
WheelPeople

Newsletter of the Charles River Wheelmen

On the roads of New England since 1966

Volume XXXV, Number 1 • January 2011

Keep On Riding!

The Club's Winter Ride Program started in December. The Saturday Morning Fitness Ride and regularly scheduled Sunday Rides continue through the winter, even in severe weather conditions. Saturday Winter Rides will be held on an impromptu basis whenever weather conditions are on the moderate side. The Winter Saturday Rides will be posted on the CRW Website a few days in advance as weekend weather forecasts become more dependable, and suggest a safe and pleasant experience. Between December and March make a point of checking www.crw.org toward the latter part of every week for winter cycling opportunities. ☺

Wednesday Wheelers on the Go!

by Eli Post

We all lead busy lives and it can be difficult to fit in workouts with your social life. That's where the Wednesday Wheelers shine and demonstrate that you can have it all. From their inception, the Wheeler rides have been very informal and social, with the group riding together and enjoying lunch together. Often there is even an after-ride stop for refreshments and additional socializing. In fact it is fair to say that the Wheelers are the most socially cohesive group within the CRW. That is no small feat and is a

credit to the Club's mission of providing a high quality year round recreational ride program along with a friendly, social atmosphere.

The Wheelers ride every Wednesday, weather permitting, and their ride format is a model of inclusiveness. Each week a different member of the group volunteers to lead a ride, and the ride start locations are even more varied than those offered on CRW weekend rides. There are local rides starting in familiar places like Concord or Dover, but the Wheelers will travel afar

Wednesday Wheelers - [Continued on page 3](#)

Tuscany Cycling Slide Show

Sunday, January 9

Want a little taste of Tuscany? Join CRW members Stacie Barker and Alan Bourgault for slides of their 2009 cycling trip through the rolling hills, ancient vineyards, and beautiful olive groves of Tuscany, a trip that meandered through San Gimignano, Castellina, Siena, Montepulciano, and other picturesque Tuscan towns.

Please RSVP to sbarker@staciebarker.net if you plan to attend so we'll know about how many people to expect. Questions: call Stacie or Alan @ 978-440-8233.

When: Sunday January 9th, 7PM for cider, cookies and socializing; 7:30 for slides

Where: At the home of Connie Farb and Mark Sevier, 14 Arborwood Rd, Sudbury 01776 ☺



Wednesday Wheeler Ride, April 15, 2009, "In Our Own Backyard" led by Joan Laxson. A tour of historic sites in Weston and neighboring towns.



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 before 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 handwritten 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 Ken Hablow at 781-647-0233. Please do not contact the insurance company.

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Half Page	\$80.00	Third Page	\$55.00
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to Cape Cod, Seabrook NH, southern Rhode island, and other destinations which make for a day of both cycling and adventure. The rides themselves foster participation. In order to keep the group together the ride leader will, when at a turn, ask the rider directly behind to dismount and direct the other riders until the designated sweep or last rider goes by. One has to see this scheme in action to fully appreciate the simplicity and ease of operation. Upwards of fifty riders can stretch out for miles, but be held together by a string of "human arrows" that mark each turn in succession. The group enjoys lunch together at or near the end of the ride. Usually arrangements are made with local restaurants to accommodate the crowd of hungry riders, but often the ride will start at a leader's home and pot luck lunches provide a pleasant way to socialize and end the day.

The majority of Wheelers are male and retired or semi-retired, but there are participants of both sexes in ages generally representative of Club membership. The format accommodates riders who require a leisurely pace, as well as those who move along at a faster clip.

Upwards of fifty riders can stretch out for miles, but be held together by a string of "human arrows" that mark each turn in succession.



Wheelers stop for lunch.



Wheelers take a break.

The faster riders will "arrow" a turn and when released, race ahead to "arrow" yet another turn. All get a good workout although the Wheelers aren't for everyone. The group is not for those who just want to get out on the road and hammer away or if your time is short and can't devote several hours to a ride.

You may ask how some cyclists, beyond those who are retired, are able to ride mid-week: flexible work hours, jobs with a day off mid-week, students, those temporarily unemployed or in need of a mental health day, and we suppose the independently wealthy.

The social rewards of being a regular Wheeler participant are best explained in a first person narrative, and this writer can

speaking directly from personal experience. Not long ago my son asked about several of my friends he hadn't seen for a while and one by one I had to say that I was out of touch. He then asked "do you have any remaining friends that aren't cyclists" and I had to think before responding that "I must have but can't recall any at the moment". So let's list a few Wheelers to understand why the group dominates my circle of friends. Ann will always have a special place in my heart. Bob has become a trusted friend, a colleague who graciously contributes and shares his expertise, all to expand the horizons of the club. Chris is a marvel at creating routes and organizing rides that are events to remember. Dick made me realize that

in a volunteer group especially, kindness is an essential component of leadership. Everett reminds you that there are unlimited frontiers and that adventure is just around the corner. Helen's spirit of volunteering is contagious and her nurturing style keeps the group afloat. John is 25 years younger, but lets me pass him on a hill. Mike's place in NH has provided many weekends of memorable events. Pat's cooking is to die for. Richard will come to the rescue when I'm in trouble, bike and car alike. Sandi's smile will brighten even the gloomiest day. Susan and Stan are still on a honeymoon after 50 years. Walter always makes me feel welcome in Wayland and in Florida. I could go on and on.

If you want an enriching experience - solid riding in a social setting- try the Wheelers, and we hope that your involvement will be enjoyable and lasting. Keep in mind however that like most volunteer organizations it is a case of the more you contribute, the more you get! ⚙️



Recurring Rides

These rides are held every week unless indicated

Wednesday Wheelers



Times and Routes: Varies, usually 10:00 AM. Distances are typically between 30 and 40 miles.

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. Non-members of CRW are welcome to ride with us and experience what the Wednesday Wheelers offer. If you like our rides however, and wish to continue to ride with us, we expect you to become a CRW member.

Leaders: Helen Greitzer (helengreitzer@hotmail.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, e-mail Helen day or early evening.

Note: Different leader each week, to become a leader contact Helen

Saturday Morning Fitness Ride

Times and Routes: 8:30 AM. This ride runs all year round. Three routes: 42, 28 and 19 miles

Ride Type: Cue Sheet, Arrowed

Description: You will ride scenic rolling roads through Needham, Dover, Sherborn, and Medfield. We usually try to start people in groups of 10-12 riders, grouped by distance and average speed. However, this is a popular ride, so if you know the route and come in a group of 5 or more riders, please set off immediately and do not wait to be started. We encourage people to wait and regroup after hilly sections, and the routes are arrowed so that you can also find your way alone. The ride is for intermediate to advanced cyclists. The slower groups probably average 15-16 MPH, and the fast groups 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! Join the group for coffee afterwards at Starbucks in Needham.

Leaders: Chris Randles (617-969-2545, jcrandles@comcast.net)

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!) Because of limited parking in the main Nahanton Park lot, the City of Newton has requested that we no longer park our cars there. Instead, if you need to drive to the ride, please park in the unpaved overflow lot (next driveway after park entrance) or across/down Kendrick St. at Cutler Park. If we do not limit our use of parking spaces in the main lot, the City of Newton has threatened to close the park to our ride, so please respect their request.

Note: This ride is very popular, so much so that we have had to designate it a CRW members-only ride (otherwise we'd spend all the riding time signing waiver forms). Non-members, please join us but sign up for membership at CRW.org first! ☺

CRW Helmet Rebate Program

If you are a CRW member, CRW will send you a check for \$5.00 when you buy a helmet. It doesn't have to be the first one you ever bought—we just want to make it as easy as possible for everyone to own a good helmet. It can save your life.

- The helmet must be CPSC approved.
- Some brand or style restrictions may apply.
- You must have a current membership in the CRW.



- It must be purchased from one of our participating bike shops. Many shops have matched our offer with an additional discount of their own.
- Present your CRW Membership card at time of purchase.
- Send your original receipt and proof of purchase from the helmet box, along with a stamped, self-addressed envelope to:

Don Blake
1 Gleason Rd.
Bedford, MA. 01730

See the CRW web site for full details. - <http://www.crw.org/HelmetRebate.htm>



January Rides

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. Be sure to check the web site (<http://crw.org/cgi-bin/calendar.pl/?thismonth=yes>) for possible updates or cancellations.

Happy New Year Day Ride

Saturday - January 1

Times and Routes: 11:00 AM

Ride Type: Cue Sheet

Description: This is our famous annual New Year's Day Ride. What better way is there to clear the mind and body in the crisp, clear air of downtown Boston. We will visit many interesting sights from Charlestown to Castle Island, and maybe Dorchester Heights. Start the New Year off right with friends old and new. See you on the Common!

Leaders: Eric Ferioli (781-235-4762)

Start: Boston Common, Park Street and Tremont Street, Boston

Directions: The Boston Common is accessible from Route 93, Storrow Drive, and the Mass Pike. For start see [Google Map](#)

Needham to Almost Hopkinton

Sunday - January 2

Times and Routes: 10:00 am for 19, 27 and 42 miles

Ride Type: Cue Sheet, Arrowed

Description: You will ride scenic rolling roads through Needham, Dover, Sherborn, and Medfield. The routes are all arrowed.

Leaders: Eli Post (617-306-1838, elipost@comcast.net)

Start: Cutler Park Reservation. 100 Kendrick Street, Needham

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. Continue about 0.3 miles on Kendrick to Cutler Park on the right. It's prominently marked.

Note: Rain or snow cancel

Larz Anderson Ride

Sunday - January 9

Times and Routes: 10:30 AM for 20 and 44 miles

Ride Type: Cue Sheet

Description: This is the ride developed for the CRW 40th birthday. Starting in Brookline, it heads out to the western suburbs.

Leaders: Eric Ferioli (781-235-4762)

Start: Larz Anderson Park, 15 Newton Street, Brookline

Directions: From the West: Take 128 to Route 9 east, towards Boston. You will eventually pass the Chestnut Hill Mall on your left side. Five or six lights after the mall, you will come to the intersection of Route 9 and Chestnut Hill Avenue and Lee Street, take a right onto Lee Street and follow to end. At the end of Lee Street, take a left onto Newton Street. Follow Newton Street for approximately 1/4 mile. The road will fork, go to the left on Goddard Ave. Park is 1/4 mile on the right. From the East: Take Route 9 west, towards Newton. After you pass the Brookline Reservoir on your left, take that left onto Lee Street, follow Lee St. to the end. At the light turn left onto Newton Street. Follow Newton Street for approximately 1/4 mile. The road will fork, go to the left onto Goddard Avenue. Park is 1/4 mile on the right.

Note: The GPS file has not been tested yet. The "Short:" is a complete route. The "Long" is an additional loop which you follow after mile 13.2 and then reconnect with the Short at mile 38.6

Bare Natick

Sunday - January 16

Times and Routes: 10:30 for 20 and 30 miles

Ride Type: Cue Sheet, Map

Description: Route goes to the southwest through pretty roads in Dover, Medfield, Millis, and Sherborn.

Leaders: Eric Ferioli (781-235-4762)

Start: Natick Common, at the intersection of Rt. 135 and Rt. 27, Natick

Directions: From Route 128, take Route 9 West approximately 6.5 miles to Route 27 south to the Natick Common.

Winter Apple Pi Ride

Sunday - January 23

Times and Routes: 10:30 for Approximately 25 miles

Ride Type: Cue Sheet

Description: Join us for a ride which goes through Concord, Acton, Westford, and Carlisle. The ride combines portions of the Apple Pi and TGIF Rides.

Leaders: Jack Donohue (781-275-3991 before 9PM, jmdonohue@alum.mit.edu), Eli Post (617-306-1838, elipost@comcast.net)

Start: Bedford VA Hospital, 200 Springs Rd, Bedford

Directions: 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.

Cunningham Park

Sunday - January 30

Times and Routes: 10:30

Ride Type: Cue Sheet, Map

Description: A ride along the Quincy shore guaranteed to add some color to your nose. Note: if there is snow, there is the option of cross-country skiing in Cunningham Park. This ride was originated by Jim Merrick, who moved to Maine because the Massachusetts winters were too mild. Note that in a few spots the route loops back over the same ground and we have tried to design the GPS file to deal with these circumstances. But no guarantees and be sure to grab a cue sheet.

Leaders: Eric Ferioli (781-235-4762)

Start: Cunningham Park, 75 Edge Hill Road, Milton.

Directions: From Rt. 128/93 South take Rt. 28 North about 3 miles, turn right on Pleasant St. 1 1/2 miles to Cunningham Park on the right.

Be sure to check the web site (<http://crw.org/cgi-bin/calendar.pl/?thismonth=yes>) for possible updates or cancellations. 📍



CRW Trips

Bikers on Skis

February 18-20, 2011



Photo: Linda Stevens



Photo: John Springfield

40th (and Last) Annual Tour of Scenic Rural Vermont, TOSRV-East

Friday-Sunday, June 10-12, 2011

Join us for this 40th (and last) annual Vermont tour, biking 100 miles from Ludlow to Waterbury on Saturday, and returning on Sunday. (That's 200 total miles.) Although the route follows the valleys as much as possible, there is some serious climbing (sometimes over 10% grade) to get over the ridges. The weather is unpredictable (could be rainy 40 degrees, or a very humid 95 degrees). But, hey, this is a tour, and you like challenges! We stay on numbered state roads, with varying traffic and road conditions. You'll bike through the Green Mountains, passing by farms, country stores, ski areas, and quaint small towns. You need to be in shape to enjoy this tour, so make you have completed a few century rides before this trip. Helmets are required.

Cost of \$145 covers Friday and Saturday night lodging (double occupancy), Saturday continental breakfast, Saturday night supper, Sunday breakfast, Sunday after-ride showers, an official patch, a map, cue sheet, and baggage support. You are responsible for all other food along the way. Be prepared to fix your own flats and make minor repairs. Bring a touring bike with fenders (unless you don't mind the "skunk streak" of riding in the rain). Strictly limited to 25 riders.

For info and registration form, email John Springfield at: spring6@comcast.net.

Welcome New Members

Eric Ahlquist	Derry, NH
John Ampe	Winchester
Carl Bailey	Needham
David Blake	North Billerica
Frances Brickman	Jamaica Plain
Jeffrey Cadow	Newton Upper Falls
Elizabeth Collins	Millis
Christine & Shawn Corr	Concord
Stephen Thomas Creavin	Wayland
Peter Desnoyers	Cambridge
Brett Dikeman	Jamaica Plain
Chris Dunn	Needham Heights
Lorenz Finison	Needham Heights
Mari Fitzduff	Somerville
Kurt Gaertner	Watertown
Victor Galier	Newton
Hany Girgis	Boston
David Hart	Watertown
Ann Marie Henke	Belmont
Mark Jroff	Newton Centre
Santosh Karmacharya	Waltham
Thomas Keery	Weston
Gregory Lafond	Boylston
Rob Larsen	Roslindale
Neil Leifer	Auburndale
Mark & Dawn Lovejoy	Andover
Sandor Ludmann	Winchester
Ray Madoff	Newtonville
Brian Miller	Waltham
Eugene Muzykin	West Newton
Robert Nasdor	Sudbury
Charles Nyman	West Roxbury
Bobby Oakes	Auburndale
Alan Paret	Newton Centre
Jeffrey Patton	Cambridge
Gustavo Payan	Somerville
Haley Peckett	Cambridge
Sean Rodgers	Scituate
Deb & Rick Rodgers	Winchester
Cheryl Santos	Hudson
William Sears	Lexington
Daniel Shugrue	Somerville
Jennifer Stone	Winthrop
Megan Sweeney	Milton
David Taylor	West Roxbury
Jessica Taylor, Ian Crisp	Cambridge
Anthony Vassallo	Peabody
Joshua Wachs	Arlington
Lauren & David Walker	Cambridge
Amy Waltch	Lincoln
Jon Warn	Needham
Mario Westphalen	Newton Centre
Joan Wheelis	Cambridge

Try your hand at gliding instead of rolling. This cross country skiing and snowshoeing weekend at a comfortable B&B in the Northern White Mountains, features gourmet food and a hot tub to soothe aching muscles après ski. We'll visit ski touring centers at Bretton Woods and the Balsams, and try some back country skiing and snowshoeing. Skiers of all abilities welcome. Downhill skiers can join us and ski Bretton Woods. If there's no snow bring your hiking boots and/or mountain bike. The trip spans the three day President's Day weekend. Cost of \$185-245 for the weekend includes three nights lodging, three breakfasts, two dinners.

Rooms all double occupancy, some with private, some with shared bath. They are assigned in the order checks are received. There are also two luxury rooms (with hot tub) available for additional cost. Check <http://crw.org/bikersonskis> for room availability and cost and to register.

To register send a check for the full amount made out to Jack Donohue and an e-mail address or stamped self-addressed envelope by January 18 to the address below.

Registration fee non-refundable after this date unless we can find someone to take your place.

For more information, you can contact the leaders.

Jack Donohue and Susan Grieb
jmdonohue@alum.mit.edu
 (781)275-3991 (before 9pm)

UPs and DOWNs

by Jeff Dieffenbach

In Phoenix for the International Dyslexia Association's annual conference, I caught up with a friend from college and her family. We had dinner at their place on Thursday night in the Awhatukee region just south of South Mountain in Phoenix (described as the largest cul-de-sac in the United States). Apparently, superlatives characterize the area, as South Mountain Park is billed as the largest city park in the US.

I borrowed a mountain bike from my friend's husband for a Friday morning ride and headed back to Phoenix for the night. Waking early, I drove back down to [South Mountain Park](#) for a Friday sunrise start.

Departing from the Desert Foothills Trailhead (Desert Hills Parkway at 6th Street), I made a false start up the Telegraph Trail only to find it much more a hiking trail than one for mountain biking. Changing gears, I back-tracked and headed east on the 9.4 mile Desert Classic Trail paralleling the mountain's peak. The ride's short **UPS** and **DOWNs** ranged from moderate to technical, with great desert vistas all along the way.



At the 8.3 mile mark, I suffered a rear flat.

Walking the bike back a few hundred yards to a neighborhood street and some shade I'd just passed, I took a quick inventory.

- **DOWN:** Forgot my CO2 cartridges back at the hotel

- **UP:** Pump mounted on the frame
- **DOWN:** Spare is a road bike tube
- **UP:** Patch kit buried at the back of my saddle bag

- **DOWN:** Patch not holding
- **UP:** I happened to be right in front of a house owned by Tim, a mountain bike trail patroller with a tube and floor pump

A quick change later, I was rolling back towards my rental car, taking things a bit easier to

avoid another flat. Because really, what were the odds I'd flat again?

About 15 minutes along, a thought popped into my head—had I zipped up the saddle bag?

- **DOWN:**

Bag unzipped

- **UP:** Driver's license, credit card, and cash still there

- **DOWN:** Rental car key missing

Given the good fortune of happening upon Ted, fate would have it that I'd double back and quickly find the key, which I'd removed from the remote and rental car tag.

- **UP:** Fate

- **DOWN:** I don't believe in fate

With my gaze looking downward, what should have been 15 minutes took me 30.

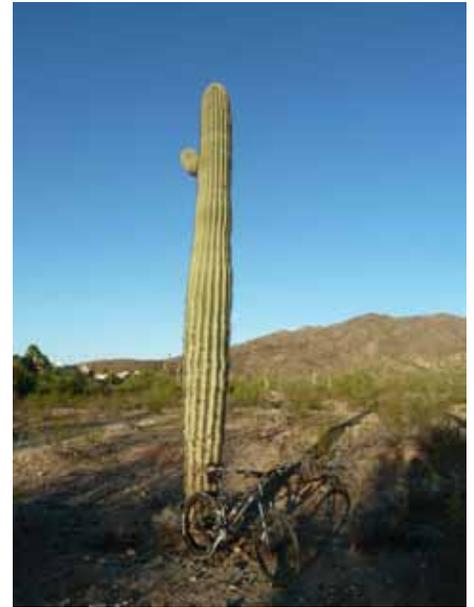


With my gaze downward, I didn't see an oncoming rider or soft sand as soon as I should have. Down I went, taking a hard knock on my left elbow and posterior, slicing my right calf with the chainring for good measure. Paying particular attention for the key on the rough stretches, I nonetheless made it back to Tim's house ... with no luck. My natural optimism dampened, I figured that having to cover the terrain yet again wouldn't yield a different result. I called Enterprise, who directed me to their roadside service with whom I arranged to meet at my friend's house in an hour or so.

The return ride uneventful, I pulled up at the house and gratefully accepted the offered glass of water. And the hydrogen peroxide. And the anti-bacterial cream.



Thirty minutes later, I received an automated call letting me know that the service would arrive in between 0 and 135 minutes. My 2pm conference exhibit shift was suddenly in jeopardy. About 90 minutes in, the locksmith arrived in his van. Not having space in the passenger seat, I hopped in the back and sat down on an office chair shock-corded to a workbench. The shock cord may have kept the empty chair in place, but my 170 pounds stressed the system beyond its design. Fortunately, the distance was short.



As we pulled up next to my car in the trailhead parking lot, the locksmith remarked with some concern, "That's not a Honda." "Well, that's not good," I thought. Now, you might imagine that Honda was mistaken for Hyundai. And that would be a reasonable guess ... if it weren't for the fact that I was driving a Kia.

- **UP:** The locksmith had a few tricks up his sleeve

- **DOWN:** None of those tricks worked, and the roadside service directed him to depart

- **UP:** He drove me back to my friend's house, and she was able to drive me the 30 minutes back to downtown Phoenix

- **DOWN:** Enterprise wasn't all that thrilled with my returning the empty remote ... without the car

- **UP:** I spent time with some old friends and managed a great day of riding ... with some unexpected bonus miles!

(As of this writing, the car is still in the trailhead parking lot. What do you think the chances are that they won't bill me at least an extra day?)

For more photos and other cycling articles by Jeff go to <http://www.deepbrook.com/portfolio/> 🌐

A Physical Therapist's Perspective

by Eli Post

Bicycling should not be a painful experience. You need a well fit bike, and a body prepared for your riding goals. However, many of us will at some point experience pain and discomfort, and need to change the bike and/or the body for relief. In that regard, we had the opportunity recently to chat with a physical therapist who is also a cyclist. This association makes Bob Gordon knowledgeable about biking related injuries and bicycling biomechanics, and he has agreed to share his expertise with us.

What are the common biking related injuries or pains, the kind physical therapy can deal with?

Knee injuries rank first, followed by pain in the spine (neck and/or lower back), and to a lesser extent the hips and hands.

Unless one crashes, most cycling injuries are of the over-use variety. Repetitive motions that exceed the tissues' conditioning level will cause tissue breakdown. At the knee, this often appears as tendonitis around the knee cap. Another common ailment is patellofemoral pain syndrome, which is a problem with the back of the knee cap. Both often respond well to activity modification, biomechanical adjustment, and physical therapy.

It has been my experience that neck and lower back pain with cycling almost invariably comes from having the handlebars too low in relation to the saddle. If you are a competitive cyclist, then aerodynamics will trump comfort, and you will have no choice but to flatten your back to avoid excessive frontal area. Many younger athletes can achieve this position without issue. However, as we get towards middle-age, it seems that many cyclists lose the ability to ride this way without neck or back pain. Whether this is caused by a gradual lack of flexibility or primary loss of tissue quality is subject to debate, but I believe it's the latter explanation. The fix is mostly biomechanical: raise the top of the bars to about the top of the saddle, so that your back is at 45 or 50 degrees. If pain persists after that, there may be muscle spasms and/or tissue damage that physical therapy can address.

We know that the risk of injury may increase with an ill-fitting bicycle. What are the common fit issues?

The biggest problem is a saddle height that's not high enough, followed by the handlebars being too low relative to the saddle, as noted above. Saddle fore and aft position can be an issue, if it deviates dramatically from the plumb line from below the knee cap to the pedal spindle position, which is often a decent starting point.

In what ways does the rider's physical condition, such as muscle imbalance, affect performance and lead to injury?

Any muscle imbalance, whether it be front to back or side to side, has the potential to magnify stress distribution which can increase the rate of tissue breakdown. A well-conditioned system can certainly mitigate this somewhat, but it may not be enough to prevent injury.

How important are stretching and strengthening exercises?

The need for stretching or strengthening is usually an individual matter, requiring an assessment of muscle and joint length and strength to uncover any specific deficits. In general, though, I think the biggest problem with cycling is the chronically-flexed lumbar spine. To offset this, a specific set of spinal extension exercises often helps to decrease the injury potential.

Are there accessories on the market such as softer handlebar tape, cut-out saddles, etc. that bring comfort and help avoid pain?

The two bones in the butt, the ischial tuberosities, are great for sitting on, and the soft, fleshy area between them is not. Chronic compression in the pudendal region can cause a host of nerve and soft tissue problems. It is imperative to find a saddle that relieves this region. Cut-out channels are a great step, and tipping the saddle nose slightly downward often helps as well. Remember, too, that the flat-back, racing position also tends to force more pressure on to these sensitive structures.

Padded tape is an effective way to decrease pressure to the nerves in the hand; I can find no down-side to using it. ☺

Bob Gordon is a physical therapist and exercise physiologist. He can be reached at 617 823 8978.

2011 MILEAGE CHART

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NATURALLY
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WILD
WILDBERRY

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BIOACTIVE
MATRIX

Get stoked by:
January 1998

best by

herbal
accelerators

Low Fat

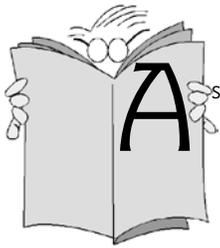
ORGANIC
ENERGY
CHEW

92% ORGANIC

USE DURING
EXERCISE

Little Jack's Corner

by Jack Donohue



As many of you know, I tend to collect stuff. Basically I will never refuse anything that might be remotely useful, so stuff just sort of filters down to me. For example, I have a box of energy bars. I have never to my knowledge purchased an energy bar, and my feeding during rides usually consists of actual food or no food at all. Nonetheless, I have a whole box of these things that I acquired somehow. Some of this stuff have been around for quite a long time, but it never tasted very good to begin with, so I suspect it's equally tasteless now.

First there's something called "Power Gel." Comes in a shiny package, feels pretty gelatinous. If the name weren't appetizing enough, it's tropical fruit flavor. Doesn't really specify which fruit, I guess they leave that to your imagination. Since its "best by" date is April 1999 I suspect it will remain a mystery. There's another one that is "caffeinated chocolate" flavor. Personally, I prefer to get my caffeine and chocolate by popping bon bons with an espresso chaser, but I guess you don't have that luxury on the road. This one's best by October 1999, considerably fresher than the other one.

Next we have "Warpaide" dietary supplement. I think this used to be a powder, but it is more bricklike now. It claimed to be "naturally flavored wild wildberry," whatever that is. Looks to be about the same vintage as the Power Gel, and since it's mostly sugar (fructose, dextrose and friends) probably wouldn't be dangerous to consume. It says "use during exercise." Good thing they put that on the package, I was thinking about having a Warpaide cocktail at happy hour. I actually have two of these, the second one actually seems to still be in a crystalline state, may hang onto that one.

Then there's a "WarpBAR" looks to be from the same warped family. This is actually more pliable than the powder. It seems to be "cookie dough" flavor which is pretty scary. It has a "bioactive matrix" with "herbal accelerators." What could that possibly mean?

Then there's the Stoker Orange Cranberry Energy Bar. It's "Low Fat" which seems a curious attribute for something whose *raison d'être* is pumping calories into you. It tells me to "Get stoked by: January 1998," so that ship has long sailed. It also seems to have developed rigor mortis and were I to try to eat it would probably break a tooth.

Then there's a Clif bar, another chocolate/caffeine combo. This one was actually produced

in the 21st century, "18 April 03" on the package. It also seems rock hard, but I'm not sure that's any different than when it was new. Might actually try eating that one, it's "sample size" so I doubt it could do too much damage.

Then there are two Clif Shot electrolyte replacement drinks. The packages still look shiny, and pliable, copyright 2006. They claim to the "92% organic." One hesitates to think about what the other 8% might be.

Last but not least is a package of Clif Shot Bloks, "21 Mar 08" practically new. These are dark brown moist pellets, don't look all that appetizing, but they are strawberry flavor. Subtitle says "organic energy chews." From my experience in the animal world, a chew is an inedible object something an animal gnaws on to keep their teeth sharp. Here I think the chewing part is supposed to end up in consumption, but with these babies there might be quite a bit of chewing involved.

I think I'll probably end up tossing the stuff made before the turn of the century, but I might give the Clif stuff a shot, so to speak. ☺

Jack's Back Pages - Find past "Little Jack's Corner" articles on the CRW website at <http://crw.org/ljackc/> and through the web site menu: Information > Fun > Little Jack's Corner

That Was Then

Among the noted residents of Hartford, Connecticut, is Samuel L. Clemens known to the world as "Mark Twain." He was at one time an enthusiastic bicycle rider. One fine day, however, he took a ride, robed in a long linen duster, the tails of which

caught in the spokes, and threw him so heavily that he became somewhat disgusted with the sport. He has again taken to cycling. The Hartford Post says that he was riding with the Rev. Joseph H. Twitchel, and while they were pedaling along together one day, the author

of "Roughing It" suddenly took a header. Mr. Twitchel slowed up and was about to assist his friend, when Clemens shouted: "Don't stop: Joe, go right ahead; I think I will stay here a little and swear."

This appeared in Bicycling World and League of American Wheelmen Bulletin of January 2, 1891. The article comes to us from Lorenz Finison who suggested it in honor of the recent publication of Mark Twain's autobiography.

November

2 | 7 | 5 | 7 | 8 | 7

MILEAGE TOTALS

Name	Miles	M	C	K	Name	Miles	M	C	K	Name	Miles	M	C	K
Tom Fortmann	12160	8	7	7	Fred Meyer	4349	10	-	-	John Kane	1339	-	-	-
Bruce Ingle	11766	11	11	11	Cynthia Zabin	4347	-	-	-	Bill Widnall	1315	1	-	-
Jim Krantz	10301	11	8	7	George Ulrich	4339	2	-	-	Nick Gilligan	1280	-	-	-
John Bayley	10032	11	4	4	Cynthia Snow	4292	2	-	1	Jeff Luxenberg	1278	1	-	-
Pamela Blalock	9830	10	3	3	Dave Stefanovic	4153	-	3	-	Jeff Dieffenbach	1120	2	2	-
Jack Donohue	9332	-	-	3	Steve Park	4096	3	2	-	George Caplan	820	-	-	-
Don MacFarlane	8317	4	-	1	Don Mitchell	4095	4	4	-	Susan Grieb	652	-	-	-
Irving Kurki	8005	11	3	2	Clyde Kessel	4000	8	6	-	John Loring	472	-	-	-
John Higley	7656	10	8	5	Douglas Cohen	3860	3	-	-	Sarah Poplawski	105	1	-	-
Bob Wolf	7579	11	4	-	Peter Knox	3711	3	3	-					
Carlo Innocenti	6302	5	7	-	Rudge McKenney	3405	5	1	-					
Peter Brooks	5899	9	5	-	Ed Foster	3361	4	-	-					
David Wean	5647	4	-	-	Patrick Hayes	3246	3	-	-					
Michael Laurin	5334	8	4	-	Brian Miller	3032	-	1	-					
Butch Pemstein	5228	7	2	-	Jean Orser	3025	6	2	-					
Ken Hابلow	5078	9	-	-	John Springfield	2805	1	7	-					
Eric Sansone	5074	2	-	1	Glenn Ketterle	2701	-	-	-					
Erik Husby	5060	2	1	-	Joe & Kathy Marino	2677	4	2	-					
Richard Taylor	5036	9	8	-	Henry Marcy	2614	1	-	-					
Joseph Moore	5005	4	2	-	Bill Hanson	2575	-	-	-					
Marc Baskin	5003	5	2	-	Paul Hardin	2559	2	-	-					
James Sparks	4784	9	-	-	Adam Auster	2550	5	-	-					
Rolf Budd	4684	2	1	-	Ed Hoffer	2394	-	-	-					
Joe Repole	4571	11	11	-	John Allen	2372	1	-	-					
Lisa Weissmann	4526	7	1	-	Mike Hanauer	2195	-	-	-					
Hasmet Akgun	4470	1	-	-	Gabor Demjen	1780	3	-	-					
Frank Aronson	4430	8	6	-	Marc Webb	1764	2	1	-					

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 3rd of each month on the website at <http://crw.org/mileage/mileage.htm> or email mileage@crw.org or call 781-275-3991



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Dedham
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617-527-0967

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781-391-3636

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Norwood

781-440-0310

790 Worcester St.

(Route 9), Natick

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508-836-3878

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Avenue, Boston

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