

WheelPeople

Newsletter of the Charles River Wheelmen

On the roads of New England since 1966

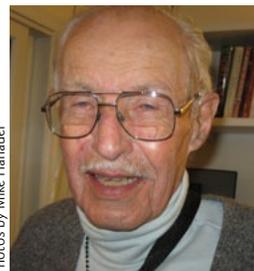
Volume XXXVI, Number 1 • January 2012



Bob Sawyer Turned Ninety!

by Eli Post

Bob Sawyer turned 90, which is an accomplishment in itself, but when the birthday guy is still an active cyclist, the CRW Board voted to celebrate as well as honor him. Bob's 90th Birthday Party was held in Bedford and hosted by Edie Baxter and Jacque Smith. The menu included assorted appetizers, lemon thyme chicken, grilled veggies, butternut squash risotto with sage, and perhaps best of all birthday cakes from Konditor Meister! About 50 of Bob's friends, family and cycling associates joined in, and applauded as Bob was presented with a CRW plaque for his long time service to the club. Bob was an athlete long before it was fashionable and still exercises regularly and maintains a strict diet. In fact, he was one of last to leave the party even though



Photos by Mike Hanauer

he was scheduled for a 20-mile ride the next morning. Senior sportsmen in endurance sports are regarded by science as models of exemplary aging, and Bob is certainly a model for all of us. He is living testimony to what a rigorous fitness

Bob Sawyer Turner 90 - Continued on page 7



Volunteer
of the Month

Bob Zogg – Safety First

By Kimberley Fitch

Perhaps you have read safety articles in the WheelPeople by Bob Zogg, or noticed Bob's name listed on the CRW masthead under "Safety Coordinator". Have you ever asked yourself "who is this person?" Well, read on for your chance to get a special insider's perspective on CRW member and Volunteer of the Month Bob Zogg.

When did you first start cycling?

I began at age four when I rode my sister's English-made 3-speed bike down the front lawn of our family house. I refused to pedal, because I was terrified of losing my balance. I stood on the pedals (couldn't reach the saddle), held steady, and coasted down the hill to the end of the lawn in a frozen state. Some questioned whether the ride could be considered a success, but I was proud of myself for not falling.

When did you start doing longer distance rides?

I joined the Appalachian Mountain Club (AMC) in the early 90's and enjoyed participating in cross-country ski trips. I became friendly with a number of fellow skiers who informed me that I needed to purchase a road bike so that I could join them on rides during the summer. While I occasionally rode a hybrid bike, I had never before purchased, nor considered purchasing, a road bike.

Volunteer of the Month - Continued on page 3

CRW Grant Funding for Nonprofits

by Kimberley Fitch

Did you know that each year, CRW distributes funds to assist nonprofits which demonstrate strategic value to CRW members? Committed volunteers at CRW work hard behind the scenes to manage the CRW

grants program to so that it creates a better cycling climate for our members.

The Grants Committee consists of members Stephen Cohen, Howard Miller, and Eli Post.

Grant Funding - Continued on page 3

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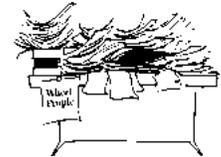
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CRW members receive WheelPeople, the Club's newsletter. CRW is also an associated club of the League of American Bicyclists. Address correspondence to: The Charles River Wheelmen - 26 Fox Run Road, Bedford, MA 01730



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

Volunteer of the Month - Continued from page 1

The following spring, while innocently performing a routine transaction at the ATM near my old apartment in Belmont, two of my friends from the AMC happened to walk by. They noticed me as I stuffed crisp new bills into my wallet while exiting the ATM. They stopped me, dragged me across the street to Belmont Wheelworks, and made me look at bikes. They initially directed my attention to a bike frame that cost \$5,000. My face turned white and I began to feel somewhat faint. After recovering, to my great relief, I learned it was possible to purchase an entire bike for less than \$1,000. My friends helped me navigate through the selection of these more reasonably-priced bikes, and I eventually settled on one.

Soon after, one of these AMC friends invited me on a weekend cycling trip to Vermont. By this point, I had ridden my new bike a grand total of 20 miles, I had no experience with long distances, and had never ridden up or down a hill of any consequence. When I expressed doubt about my preparedness, my friend insisted that I would be fine, and that we would do rides of no more than 50 miles. The first day, we ended up doing an 80-mile ride, going through a major mountain gap—twice—both on the way out and on the way back. I was really hurting! The next day, we did a slightly shorter ride, but I was still recovering from the day before, so it was difficult for me. Somehow, this experience did not discourage me, and I continued with my biking.

How did you become involved as a volunteer with CRW? I joined the CRW that same spring. I selfishly participated in rides for many years without volunteering. Around 2000, I was asked to volunteer as a ride

co-leader. I happily agreed. Honestly, the main attraction for me was the prospect of arrowing. What a sense of empowerment! Essentially, I got away with being a graffiti artist—a deviant new role that represented a significant departure from my standard follow-the-rules behavior. I've continued to lead and co-lead rides ever since, and arrowing still presents an exciting novelty which is never lost on me.

After participating in CRW rides for many years, I thought that the CRW membership could benefit from an organized effort to help promote safety. Beginning in late 2003, I approached the Rides Committee and expressed interest in starting a safety program. The Rides Committee was receptive to the idea, and helped me get started. In 2005, we formed the CRW Safety Committee, which I currently chair.

What exactly does the Safety Committee do? The Safety Committee meets 4 times per year and our primary activity has been writing safety articles for the Wheelpeople. We also provide guidelines to ride leaders, and we proposed to the CRW Board the current Safety Policy, which the Board unanimously adopted in January 2007.

Our meetings are full of lively banter as we debate what truly constitutes safe, courteous, and lawful cycling, and how best to promote it. In the end, committee members generally agree with one another, but sometimes it takes a while to get there. During recent meetings, we've discussed organizing a riding-skills training program for 2012. Execution of this program is contingent on our capacity to recruit volunteers to help organize and teach the trainings.

When I first joined CRW, we had a safety program (Safety Marshalls), but that effort was not sustained. I hope that there is enough

interest within the club so that the Safety Committee can be sustained for the long term.

When do you usually do CRW rides?

It's getting more difficult to join weekend rides, due to my new domestic responsibilities. My significant other and I recently purchased a small house in Carlisle, which is currently being renovated before we move in. We split domestic responsibilities into two categories—"Inside" and "Outside". She is in charge of the inside, and I'm in charge of the outside. So, now I occupy my weekend time with such things as lawn mowing, hauling debris to the dump, gutters, and cleaning up after weather events. When I see cyclists riding by, I think --"I wish I were they!" But, I don't mind doing yard work—it's good to be outdoors one way or the other.

Where do you work?

I work as a consultant for Navigant Consulting, Inc., in Burlington MA. My group helps the US Department of Energy pursue improved energy efficiency of appliances and other equipment used in homes and buildings.

Are you from the area originally?

I grew up 20 miles north of Syracuse, NY. I moved here for a job in November, 1988. At that time, I anticipated that I'd stay in the Boston area for two to three years, at most.

What else do you enjoy doing in spare time after work?

What spare time? I try to get to the gym a few times per week. I help teach a back-country ski workshop for the AMC. I also do various weekend trips and vacations, many of which involve cycling, canoeing, hiking, or X-C skiing. I don't own a TV.

If you see Bob out there doing yard work, cycling, canoeing or skiing, make sure to thank him for his many years of volunteer work for the CRW. ☺

Encouraging your Fellow Rider

by Bob Zogg

(Adapted from the September 2008 Safety Corner article)

You may be sold on safe, courteous and lawful cycling, but do you ever wonder how to influence your fellow cyclists to think and act the same way? There are at least three ways. First, set a good example by cycling in a manner that you would like others to mimic. Second, talk it up—find opportunities before, during, and after rides to emphasize the importance of appropriate cycling conduct.

Third, provide constructive feedback—this can be very effective, but difficult to execute. There are many barriers to speaking to riders who exhibit undesirable conduct:

- It can be tough to catch up to a rider with whom we wish to speak
- Riding conditions may not be conducive to conversation, or other riders may be around,

making a private conversation impossible

- If we are angry, we may find it tough to convey a constructive tone
- Our words may not be effective
- Most of us find confrontation unpleasant, and we try to avoid it.

Finding the Opportunity to Talk: Attempt to speak only if you're riding at moderate speed with favorable road conditions, and with no motor traffic in sight. Don't create a second unsafe situation to talk about the first. If possible, talk to the rider out of earshot of others. If you're unable to catch up to your intended audience, consider some alternatives:

- Ask another (stronger) rider to catch up and deliver the message
- Wait for a traffic signal, water stop, lunch break, or the end of the ride.

Managing Anger: Feeling angry about what you just witnessed? Take a deep breath and relax. Give the rider the benefit of the doubt—that is, assume the rider just didn't know or simply made a mistake. Whatever it takes, get calm before you speak. Your objective is to effect change. Anger will not help you.



Being Effective: Introduce yourself. Be friendly. Be positive. Be empathic. Speak of the benefits of safe, courteous, and lawful cycling rather than the negatives associated with unsafe, discourteous, or unlawful cycling. Focus on the behavior, not the person. You may still get a defensive reaction or denial, but even an apparently unreceptive individual may eventually reflect upon your words.

Overcoming Fear of Confrontation: Focus on the benefits of taking action, and know that you'll feel better for having done so. We have so few opportunities to influence our world—don't pass them up. Further, all CRW ride participants agree to the CRW safety policy—to cycle in a safe, courteous, and lawful manner, and to encourage the same among other participants. This policy empowers you to approach other riders about their riding behavior.

Providing constructive feedback can be challenging, but becomes easier with practice. Give it a shot. And, when it's your turn to be the recipient of constructive feedback, take it gracefully and thank your critic. We can all benefit from an occasional reminder. ☺

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 ☺

January Rides

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.

Happy New Year Day Ride

Sunday - 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. [Google Map](#)

Winter Apple Pi Ride

Sunday - January 8

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.

Larz Anderson Ride

Sunday - January 15

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 (see website) 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

Cunningham Park

Sunday - January 22

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 (see website) 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 Rd., 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.

Needham to Almost Hopkinton

Sunday - January 29

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

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.

How Did They Not Die of Boredom?

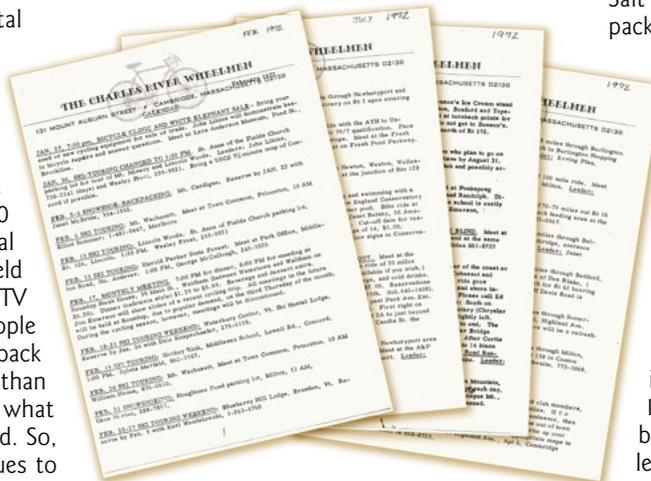
by Kimberley Fitch

Just for fun, I recently viewed digital scans of the CRW WheelPeople issues from 1972 (<http://crw.org/wheelPeople/1970s.php>, login newsletter, password reporter). I chose the year 1972 because I figured it would provide me with insight into culture and activities of average people living 40 years ago - during the ancient pre-digital era. A time before Facebook and hand-held electronic devices. A time before satellite TV and on-line solitaire. How did these people not die of boredom? I was a young child back then, much more concerned with myself than my surroundings, and I missed most of what was going on outside of my little world. So, I turned to the 1972 WheelPeople issues to become enlightened.

They Committed Great Acts of Self-Sacrifice

The March issue contained a review by a CRW club member of a breakthrough spray called "WarmPower" - \$1.49 at the Giant Store in Woburn. This product was designed to be used under an insulated layer of clothing, to retain heat in hands and feet when cycling in the cold weather. To test the product, the author sprayed his hands and feet, dressed well in insulated layers, and set off for his ride. Temps on that day were 20 degrees, and the wind was blowing at 40 MPH - wind chill of -21 degrees. This cyclist rode for 3 hours, and concluded that the spray seemed to work.

What dedication! This confirmed my long-held assumption that, back in those days,



people were more willing to make personal sacrifices for the common good. In fact, I'll bet upwards of 20 people volunteered for this trial, and the 19 who were not selected were very disappointed.

They Traveled to Far-Away Places:

The March issue also advertised a 10-day cycling trip to Austria, including round-trip air fare, bike rental, hotels, meals and sag wagon, which cost \$550. A comparable trip today, including roundtrip airfare, costs \$2,384 (HookedonCycling.co.uk, Cheaptickets.com). For sure, you'd see me on more overseas cycling trips if I could do it for \$550.

They Drank:

Remember, this was before the days of Accelerade, Gatorade, and Powerade. I found the

following advice in the June issue: "Before you start out on a long ride, drink a few cups of something wet, along with some salt. If you don't feel thirsty, just eat a spoonful of salt, dry. Salt can be carried in tablets, or in the paper packages found in diners. Last summer I kept track of my fluid intake on the day of a century ride. It totaled 8 quarts - that is 16 pounds of water..." Clearly, this 1970's cyclist didn't mess around. Perhaps guys were built sturdier back then.

But Some Things Never Change

In 1972, there were about 300 club members (compared with 1,500 members today), with about 50 members showing up for each ride. I assumed that this 1970's group was tight, and that everyone basically rode together. I was surprised to learn that this was not the case. This quote comes from the Special Programs Coordinator: "The CRW has grown to the point where there is little time for socializing. When I first joined the club, there would be maybe 15 or 20 people on a ride. We would usually meet at someone's home, stay together during the ride, and return to the host's home for refreshments after the ride. Now we meet in parking lots, and as the faster riders get back, they pack up and leave. There is no longer time for exchanging ideas, or just enjoying the company of fellow cyclists." This author goes on to request the help of volunteers to run social committees. These remarks are as relevant today as they were back then!

Thanks to long time CRW member and volunteer John Kane for scanning in these historic CRW WheelPeople issues. I look forward to reading more! ☺

Grant Funding - Continued from page 1

Earlier this year it outlined a new strategy, approved by the CRW board, which determined how nonprofits would be evaluated when considered for funding. The over-riding criterion was that the grantee furthered one of the three key long-term interests of the CRW: (1) advocates on behalf of cyclists on a city, state and national level, (2) increases the general awareness and involvement of the general population in bicycling as a form of recreation, and/or (3) conducts local projects that benefit a substantial group of CRW members.

The Committee received proposals from eight nonprofits, all of which were recommended by CRW members during an open solicitation period. A total of five nonprofits were selected by the committee for funding for a total of \$8,500. Out of the five grants (noted below), the first three are mission-based:

Livable Streets Alliance (<http://livablestreets.info/>) - \$1,000. An advocate for an urban transportation system that balances transit, walking, and biking with automobiles.

Livable Streets is not focused on one type of transportation, but rather they advocate for non-automotive transportation options such as cycling and walking.

Massachusetts Bicycle Coalition (MassBike) (<http://www.massbike.org/>) - \$3,000. Throughout Massachusetts, MassBike promotes a bicycle-friendly environment and encourages bicycling for fun, fitness and transportation. They work to make roads throughout the state safe and welcoming for cyclists, promote car-free pathways that connect our communities, and fully integrate bicycling into our public transportation system.

League of American Bicyclists (<http://www.bikeleague.org/>) - \$1,000. Promotes bicycling in the US, and lobbies in Congress on behalf of the bicycling community.

The last two grants were for projects that support rail-trails. Rail-trails encourage recreational riding among the general population and help promote a more bike-friendly environment.

Bay Colony Rail Trail (<http://baycolonyrailtrail.org/>) - \$1,500. This group is working to develop a multi-use path, about 7 miles in length, that traverses through the towns of Needham, Dover, and Medfield. Funds will be used to produce an advocacy video that will aid in securing town-level support for the trail.

Bike to the Sea (<http://www.biketothesea.com/>) - \$2,000. This group is working to create a continuous trail and greenway from the Mystic River in Everett to the beaches at Lynn's waterfront and the communities of the North Shore. Funding will be used to develop six permanent information posters that provide route information, local area information and interpretive information about the local natural history and resources.

Thanks to the Grants Committee for their work in establishing a strategy and evaluating grants recipients. This support of non-profits benefits all in the CRW and beyond! ☺

Little Jack's Corner

by Jack Donohue



So, just when I think I've had just about every imaginable bike mechanical problem, I'm proven wrong. I started riding home from work one day, and I heard this horrible screeching noise. It was kind of off and on, and I thought it might be related to my cleats, since I'd just started wearing different biking shoes. It sort of disappeared by the end of the ride and I forgot about it. Next morning, it came back in spades, and I again thought I really needed to investigate, but not now, since I had to get to work. Most evil bike noises are ignorable, I just turn up my iPod. I was still wondering what the noise was when all was revealed — the right pedal fell off. I immediately opined that the source of the screech was pedal related. In fact, the pedal bearings had pretty much seized up, and the noise was the pedal's plaintive way of telling me that the crank could go round and round but the

pedal wasn't going to. So when an irresistible force meets an immovable object — the pedal won. It obstinately refused to turn, so when the crank did, it proceed to unscrew itself from the crank arm.

This is theoretically impossible, since pedals are designed so that pedaling forward has the net effect of tightening the pedal, not loosening it. That's why left pedals have left handed threads (which you may have found out the hard way if you didn't know that). But it happened nonetheless.

I quickly ascertained that poking, prodding and staring at it sternly was not going to make it move. So, what to do? I was by now a few miles from home, way too far to walk. So, then I tried a technique I have read about, pedaling with only one foot. Major Taylor, or some other cycling legend, is reputed to have smoked some mere mortal by pedaling with only one foot while the victim used two, so why not give it a try.

I immediately found out how lousy my

pedaling form was. Pedaling in squares is an accurate description. Of course all the fixed gear weirdos are now snickering and feeling superior. Anyway, that got old real fast.

So, I decided to engage the right foot again. I would watch the right pedal and if it started to unscrew again, stop and tighten it. By tighten I mean tighten by hand since of course I had no actual tools. I somehow decided that if I didn't clip in, this would make it better (which of course makes absolutely no sense). Then I decided that as long as I kept pedaling forward, that was good, since we are theoretically tightening the pedal, but that coasting was bad (more snickers from the fixed gear crowd). That of course makes no sense either, since if neither the crank arm nor the pedal is moving, no harm, no foul.

Anyway, I did manage to get it into a state where I could pedal forward without unscrewing. When it started squeaking badly, this was a clue, and I would check the pedal and screw it in again if needed.

Finally made it home, swapped pedals and off to work again. I think from now on I will take nasty noises more seriously. ☺

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

Winter Cross Training: swimming

by Margaret Randle

Short days, bad weather and cold temperatures drive most of us inside over the winter, and even for those who still ride, the rides tend to be less often and shorter. And so we look to other forms of training to maintain our strength, cardio-vascular fitness and mental health. Winter cross training provides a great opportunity not only to stay in shape in preparation for spring, but also to try something new, to build skills in other sports as well as to maintain fitness and weight.

Swimming is an excellent cross training opportunity for cyclists because of its low impact, long aerobic intervals, and high rate of burning calories. Improving or learning swimming also provides an entry into the world of competitive triathlon, where strong cyclists have a huge advantage as the cycling portion of the race is the longest. Approximately 50% or more of the time spent in a triathlon is on the bike with less than 15% in the swim and 35% on the run. A moderately paced swim can be more than offset by a great bike ride.

Masters' swim programs, group or private lessons and swimming on your own are all good workout options, although the best plan is two or three different workouts within a week. All except the most skilled should have at least one session a week under the guidance

of a coach. Swimming is highly technical and without any guidance, a workout will ingrain inefficient habits. In addition, a swimmer's strengths and weaknesses are much more easily identified by someone watching the swimmer from the pool deck. This can be done within a Masters' swim or lessons. Time spent swimming on your own can then be used for practice of new skills.

Especially for novice and intermediate swimmers, a coach can teach a few basic skills for major improvement while preventing injury. For example, learning to rotate properly instead of over-reaching improves stroke power and protects against shoulder injury.

To find a program or coach, start with your local pool or health club; many have Masters' programs ongoing. More competitive groups can be found at www.swimnem.org/wordpress/where-to-swim. Wherever you start, take the time to talk with the coach and try a workout before committing. Most programs will let you try for free or for a modest fee. Be sure the program welcomes swimmers at your level.

Although every coach will have his or her own program, look for workouts that include a warm up, a technique section ("Drills") and a longer endurance/speed section ("Main Set"). Not all programs have a drill section, but for

novice/intermediate swimmers this is the most efficient way to get efficient!

Drills concentrate on improving basic skills such as head and body position, rotation, kicking, etc. The pace for drills should be slow enough to focus on completing the exercise correctly. Fins may be used in this section to further focus on the specific drill. A drill for proper body alignment might be to kick the length of the pool on your side, with or without fins, balancing front to back to come horizontal on the surface of the water. For the competitive personality, this is not the place to watch what's going on around you. This is about slow, careful technique building.

The Main Set uses interval sequences to focus on consistent effort at a quick enough pace to sustain an increased heart rate. Most of this work is done in longer aerobic sets, but there may be shorter anaerobic section(s) as well.

Don't forget your goggles! ☺

Margaret Randle, USA Swimming, Level I Coach

Margaret swims, bikes and runs in Weston, Massachusetts and coaches introductory and intermediate swim programs for adults in Sudbury and Wayland and introductory running programs in Newton.

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November

2 5 3 5 3 7

M I L E A G E T O T A L S

Name	Miles	M	C	K	Name	Miles	M	C	K	Name	Miles	M	C	K
Pamela Blalock	11338	11	6	8	Rolf Budd	4616	3	1	-	John Pacheco	2151	-	1	-
John Bayley	10582	11	6	5	Joe Repole	4594	11	11	-	John Springfield	1941	-	8	-
Bruce Ingle	9726	11	11	3	Fred Meyer	4558	5	3	1	Marc Webb	1501	1	-	-
Jack Donohue	8952	-	-	2	Richard Taylor	4483	11	8	-	John Kane	1374	-	-	-
Irving Kurki	7925	10	4	4	Frank Aronson	4410	7	5	-	Jeff Luxenberg	1012	-	-	-
Don MacFarlane	7879	1	-	-	Joe & Kathy Marino	4107	6	4	-	Bill Widnall	997	1	-	-
Jim Krantz	7764	7	4	4	Eric Sansone	4054	5	-	1	John Loring	356	-	-	-
Bob Wolf	7713	11	3	-	Darren Garnier	3989	3	3	1					
Clyde Kessel	7463	11	-	3	George Ulrich	3897	2	-	-					
Peter Brooks	7048	10	5	1	Ken Hablow	3735	5	-	-					
Michael Laurin	6789	11	7	-	Douglas Cohen	3691	1	-	-					
William O'Hara	6400	6	2	1	Cynthia Snow	3674	2	-	1					
Scott Tyler	6263	8	5	1	Jean Orser	3000	5	-	-					
David Cooper	5751	8	8	-	Brian Miller	2952	-	1	-					
David Wean	5745	6	-	-	Jeff Dieffenbach	2857	3	5	-					
Cynthia Zabin	5610	-	-	-	Peter Knox	2750	-	-	-					
Steve Robins	5568	-	-	1	Mark Druy	2599	6	1	-					
Nicholas Shectman	5520	5	3	2	Ed Foster	2584	5	-	-					
Marc Baskin	5300	6	3	1	Adam Auster	2450	2	-	-					
Erik Husby	5214	1	2	-	Bill Hanson	2382	-	-	-					
Butch Pemstein	5062	6	1	-	Gabor Demjen	2241	6	2	-					
Lisa Weissmann	4944	6	2	-	Darrell Katz	2220	-	-	-					
Joseph Moore	4786	7	-	-	Ed Hoffer	2199	-	-	-					
Carlo Innocenti	4656	3	3	-	John Allen	2165	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



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
jmdonohue@alum.mit.edu
 (781)275-3991 (before 9PM)

Welcome New Members

William Brewin	Marlborough
Marla & Tom Clough	Reading
Leanne Cunnold	Boston
Hoang Do	Malden
William Doggett, "Wick"	Concord
Elizabeth Fekete De Ragaly	Danvers
Michael Harkins	Boston
Betty & Dan Heaney	Reading
Brian Hicks	Newton Highlands
Russ Keene	Sudbury
Michelle Swanson	Medford
Julia Zhogina	Brookline

Bob Sawyer Turned 90 - *Continued from page 1*
 routine can do for longevity. If you've been out of touch a recent feature story on Bob in the Boston Globe (*) describes his endurance and miraculous recovery from illness. 🌟

(*) http://www.boston.com/yourtown/lexington/articles/2010/07/25/near_death_last_year_bedford_bicycling_enthusiast_bob_sawyer_rolls_toward_90/



Keeping track of your bicycle mileage is easy with the CRW 2012 Bicycle Mileage Chart (Adobe PDF format). It is available for download and printing from our website at <http://www.crw.org/BikeLog.php>. Also on that page is a link (<http://www.pankin.com/miles.htm>) for an mileage spreadsheet in Microsoft Excel format. Compliments of Mark Pankin of the Potomac Pedalers Touring Club. 🌟

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480 Trapelo Rd.,
Belmont
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Allston
617-783-5636

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Cambridge
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781-275-7799

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Cambridge Bicycle

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Burlington
781-272-0870

Dedham Bike

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781-326-1531

Farina Cycle

61 Galen St., Watertown
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617-524-2453

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Westboro
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Allston
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71 Needham St.,
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Quad Cycles

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