julie Young	Haverhill

Bunny Hopping: Sometimes the best way to avoid an obstacle is to jump over it. Hold your pedals level with each other, squat down, and pull up on the handlebars. Then jump up and pull your legs up under you. This works best with clip-in pedals or toe clips, but even without them you can get your front tire up, which is the important one. Just unweighting the tires without actually lofting your bike is often enough to get over a bad pothole.

Avoiding Road Hazards: Road-surface defects are the cause of many falls. Learn to spot and avoid road hazards such as holes, bumps, deep sand, drain grates with parallel slots, wet metal, and wet painted surfaces. If you can't avoid slippery areas, coast over them without braking or turning. Giving yourself some margin from the edge of the road will help you

stay away from much of the debris and poor pavement near the curb.

Taking a Course: There's nothing like coaching from a skilled instructor with plenty of concentrated practice to really nail these skills. MassBike (www.massbike.org) offers Bicycling Skills classes, including classroom, parking lot, and on-bike practice that cover the skills discussed above and more.

Remember—safety is about choices. What choices will you make?

GoGarda

Bike Northern Italy

Pat Freda, a CRW member, is hosting affordable bike tours of northern Italy.

Please visit www.GoGarda.com or email pat@gogarda.com.

Monthly specials: May, June, September

www.GoGarda.com



Recurring Rides Calendar

These rides are held every week unless indicated

Monday Morning Meanders

Times: 9:30 AM.

Description: Experience the thrill of being a kid again. Grab your bike and hit the trails. We will go out for 2 to 2 1/2 hours and wander through the woods, on the trails, abandoned railroad beds and open fields using roads only as needed for our stepping stones into these hidden areas. You will need a mountain bike or a hybrid bike. The off road riding is not technical but does require good bike handling skills. Helmets required.

Routes: Distances are typically between 15 and 20 miles, on and off road.

Leaders: Susan Grieb [SLGrieb@comcast.net] (781-275-3991)

Start: Location Varies.

Directions: Call Susan to receive information on the ride start location.

SoBroNew - South Brookline and Newton

Times: Monday nights, 6:30PM, May 9-Jul. 25, 6:00PM, Aug. 1-Aug. 29 (excluding Monday holidays)

Description: This ride is primarily aimed at members living inside 128/95, particularly those close enough so that they can ride to the ride, but all are welcome. Although these are not bucolic country roads, it's a very pleasant route with a number of climbs, some fun descents, minimal lights and generally good pavement. I can't imagine a better area to ride starting within 5 miles of the state house. Due to the convoluted route, there are almost infinite possibilities for customizing the loop for your own tastes.

Routes: Arrowed routes of 15 or 20 miles, cue sheet and map

Leaders: Charles Hansen [velotrain@peoplepc.com] (617-734-0720, often busy for web access)

Start: Parking lot at southwest corner of Cleveland Circle, intersection of Beacon Street and Chestnut Hill Avenue, Boston

Directions: Varies widely based on where you're coming from - check with leader if you need help. Parking is generally available, but not guaranteed.

Wednesday Wheelers

Times: Varies, usually 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: Distances are typically between 30 and 40 miles.

Leaders: Different leader each week, to become a leader contact Dick Arsenault [arsenault@rcn.com]

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 [arsenault@rcn.com] 781-272-1771 day or early evening.

Wednesday Evening Ice Cream Ride

Times: 6:30 PM

Description: Scenic rolling roads through the towns of Wellesley, Weston and Lincoln and additional towns of Sudbury and Wayland. Ride pace is varied, and ideal for the uninitiated as well as the experienced rider. We like to get together after the ride and have pizza at Mark's Sandwich Shop, and some like to go a local ice cream shop on Washington St (Rt 16) for a scoop or two.

Routes: Arrowed rides of 19 and 27 miles with ~10 mi. option possible

Leaders: Justin Haber [justin@haber.net] (617-965-3904) Al Bolea [abolea@comcast.net] (617-484-0851) and John Sales [barelip@yahoo.com]

Start: NEW START: Grossman's Parking Lot on Rt 16 in Wellesley.

Directions: From 128 North or South, Take Rt 16 West approximately 3/10 mi. Parking Lot is on the right. NOTE: There is an ongoing dispute between the Lot owners and the Town of Wellesley about the use of the lot. If the lot is closed the ride will start at the Schofield School - 27 Cedar Street in Wellesley. This is the same as last year's ride start. Directions to Schofield School: From 128 North or South, Take Rt 9 approximately 3/10 mi. west and turn right onto Cedar Street (just after Mobil gas Station). 27 Cedar St is about 3/10 of a mile on left. Park in the first lot on right. You can also get to the start by taking Route 16 West from 128 and turning left onto River Street (right before the Sunoco gas station). At the flashing red light at the top of River Street, cross over onto Cedar Street and 27 Cedar will be 1/10 of a mile on the right.

Wednesday Fitness and Masters Ride**

Times: 6:00 PM Sharp! for routes of 23, 28 or 33 miles.

Description: This Fitness Ride offers you the opportunity to ride with others in a paceline format. The ride welcomes everyone, especially masters riders who would like to ride with their peers. Groups of no more than 6 riders are started according to their expected speed. We encourage staying together as a group, waiting for others to catch up if you become separated. You will ride on scenic, rolling roads through Needham, Dover, Sherborn and Medfield. Total climbing for the long route is 1475 feet.

Routes: Arrowed routes of 25, 30 or 35 miles. Cue Sheets available.

Leaders: Coleman Rogers [coleman@tolmanrogersdesign.com] (617-969-3403), Keith Miller [kmiller@mathworks.com], Chris Tweed [cmtweed@psrinfo.com] (781-830-1368).

Start: Broadmeadow Elementary School at 120 Broadmeadow Road, Needham, MA.

Directions: From Routes 128/95, take Exit 18, Great Plain Ave and head West towards Needham. At the first light, turn right onto Greendale Ave. Go up the hill 0.4 miles, just over the railroad bridge. The first left after the bridge is Grosvenor Road, turn and go .3 miles. Next right onto Broadmeadow Road for 0.1 miles and you are there!

Thursday Fitness Ride at Hanscom Field**

Times: 6:00 PM SHARP!

Description: The shorter rides wind through Bedford, Concord, and Carlisle. The long ride of rolling hills adds Westford and Chelmsford. Groups do the fitness ride between 14 and 20 mph. We conduct an introductory pace line clinic to teach safe group riding skills. We'll start around 15 mph and pick up the pace as the season progresses.

Routes: Arrowed routes of 16, 28 and 34 miles. Arrow is an upside down white T.

Leaders: Rich Taylor [richard_n_taylor@post.harvard.edu] (781-981-3866-days; 978-287-4921-even)

Start: LG Hanscom - General Aviation Airport.

Directions: Rt. 128 to Exit 30B (Rte. 2A West)-do not take exit for Rt. 4/225 which also says "Hanscom Field" on the sign. Go on 2A West for 1.5 miles until you come to the blinking light. Turn right at Airport Road into Hanscom Field and follow signs for the General Aviation Airport.

Friday TGIF Unwinder

Times: 6:30 PM

Description: A club ride that provides something for all tastes. There is usually a fast group riding pacerline while others tour at their own speed. The ride winds through the back roads of Concord, Carlisle, Acton and Chelmsford and is conducive to both the fitness rider and those out to enjoy the scenery. It is a great way to end the work week and there is always a group going out for dinner and/or ice cream after the ride. **Start:** The library parking lot of the Bedford Town Hall/High School/Library complex on Routes 4/225/62 in Bedford Center.

Routes: 18, 22 and 27 mile rides. Fully arrowed, cue sheet and map.

Leaders: Ed Glick [edward.glick2@verizon.net] (978-250-1883) Daniel Rabinkin [rabinkin@ll.mit.edu] (781-275-2391)

Start: The library parking lot of the Bedford Town Hall/High School/Library complex on Routes 4/225/62 in Bedford Center.

Directions: Take 4/225 west from 128 through Bedford Center. Just before Route 62 splits off to the left, you'll see the driveway on the left.

Saturday Morning Fitness Ride at Nahanton Park**

Times: 8:30 for 42 miles or longer; 8:40 for 28 miles or shorter. This ride runs all year 'round.

Description: You will ride scenic rolling roads through Needham, Dover, Sherborn, and Medfield. We usually try to start people in bunches of about 10 riders, grouped by distance (28/42 miles) and (very roughly) by speed. Often each group ends up breaking into smaller bunches.

We do encourage people to "wait up" a minute after certain hilly sections. The routes are arrowed so that you can find your way alone. This ride is for intermediate to advanced riders. The slower groups probably average 15-16 MPH, and the fast groups often average over 20 MPH. Most people do the ride to get a good workout. Even if you don't keep up for the whole ride, hanging on for as long as you can is a good way to get stronger!

Routes: Three routes, cue sheet and arrows: Long Route - 42 miles Medium Route - 28 miles Short Route - 19 miles

Leaders: Dave McElwaine [McElwaineD@aol.com] (781-821-8643) Chris Randles [jcrandles@comcast.net] (617-969-2545)

Start: Nahanton Park, Newton.

Directions: From Rt. 95/128 take exit 19B (Highland Ave.) toward Needham. Go left at the first 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. (There is another entrance to Nahanton Park on Winchester St. Don't go there!)

Group Riding for Beginners

Times: Saturdays, August 13, August 27. Rides leave promptly at 10 AM. RAIN CANCELS.

Description: Experience the fun and camaraderie of riding with others in a beginner friendly atmosphere. Get ready for that charity ride you have signed up for! Learn about riding in a group, ride safety, ride comfort, and tips to improve your cycling. After a pre-ride orientation and safety talk, we will depart on a 20 mile ride through Reading, Wilmington, North Reading, Andover, and Lynnfield on fairly quiet back roads. The route is flat to rolling, with a few moderate hills. The pace should average 11-14 mph (please see the note below). The ride is arrowed and a cue sheet is also provided.

Routes: 20 miles arrowed and cue sheet

Leaders: Jim Sullivan [jlesullivan@aol.com] (781-245-1772)

Start: REI, 279 Salem St, Reading (exit 40 off Route 128)

Directions: From Rt. 128 take Exit 40 (Rt. 129/Main St. Wakefield). At the bottom of the ramp, stay left to enter the rotary. Take the fourth exit from the rotary (Rt. 129). REI is on the left, opposite the Reading Mandarin restaurant. Please park away from the store.

Note: We will try to stay together for the entire ride, with frequent stops to allow riders to regroup. However, if it becomes apparent that your level of fitness will not allow you to stay with the group, you may elect to turn around and return to REI or finish the ride at your own pace using the map and cue sheet provided.

Sunday Morning Fitness Ride - South Shore Coastal Loop**

Times: 7:00 AM (Yikes!)

Description: This ride combines shady, quiet roads with beautiful vistas along some of the most scenic coastline on the South Shore. You'll find that the effort to get up early enough to leave promptly at 7 will be paid back by having a great ride with little traffic, and you'll be home in time to cook omelettes for Sunday brunch! The SSCL will take place every week, weather permitting. The 37-mile loop includes Rockland, Hingham, Norwell, Scituate, and Cohasset with a coffee stop in Scituate Harbor. The 50-mile ride adds a loop to Pemberton Point in Hull, with its magnificent views of Boston Harbor from under the windmill, where we regroup! An ideal ride for fast to moderate riders with pacerline experience or a desire to learn.

Routes: Rides of 37 and 50 miles. Arrowed, cue sheets available.

Leaders: Andy Brand [abrand@alum.rpi.edu] (617-247-9770) and Bob Dyson [rdyson22@comcast.net] (508-668-8122)

Start: Park'n'Ride lot, Rockland (opposite Home Depot)

Directions: Take Route 3 to Exit 14 (Rt. 228) in Rockland. Turn left at the end of the ramp, then left again at the first set of lights, and park in the Park'n'Ride lot. Call to confirm. Space unlimited.

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

Narragansett Bay Wheelmen Challenge Tour Series - 2005

Last year saw the introduction of the Special Ride Series that featured tours throughout the New England and New York regions. For 2005, the series will include some of last year's favorites along with a number of new and exciting rides to challenge cyclists. Something else new for this year is a change in the series' title to NBW Challenge Tour Series. This revision is not intended to make these rides any less appealing or to discourage participation, but rather to define them as a bit more demanding than a "typical" Sunday ride. As a means of providing further clarification to each tour's relative physical demands, a scale from one to five asterisks has been provided, with five asterisks designating the most difficult rides. A tour's difficulty rating is based on a combination of its overall length, amount of cumulative climbing elevation and the severity of the climbing gradients. For those that do not wish to complete an entire tour, "shortcuts"

NBW Challenge Tour - Continued on page 10



August 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. You should also carry an ID card, health insurance card, and emergency contact information.

Apple Hill Ride Redux

Saturday - August 6

Times and Routes: 9:30 for 56 or 63 miles; 10:00 AM for 38 or 25 miles.

Ride Type: Arrowed w/map and cue sheet

Leaders: Connie Farb (chfarb@yahoo.com, 978-443-4993) and Mark Sevier

Description: Ride from Concord to Harvard green for lunch on pleasant, challenging back roads. We will ride through Lincoln, Sudbury, Stow, Hudson, Boxborough, Harvard, Littleton, Westford, Carlisle, Acton, and Concord. There are few good food opportunities on the ride so bring some snacks!. The Harvard General Store closes at 12:30 PM or possibly earlier and usually has snack food. Water is available from the water fountain on the green.

Start: Concord Carlisle Regional High School

Directions: Rt 2 west to Concord, right at stoplights to RT 126, Walden Street (where the sign says Walden Pond to left). The school is on your left in 1/10 mile.

The Lake Chargoggagoggm anchauggaggagoggchaub unagungamaugg Ride

Sunday - August 7

Times and Routes: 9:30 a.m. for all distances. Choices of 28, 45, 69, or 83 miles.

Ride Type: Arrowed (small letter d), with map

Leaders: Wes and Linda DeNering. (508-881-9117, WDeNering@JHancock.com)

Highlights: Heavily wooded quiet back roads going through the historic Blackstone River Watershed. Sites include old mills, mill ponds, bogs, reservoirs, many river crossings, and lots of woods. The 83 mile ride is a tri-state ride that continues on through the big hills of NE RI and NE CT, a small part of Lake C*, and back through Douglas State Forest (no longer goes through heavily-traveled Webster). All but the 28 mile ride include the Blackstone River and Canal State Park as the official lunch stop. (Water and bathrooms, but no food. BYO or buy shortly before the park.) All rides are very hilly. The pavement is generally in very good condition. However, there is one very short (1/10 mile), but notorious, section of dirt road about 10 miles from the end. All rides have places to

buy food, but choices are limited. ***Come see some new roads and a new area, as this is an area little-used by CRW cyclists.***

Start: Holliston High School, Hollis Street

Directions: 495 to exit 21A to Hopkinton center. Right onto rt. 85 south. Go 1.7 miles, turn left onto Chestnut street (flashing yellow light). Go 3.6 miles to end. Turn left onto Highland, then immediately right onto Hollis. High School is on the right.

Carl Isle Ride and Grill - A dog day Afternoon.

Saturday - August 13, 2005

Times and Routes: 10:30 AM for 30 or 37 miles

Ride Type: Cue sheet and map; arrows perhaps

Leaders: Mike Hanauer (978-318-1980, MGHanauer@yahoo.com) and Jerry Hanauer (g.hanauer@comcast.net)

Highlights: Lots of low traffic country roads with just a single traffic light. Working cranberry bog and dairy farm plus lots of trees, cows, goats, sheep and pasture cookies. Hills are few and mostly gradual -- only the guilt will raise your heartbeat. There will be a PARTY at Mike's after the ride. There will be lots of hot dogs to follow the dog day ride.

Start: Mike's Place, 200 Long Ridge Road, Carlisle MA. Please park on the street if you drive.

Directions: FROM Rt 128/95: Take 225 West thru Bedford and toward Carlisle. Just after crossing the Concord River (and entering Carlisle), take the next left onto Skelton. Go straight across River road onto Nowell Farme Road. Take the second right onto Long Ridge Road. Go to the end, Mike's Driveway is on the left. FROM CONCORD CENTER: Take Monument Street past the Old North Bridge; it becomes River Road in Carlisle. Turn left onto Nowell Farme Road 4 miles from Concord Center (at the four way intersection, it's Skelton on the right). Take the second right onto Long Ridge Road. Go to the end, Mike's Driveway is on the left. FROM CARLISLE CENTER: Take Route 225 (Bedford Road) East toward Bedford, but bear right onto River Road 1.5 miles from Carlisle Center. Turn right onto Nowell Farme Road (at the four way intersection, it's Skelton on the left). Take the second right onto Long Ridge Road. Go to the end, Mike's Driveway is on the left.

Apple Pi Ride

Sunday - August 14

Times and Routes: 9:30 for 50 and 10:00 for 35 miles.

Ride Type: Arrowed (upside down greek letter pi)

Leaders: Jack Donohue (jmdonohue@alum.mit.edu) and Janet Cochrane Miller (jcm02129@mac.com, 617-726-8765, work)

Highlights: The short ride goes through Concord, Acton, Littleton, Westford, and Carlisle. The long ride adds Stow and Harvard. The long ride passes an impressive array of apple orchards, while taking in a few hills.

Start: VA Hospital Parking lot, Springs Road, Bedford

Directions: From 128 Take Rt 4 north to Bedford Center. Turn right on Springs Rd. Follow signs for VA Hospital/Middlesex Community College. Meet at first parking lot on right.

Groton Country Tour

Saturday - August 20

Times and Routes: 10 AM for 50 miles of rolling terrain with some hills. 10:30 AM for 25 miles, few hills.

Ride Type: Arrowed (chevron)

Leaders: Jeanne Kangas, (978-263-8594, evening before 9:30 PM; jskangas@verizon.net)

Highlights: The rides are scenic, through pretty horse and apple country. The short ride passes through Harvard, Littleton, Ayer, and Groton. The long ride adds Pepperell, Dunstable, and Hollis in New Hampshire. Both rides go through scenic Shaker Village in eastern (not hilly) Harvard, and to historic colonial Groton Center, where the short ride can have a pre-lunch snack (get food here) on the Common. The long ride continues through Pepperell, over the covered bridge in East Pepperell, and up to Hollis, New Hampshire, where the rest stop is at a local pizza & ice cream parlor.

Start: Vacant company parking lot on Taylor Road, Littleton.

Directions: Take Exit 39 ("Taylor Street - Littleton-Boxborough") off route 2 West, just after Rte. 495 exit. Turn right at end of Taylor Road exit ramp. In a half mile, turn left onto Foster Street. Take the first right into vacant industrial bulding driveway. Go around to the back of the

building and up the hill to park next to Taylor Road.

In Search of Llamas

Sunday - August 21

Times and Routes: 9:30 AM for 58 miles, 10:00 AM for 42 & 30 miles.

Ride Type: Arrowed with Cue Sheets.

Leaders: Lisa Wilk (lwilk@capaccio.com) and Andree Lerat (andree.photo@verizon.net)

Highlights: Join us for the 6th Annual Llamas Ride! All rides are primarily along quiet backroads. Short ride passes through Dover, Sherborn, and Holliston. Medium & long rides also add parts of Medfield, Millis, and South Natick to the route. We'll pass by several farms in the area (may see some Llamas, Burros, and Horses in addition to the usual farm animals). Flat to medium rolling hills (short ride avoids larger hills). LUNCH is in Holliston.

Start: Chickering Fields (across from Caryl Park/Noanet Woodlands Reservation) on Dedham Street in Dover.

Directions: Chickering Fields is about 0.5 mi northeast of the center of Dover. From Rt 128/95, take Exit 19B (Highland Avenue heading towards Needham). At intersection of Highland Ave and Great Plain Ave, turn right and then after approximately 0.1 miles turn left onto Chestnut Street. Follow Chestnut Street (past Glover Memorial Hospital), and bear right as it becomes Dedham Street when you cross the townline into Dover. After approximately 2 miles on Dedham Street in Dover, will see Mill Farm (White Barn) on left side of road. Take first

right after Mill Farm (about 0.1 miles from Mill Farm) into Chickering Fields parking lot (across the street from Caryl Park/Noanet Woodlands Reservation). Please do not park on lot entrance or along road (if lot is full, additional parking lots, < 0.25 miles further down on Dedham Street on left-hand side of road)

Rhode Island Ramble

Saturday - August 27

Times and Routes: 9:30am from Tiverton High School for 44 or 56 miles.

Ride Type: Cue sheet and map

Leaders: Elizabeth Pell (elizabeth.pell@comcast.net; 617-733-2647 cell; 781-605-0435 home) and Rita Long (RitaCLong@comcast.net; 781-899-9177)

Highlights: This is the return of a popular route that CRW hasn't done for several years. We will ride the R.I. and MA. shores and along the mouths of the Sakonnet and Westport rivers. Gorgeous scenery, water views, working farms, animals, flowers, old money homes and much open land. The drive is worth it! Food: Lots of fruit stands, so you can eat the way your doctor always told you to eat. Sufficient drink stops for an August ride. The lunch stop at Westport Harbor has drinks but no food. Food available in Little Compton: country store, small town diner, & pizza store.

Start: Tiverton RI High School, 100 North Brayton Road, Tiverton RI, just south of Fall River MA

Directions: Take MA Rte 24 South, which becomes RI 24 South. Be careful as MA 24 merges

into and quickly out of I-195 near Fall River. Continue on 24 South, take Exit 6, Fish Road, off RI Rt. 24. Left onto Fish Rd.; go 1.3 miles then turn left on Bulgarmarsh for 0.8 miles. Left on N. Brayton Road. The high school is 0.2 miles on the right. No bathrooms at high school.

Grand View

Sunday - August 28

Times and Routes: 9:30 for approximately 72 (L) or 76 (XL) miles. 10:00 for approximately 30 miles (M)

Ride Type: Arrows, cue sheet, and map

Leaders: Martin and Annette Sterman (978-464-2056, mdsterman@yahoo.com)

Highlights: Last year's Saturday sleeper is this year's sizzling Sunday summer hit! "Whatta ride!" New York Times, "Same as the NY Times!" Boston Globe, "Opposite of the NY Times!" Fox News, "One HXXL of a GXD DXXXXD Bike Ride!" Ken Hallow. This is a very hilly tour of Princeton country roads and environs. X long ride ~4700 feet of climbing, long ride ~4000 feet, medium ride ~2000 feet. Medium ride includes Bolton, Sterling, Leominster, and Princeton. Long ride adds Rutland and Hubbardston. XL ride adds Mt Wachusett with a newly paved Merriam Rd descent from Mt Road. Food/water stops are limited.

Start: Nashoba Regional High School, Bolton MA

Directions: 2 1/2 miles West of Rt. 495 on Rt. 117 on the right at Green Road.



CRW Trips

Wheeling Around the Whites

August 19 - 21, 2005

Explore the White Mountains and the Mount Washington Valley by bike! This cycle weekend will offer hilly and not-so-hilly rides of 30 to 107 miles, swimming at Jackson Falls, shopping at factory outlets, and aprÈs-biking at the Wildcat Tavern. Lodging and meals will be provided at a ski club lodge in the village of Jackson, NH, which is ten miles north of North Conway.

Multiple ride options range from the Triple Notch Century, to rolling country rides, to a North Conway loop with its factory outlets. Or test your climbing prowess on the newly-paved Hurricane Mountain Road, the steepest paved road in New Hampshire — climb it if you can!

Trip fee is \$89 per person. This includes two

nights lodging in bunk rooms, breakfast, happy hour and dinner on Saturday, breakfast on Sunday, maps, cue sheets and ride snacks. For more information, contact Joanne Archambault (joarch@comcast.net, 508-878-8421) or David Campbell (david.campbell3@comcast.net, 781-856-3658).

Trip is limited to 25 participants. Please register by August 5th by sending your contact information and a check payable to "Charles River Wheelmen" to:

David Campbell
24 Central Ave.
Needham, MA 02494

Nautical Tour of NH and Maine

Friday-Sunday, Sept. 9-18

Enjoy some of New England's most scenic water views on this van supported tour — the Maine coast, Lake Winnepesaukee, and picturesque rivers including the Penobscot. Bike over hill and dale. See the White Mountains. Approx. 50-65 miles/day ranging from flat to hilly.

We'll meet in Rochester, NH on Friday evening, 9/9. 3 days of cycling around Lake Winnepesaukee to North Conway, NH to Portland, ME. 3 days along the Maine coast including LL Bean and beautiful Camden Harbor. Then 2 1/2 days in Bar Harbor, ME, adjacent to spectacular Acadia National Park. Choice of excellent road cycling (including to the top of 1,530 foot Cadillac Mt.), mountain bike rentals, hiking, ocean kayaking, etc. Also, optional one day out and back high speed cruise from Bar Harbor, ME to Yarmouth, Nova Scotia, with time to cycle in Nova Scotia.

Tour fee of \$ 810 includes 9 nights in hotels and motels (2 persons/room), full picnic lunch on 7-8 days, some breakfasts, large support van for our luggage, etc., return transportation from Bar Harbor, ME to Rochester, NH, maps and cue sheets. Possible extras: 1 or 2 dinners, and tour T-shirt or hat. Max: 26 persons.

Leader: Arnold Nadler, 978-745-9591, ardnadler@aol.com

Nutrition Preparations for Century-Riding

By Jenny Hegmann, MS, RD

For more information on nutrition, training and equipment for endurance riders visit www.ultracycling.com

When you are planning for a century or double century, your nutritional preparedness is as important as your physical training. Being nutritionally prepared, however, means more than just carbohydrate-loading the night before. During the months and days leading up to your ride you must eat wisely and learn what, when, and how to eat to fuel the distance.

Your Daily Training Diet

You should carbo-load not just the day before the century/double century but also every day during your training. This allows you to: prevent chronic glycogen depletion train better (because muscles are better fueled), and then ride better on event day, continue eating your usual foods pre-event, so there are no unwanted surprises. A cyclist's daily carbo-loading menu should derive 55 to 65 percent of the calories from carbohydrates. Achieve this by choosing wholesome grains, fruits, vegetables, and legumes the foundation of your daily meals. Eat lesser amounts of lean meat, seafood, or poultry, and low-fat milk products.

Months Before

You have three tasks during your months of training for your century or double:

1. Learn your carbohydrate targets.

Before riding: Replenish your morning-low liver glycogen levels by consuming 0.5 gram of carbohydrate per pound of body weight one hour before riding. This is 75 grams (300 calories) of carbohydrates for a 150-pound cyclist, roughly a bowl of cereal and a banana. If you can't tolerate solid food in the morning, consider liquid carbohydrates-juice, sports drink, or low-fat chocolate milk. If your stomach prefers no fuel the hour before riding, then consume a good meal-a bagel, peanut butter, fruit, and yogurt-three to four hours before the ride to give yourself time to digest (you may need to get up at 3 a.m., eat, then go back to bed).

During riding: Maintain blood sugar levels and help spare muscle glycogen by targeting 0.3 to 0.5 grams of carbohydrate per pound of body weight per hour. For a 150-pound cyclist, that's 45 to 75 grams (200 to 300 calories) of carbohydrates each hour while riding. Learn during training how much you tolerate and if you do better with liquids only or in combination with solid food.

2. Learn your sweat rate and fluid targets.

Every cyclist should know his or her sweat rate, the rate at which you lose body water. For optimal hydration you should replace fluid as you lose it. To find your sweat rate, weigh yourself naked before and after a ride. Each pound you have lost represents two cups (16 ounces) of fluid. To this amount, add the amount of fluid you drank during the ride. Divide this total amount by the hours you rode. This is your hourly sweat rate and is the amount of fluid you should drink per hour while riding. For example, let's say you rode for two hours and drank two cups of water. If you lost three pounds (6 cups of fluid) your sweat rate is eight cups for two hours of cycling, or two cups per hour. You therefore should plan to drink one cup of fluid every 15 minutes while riding.

3. Practice during training to reduce unwanted surprises on event day.

Thus you can avoid the stress of wondering if you have fueled appropriately, or if what you have eaten or plan to eat and drink will settle well. Experiment during training to:

- Learn what and how much food/fluid work best for you, and when. Do you feel best eating one hour before a ride, or three? Should you consume just a banana, or a banana plus a bagel?
- Develop a schedule to meet your carbohydrate and fluid targets during the ride. For example, mark your bottles in 8-ounce increments and drink eight ounces of water every 20 minutes. Divide your food into stashes to be consumed each hour: raisins and pretzels tossed into a baggie, an energy bar, or a few oatmeal cookies, etc.
- Learn what to carry and where to keep it. How will you carry your fuel? In which pocket will you always carry your raisins and nuts, sandwich, spare tube? Will your new CamelBak be comfortable for the duration?
- Practice consuming the foods/drinks that will be available during the event. If you plan to eat event food, contact ride organizers to learn what will be served.
- Train at the time your event will occur. If your ride begins at dawn (or lasts all night), make sure you have ridden (and eaten) at this time.

The Week Before

Taper your training and maintain your usual, carbohydrate-based diet during the week before a big ride. This allows your body to become saturated with glycogen. Don't worry that you will "get fat"-by tapering, the extra carbohydrates that you eat (or rather that you do not expend) will be stored as glycogen in your liver and muscles. Yes,

you will gain weight, up to three to four pounds by the end of your taper. This is water: for every ounce of carbohydrate stored in your body, you store about three ounces of water.

Be sure to carbo-load, not fat-load. Cheesy pastas and French-fried potatoes fill the stomach with fat and leave you eating fewer carbohydrates. The result is poorly fueled muscles (and bigger fat cells!). Trade extra fat calories for extra carbohydrates: On toast, use honey instead of butter; instead of creamy pasta, enjoy spaghetti and tomato sauce.

Plan your event-day menu and buy the foods you need. If you will be traveling, plan to bring all your foods and drinks with you in a cooler.

The Day Before

Today is the day to maintain glycogen stores by enjoying your usual carbohydrate-based meals. Try nothing new. Drink extra fluids to ensure you are fully hydrated. Your urine should be pale and of significant quantity. Abstain from excess wine or beer as they can be dehydrating (and do not contribute significant carbohydrates). Prepare your food supplies so that you won't have to think about this tomorrow morning (when you are already stressed).

The Morning Of Your Ride

Novice riders tend to either eat too little before a big ride, fearing an upset stomach, or else eat too much, fearing that they will bonk. Today is not the day to figure out what to eat before riding! You should experiment in training, and on event day have a tried-and-true plan of familiar foods and fluids. Some cyclists prefer a light breakfast the hour before a century or brevet; some prefer food at the starting line; others have learned to wake up at 4 a.m., eat a bowl of oatmeal, and then go back to bed.

Drink plenty of familiar fluids up to two hours before the ride so you have time to absorb the water and urinate the excess. Drink one more glass 5 to 15 minutes before you start riding. If you are used to having coffee or tea in the morning, do so today as well. Don't forget to bring your foods and fluids that you prepared the night before.

During Your Ride

Do nothing new, special, or different during a century or double. Your goals are to meet your fluid and carbohydrate targets, just as you did during your training rides. In doing so, you can be confident that you will be adequately fueled

Nutrition Preparations - Continued on page 10

The Fixie

by Pat O'Dougherty

Continued from July

I have a tendency to rush through jobs that I'm not comfortable with. I don't want to take the time to learn, to exist in that uncomfortable space of not knowing. It is as if I am closing my eyes, grabbing tools and parts, and hoping that it all comes out OK in the end. It hardly ever does. There are some wildly botched projects dotting the landscape of my do-it-yourself career. At least these days I am getting better at catching myself in this nervous rush and slowing down enough to avert these little disasters. I'd begin an evening assembly session by forcing myself to sit and think about each move I was about to make. I would "dry fit" each part to its mate several times before tightening completely. I bought and studied Leonard Zinn's great bicycle maintenance book. I vowed that I would use the proper tool for each task. This paid bonus points in that I had almost no bike tools, and got to buy lots of neat little gadgets that were designed specifically for each component and task. As a teenager I removed a V-8 engine from a car with not much more than two wrenches (one adjustable) and some screwdrivers. That knuckle shredding experience has made me a hoarder and lover of tools.

Despite all my caution and care the Fixie build was nowhere near flawless. About the only part that I installed correctly on the first try was the seatpost. There was at least some drama and angst accompanying every other step in the build. I can imagine what building a fully geared bike would be like. I was stuck for some time on cog and drive sprocket alignment until I finally figured that one out. Brake cable installation was troubling, but that issue was also put to rest. I ended up making a one piece stem spacer out of aluminum because I didn't like the look of all those stacked spacers. Slowly, the bike began to take shape.

At first, I thought I'd build my own wheels too. In for a penny, in for a pound you know. I even went as far as making my own truing stand. Park Tools foolishly posted a schematic of one of their stands on their web site and I blatantly ripped off their design. Please don't tell on me. A few pieces of scrap aluminum, several nuts and bolts, and some time on the milling machine at work yielded the "PatPark Model One". I made several design improvements that I'm sure the good folks at Park would be thrilled with. In the end though, I bought a

ready-made set of wheels. My stated reason is that I found an awesome deal on line (I did). An explanation closer to the truth is that I spooked at the mental image of myself, trapped in a tangle of spokes, unable to get free or call for help. I promised myself that I would defer this challenge to a later date.

It's important to note

that every goof I encountered was fairly easily remedied by either my intuition, a quick check in Zinn's book, or both.

Patience, patience, patience. And then, one evening I stepped away from the bike, Voila done! After the final task of wrapping the handlebars, (got it right on the second try), I was ready to try the bike out. I took the Fixie down from the slings and carabiner affair I had it hung in and carried it upstairs. After a tire pressure check and putting on my shoes, I clipped in and rode off into an early spring evening.

Note to self; set cleat adjustment before riding. I tried to unclip a few blocks down

the street to fool with the saddle height and found that I could not. Remaining calm, I turned around, rode home, and skillfully stopped myself alongside my truck without keeling over. After setting the proper cleat tension I set out once again.

As I cruised slowly and carefully around my neighborhood a simple equation scrolled re-

peatedly through my head; build mistake = crash, major build mistake = major crash. I spent about 20 minutes riding around slowly, listening, tweaking saddle height, re-tightening nuts and enjoying myself. There were a few issues that needed attention but, overall, this bike was OK! Everything worked. I had even guessed the gearing correctly. In the following weeks I changed the stem for a shorter one and began to go on longer rides in earnest. I began to ride the Fixie with the same confidence that I rode my Bianchi. Apparently I had done enough things right and the bike was not going to collapse under me. Just when the volume of my self-congratulations reached a crescendo, the fixie presented me with a big serving of Humble Pie.

I had been doing a fixed gear training session after work, which consisted of riding up and down Heartbreak Hill in Newton. It was a good workout in either direction. After four repetitions in the late afternoon heat I decided to call it a day and ride home to Waltham. When I was about 3 miles from home I felt a funny feeling in my left foot as I pedaled.

I thought "hmmm, loose shoe cleat?" "I'll have to fix that when I get home".

About two seconds later, my left crank came off the bike altogether and I found myself cruising along on one leg, while trying to hold my left leg aloft to keep from dragging the loose crank on the pavement. I had only been

going about 15 - 16 mph at the time, and was grateful for that at least. I carefully slowed the bike and looked ahead for a place to stop. Embarrassed, angry and confused, I glanced at a passing car on my left. A young girl, riding in the back

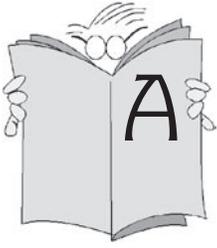
seat was staring at me, her mouth formed in a perfect "O". What a treat for her, it's not every day one gets to see a bike rider with part of his bike stuck to his shoe.

The rest of the ride home was interesting. After I ripped the offending crank off my shoe, and stuffed it in one of my jersey pockets in disgust, I began to pedal home on the right crank, with my left leg in the "crippled bird" position. I got some strange looks and struggled to appear nonchalant. A group of small kids on their BMX bikes saw me coming a couple of blocks from home and gave chase, yelling words little boys shouldn't know. I stared straight ahead, pumped my right leg

The Fixie - Continued on next page

Little Jack's Corner

by Jack Donohue



A few years back I was convinced that the Hart Barn in Carlisle was cursed, since every time I showed up for a ride there it seemed the weather was dreadful. So it was for Jim & Lyn's classic "Carlisle before the Bugs" ride.

The only reason I showed up was that I figured no one else would. I'd say hi to Jim and then could morally proceed to the after-ride party. I figured there'd be plenty of food, due to the dearth of participants, and a feeding frenzy would ensue. But as cruel fate would have it, the party was cancelled due to lack of participants. And as it turned out, I was not alone. A small band of hearties showed up to do the ride in what started out to be bad weather and got much worse. So I succumbed to peer pressure and decided to do the ride too. I figured at least I could convince every one to bail out at the 30 mile split. As I saw the two riders in front of me take the long option, I once again succumbed

to peer pressure and followed them.

Once I realized I wasn't having fun anymore, I started thinking OK, as soon as I see something that looks familiar, I'm heading home. Unfortunately, at that point nothing looked familiar and things were getting more and more unfamiliar as the ride progressed.

I realized I was in a town named Dunstable, wherever that was. I saw a town line marker, hoping for a more familiar town. The next town was Tyngsboro. Now I didn't know exactly where Tyngsboro was, but I knew it was darn close to New Hampshire. But I was still following Jim's arrows, and Jim wouldn't lie about a thing like that. Of course, I could have checked the map that I had tucked away in my jersey pocket, but real men don't look at maps. Or stop, except to answer the Call of Nature. Jim and Lyn's arrows were actually quite good. You could have followed the route in a car. And if I had any doubts there were plenty of other arrows for guidance. Fortu-

nately all roads lead to Bedford. At various times I encountered Pam and John's pi arrows, the Thursday night fitness ride upside down T arrows, Peter Serratore's Friday night orange arrows, not to mention BMB, and the CRW fall century. I may not know where I am, but I know my arrows.

While wandering on the ride, I saw something that I could not believe. Coming down 225 just past 110, there is actually a road named Lyberty Way. Now I've seen a lot of this cutesy pseudo revolutionary Olde Tyme Whatever, but this is really too much. I'm sure no one in Paul Revere's day ever said "Give me Lyberty or give me death." Here you have a brand new housing development that's probably existed for a year and a half and they're trying to give it character with a fake revolutionary name (to quote William Bendix "What a revolting development this is").

(My apologies if any of you live on Lyberty Way — it's not your fault, it's the developer that should be hoisted on his own petarde).

NBW Challenge Tour - Continued from page 5

will be available for most of the rides. A brief description of each tour is presented to assist in your ride selection process. If you should have any questions or require additional information, contact Mark Robinson at mrobinson67@cox.net Happy cycling!

Heritage Trails *Saturday, August 13th* (96 Miles)—A favorite amongst last year's tour participants, the Heritage Trails Tour makes its return in 2005. The ride starts from Greenfield, MA at the base of the Berkshire Hills and ascends the Mohawk Trail, once a footpath used by native tribes and later by European settlers as a trade and travel route. Upon reaching the Trail's pinnacle at Whitcomb Summit, you will be enveloped in a sweeping panorama of valleys and mountain ranges. As the ride descends into North Adams, you will encounter the famous hairpin turn, affording a breathtaking view of Mt. Greylock, the Hoosac Valley and the surrounding Berkshire region. From here, the road turns north on Route 8 towards the Vermont border and then east on the Molly Stark Trail (Route 9). With a relatively short climb out of Wilmington to the top of Hogback Mountain, you will be rewarded with a phenomenal 10-mile descent into West Brattleboro. The final segment of the tour heads back to the finish in Greenfield as it meanders along classic New England backcountry roads. This ride is guaranteed to become one of your favorite tours of New England.

Nutrition Preparations - Continued from page 8

and hydrated. You will be able to sit back, pedal strongly, and enjoy the distance with energy to spare.

Jenny Hegmann, MS, RD, is co-author of *The Cyclist's Food Guide: Fueling for Distance* (©2005 Sports Nutrition Publishers) with Nancy Clark, MS, RD. To order: send check for \$18 to Jenny Hegmann, 12C Carnation Circle, Reading, MA 01867. Hegmann is a sports nutritionist and long-distance cyclist. She lives and works in the greater Boston area. She may be contacted at jhegmann@verizon.net.

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CLASSIFIED ADS

CRW members may submit non-commercial ads at no charge. Submit the copy to the editor as described on page 2.

WANTED: Shoes, Saddle, Flick Stands

Bike Shoes: Bata Biker or similar old-fashioned, flat-bottom biking shoes. Men's size 10 would be ideal. Size 9-1/2 might work. **Saddle:** Man's anatomical saddle for commuting. **Flick Stands:** For both road and mountain bikes. **Bike:** Older Specialized Sequoia or Expedition or similar Univega, etc. (23" or 22" frame)

Contact George Caplan: g_caplan@yahoo.com

The Fixie - Continued from page 9

like crazy and dropped 'em. By the time I got home, my right quadricep felt like it had been beaten with a hose. My fragile ego was also a bit bruised.

I'm almost positive that the repeated actions of climbing and descending (braking) had loosened the crank bolts and led to the mini disaster. The cranks were a cheesy no-name brand anyway. As any cyclist worth his/her salt will tell you, always exploit any opportunity to upgrade. I did. A few days later I was cruising around powered by a nice vintage Shimano 600 crankset, courtesy of Harris's. I check its tightness often. The bike has given me hundreds of problem free miles ever since. My comfort zone has just gotten a little bigger.

At this point I'm plotting my next build. I need something other than television to while away these long nights. Carmen has expressed a desire to commute to school and job next year. I've been sniffing around for a frame her size. I'm also keeping my eyes open for a steel frame for another fixie. I scan yard sales with a new purpose now; even dumpsters and people's trash get a quick peek. I love the idea of mixing old and new and coming up with something that may be a bit ugly but works. I wonder what would happen if I welded a mast onto that old Raleigh. A few yards of sailcloth... hmmm.

Now I know how Dr. Frankenstein felt.

June Mileage Totals

1	4	0	5	2	5
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Name	Miles	M	C	K	Name	Miles	M	C	K	Name	Miles	M	C	K
John Bayley	6206	4	4	2	Joseph Tavilla	1842	-	-	-	Lincoln Ross	740	-	-	-
Bruce Ingle	5649	6	5	2	Bill Widnall	1830	4	2	-	William O'Hara	717	1	-	-
Pamela Blalock	5575	4	4	2	Marilyn Hartman	1775	2	1	-	Marc Webb	655	1	-	-
Don MacFarlane	5505	6	1	3	Walt Drag	1744	5	3	-	John Kane	612	-	-	-
Jack Donohue	4762	-	-	1	Larry Kornetsky	1697	1	-	-	Mike Hanauer	596	-	-	-
Robin Schulman	4435	5	1	2	Joseph Moore	1664	3	-	-	Greg Tutunjian	469	-	-	-
Steve Robins	4298	-	-	-	Bob Sawyer	1576	-	-	-	Cynthia Snow	385	-	-	-
Andrew Steinhouse	4105	4	3	1	John Springfield	1527	-	3	-	Jeff Luxenberg	359	-	-	-
Glen Reed	3997	4	2	-	Chris George	1518	1	-	-	Tracy Ingle	357	-	-	-
Tod Rodger	3898	4	1	-	Frank Aronson	1500	2	-	-	Carol Hausner	352	-	-	-
Linnea Olson	3893	5	4	2	John Allen	1430	1	1	-	Elaine Stansfield	293	-	-	-
Jim Krantz	3870	3	1	3	Jack Darr	1424	2	-	-	Henry Marcy	228	-	-	-
Irving Kurki	3655	5	2	1	Ed Hoffer	1378	-	-	-	Rich Whalen	196	-	-	-
Mike Kerrigan	3382	2	2	-	Douglas Cohen	1374	1	-	-	Frank Connell	194	-	-	-
Richard Taylor	3143	6	5	-	Doug Hartley	1340	1	1	-	George Caplan	135	-	-	-
Janet Tortora	2991	2	1	-	Kent Anderson	1262	1	1	-	Jared Luxenberg	62	-	-	-
Winslow Green	2874	2	2	-	John Campbell	1252	1	-	-	Jacob Allen	53	-	-	-
Butch Pemstein	2751	-	-	-	Gabor Demjen	1067	2	-	-					
David Wean	2658	3	-	-	Lisa Weissmann	1059	1	-	-					
Edward Boches	2629	2	1	-	Rudge McKenney	1010	1	-	-					
Joe Repole	2585	6	6	-	Otto DeRuntz	1009	2	1	-					
Ken Skier	2339	3	2	-	Bill Hanson	984	-	-	-					
Dick Arsenaault	2307	21	-	-	Nick Linsky	951	-	-	-					
Larry Murphy	2261	6	-	1	Craig Weiner	950	2	1	-					
Ed Sullivan	2115	3	1	-	Susan Grieb	850	-	-	-					
Don Mitchell	2058	1	1	-	Peter Knox	827	-	-	-					
Darrell Katz	1956	-	-	-	Dan Pratt	774	-	-	-					
Gary Smiley	1858	1	-	-	Cynthia Zabin	753	-	-	-					

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: Jamie King (jamie_e_king@charter.net or 978-448-0533) or on the web at <http://crw.org/mileage.htm>.

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276 Turnpike Road,
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1. acknowledge, agree and represent that I understand the nature of bicycling activities and that I am qualified to participate in such activities; I further acknowledge that the Activities will be conducted over public roads and facilities open to the public during the Activities and upon which hazards of traveling are to be expected. I further agree and warrant that if at any time I believe conditions to be unsafe, I will immediately discontinue further participation in the activity.

2. fully understand that: (a) Bicycling activities involve risks and dangers of serious bodily injury, including permanent disability, paralysis and the risk of death; (b) these risks and dangers may be caused by my own actions or inactions, the actions or inactions of others participating in the Activities; the conditions in which the activities take place; or the negligence of the other participants designated below; (c) there may be other risks and social or economic losses either not known to me or not readily foreseeable at the time; and I fully accept and assume all such risks and all responsibility for losses, costs, and damages I incur as a result of my participation in the Activities.

3. hereby release, discharge, covenant not to sue, and agree to indemnify and save and hold harmless CRW, their representatives, administrators, directors, agents, and employees, other participants, any sponsors, advertisers, and, if applicable, owners and lessors of premises on which the Activities take place (each considered one of the participants herein) from all liability, claims, demands, losses, or damages on my account caused or alleged to be caused in whole or in part by the negligence of the participants or otherwise, including negligent rescue operations.

I have read this agreement, fully understand its terms, understand that I have given up substantial rights by signing it and have signed it freely and without inducement or assurance of any nature and intend it to be a complete and unconditional release of all liability to the greatest extent allowed by law and agree that if any portion of this agreement is held to be invalid, the balance notwithstanding shall continue in full force and effect.

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Signature(s) _____

Name(s) _____

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 Check this box if you don't want to receive mailings from these companies.

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Membership Fees	1 year	2 years	3 years	Additional contributions to CRW (\$1, \$5, ...) are greatly appreciated!
Individual	\$20	\$38	\$55	
Household	\$25	\$48	\$70	

Make check or money order payable to Charles River Wheelmen and send completed form and membership fees to Linda Nelson, 65 Hillside Ave, West Newton, MA 02465.

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 post-ride party Special Events
- Other _____



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