
Wheel People



Newsletter of The Charles River Wheelmen

On the roads of New England since 1966

Volume XXIX, Number 10 • October, 2005

CRW Dine-Out Series Dinner at Redbones

Thursday, October 20th, 6:30PM

Join your CRW friends for dinner at RedBones, a well established, much loved restaurant located in Davis Square, Somerville. RedBones has become a favorite for many folks over the years, most likely due to its authentic downhome-style Southern food, its unique ambience, and the genuine friendliness of its staff. Redbones also offers 24 fresh microbrews on tap.

Please RSVP to Ed Glick, (978) 758-0100 or social@crw.org up until day of event so count can be provided. Free parking in municipal lot after 6:00PM.

Halloween Party

The Halloween Party will be held on October 29th from 7:30 to 12:00PM. Details are not available at press time, but can be found on the CRW website (<http://www.crw.org>) or contact Ed Glick at 978-758-0100.

Annual Banquet and Awards Presentation

The annual CRW banquet will be held on Thursday, November 10 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 Lexington Center. The cost for the banquet is \$15.00 per person, children nine and under are half price. Please send your reservations with your check by Fri. November 4 to Don Blake, One Gleason Road, Bedford, MA 01730. Late reservations may be emailed (dgbake@rcn.com) or telephoned (781-275-7878) to Don with payment at the door of \$20.00 per person.

Standing Your Ground

It might surprise you to read about assertive behavior in a safety article. But let's not confuse this with being aggressive. We're not talking about running red lights, cutting corners into the oncoming lane, or zooming past other cyclists with half an inch between your elbow and theirs. Being assertive is about being predictable by operating according to the rules of the road. It is also about self-respect: the feeling that you have rights as well as responsibilities as a good citizen on the roads. Almost always, this kind of assertiveness will make you a safer cyclist. The key is using good judgment on when, and how, to stand your ground. Here are some tips, inspired by John Allen's *Street Smarts* (www.bikexprt.com/streetsmarts) and John Forester's *Effective*

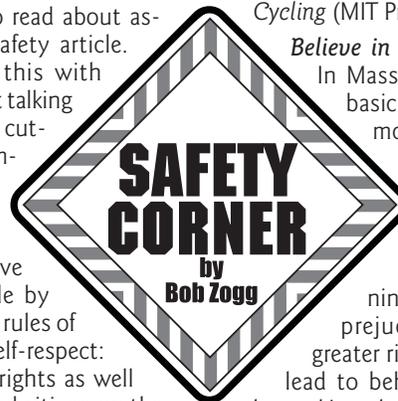
Cycling (MIT Press).

Believe in your Right to the Roadway:

In Massachusetts, as elsewhere, the basic traffic laws apply equally to motorists and bicyclists (Chapter 85, Section 11B, <http://www.mass.gov/legis/laws/mgl/85-11b.htm>). To cycle effectively, it is important to internalize this. Many beginning cyclists believe the popular prejudice that motorists have a greater right to use the roads. This can lead to behavior that increases danger by making the cyclist less visible and less predictable, including sidewalk and wrong-way riding, and keeping too far to the right.

Using the Roadway: The roadway available for cycling includes the travel lanes, not just the shoulder or bike lane. Some (motorists and cy-

Safety Corner - Continued on page 10



Touring Spain Slide Show

(Take 2)

Sunday, October 16

After cycling the Camino de Santiago pilgrimage route across northern Spain last year, Charles Hansen returned in April to do a month-long solo tour through much of the remainder of the country. Most of his time was spent in cities, either walking, doing Mean Street riding, or exploring the many fine museums and other cultural sites. However, there were also some very satisfying riding days, such as a hilly (but mostly downhill) ride from the stunning Andalusian town of Ronda down to the coast near Gibraltar, followed by a visit to "the Rock" and a scenic train ride back the next day. After visiting the Alhambra in Granada, a bus assist to a ski area started a crossing of Europe's highest pass, over the Sierra Nevada range. This

turns out to be inadvisable on a touring bike (particularly before June), but it was a splendid day of hard work, anguish, dramatic scenery and grand adventure. Among the cities visited were: Madrid, Toledo, Cordoba, Seville, Valencia and Barcelona, with 17 bus and train connections - virtually all of them scheduled pre-trip to ensure a (almost) problem-free tour.

This will take place at 7:30 PM, Sunday, October 16, at Jerry Green's house in Lexington (directions below). Some food provided, you are encouraged to bring drinks and snacks.

Directions:

Coming from Boston on rt. 2, take rt. 4-225

Touring Spain Slide Show - Continued on page 7

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 -
1 Gleason Road
Bedford, MA 01730



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.

BOARD OF DIRECTORS

	Term Expires	
Don Blake	2007	781-275-7878
Andy Brand	2006	617-247-9770
Eric Evans	2007	617-901-3958
Connie Farb	2005	978-443-4993
Barry Nelson	2006	617-964-5727
Linda Nelson	2007	617-964-5727
Raúl Raudales	2005	978-937-3460
Paul Schimek	2006	617-983-9111
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Safety Coordinator	Bob Zogg	617-489-5913

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Saturday Rides	OPEN	
Sunday Rides	Michael Aarons	508-651-9259
Winter Rides	Eric Ferioli	781-235-4762
Intro Rides	Jenny Craddock	617-332-4098
Century Committee	Susan Grieb	781-275-3991
Wednesday Fitness and Masters Ride	Coleman Rogers	617-969-3403
Wednesday Wheelers	Dick Arsenault	781-272-1771
Wednesday Ice Cream Ride	Al Bolea	617-484-0851
	Justin Haber	617-965-3904
Thursday Fitness Rides	Rich Taylor	978-287-4921
Friday Rides	Ed Glick	978-250-1883
	Daniel Rabinkin	781-275-2391
Saturday Fitness Rides	Michael Aarons	508-651-9259
	Chris Randles	617-969-2545
Sunday Fitness Rides	Andy Brand	617-247-9770
	Bob Dyson	508-668-8122

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Advertising Rates

Half Page	\$80.00	Third Page	\$55.00
Quarter Page	\$42.50	Eighth Page	\$24.00
For more information please contact Marty Weinstock at 617-491-6523			

CRW Board Meeting Minutes

September 6, 2005

In Attendance:

Board Members (7):
Eric Evans, Andy Brand, Don Blake, Barry Nelson, Raúl Raudales, Connie Farb, Janet Tortora, and Bill Widnall (ex officio)



Minutes (Janet Tortora)

Minutes from the August 2, 2005 meeting were approved.

Reports of Officers, Coordinators, and Standing Committees

President (Eric Evans)

October 16, 1966

The first CRW ride was held on October 16, 1966. Next October, CRW will celebrate its 40th year. Eric has been given 2 crates of original club documents and suggested that the club should have a historian. He'd like the club to consider recreating the original ride that started in Cambridge and ended in Ashland.

CRW Annual Awards Banquet

The Annual Awards Banquet will be held on November 10, at the Yangtze River. An article will be placed in WheelPeople soliciting

nominations. Andy Brand will compile the list of nominations.

Non-Profit Mailing

The extensive paperwork required for non-profit mailing has been completed and mailed and is expected to be granted soon.

Rides Committee (Connie Farb) Connie Farb reported that there is still a need for a Saturday Rides Coordinator.

Membership (Barry Nelson for Linda Nelson)

Barry reported the membership numbers for August 2005: 1060 current memberships, 1278 current members, 41 expired members, 46 new members, 45 renewed members.

New Business

Document Archiving (Bill Widnall, ex officio)

An obligation of a non-profit group is to provide a copy of Forms 990 and 1023 to anyone who would like to see them. After considerable discussion about the best method of providing the public with access, the Board decided to research the idea of utilizing the web and will

continue this discussion at the next Board meeting.

Membership Sales (Eric Evans for Eric Olson)

Eric reported that Landry's Bicycles has been selling memberships for NEMBA (New England Mountain Bike Association) and MassBike. Andy Brand is going to ask CycleLoft if it would be interested in providing the opportunity to sell CRW memberships to its customers.

Other Business

Grants

Bill Widnall will ask Dorie Clark, Executive Director of MassBike, for status of the prior grants that CRW has awarded to MassBike. He will also inform Dorie that the Board would like her to present any MassBike requests for possible grants at the next Board meeting. Eric Evans will talk to Bob Sawyer from the Bedford Friends of the Minuteman Commuter Bikeway, about the needs of the Bikeway Extension Project. A subcommittee made up of Bill Widnall and Raúl Raudales, has been formed to recommend a grant process for next year.

The next Board Meeting will be held on October 4, at 7:30PM, at the United Church of Christ, Lexington.

Respectfully submitted,
Janet Tortora
Secretary

D2R2 The Retro Randonee Ride

by Melinda Lyon

August 2005 marked the inaugural Deerfield Dirt Road Randonee Ride. I first heard about this ride early in the summer and was intrigued from the outset. Some folks in Western Massachusetts had set up a century ride composed primarily of dirt roads.

This event, according to the web site deerfield-cycling.org, was constructed with the early days of pro cycling in mind. The roads then were unpaved and the suffering was enormous with primitive bikes and muddy, dirt roadways. Western Mass still has a network of dirt roads, loosely maintained seasonal roads and abandoned right of ways. Why not run a century ride on these roads for those riders inclined to some suffering and looking for something outside the box?

To accommodate the less ambitious the organizers added a 100K route that was somewhat more forgiving to the less experienced cyclist. The final mileage on the 100 mile route would top out at closer to 110 miles so a 6AM start time was set to give riders the maximum daylight to finish the punishing route.

The brainchildren of this ride would be a group

of experienced and talented cyclists from the local area. Saunders Whittlesey and Don Podolski have participated in and organized cycling and ultra marathon events in New England and beyond. Don is the Berkshire Brevet Administrator and Saunders is a rider to top all riders. Twice a champion of the Boston Montreal Boston 750 mile Randonee ride, he has smashed the course record on that ride in two consecutive years. While a great rider, Saunders is an amazingly down to earth person and very supportive of "the rest of us" who only see him briefly before he rides away at the start of long distance events.

In the weeks before the ride there was a lot of email chatter about the proper bike and tires for such a ride. Saunders had told us that a road bike with beefed up tires (28-32C) would be adequate if conditions were dry. I had purchased a Rivendell Rambouillet in the spring and hoped that it would live up to its reputation as the ultimate touring bike for paved and "good" dirt roads. I had ridden this bike every day this summer, enormously pleased with its comfort and versatility. I gambled that the 26x1

road tires would be enough for the course. It also has fenders and a Schmidt hub generator light system. I didn't want unnecessary wear on the expensive hub wheel so I exchanged that wheel for a standard mountain bike wheel the night before the ride. The fenders would stay to keep mud off the bike and me.

The weather forecast for the ride was for perfect late summer, dry and warm conditions. The 6AM start time necessitated a 3:15 wake up for my 2 hour drive to the start in Old Deerfield Mass. I was surprised by the number of entrants at the start. Nearly 30 riders were ready to go at the pre ride huddle, chaired by Saunders. He warned us of a few big obstacles and then we were off in the pre dawn light. I saw many familiar faces and a few new ones. There were some randonneur types looking for a late season challenge, local area road riders looking to see what new roads they could discover and a mix of riders from all over New England and New York. This ride had really sparked some interest! There was a wide range of bikes including full suspension mountain

D2R2 - Continued on page 7



Recurring Rides Calendar

These rides are held every week unless indicated

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.

Friday TGIF Unwinder

Times: 6PM start time starting September 9. Last ride will be on October 7.

RIDE
Safe • Smart • Aware
SAFETY STARTS WITH YOU!

Description: A club ride that provides something for all tastes. There is usually a fast group riding peline 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: Michael Aarons [michael.aarons@xometrix.com] (508-651-9259) 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!)

Sunday Morning Fitness Ride - South Shore Coastal Loop

Times: 7:00AM, 7:15AM starting October 16. Last ride October 31.

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

Cape Ann Coaster

Saturday – October 1

Times and Routes: 9:30 for 59 miles (Beverly start) or 10:30 for 29 miles (Gloucester start).

Ride Type: Arrowed.

Leaders: Steve Kolek (781-652-0354, stevescrwaddress@mac.com), Jim Pearl (781-275-8603, curvest@yahoo.com)

Highlights: Enjoy the quiet beauty of nearby Cape Ann after the summer throngs have departed. We'll tour through villages and fishing ports, visit remote lighthouses, and take in spectacular views over Cape Ann's rocky cliffs. Both rides cover a magnificent 30 mile coastal stretch that includes Gloucester, Rockport, and Annisquam. The long ride passes through Manchester and Magnolia on the way to joining the short ride start at Stage Fort Park, and on return passes through Essex, Hamilton, and Wenham. The two starts share a common lunch stop at a little park in the center of Rockport, just a few steps from the artists' favorite lobster shack. Starts: The Centerville School, Beverly and Stage Fort Park, Gloucester.

Directions: To Beverly start: Route 128 N Exit 18. Turn left onto Route 22 N. At 0.9 miles bear right onto Hull St. Centerville School is about 200 yards on the right. To Gloucester start: Route 128 N Exit 14. Turn right onto Route 133 towards Gloucester. Go 2.5 miles to the end of Route 133. Turn right (West) onto Route 127, then immediately left into Stage Fort Park. Parking is 0.2 mile up the hill on the right, opposite the Gloucester Visitors Welcoming Center.

Northern Lighthouse Tour

Sunday – October 2

Times: 10:00 AM for 34 or 58 miles

Ride Type: Arrowed, with cue sheet and map

Leaders: Andy Meyer (asm@ameyer.org) and Tod Rodger

Description: 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: Park and Ride, Portsmouth, NH

Directions: Take 95N to Exit 3 (just past the toll booth). Turn right at the end of the ramp (yes - right, there are two park and rides at this exit) onto Rte. 33. The Park and Ride will be about 1 mile on the left.

Cape Cod Ride

Saturday – October 8

Times and Routes: 10:00 am for 34, 43, or 61 miles

Ride Type: Cue sheet

Leaders: Ed Foster (508-420-7245)

Highlights: A gorgeous ride on lightly traveled roads with views of Buzzards Bay, Vineyard Sound, cranberry bogs, and salt ponds. The short ride, mostly in Falmouth, follows part of the route of the Cape Cod Marathon with 5 miles right on Vineyard Sound with great views of Martha's Vineyard. The long ride adds Sandwich, Cape Cod Canal, and Buzzards Bay. At 34 miles you have the option of continuing to Woods Hole and along Vineyard Sound for 61 miles, or cutting inland to shorten the ride to 43 miles.

Start: Mashpee High School, off Rte 151, about 75 miles from Boston.

Directions: Via Bourne Bridge: Once over the bridge, continue around the circle to Rte 28 south. Go 7 miles to Rte 151 east (right off the exit ramp.) Go 5.5 miles to Old Barnstable Road (at light), turn right and then take the first left into Mashpee High School, and next left ("deliveries" sign) into parking lot. Via Sagamore Bridge: Once over the bridge, take exit 2 (Rte 130 south, Cotuit, Mashpee) and after 7.2 miles turn right onto Great Neck Road. One mile further turn right onto Lowell Road. Lowell Road becomes Old Barnstable Road and after 1.9 miles crosses Rte 151 at a light. Turn left into Mashpee High School just after the light and take the next left ("deliveries" sign) into parking lot.

North to Newburyport

Sunday – October 9

Times and Routes: 10:00 for 52 miles; 10:30 for 37 or 27 miles.

Ride Type: Arrowed and cue sheets.

Leaders: Arnold Nadler (978-745-9591), ardnadler@aol.com.

Highlights: Lots of quiet North Shore/Essex County roads. Long route goes to Newburyport. Shorter ones turn off in east Georgetown or west Ipswich. Should be good fall color.

Start: Hamilton, MA Commuter Railroad Station, where RR tracks cross Rt. 1A in Hamilton. **Directions:** From Rt. 128 Take Exit 20, Rt. 1A. North about 3 miles to the RR Station parking lot. Parking is on the right side of Rt. 1A (heading north), adjacent to a small shopping center. By commuter train: Leaves North Station 9:30 AM, arrives Hamilton/Wenham 10:12. Returning train leaves Hamilton at 3:07 PM.

Cranberry Cruiser

Saturday – October 15

Times and Routes: Long (approximately 55 miles) at 9:30; Short (27.2 miles, with optional .8 mile climb to top of Standish Monument for beautiful views of Duxbury Bay) at 10:00.

Ride Type: Arrowed, with cue sheet and map

Leaders: Ann Callanan (annscruffy@adelphia.net, 781-934-2484)

Highlights: Pleasant, winding, shaded back roads of Pembroke, Kingston, Plympton and Middleboro with pastoral views of horse farms, corn fields, cranberry bogs and ponds. The return trip offers beautiful ocean and bay views, as well as a trip through the historic district of Duxbury. There are a couple of small country stores to re-fill your water bottles, and one gas station with a rest room. (The short ride stays mainly in Duxbury, Pembroke and Kingston, but still offers quiet back roads and spectacular water views). Pizza or barbeque (to be determined) after the ride at Ann Callanan's home - 208 Chestnut St., Duxbury. Any questions, please call Ann at 781-934-2484.

Start: Duxbury High School, on St. George St. in Duxbury.

Directions: Route 3 South, to exit 11 (Duxbury/Pembroke exit). Go right at end of exit toward Duxbury. This is route 14. Follow approximately 4-5 miles to high school complex on left side of the street. (Be sure to bear right just after the

Police Station at the intersection of route 139 and route 14; and go straight through the traffic light at intersection of route 14 (now called St. George St.) and route 3A. High school is about 1-1/2 miles after this on the left. After ride directions to Ann's home: Take left out of H.S. parking lot. At flag pole (approx. 1/2 mile from h.s.), take right onto Washington St. Follow Washington St. to end, at stop sign and flag pole there is a 5-way intersection. Go straight across, bearing slightly right. This is Chestnut St. Follow approximately 2/3 mile to 208 Chestnut. Yellow bungalow house on left side of road. Park in semi-circle driveway, and if it's full I'll direct you to another spot down the street. Please do not park on neighbor's lawn.

Squanacook River Ride

Sunday – October 16

Times and Routes: 10:00 for 56 or 62 miles; 10:15 for 45 or 25 miles

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

Leaders: Peter Brooks (617-926-5735, p.brooks@rcn.com)

Highlights: Mostly all beautiful rolling backroads, Fall foliage, the hills of Harvard, Shaker Village, Devens (formally known as a Fort), Old Shirley town common, Squanacook River, West Groton, Pepperell, Covered Bridge, Nashua River, Groton, well manicured landscapes of new suburban estates on formerly back country roads, Westford, Boxborough. Note food opportunities in Shirley at 20 miles, Groton at 25 miles, Pepperell at 35 miles, Forge Village at 45 miles. No stores on the 25 mile route.

Start: South Acton, commuter rail T parking lot.

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.

Which Way to Wayside

Saturday – October 22

Times and Routes: 9:00 for 45 miles with a 21 mile short option

Ride Type: Map and cue sheet, possibly arrows

Leaders: 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).

Saturday Morning Fall Frolic

Saturday – October 22

Times and Routes: 10:00 AM for approx 15-20 mi. on and off road

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

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. Ride limited to 15 participants.

Start: Lincoln, MA.

Directions: Email or call Susan to receive information on the ride start location.

Two State Tango

Sunday – October 23

Times and Routes: 10:00 AM for 25 and 50 miles

Ride Type: Arrowed with map and cue sheet

Leaders: Gregory Lee (gregory.p.lee@verizon.net or 508-643-4134)

Description: Starting in North Attleborough, both rides go northwest, tangoing over the Massachusetts-Rhode Island border, going through Plainville, Wrentham, and Franklin, Mass. as well as Cumberland, Rhode Island. The longer route cuts off further North through Bellingham, into Mendon and past the Southwick Petting Zoo, before re-joining the short route in Franklin. Moderate hills, quiet and rural roads. There are no formal lunch stops, but several possible stops will be noted in the cue sheets. Please note that there are no rest rooms at the start, and the area is residential. You should take care of this at one of the Dunkin Donuts or gas stations along the way. There are several Dunkin Donuts on Rt. 1, including a large distribution/store facility in Plainville.

Start: Knights of Columbus, N. Attleborough (corner of Smith Street and Landry Avenue).

Directions: Rt. 95 to Rt. 495 North. Take the

exit for Rte. 1 South. Follow Rt. 1 south about 3.9 miles to Landry Ave. This should be the FIFTH traffic light. Go LEFT, follow the sign for Sirois Bicycle Shop. Knights of Columbus parking lot is about 0.3 miles on the left, set back from the road, across from Reinbold Insurance. Please park parallel to Landry Ave.

A Fork or Two in Ashland

Saturday – October 29

Times and Routes: 10:30 for approximately 52 miles, 11:00 for approximately 23 miles

Ride Type: Arrowed (white std arrow)

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

Highlights: The short route was designed as an after-work ride that avoids commuter traffic and stays close to the start in case of bad weather or breakdowns. This means the route forks a lot, but most of the roads are very quiet. The route is rolling with no long climbs, and is a mix of old country and suburban roads. The short route goes through Ashland, Holliston, and Hopkinton. The long ride adds Sherborn and Medfield. The ride also includes a post-ride party at the ride leaders' house.

Start: Wes and Linda's home. 53 Bay Colony Drive, Ashland, MA (last house on the right). Please park on the right side as you are coming up Bay Colony Drive (it's a dead-end).

Directions: Mass pike Natick exit. Go West on 30 to 126 south. Follow 126 south through Framingham into Ashland (about 4 miles). Turn right at light just before Shaw's plaza onto Eliot Street. Go ~1/2 mile and bear right onto Fruit Street. Take 2nd right onto Wayside Lane. Turn right at end onto Bay Colony Drive. Go to end-53 Bay Colony.

Bagels and A Buffalo

Sunday – October 30

Times and Routes: 10:00AM for 51, 43 or 20 miles

Leaders: Melinda Lyon 978-887-5755 melindalyon@juno.com

Description: Flat to rolling loops through the North Shore. All rides pass through Boxford, Topsfield and Rowley. Medium ride adds Newbury and Newburyport. Long ride adds Plum Island. Lunch stop is in Topsfield at Topsfield Bagels for the short ride. Long and medium ride lunch stop is in Newburyport at Abraham's Bagels.

Start: Masconomet High School, Boxford, MA

Directions: 195 north to exit 51 "Endicott Rd, Topsfield, Middleton". Take right at end of exit ramp. High School is on right. Please drive past high school and park in large lot at the far end of the school.

D2R2 - Continued from page 3

bikes, heavy duty touring bikes like mine, road bikes with 32C tires and a lot of cross bikes.

The ride starts at its lowest point, the Deerfield River (150 feet), so we could only go up from there. The ride is listed with 11,500 feet of climbing and 70% of the ride is on dirt roads. It was a beautiful morning and the first dirt section with climbing came right away. I was surprised at the early pace some wanted to keep but I wanted to relax, enjoy the scenery and hopefully get back before dark. There were a few ups and downs before the first major climb to Poland Gate (1260 feet) at mile 12. Then a short descent before a major climb to up to Hawley topping out at 1800 feet. So far the climbs were steep but the mixture of dirt and pavement had been relatively kind and the scenery was fabulous.

Old farms, older stone walls and tunnels of old growth trees lined the roads. My Rivendell was performing well and the triple gear had already seen lots of action. We were warned of the descent to Charlemont as being loose and steep. I am a wimpy descender so I took my time and listened as my front fender became progressively louder. I had tightened up all of the bolts on the bike prior to the ride but I had apparently missed one. At the end of the dirt part of the descent was a large group of fellow riders socializing as one rider fixed a flat. I quickly dismounted to check on the loose bolt and then realized that I, too, had gotten a pinch flat on that nasty downhill. The group was in no hurry and it was such a pretty spot that we had regrouped the entire ride by the time the flats were fixed.

A descent to Rt. 2 was followed by a steep paved then dirt ascent to our first checkpoint at Heath, Massachusetts at almost 1800 feet. A breathtaking view was our reward for a tough climb. The next section was reported to be the toughest and it lived up to it. A very rough section of road continued our climb to Heath Center. My first low speed fall of the day happened as I tumbled off into some grass. There would be more of that by the end of the day!

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My cue sheet said "25 percent climb" at the Archambo Wall. Sure enough, it was a wall and loose dirt to boot, so I bailed out early and walked up most of the 200 yards. Next came Christian Hill which would prove to be the toughest of the day. Very loose gravel and an unrelenting grade made for a few low speed falls and a bit of walking. The top, as we were getting used to by now, boasted a beautiful view. There were even some playful Arabian horses at the top of this hill.

We soon crossed the state line into Vermont and had a long gradual climb to the highest point on the course at Deer Park (1950 feet). A few rollers, good, hard dirt and some pavement led us into the second checkpoint at the

Green River covered bridge. On such a pretty day there were lots of chances for pictures at this scenic red bridge. The idyllic lunch spot was at the river level so that meant another climb to Owl's Head Mountain (1400 feet) and then back into Massachusetts.

The last third of the course seemed to have more pavement and was a net downhill so the miles went by more quickly. There was long, paved downhill in West Leyden, Mass, then a left onto Green River Road. This was a nice gradual descent next to the river over hard, smooth dirt. Then time for another climb up to Copeland Hill (1130 feet) and yet another spectacular view.

We were told in the morning that the biggest climb of the day would come at 92 miles. Patten Hill was 1000 feet of climbing in just under 2 miles.

Thankfully the steepest part was paved (20% grade) but the top was really tough. The grade was a steady 15% but the gravel was loose so it was hard to keep the rear wheel from slipping. The beginning of the dirt part had a sign that said "road closed". Our cue sheet informed us to ignore the sign and keep grinding up. I was determined to make it all the way up this last big climb without walking and I succeeded. The reward was an open summit of fields and a beautiful farm with views over to Mt Snow in Vermont. We had our last checkpoint at the top. We took some time to admire the view and snap some pictures. Only 16 miles to go!

The last 16 miles were anything but easy. There was a loose gravel descent and then a steep but paved descent down to Rt. 2. At the 100 mile mark we looked at our watches-4:30PM. My friend Kris Kjellquist stated proudly that this was his "personal worst" century time of 10.5 hours. When we crossed the Deerfield town line I figured that we were home free which of course was wrong! The cue sheet again encouraged us to ignore a road closed sign and "begin gnarly descent, large stones and washouts, next mile". This was really slow going but by now we were just laughing and enjoying the day, wondering what other surprises Saunders was going to throw at us. Finally we dropped back into Old Deerfield but we had one more item to finish on our cue sheets. Instead of heading back to the cars we would take an indirect path on some farm roads that wound through 10 foot high corn tunnels. Luckily the "deep puddles and sticky mud" cue would not be true today as the weather had been dry.

Finally we got to the finish and had a cold drink and traded war stories before heading home in the sunset. I was very dusty, had a few scrapes but I didn't stop smiling until a few days later!

For some pictures and a detailed course description visit the deerfieldcycling.org website.

NBW 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" 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.netHappy cycling!

Mid-Hudson Valley -

Saturday, October 15th - ** - 105 Miles

The final tour of the 2005 season holds special meaning for your Tour Coordinator as it travels through the area in which I was born and raised. The ride will occur during peak foliage season in the Hudson Valley, which will only serve to enhance the natural beauty of this region. There are no extended climbs on this tour - just miles of scenic highways and byways through the rolling countryside of Dutchess County. While much of the region has been impacted by residential development, this tour will guide you past farm pastures and orchards that still retain their rural character. As an added bonus, a portion of the route will travel along the magnificent Hudson River, offering the cyclist spectacular views of the river and its surroundings along with glimpses of the distant Catskill Mountains. The Mid-Hudson Valley Tour is sure to provide a memorable conclusion to the 2005 Challenge Tour Series.

Touring Spain Slide Show - Continued from page 1

exit into Lexington. At rotary, Mass Ave, turn left (still on 4-225). Go about .3 mi. to small rotary on right and a Shell station on far corner. Turn right onto rt. 2A, Maple St. Go 1 mile to stop light. Then straight ahead onto Winchester Drive. House .4 mile on left at 28 Winchester Drive.

From 128 take rt. 2A exit into Lexington. Go on rt. 2A about 4 miles to 2nd traffic light. Then straight ahead onto Winchester Drive. House .4 mile on left.

Repetitive Stress Injuries Defined—Who is at Risk?

by Matthew M. Golembeski, DC

Consider this. At an average cadence of 90 rpm, as recreational riders, we will hammer out 5,400 revolutions per hour. Assuming you logged 250 hours on your bike in a year, your legs have endured roughly 1.35 million pedal revolutions. Each pedal revolution repeats the same movement and applies the same stresses to the same muscles and joints for hours at a time. So if there is a fault in your pedal stroke, if you have an underlying anatomical “abnormality” or if you simply place too much stress to the tissues too quickly, you may be at risk to repetitive strain injuries (RSI).

Cycling’s repetitive nature is unique, making cyclists prone to these nagging and often frustrating injuries. RSI are caused by repetitive or sustained sub-maximal exertion of the body’s soft tissue structures including muscles, tendons, ligaments, and nerves. In other words, repeating the same movement over extended periods of time causes cumulative micro-trauma to these tissues, eventually wearing the tissue down, impairing performance and leading to pain. Commonly, the knees fall prey to RSI, but other structures are equally at risk.

Repetitive activity fatigues specific soft tissues. Without adequate recovery, these cumulative micro-traumas stimulate inflammation and the subsequent release of cellular chemicals and enzymes that damage the tissue. This cascade continues as we repeatedly apply stress to the tissues, eventually leading to injury. Prolonged and continued stress applied to the structures produces degenerative changes that lead to a

weakness, loss of flexibility and chronic pain.

In cycling, overuse injuries most likely occur when an athlete changes the mode, intensity or duration of training. Intrinsic factors (biomechanics) and extrinsic factors (equipment or training) are the main contributors to overuse injuries. Fortunately, the majority of these injuries can be prevented with a properly fit bicycle, careful attention to training intensity and duration, and a simple assessment of cycling technique. A properly fit bike helps ensure joint and muscle health, and promotes optimal breathing and energy utilization, rider comfort and overall enjoyment. With a quick and simple analysis of your body’s position on the bike you can be cruising with more confidence, for extended periods of time and with greater efficiency. Ask your local bike shop about professional fittings and consider hiring a coach to assess your training regimen and riding technique.

Here is the catch. As cyclists, we want to be back on the road yesterday, but these injuries need adequate time to heal. Without adequate recovery time, the tissues will break down, leading to long-term consequences, including chronic pain and tissue degeneration. So, taking time away from the activity is not only the best treatment strategy, it is crucial. Continued riding will only delay and even prevent healing.

In the interim, ice and over-the-counter NSAIDs (non-steroidal anti-inflammatory drugs, i.e. ibuprofen) are your best bet. There

are a couple of ways to effectively apply ice. One technique is to fill a paper Dixie cup with water and let it freeze. Rip the bottom of the cup and expose an inch or so of ice. Use this as an ice massage by following this rule: CBAN (Cold Burning Aching Numbness). As you apply the ice your body will adapt according to the above rule. Once you reach numbness (typically 3-5 minutes), stop. This application is recommended and highly effective for more focal injuries in structures that are closer to skin, such as the tendons and ligaments around the knee. It is recommended that you apply the ice every few hours. Do not exceed the time limit. Alternatively, you can apply an ice pack without using the massage. Apply for 15-20 minutes with a damp cloth between the ice and skin. Use ice and not a bag of frozen vegetables, as some may recommend, as ice cools more effectively. Once the veggies thaw, the therapeutic effect is lost.

So, do not fret my fellow cyclists. Even though repetitive stress injuries are common, when recognized early, progression can be slowed or stopped. With a properly fit bicycle, appropriate technique and an adequate training regimen you decrease your risk for developing these nagging injuries. But, if not tended to, they can become serious and potentially season-ending. So take a few weeks off to prevent having to take the season off. If those injuries still remain bothersome, seek clinical assessment by a physician or therapist who is trained to recognize and treat these types of conditions.

Overhydration and Hyponatremia

By Lulu Weschler

Lulu Weschler is an ultracyclist who participated in the 1st International Exercise-Associated Hyponatremia Consensus Development Conference, Cape Town, South Africa 2005.

Overdrinking leading to hyponatremia is the suspected cause of the death of a young Washington DC policeman during a bicycle training program.

Every death, and every serious case of hyponatremia during or after exercise thus far reported has involved over-hydration. To be sure, you lose sodium during exercise, but by far the dominant factor in exercise-related hyponatremia is over-hydration.

Hyponatremia means that when you divide the amount of sodium by the volume of blood plasma the number you get is too small. This number is called plasma sodium concentration. (Hypo means too small; -natremia means so-

dium status.) Theoretically, there are two ways to make this number too small: by decreasing the amount of sodium or by increasing the volume of fluid. Thus far, in symptomatic exercise-related hyponatremia cases, the increased volume of fluid caused the hyponatremia, not the amount of sodium being too small.

Note that over-hydration all by itself (regardless of whether or not sodium is “washed out”) can cause hyponatremia by diluting the sodium. When the dilute blood gets to the brain, water seeps into brain cells and causes swelling. In hyponatremia deaths, brain swelling is the killer.

Overhydration can happen not only when you grossly overdrink, but also when you are moderately overdrinking, and for reasons that we are just now beginning to understand, retaining the overload that you would urinate at rest.

Overdrinking a sports drink with electrolytes can cause overhydration and hyponatremia, because a sports drink has a much lower concentration of sodium than blood.

Therefore, take seriously any sign that you are putting on water weight during a ride. Weighing yourself before and after a ride is a good way to sort out your hydration needs. You should never finish with a weight higher than when you started. Other signs of over-hydration include evidence of bloating; puffiness in the hands or feet (at the sock line, watch, rings) or short line, “boggy” feeling flesh at the ankles, headache (especially noticeable when you ride on a bumpy road), looking like and/or feeling like the Michelin Man.

Since it is the brain swelling that kills, signs of weight gain plus any change in mental status (confusion, memory loss, disorientation) or any neurological symptom (lack of coordination, speech slurring) give a presumptive diagnosis of hyponatremia and represent a dire

Continued on the next page

Overhydration - Continued from page 8

medical emergency. One other warning sign: nausea and vomiting are very often seen early in the development of hyponatremia.

What to do? Stop drinking. What you want is for urination to dump the fluid overload. Ingesting some concentrated salt could help get urination started. The recipe used by the Medical Staff at the Boston Marathon uses concentrated bouillon, one bouillon cube per ounce of water. This is the one exception to the no-drinking rule: use a very small amount of water as a delivery vehicle for salt. Other remedies include V-8 or tomato juice to which salt is added. Improvise ways to get some salt in. Then wait eagerly for urination to start.

Do not drink any sports drink: the concentration of sodium in sports drinks is too low, and the additional fluid will make the water overload worse. Do not resume drinking until you are certain that you have gotten rid of the overload of water.

More information at http://www.ultracycling.com/nutrition/drinking_too_much.html

Lulu is an author of the Exercise-Induced Hyponatremia Consensus Statement, which is available at www.cjsportmed.com (July, 2005).

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MAJOR TAYLOR CENTURY

Sunday, October 2, 2005
Whitinsville, Mass.

Bicycle 25, 62 or 100 miles on the scenic roads of south-central Massachusetts during Blackstone Valley Heritage Homecoming Weekend with the Seven Hills Wheelmen and 10th Gear Christian Youth Cycling.

All rides leave from the Whitin Community Center, 60 Main St., Whitinsville, Mass. Directions are below.

CENTURY (100 miles) — check-in 7:15-8AM, depart 8AM. METRIC CENTURY (62 miles) — check in 8:30-9AM, depart 9AM. QUARTER CENTURY (25 miles) — check-in 9:30-10AM, depart 10AM

RAIN OR SHINE

Preregistration (before Sept. 27): Seven Hills Wheelmen & 10th Gear members \$12; non-members \$15

Day of event: Seven Hills Wheelmen & 10th Gear members \$15; nonmembers \$20

Preregister online at <http://www.10thGear.com/mtreg.htm>

Or make checks payable to 10thGear and mail to: 10thGear/MTC, c/o Village Congregational Church, P.O. Box 217, Whitinsville, MA 01588

Entry fee covers continental breakfast, cue sheet, arrowed route and snacks. Helmets required.

Directions: Whitinsville is part of the town of Northbridge.

From the North: Take I-290 west and connect to Route 146 south in the center of Worcester at Brosnihan Square. Follow Route 146 south to the Purgatory Road exit. Turn left at the end of the ramp. Follow this road about 3 miles into the center of Whitinsville. The Whitin Community Center will be on your left. Turn left at the next traffic light on Hill Street. The entrance is 100 feet ahead on the left. **From the East or West:** Take Mass. Turnpike (I-90) to Exit 10A (Worcester/Route 146). Follow Route 146 south 8 miles to the Purgatory Road exit. Turn left at the end of the ramp. Follow this road about 3 miles into the center of Whitinsville. The Whitin Community Center will be on your left. Turn left at the next traffic light on Hill Street. The entrance is 100 feet ahead on the left. **From Rhode Island:** Follow Route 146 north to the Lackey Dam Road exit in Mass. Turn right at the end of the ramp. Follow this road 3 miles to the center of Whitinsville (traffic light). The Whitin Community Center entrance is straight ahead 100 feet on the left, on Hill Street.

Who Was Major Taylor? Marshall W. "Major" Taylor (1878-1932), who lived in Worcester, Mass., was world cycling champion in 1899 and American sprint champion in 1900. Known as "the Worcester Whirlwind" and "the colored cyclone," he was the second black world champion in any sport (the first was bantamweight boxer George Dixon in 1891). More about Major Taylor and the effort in Worcester to put up a Major Taylor statue: <http://www.majoraylorassociation.org>

Century information: Arlen & Rose Hall, (508) 234-9945, mtc@10thgear.com

CLASSIFIED ADS

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

FOR SALE

Serotta RapidTour 20" bike, 6 yrs old, excellent condition, Ultegra components, Flight Deck computer \$800 Patty 781 640 1660 or pgrasso@attglobal.net

WANTED

Shoes: Bata Biker or similar old-fashioned, flat-bottom biking shoes. Men's size 10 would be ideal. Size 9-1/2 might work. Will consider other biking shoes. Saddle: Man's anatomical saddle for commuting

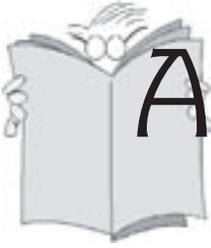
Flick Stands: For both road and mountain bikes
Bike: Older Specialized Sequoia or Expedition or Motobecane Mirage, Super Mirage or Grand Touring (especially with vinyl-covered handlebars) or similar Univega, etc. (23" or 22" frame). Also will consider MTB (especially Bridgestone). Contact George Caplan: g_caplan@yahoo.com

WELCOME NEW MEMBERS

Jackie Andrey	Boston
Victoria Arrigoni	Brighton
David Aucoin	Waltham
Andy Baker	Arlington
Carol Bresnahan	East Weymouth
David Clarke	Quincy
Steve Collopy	Holliston
Matthew Cottle, Mary Cottle	Needham
Ed Cuoco, Jan Sullivan	Arlington
Howard Davidson	Hudson
Eileen Dibb, John Fox	Winchester
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Peter Floss	Littleton
Kristin Fox	Norfolk
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Ethan Treglia	Arlington
Sara Wells	Somerville
Adam Yie	Wellesley

Little Jack's Corner

by Jack Donohue



As the winter season approaches, it's time to stop thinking about fitness and start thinking about fatness.

You've all heard of carbo loading, a training technique where you eat massive quantities of pasta the night before a race or marathon, to make sure you've got a goodly supply of calories to burn during the event. And we all know that fat is effective for longer efforts when the carbos have come and gone. So I've invented the logical extension to these concepts: fat loading. The idea is to bulk up on fat stores over the winter months to make sure you won't hit the wall when the spring season starts.

This is not a new concept. Mother nature provides the beasts of the forest with a protective covering of fat and fur in the winter. For the cyclist, this extra layer provides insulation and protective padding for those inevitable spills on ice.

The start of the fat loading season is generally Thanksgiving. Sure, you've been training on nachos and macadamia nuts before this, but this is really when you can go whole hog, so to speak. The problem with the traditional Thanksgiving feast is that it is relatively high on carbo, low on fat. Sure you compensate for this by eating five times what you normally would, but this may not be enough. Try slathering everything with copious quantities of butter and sour cream, to get the fat percentage up.

The Christmas season provides one of my personal favorites for fat loading: egg nog. This should be enjoyed laced with copious quantities of rum. Since it's only available for about one month a year, be sure to drink about five gallons of it during the season. Guaranteed to make you winter coat shiny.

For the goal-oriented, you can assess the success of your training in several ways. A gross assessment can be gotten by weighing in on the bathroom scales, but the gains here can't all be attributed to fat. Best to try the "pinch an inch" body fat measurement. If you can pinch several inches, you know you've done it right.

Safety Corner - Continued from page 1

cyclists alike) think that the shoulder or bike lane is the only appropriate place for a cyclist. Often the shoulder or bike lane is a perfectly good place to ride (e.g., when wide and smooth, free of debris and other obstacles, and there are few intersections and driveways), but there are other times when you are safer in the travel lane. Ride out in the travel lane when:

- Avoiding debris, broken pavement, obstacles, sand, or other hazards on the right side of the roadway. These are major causes of cyclist injuries.
- Passing parked cars. Allow at least three feet clearance to avoid the "door zone", unless you are passing a single parked car **and** can clearly see that it is unoccupied.
- Riding at the speed of traffic (e.g., when descending or in congested traffic). Riding in the middle of the lane in these circumstances discourages motorists from driving alongside you when they can't pass. During high-speed descents you need extra clearance from defects at the edge of the road.
- It's otherwise unsafe for motorists to pass. A common example is cycling on a narrow road with either insufficient sight distance (approaching a blind curve or the crest of a hill) or oncoming traffic.
- Going straight through intersections. Getting out into the travel lane makes you more visible and discourages motorists from pulling alongside you and then turning right across your path. Move back to the right once you've passed the intersection.
- Preparing for a left turn or U-turn. Well before you get to the intersection, look

behind and merge to the center line, or the left-turn-only lane, as traffic permits. If a left-turn-only lane is wide enough for a motorist to pull alongside safely, stay on the right side of the lane; otherwise stay in the middle.

Impatient Motorists: The driver (whether cyclist or motorist) who is on the road first has the right to proceed safely; the driver who wishes to overtake may only do so when it is safe, otherwise they must slow and wait for a change in road or traffic conditions. If a motorist following you gets impatient when you are intentionally occupying your lane, using a "slow" hand signal (extend your arm down at about 45 degrees with your palm facing back) effectively communicates that you know they are behind you and that there is a reason you are making them wait. As a courtesy, you may wish to pull over in a safe place if a line of traffic forms behind you.

When a Motorist Threatens to pull Out: You're riding down the road. A motorist ahead of you is preparing to pull out from a side street, a parking lot, or a driveway. You can tell what they're thinking. They're asking themselves a question: "Do I feel lucky?" wondering if they have time to pull out without cutting you off too badly. Don't inadvertently give them an invitation. Make eye contact, slow only enough to stop if you have to, and keep turning your crank, even if just to soft pedal (rotating while applying almost no pressure). This sends the message: "I'm not stopping—you need to wait". There may be times when you choose to yield your right of way as a courtesy to a motorist, but it is your decision when to do

this—not theirs—and you should indicate your willingness to yield with a clear wave. Don't, however, wave motorists out when riding in a group. Your cycling companions may not see your gesture, and may ride into harm's way.

Horn Blowers and Shouters: We've all been there. Don't let angry motorists intimidate you into doing something that isn't safe. If you're faced with a serious case of road rage, it may be best to pull off the roadway and let the motorist by if and when you can do so safely. Use your judgment to make the best of a bad situation. But don't exacerbate the situation by yelling back or using obnoxious hand gestures. Find a safer and more appropriate way to vent your frustration. Don't stoop to their level!

If you're Threatened: If a motorist seriously threatens (through either actions or words) you or your riding companions, do your best to get to a safe place. Avoid eye contact and don't speak. To the extent that you can, note the vehicle make/model/color, the driver, the plate number (and state), time, and location—writing it down as soon as possible—and report it to the police. You owe it to yourself and your fellow cyclists to help keep these nutcases in check.

Most motorists will respect you for standing your ground as part of safe and lawful riding practices. Just remember to be courteous, and allow waiting motorists to pass when it's safe to do so.

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

August Mileage Totals

1 8 0 9 5 4

Name	Miles	M	C	K	Name	Miles	M	C	K	Name	Miles	M	C	K
John Bayley	8506	6	6	4	Joseph Tavilla	3163	-	-	-	Lincoln Ross	1262	-	-	-
Pamela Blalock	7670	6	6	4	Darrell Katz	3120	-	-	-	Susan Grieb	1139	-	-	-
Bruce Ingle	7245	8	7	3	Douglas Cohen	2932	3	1	-	Mike Hanauer	1102	-	-	-
Jack Donohue	6901	-	-	3	Frank Aronson	2925	4	2	-	Greg Tutunjian	1069	1	-	-
Don MacFarlane	6832	8	1	3	Bob Sawyer	2700	-	-	-	Henry Marcy	936	-	-	-
Robin Schulman	6715	7	3	3	Ed Sullivan	2650	3	1	-	Eliott Morra	840	1	1	-
Glen Reed	6331	5	4	2	Joseph Moore	2552	4	-	-	Cynthia Snow	802	-	-	-
Paul Hardin	5868	6	4	3	Walt Drag	2526	6	4	-	Jeff Luxenberg	759	-	-	-
Steve Robins	5543	-	-	-	Gabor Demjen	2475	4	2	-	Carol Hausner	730	-	-	-
Jim Krantz	5430	5	3	4	Kent Anderson	2410	3	2	-	Rich Whalen	587	-	-	-
Irving Kurki	4742	7	3	1	Otto DeRuntz	2407	3	2	-	Tracey Ingle	479	-	-	-
Richard Taylor	4730	8	7	-	John Springfield	2340	-	5	-	Michael Morrissey	435	-	-	-
Janet Tortora	4421	4	3	-	Bill Widnall	2315	6	2	-	George Caplan	424	-	-	-
Edward Boches	4372	4	1	-	Sheldon Brown	2073	-	-	-	Jared Luxenberg	213	-	-	-
Winslow Green	4186	5	4	-	Rudge McKenney	2010	1	-	-					
Andrew Brand	3837	4	3	-	Craig Weiner	2010	3	1	-					
David Wean	3833	4	-	-	William Simms	1898	2	-	-					
Dick Arsenault	3628	3	1	-	Dan Freedman	1895	3	-	-					
Joe Repole	3616	8	8	-	Nick Linsky	1755	2	-	-					
Ken Hablow	3540	5	-	-	Lisa Weissmann	1685	3	-	-					
Ken Skier	3383	4	2	-	William O'Hara	1597	2	1	-					
Larry Murphy	3265	8	-	-	Bill Hanson	1496	-	-	-					
Don Mitchell	3253	2	1	-	Cynthia Zabin	1396	-	-	-					

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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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.

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Signature(s) _____

Name(s) _____

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Phone (eve.) _____ (day) _____

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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	
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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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