

WheelPeople

Newsletter of the Charles River Wheelmen

On the roads of New England since 1966

Volume XXXV, Number 12 • December 2011



Riding Two-Abreast Rules of the Road

by John Allen and Eli Post

Massachusetts passed new bicycle laws in 2009. One important provision affecting cyclists legalizes riding side by side (two-abreast), which places Massachusetts's laws in agreement with those of most other states. The two-abreast law has, however, raised questions, and a review might help to clarify how to handle various situations.

The law basically boils down to three things:

- it is not legal to ride more than two abreast,
- you must allow faster vehicles to overtake when they safely can – singling up as necessary, and
- don't occupy more than one lane on a multi-lane road.

To explain further:

(1) If you ride more than two-abreast (other than when overtaking a slower pair of cyclists) you are breaking the law. While we frequently see cyclists engaging in this behavior, it's simply not legal in Massachusetts.

(2) A paceline is legal, but a peloton (a large group clustering together) is not. Pelotons may be fashionable on international races, but are not legal on Massachusetts roads.

(3) The law does not spell out all the circumstances under which you should get single file. We suggest getting into single file whenever:

- a motorist approaches from behind and could safely overtake you if you single up.

Safety Page - [Continued on page 3](#)

She's also a Cycling Instructor!

by Eli Post

Nancy Marchand was in a sling, deep in the process of recovering as we spoke a few days after her rotator cuff surgery to repair an old shoulder injury. We learned about the friendly surgeon, the discomfort afterwards, and the lengthy recovery time, but throughout Nancy was her old self, upbeat, hopeful, and counting the days before she could ride again.

She is a certified personal trainer, and not surprising for a ride leader, also a certified "indoor cycling instructor" which means she works with clients providing cycling workouts, as well as fitness advice. Some call spinning classes torturous, others exhilarating, but there's no denying the popularity of group indoor cycling, and Nancy works at a health club running these classes and providing other personal trainer services.



Nancy's work puts her in touch with people with all kinds of medical and health issues, including diabetes. Because of this she has

Volunteer of the Month - [Continued on page 3](#)

CRW Holiday Party A Reminder

Friday, December 2

The popular holiday party will once again be held at the Bedford Old Town Hall, and will combine delicious food, drink, good company, and even dancing for those so inclined. It's an

ideal opportunity to catch up with old friends and get an early start on holiday celebration.

You can sign up for the party by going to this web page:

<http://crw.org/event.php?event=holidayparty>

Signups are going strong and we only have a limited number of spaces left as of this writing. Sign up now and don't get shut out. We can only accommodate 100 attendees.

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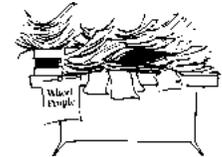
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CRW members receive WheelPeople, the Club's newsletter. CRW is also an associated club of the League of American Bicyclists. Address correspondence to: The Charles River Wheelmen - 26 Fox Run Road, Bedford, MA 01730



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.

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 wppadvertising@crw.org

CRW Board Meeting Minutes

November 1, 2011

Present: Board Members- Rosalie Blum, Andy Brand, Peter Brooks, Steve Cohen, Kimberley Fitch, Helen Greitzer, Howard Miller, Eli Post and Cindy Sragg. Guests- Mike Byrne, Butch Pemstein, and Bob Wolf.

Reports

Minutes of prior meeting were accepted.

President (Steve): Steve's term for President had ended. He plans to run for a second term.

Treasurer (Steve for Jack): The total balance in CRW accounts is \$86,000.

VP Rides (Eli): Connie Farb announced that she will no longer assume the Century Coordinator role as currently defined. The Century Coordinator position will be revised so that there will be a different coordinator for each of the three centuries. Route changes for the spring century are being discussed, due primarily to restrictions around arrowing in Boxford.

Safety Corner - Continued from page 1

- when sight lines to the rear are restricted (hillcrests, curvy roads lined with vegetation). Under these conditions, move to the center or left side of the lane so that you are visible farther to the rear. You'll want to be single file so that you have the freedom to maneuver. Be courteous and don't make motorists wait unnecessarily—move to the right as soon as it's safe for motorists to pass.

(4) Whenever riding two abreast, check frequently for traffic (motorists or other cyclists) approaching from the rear. A rear-view mirror can be very helpful in this situation.

On a road with an open lane to your left, riding side by side can actually make it easier for motorists to overtake, because the group is shorter. Whether riding single-file or side by side, keep group size small (4 to 6 long at most) and leave gaps between groups.

Please remember these guidelines for riding side by side, and, for safety's sake, single up when sight distance is short or when on a busy road. ☺

Acknowledgement: David Watson, Executive Director of MassBike, assisted with this update

Unleash your Passion!

Do you have strong feelings about safe, courteous, and lawful cycling? If so, put those feelings into action. To learn more, contact Bob Zogg at 617-372-6469 or safety@CRW.org.

Membership:

1475 current members, 108 expired members, 16 new members

Old Business

Helmet Policy: Based on the August, 2011 survey, Bob Wolf presented an analysis of CRW member preferences regarding the helmet use policy. There was overwhelming support for requiring helmets. Full results of the survey and what the CRW board has decided to do will be announced in an upcoming WheelPeople article. After a transitional period helmets will become mandatory on all CRW rides. The helmet policy committee and the board will work with ride leaders to ensure a smooth and non-burdensome implementation of the policy.

New Business

Authorization for a Ride Leader Party in the spring (Eli): The Board voted unanimously to approve support for the Ride Leader Party, to take place on Sunday, April 29th, at Friendly Crossways in Littleton.

Support for Bob Sawyer Event: The Board voted

unanimously to approve support for a party and gift to acknowledge long-time CRW member Bob Sawyer's ninetieth birthday.

Grant Awards (Steve): The Grants Committee reviewed several requests for 2011 grantee organizations. Five organizations will receive funds in the total amount of \$8,500. Livable Streets - \$1,000; MA Bike Coalition - \$3,000; League of American Bicyclists - \$1,000; Bay Colony Rail Trail - \$1,500; Bike to the Sea - \$2,000.

Volunteer Awards: The Board voted to approve volunteer awards for members who demonstrated outstanding volunteer service. Awards will be presented at the Holiday Party on December 2nd.

The next board meeting will take place on January 3rd, 2012

Respectfully submitted,

Kimberley Fitch

Secretary

Not a Fair Fight

by Eli Post

A group forms more or less spontaneously on a CRW weekend ride. The half dozen or so riders are hanging in together as they approach an intersection under a green traffic light. As the lead riders pass through the intersection, the last rider, who is lagging behind, sees the signal turn to yellow but proceeds so as not to lose the group. Unfortunately a motorist approaching from the opposite direction, also decides to run the yellow light, and executes a left turn immediately in front of the last rider. They collide.

We had a friend on the scene who witnessed one such incident, and he calculated that the rider and bike together weighed less than 150 pounds, while the vehicle weighed in at over three thousand pounds. It was not a fair fight.

This same scene was repeated three times this past season on CRW rides, and holds a clear message for all of us. There is a precariousness of cyclists and automobiles sharing the road, and we need to obey traffic regulations, and be ever watchful. ☺

Ride Leader of the Month - Continued from page 1

become an advocate of the American Diabetes Association's "Tour de Cure" ride which is a series of fundraising cycling events held in 44 states nationwide. The ride in Massachusetts is called the "New England Classic", 7 day, 550 mile ride, that Nancy has completed eight consecutive years.

Like many of us, Nancy's entry into cycling was serendipitous. Several years back her son convinced her to train for a charity ride, but she had a spill and broke an arm. While she did not ride, she volunteered for the event, enjoyed the experience of intense training, and undaunted began to cycle on a regular basis. She liked being out with friends and experiencing the "child in me that got away". Nancy started using local roads to train for the New England Challenge, and after a while put together a route. Friends of hers, who are CRW members, suggested she offer the ride and six years ago Nancy's "Ups and Downs" ride was launched and keeps going, hill after hill we might add. Nancy also volunteers for the Club; you may have seen her bright smile at an after-ride refreshment stand at one of our recent century rides.

Our Nancy should not be confused with the actress Nancy Marchand, whose final role was her portrayal of the mobster mother on "The Sopranos". Our Nancy to the contrary is charming and delightful and even has another life beyond cycling. She enjoys spending time with her non-cycling husband, family and friends in non-cycling settings. In fact, as this profile was being written, Nancy became a grandmother when Remi Joel Marchand came into the world. We all wish the family happiness and joy. ☺

Welcome New Members

Anastasia Cavisir	Cambridge
Pierre Chiha	Maynard
Tom Cronin	Winchester
Justin Cuyler	Newton Center
Julie Duncan	Cambridge
Sarah Gluck	Arlington
Aaron Ladd	Lexington
Cheryl Macdonald	Dover
Steven Marshall	Lexington
Thomas Roach	Belmont
Mark & Marie Schwartz	Brookline

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.

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

December Rides

The Club's Winter Ride Program starts in December. 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.

Something in Common

Sunday - December 4

Times and Routes: 10:30 AM

Ride Type: Cue Sheet, Map

Description: Join us for the first Winter Ride of the Season, and a taste of rides to come. This is the season to share in the fun. Meet at the monument in the middle of the Cambridge Common.

Leaders: Eric Ferioli (781-235-4762)

Start: Cambridge Common, is north of Harvard Square. 1500 Massachusetts Avenue, Cambridge

Directions: Harvard Square, Cambridge is accessible from Memorial Drive, and Storrow Drive, as well as the MBTA Red Line.

Depends on the weather

Saturday - December 10

Times and Routes: 10AM for 72 miles or less depending

Ride Type: Cue Sheet, Follow the Leader, GPS

Description: "Depends on the weather" will depend on the weather. If on the Thursday prior to the ride, the weather at the start is predicted to be 30° F or higher with dry roads, we will do a 72 mile ride from Lincoln to Dunstable and back. The ride will be reduced about 10 miles for every 5° below 30° the start time is predicted to be. Also adjustments for road conditions. We will not ride negative mileage, however, when the starting temperature hits minus 10° F. On that Thursday, the ride leader will post a Ride with GPS link with the actual ride.

Leaders: Bob Wolf (781-259-9892 before 10PM, robertgwolf@gmail.com)

Start: 12 Meadowbrook Road, Lincoln, MA

Weston Loop

Sunday - December 11

Times and Routes: 10:30 for 25 and 35 miles

Ride Type: Cue Sheet, Arrowed

Description: Ride country roads of Weston, Lincoln, Chelmsford, and Sudbury. The ride crosses the Sudbury River, and there is a delightful stretch along the Cambridge Reservoir. The 35 mile ride extends further into Wayland and Weston.

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

Start: Weston Town Hall, just north of the Common on Boston Post Road.

Directions: Route 128 to Exit 26, Route 20 West to Weston. There is a Mobil Station at the exit, and you travel 1.2 miles west on Rt. 20 to the traffic light and make a right turn on School Street, and then an immediate left on to Boston Post road. We meet by the Weston

Town Hall, just north of the Common on Boston Post Road. You can park on the road in front of the Town Hall.

Bare Natick

Sunday - December 18

Times and Routes: 10:00 AM

Ride Type: Cue Sheet, Arrowed

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.

Willett's Pond Wayfare

Sunday - December 25

Times and Routes: 10:00 am for 25 and 45 miles

Ride Type: Cue Sheet, Arrowed

Description: Rides head south though neighboring towns on quiet roads.

Leaders: Eric Ferioli (781-235-4762)

Start: Wellesley High School. 39 Paine St, Wellesley

Directions: From Rt. 128 exit 21-22 Rt. 16 west toward Wellesley. Go through Wellesley Hills past clock tower on right. Turn left onto Forest St. at lights (green sign for Babson College on left and 'Rockland Street to Linden St.' sign on right). After 0.2 miles turn right into Paine Street and park on street

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

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.

Tale of a Novice Leader

by Susan Sabin

(reprinted with permission of Adventure Cycling, from the website: www.bikeovernights.org)

First, I came up with a tour. Next, I invited some buddies to come along. Then, I worried.

The tour grew out of my fascination with a historic tale and trail: the three-month trek of Mary Rowlandson, who, kidnapped by Indians in 1675's King Philip War, walked with them to the far reaches of the Massachusetts Bay Colony. After years of research, I had pieced together enough of their route to create a four-day bike tour.



The story was gripping; the wilderness through which they walked so long ago was surprisingly undeveloped and rural today. Why not share? When twelve people actually signed on, my worries crystallized: my experience lay in bike touring, not leading. How would my bike-club pals react when whatever could go wrong, did? I knew in advance the route was hilly. The Indians, at war, walked along high ridges with commanding views. They — and we — had to get up to those ridges. But having refined the route over years, changing bits and pieces as I learned more, I hadn't realized how ridiculously hilly it was. In fact, I'd told everyone it would be "no problem." Whoops.

On Day One, we struggled through 4000 feet of elevation gain in 53 miles, similar to crossing the Continental Divide over the Spring Creek Pass. My breezy assurance was reason enough for a lynching. The weather only made things worse. Our trip took place in the wettest, coolest summer in years. But we managed to begin on the only 90 degree day in August... during which the rain blew in and blew off in great gusts. We were either superheated by the sun or blinded by torrents of rain. OK, the weather wasn't my fault, but that didn't stop me from feeling responsible. So what did people have to say at the first day's end? Helen: "This

is a stroll in the park compared to what Mary went through." Sandi: "I never biked in the rain before. Now, I can stop worrying about it." Phil: "Did you see that giant sculpture of the pig outside of Hardwick? Outstanding!" On that first day, we had planned to gather near an ancient Indian village, Wenimessett, to which the Indians had detoured. There, a memorial stone honors the death of Mary's six-year-old "babe," a casualty of the war.

Naturally, we hit a virulent downpour just five miles before. Those at the front of the pack, soaked on arrival, grew cooler and cooler as they waited for a quorum. No problem for me; I'd have waited hours for a chance to expound on my subject. But I surely couldn't blame anyone else if they biked on ahead. One by one, each rolled up and stayed. They were actually interested! Mary and the Indians would stay at Wenimessett for two weeks, during which Mary could more or less wander around at will. Apparently, the 14 women and children hostages feared the wilderness more than they feared the Indians. Here, Mary had a chance to see her two other children — both unharmed — who'd been kidnapped at the same time as she. And here, Mary gained a bible, a gift from an Indian returning from the raid of another colonial town. The story this place tells was as devastating for the Indians as for Mary. The ground where they buried her child had been their home, their center, long before Europeans came to America. After the white man's arrival, the Indian population had shrunk to a sliver of its former bulk, mostly from disease. With their world in flux, tribal chiefs had vied for dominance. "King" Philip, a Pokanoket, hoped to form a coalition of tribes that would send the Colonists back across the ocean. He would fail, fast and miserably. This little patch of land on which we cyclists stood stretched to wetlands behind and to purple, rolling hills ahead. It is protected and empty. The scene was beautiful, haunting and, appropriately grey. It felt right to be standing in the rain.

The battles over that land are now largely forgotten; similarly, the industries that pulsed along this swath of Massachusetts are now gone, replaced by others, elsewhere. The roads we used, though well maintained, were old: one serviced a 1721 grist mill; two others dated to the 1800s. One of those dead ends at the Quabbin reservoir, a man-made body of water created a century later. The farms and farmers of the valley under the Quabbin are long gone, and today the roads link nothing to nowhere. Consequently, this was a facility-challenged ride. Toilets were almost non-existent, and

the rare food stops came along too soon after breakfast to be of any use. The good news: the countryside looked as if MacDonald's or Dunkin' did not yet exist. We biked on narrow roads edged by lush woods, over a causeway that split a pond in two, past apple orchards and grazing horses. As if that was not compensation enough for a little inconvenience, about 8 miles from Wenimessett, in the tiny town of Hardwick, we happened upon what was billed as the oldest country fair in the US of A. It featured home-made ice cream, fried everything, old-fashioned games and a welcome line-up of porta-potties. We filled, refreshed and emptied. Revived, we pushed onward and further upward to our B&B.

In the months of organizing, the best I could say about the proprietress was that she was business-like. In person, I found her surly. My heart sank when I saw my room! It was stuffed with handcrafted dolls (for sale), fuzzy slippers (for sale), and so much furniture that there was no space to walk. What would my pals think? The group raved! They saw charm, and, because the owners let us roll our wet, gritty bikes indoors, saw them as accommodating. I was the lone griper.



Day Two was shorter, less hilly, and overcast, but it too had its problems. Because I was aiming for historic authenticity, we sliced through both "the Great Swamp" and a lesser swamp. The roads through these dark and lonely places were gravel, which, of course, was wet. Our skinny tires shimmied and lurched. We pedaled cautiously, providing the year's bumper crop of mosquitoes with a generous buffet. Finally, as a refreshing drizzle started, we turned onto a well-paved, 3 ½ mile downhill and glided all the way "home," into Northfield, Massachusetts, where we would spend the next two nights.

Tale of a Novice Leader - Continued on page 7

Little Jack's Corner

by Jack Donohue



What follows is another mechanical tale of woe in the category of "don't try this at home" (or anywhere else for that matter).

My Serotta's rear derailleur shifting was kind of dodgy. When I got the bike it had bar end shifters and the rear one had died. Somehow I found someone in NEBC who gave me an old set of Campy Ergo shifters. Everything else is Campy who in their wisdom makes their equipment incompatible with everything else (everything else being Shimano, the Microsoft of the bike world). So I was a happy camper, I could keep the Campy drive train and still have the benefits of integrated shifting.

It worked but not very well, it would shift up to a larger cog ok, but on many gears when you tried for a smaller cog, it would just hang. Either that or shift down two cogs. After enduring this dodgy behavior for a while, I decided it was time to fix it. For a fleeting instant, I considered taking it to the bike store but I knew this would be big bucks, since the parts are ancient enough that they couldn't easily be replaced and I would probably have to spring for a whole new Shimano setup. I couldn't in good conscience do this, not when I had a small bike's shop worth of inventory already in my garage. I was sure I could somehow make it work.

So one day I spent about an hour adjusting every which way, but couldn't get it so it would upshift and downshift consistently. Then I noticed the chain was riding high on the chainrings by about 1/8"; a pretty good indication of a mighty worn chain. Not too surprising considering I had never changed the chain in all the time I had the bike. So I

figured this would be the solution to my shifting problems.

Rooting around in my parts bin, I came across a Regina chain. For some reason I decided this would be a good match for the rest of the Campy parts, maybe because it was also Italian. So I put this on, which meshed much better with the chainrings. But the cog set was another story. If you leave a chain on too long, it wears the cogs, so that when you put a new chain on, they don't mesh well and you get chain skipping. So conventional wisdom is to always replace the cog set as well if the chain you're replacing is very worn. But I have experimentally determined that if you just tough it out with the new chain and old cog set, after a while the new chain will wear itself into the old cog set. You just have to endure chain skipping for several hundred miles. Skipping is usually worst in the small cogs, since they have fewer teeth to grab onto the chain, or the middle cog which is used the most, hence most worn. When skipping happens, you just need to downshift until you find a cog that doesn't skip.

When I first put the chain on, it was making awful noises, and I realized that I had wrapped the chain the wrong way around the pulleys. So I had to break the chain and start over. Amazingly enough, I managed to get the chain on wrong the second time. At this point, I really didn't want to break the chain again, so I fixed the problem by detaching one of the pulleys and rerouting the chain.

I took it out for a test ride/chain break-in. I made sure not to stray too far from home lest something go wrong (which turned out to be an excellent decision). I experienced the expected skipping but it seemed worse than normal. It started making awful noises until finally the chain locked up. Seems I hadn't

tightened the pulley sufficiently and it worked loose and was now missing in action. For a while I thought I was in for a several mile walk in cleats. But I managed to find one gear where I could get the crank to turn in, and aside from having to walk up a couple of steeper sections, made it home without incident.

Another reason I was having problems was that the Regina chain, despite sharing a common mother country with the rest of

the drive train, was actually a tad too wide for the eight speed spacing. It fit, but just barely, and most of the unhappy noises I was hearing was the chain bumping into the cogs. So

back to the parts bin, where I found an old Sedisport chain. It was actually new chain, but had been lying fallow for quite a while, as evidenced by the date 2/22/1990 on the box. This time I actually took a pair of calipers and determined that this chain was comfortably narrower than the cog spacing.

The test ride with new chain was much more successful, I was able to push moderately hard in most gears without skipping, but the shifting remained as dodgy as it was before I started. Probably should have just taken it to the bike store in the first place. ☺

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



CRW Trips

Bikers on Skis

February 17-20, 2012

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 \$200-270 for the weekend includes three nights lodging, three breakfasts, two dinners and gratuities.

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.

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 17 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
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 (781)275-3991 (before 9PM)

October

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MILEAGE TOTALS

Pamela breaks the 10K mark this month, a lot to be said for being unemployed. Several heavy hitters are conspicuous by their absence, though.

Name	Miles	M	C	K	Name	Miles	M	C	K	Name	Miles	M	C	K
Pamela Blalock	10006	10	6	7	Joe Repole	4127	10	10	-	John Springfield	1746	-	7	-
John Bayley	9609	10	6	5	Richard Taylor	4089	10	8	-	Brian Dias	1521	2	-	-
Bruce Ingle	8963	10	10	3	Eric Sansone	4047	5	-	1	Marc Webb	1315	1	-	-
Jack Donohue	8092	-	-	2	Frank Aronson	4005	6	5	-	John Kane	1276	-	-	-
Jim Krantz	7517	7	4	4	Joe & Kathy Marino	3861	6	4	-	Mike Hanauer	1111	-	-	-
Irving Kurki	7196	9	4	4	Don Mitchell	3790	5	1	-	Bill Widnall	974	1	-	-
Bob Wolf	6971	10	3	-	George Ulrich	3592	2	-	-	Jeff Luxenberg	900	-	-	-
Clyde Kessel	6943	10	-	3	Douglas Cohen	3580	1	-	-	Greg Tutunjian	720	-	-	-
Peter Brooks	6546	9	5	1	Dave Stefanovic	3458	-	2	-	George Caplan	500	-	-	-
Michael Laurin	6104	10	7	-	Cynthia Snow	3393	2	-	1	John Loring	296	-	-	-
Scott Tyler	5861	5	5	1	Joseph Tavilla	3272	-	-	-					
Nicholas Sheckman	5407	5	3	2	James Sparks	3218	5	-	-					
David Wean	5185	5	-	-	Gary Smiley	2801	-	-	-					
David Cooper	5053	7	7	-	Jeff Dieffenbach	2661	3	5	-					
Cynthia Zabin	4941	-	-	-	Ed Foster	2457	5	-	-					
Steve Robins	4900	-	-	1	Mark Druy	2368	5	1	-					
Erik Husby	4647	1	2	-	Peter Knox	2300	-	-	-					
Lisa Weissmann	4615	6	2	-	Henry Marcy	2283	1	-	-					
Marc Baskin	4469	5	3	1	Adam Auster	2168	2	-	-					
Butch Pemstein	4460	5	1	-	Bill Hanson	2112	-	-	-					
Rolf Budd	4380	3	1	-	Darrell Katz	2061	-	-	-					
Doug Hobkirk	4307	4	1	-	John Pacheco	2045	-	1	-					
Fred Meyer	4231	5	3	1	Ed Hoffer	2016	-	-	-					
Joseph Moore	4202	6	-	-	Gabor Demjen	1990	5	2	-					
Carlo Innocenti	4170	3	3	-	John Allen	1984	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

Tale of a Novice Leader - Continued from page 5

At this point, Mary had been in the wilderness for a month. She had walked and traveled by horse and raft to Northfield, and was relentlessly, forever hungry, blazing through the few calories she could garner. The Indians, at war, could not hunt or farm. They foraged for groundnuts (a kind of tuber), acorns, corn from abandoned fields. They drank the broth from a hollowed horse's leg bone, harvested maggots from the marrow of rotting meat, ate bear, horse liver, wheat cakes. Mary thought, and later wrote, about food endlessly, like a modern cyclist on tour.

We entered Northfield on a Sunday near 2 PM. The only place to get a meal was a boxy, old diner, where a few patrons sat in leatherette booths. The menu appeared unaltered since 1950: hamburger steak, turkey with mashed potatoes and gravy, brownie sundaes. The 12 of us overwhelmed the one waitress and cook, and waited a good hour to be served. Complaints? Tom: "Comfort food at its best." Edie: "Well worth the wait!" And Mike, still relishing the swoosh into town: "That downhill was faan-tastic." Our B&B, one street away,

was truly classy. If my friends had loved the first, how would they rate this one? "Perfect"!! With everyone accentuating the positive about everything — the rain, hills, food, inns and each other — the group coalesced like milk in a churn. This, though, was not a pack of Pollyanna's. We all recognized that most of the tour was hilly and hot and wet. And, like all cyclists, we treasured the tales of our own accidents or our hardest rides. What else are "happy hours" made for? But here's the thing: on tour, whatever can ordinarily be viewed as bad is almost always seen as good, and whatever can normally be viewed as good, is also seen as good. As an experienced bicycle tourist, I had already known this, yet as the leader, I hadn't dared count on it. What had I been thinking? Given that cyclists are notoriously nice, and—when under the influence of endorphins—more so, my friends' attitudes were positively predictable.

Mary Rowlandson wrote the first female-authored book to be published on this continent. "The Narrative of the Captivity and Restoration of Mrs. Mary Rowlandson" can be found in its entirety online through Project Gutenberg. ☺

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

BIKES and BIKE PARTS - some free.

Dahan folding bike, Sturmey-Archer 3 speed, 16 inch wheels. \$60 firm.

Bridgestone MB-6 without front wheel but with several newer parts. Ridden many miles. \$60 firm.

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George Caplan 781-283-3374. Leave message.

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111 South Road, Bedford
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Dedham
781-326-1531

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617-524-2453

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