

WheelPeople

Newsletter of the Charles River Wheelmen



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On the roads of New England since 1966

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Time to Get on Board

The CRW board consists of nine members and, together with the other officers, is responsible for running the club. If you have strong feelings about how things should be done, or are interested in helping the club, run for the board. Board members are required to attend bi-monthly meetings where CRW issues are discussed and voted on. Board members may optionally participate in other activities or committees within the club. Any club member is eligible to apply for the post. To run for a board position, send a statement of candidacy to editor@crw.org or: Jack Donohue 26 Fox Run Road Bedford, MA 01730. E-mail is preferred, or typed hard copy. The statement should be no more than 100 words, introducing yourself and your bicycling interests, and stating your reasons for seeking the board position. **Statements must be received by October 5**, for the November issue of WheelPeople. The top three candidates will receive three year terms starting in January. ⚙

Safety Corner



The Danger of Dehydration

by Frank Hubbard

The heat this summer will not quit. We are still riding in the 90s and a day with low humidity is cherished. This brings up the subject of dehydration. We are all aware of the fact that we need to drink enough water but all of us tend to underestimate our need for hydration. At the end of a recent century, I was asked to see a rider who had severe quadriceps muscle cramps. When I told him that his problem was dehydration, he told me that he could not accept this diagnosis as he had drunk almost 4 bottles of water on the ride. Fortunately, he did accept the treatment and was able to drink fluids and eat salty foods avoiding a trip to the emergency room.

The ride was mostly shaded but there were some stretches with full sun. Temperatures had reached 94 deg and humidity was near 90. As I had also experienced some early muscle cramping, I decided to total the amount of fluid that I had consumed before and after the ride and check my remaining weight loss when I got home. My weight was down 6 lbs. I had consumed 8 liters at that point and eliminated 1.5 liters at the ride stops. Loss of fluid by sweating was about 1.5 liters per hour and on the ride I had drunk only about 3.5 liters. Yes I was dehydrated like the rider that I had seen.

The Danger of Dehydration - Continued on page 6

Too Close for Comfort!

By John Allen

As the fall riding season approaches, let's see how we might avoid crashes which send cyclists to the emergency room.

One type of crash has dominated our rides in recent months: A group of cyclists is riding close together. They may be in a pace line, or an informal group. The first cyclist avoids a pothole or other road hazard by swerving or braking. The second cyclist collides either with the hazard or with the first cyclist and goes down hard. Following riders may also crash.

These crashes are more common on the larger rides, just because there are more participants. But these crashes can happen on any ride.

On the Spring Century this year, there were three such crashes, one serious: a cyclist was riding close behind another and ran into a pothole, also resulting in an emergency-room visit.

On the East European Ride in June, which I led, a leading cyclist braked or swerved, and the one behind him touched wheels with him and face planted. She was out cold for 10 minutes. A following cyclist had to ride over her to avoid crashing. A fourth swerved off the road into a patch of poison ivy

Too Close for Comfort - Continued on page 6



Sunday South Shore Coastal Loop

Times and Routes: 7:30 AM Sharp. Rides of 43 and 55 miles.
Ride Type: Cue Sheet, Arrowed
Description: This ride combines shady, quiet roads with beautiful vistas along some of the most scenic coastline on the South Shore. You'll find that the effort to get up early enough to leave promptly at 7:30 will be paid back by having a great ride with little traffic, and you'll be home in time to cook omelets for Sunday brunch! The SSCL will take place every week, weather permitting.

Both rides go through Rockland, Hingham, Norwell, Scituate, and Cohasset with a coffee stop in Scituate Harbor and include 2nd and 3rd cliff in Scituate. The 43 mile ride is often ridden at a more deliberate pace.. The 56-mile ride adds a loop to Pemberton Point in Hull, with its magnificent views of Boston Harbor from under the windmill! Set your alarm. You'll be happy you did.

All rides include a new start that avoids bumpy Lazel downhill, and First Parish Streets. We are also keeping the

glorious new finish that avoids Grove Street.

See our Facebook Page for more details

Please check the website at 6:30 AM Sunday for any last minute updates.

Links: Facebook Page (<http://www.facebook.com/Sunday-CoastalLoop>)

Leaders: Andy Brand (<mailto:abrand@alum.rpi.edu>)

Start: Park'n'Ride lot, Rockland (opposite Home Depot) '42.165871, - 70.894654'

Directions: Take 128 or 93 to Route 3 to Exit 14 (Rt. 228) in Rockland. Turn left at the end of the ramp, then left again at the first set of lights, and park in the Park'n'Ride lot. Space unlimited. Please check the website Saturday after 9:30 PM for last minute cancellations.

Note: This ride has changed since last year so print a cue sheet. The ride will start at 7:30.

Cuesheets: [Short and Long Cue Sheet](#)

Ride Information: Short (<http://ridewithgps.com/routes/7452740>), Long (<http://ridewithgps.com/routes/7452730>)

Get Up 'N Go Adventures

Times and Routes: 10:00 AM for 12-20 miles on mixed terrain, 12mph pace, some offroad

Ride Type: Follow the Leader

Description: Because all the rides take advantage of fire roads, bike paths, and easy off-road trails to avoid traffic, serve as shortcuts, or just for the fun of it, hybrid or mountain bikes are the (highly!!) recommended equipment. Registration required. Rides will be posted to the group email list, and on the GUNGA calendar.

To be informed of upcoming rides, subscribe to the group email list by sending email to: gungaeast+subscribe@google-groups.com

To register for a ride, email the ride leader. Max. 16 riders per day.

Links: More Information (<http://crw.org/GUNGA>), Calendar (http://crw.org/gunga/html/this_week.php)

Leaders: Jack Donohue (<mailto:jmdonohue@alum.mit.edu>)

Start: Location Varies.

Wednesday Wheelers

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

Ride Type: Follow the Leader

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.

Coordinator: Helen Greitzer (<mailto: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.

Thursday Night Fun Ride

Times and Routes: 5:30 PM Start with 24, 29, and 34 Mile Routes

Ride Type: Cue Sheet, Arrowed
Description: The Thursday Night Fun Ride welcomes everyone.

Weather permitting; you will ride through the scenic countryside of the small towns of West Bridgewater, Bridgewater and Middleborough. We encourage groups of various speeds riding together and for the last group to wait for ones separated to catch up. This ride will repeat Thursdays through the early fall. **Please bring your lights, and bright clothing is strongly recommended**

Leaders: Wayne Douglas (<mailto:wdouglas5@comcast.net>, 508-245-5228)

Start: Park & Ride, West Bridgewater, MA (near the Charlie Horse Restaurant)

Directions: Take Route 24 to Exit 16B West (Route 106) in West Bridgewater. The Park & Ride parking lot is on your left before the Charlie Horse Restaurant.

Note: Ride begins on April 16

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



October in New England offers wonderful biking opportunities with country roads dotted with the bright colors of autumn. A few of the rides offer goodies at the finish.

Between Devens and Purgatory Saturday – October 3

Times and Routes: 10 am for 55 or 72 miles; 10:30 for 40 or 27 miles

Ride Type: Cue Sheet, Map, Arrowed, GPS

Description: Join Team Robinson (aka Steve and Claire) for a tour of some of the back roads of N. Central MA and southern NH. Rides go north from Devens, with the 72 mile ride turning at Mont Vernon, NH. The 27 and 40 mile rides are rolling and the 55 and 72 mile rides are hilly. This is a joint ride with the Seven Hills Wheelmen.

Leaders: Claire Robinson (<mailto:claire.v.robinson@comcast.net>, 256-348-6496 before 9pm), Steve Robinson (<mailto:steven.e.robinson@comcast.net>, 256-348-6584 before 9pm)

comcast.net, 256-348-6584 before 9pm)

Start: MWCC parking lot, 27 Jackson Rd, Devens, MA

Directions: From Route 2, take exit 37 Jackson Road/Devens. Go through the first traffic light. The MWCC parking lot will be your first driveway on the left after the light.

Note: Rain or wet roads cancels

Cuesheets: 27 mile Devens-Purgatory

Ride Information: 27 mile Devens-Purgatory (<http://ridewithgps.com/routes/9732961>), 40 mile Devens-Purgatory (<http://ridewithgps.com/routes/9732985>), 55 mile Devens-Purgatory (<http://ridewithgps.com/routes/9732991>), 72 mile Devens-Purgatory (<http://ridewithgps.com/routes/9733028>)

Ride to Redemption Sunday – October 4

Times and Routes: 10:00 a.m. Long 41 miles and Short 28 miles

Ride Type: Cue Sheet, Arrowed, GPS

Description: The long ride starts in Southborough, MA and works its way southwest through Hopkinton, Upton Mendon, Whittinsville and on to Sutton where it passes by the Purgatory Chasm State Reservation area. At about mile 16 there is a busy intersection with lights in Whitinsville. There is a Hess gas station/store where you can stock up and recharge before tackling the climb up into Sutton and Purgatory Chasm. The ride returns back through Sutton, Grafton, Upton and Hopkinton to Southborough. The long ride is now only 41 miles with about 2400 feet of climbing.

The short ride follows the same route at the start as the long ride but turns off at about mile 14. This distance for this ride is just under 28 miles and has about 1600 feet of climbing. Both rides take you on Mechanic Street and Glen Ave, which are probably some of the most scenic roads you will

ride in this small corner of New England. You might even see an alpaca or two plus some sheep. Both rides have some challenging hills. So bring your climbing legs. The scenery is worth it. If you rode this route earlier in the year, don't be afraid. It has been revised, the routes are shorter and there is less climbing. You will also appreciate the fact that a lot of the roads have recently been repaved.

Rain cancels. Call A. J. Gemperline at 508-881-6676 before 9 p.m. the night before the ride. No morning calls on day of the ride. Check website for cancellation. I will try to have cancellation notice up NLT 7 a.m.

This ride has arrows as well as GPS. There will be a limited amount of cue sheets at the start.

Leaders: A J Gemperline (<mailto:ajgemperline@gmail.com>, 508-881-6676 before 9PM)

Start: 60 Richards Rd. Southborough, MA 01772

Directions: From Boston/128 Get off Mass Pike at exit 12 (Rt 9) or take Rt 9 west to Rt 85 in Southborough. Take Rt 85 South. There will be two traffic lights. (After the first light there is a shopping plaza on your left that has a Dunkin Donuts and a Convenience Store.) At the second light (Richards Road) take a right and continue on that road until you see the Mary Finn School on your left at a T intersection. If you are coming from 495 take

Route 9 east to Route 85 and follow the directions above. The MBTA does run commuter rail service to Southborough. Once you get off the train take a left at the light onto Southville Road and in approximately a mile turn right on to Parkerville road up to the school. (There is a general store at the MBTA station).

Cuesheets: Short RTR

Ride Information:

Long (<http://ridewithgps.com/routes/5424426>), Short (<http://ridewithgps.com/routes/6107897>)

Ride to Redemption Saturday – October 10

Times and Routes: 10:00 a.m. Long 41 miles and Short 28 miles

Ride Type: Cue Sheet, Arrowed, GPS

Description: The long ride starts in Southborough, MA and works its way southwest through Hopkinton, Upton Mendon, Whittinsville and on to Sutton where it passes by the Purgatory Chasm State Reservation area. At about mile 16 there is a busy intersection with lights in Whitinsville. There is a Hess gas station/store where you can stock up and recharge before tackling the climb up into Sutton and Purgatory Chasm. The ride returns back through Sutton, Grafton, Upton and Hopkinton to Southborough. The long
October Rides - Continued on page 4

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.

— Helmets required on all CRW rides.

Please be sure to check the [website](http://www.crw.org) for last minute changes including weather related cancellations.

October Rides

ride is now only 41 miles with about 2400 feet of climbing.

The short ride follows the same route at the start as the long ride but turns off at about mile 14. This distance for this ride is just under 28 miles and has about 1600 feet of climbing.

Both rides take you on Mechanic Street and Glen Ave, which are probably some of the most scenic roads you will ride in this small corner of New England. You might even see an alpaca or two plus some sheep. Both rides have some challenging hills. So bring your climbing legs. The scenery is worth it. If you rode this route earlier in the year, don't be afraid. It has been revised, the routes are shorter and there is less climbing. You will also appreciate the fact that a lot of the roads have recently been repaved.

Rain cancels. Call A. J. Gemperline at 508-881-6676 before 9 p.m. the night before the ride. No morning calls on day of the ride. Check website for cancellation. I will try to have cancellation notice up NLT 7 a.m.

This ride has arrows as well as GPS. There will be a limited amount of cue sheets at the start.

Leaders: A J Gemperline (<mailto:ajgemperline@gmail.com>, 508-881-6676 before 9PM)
Start: 60 Richards Rd.

Southborough, MA 01772

Directions: From Boston/128 Get off Mass Pike at exit 12 (Rt 9) or take Rt 9 west to Rt 85 in Southborough. Take Rt 85 South. There will be two traffic lights. (After the first light there is a shopping plaza on your left that has a Dunkin Donuts and a Convenience Store.) At the second light (Richards Road) take a right and continue on that road until you see the Mary Finn School on your left at a T intersection. If you are coming from 495 take Route 9 east to Route 85 and follow the directions above. The MBTA does run commuter rail service to Southborough. Once you get off the train take a left at the light onto Southville Road and in approximately a mile turn right on to Parkerville road up to the school. (There is a general store at the MBTA station).

Cuesheets: [Short RTR](#)

Ride Information: Long (<http://ridewithgps.com/routes/5424426>), Short (<http://ridewithgps.com/routes/6107897>)

Frankenstein Sunday – October 11

Times and Routes: 10:00 a.m. for 43, 63, and 85 mile routes

Ride Type: Cue Sheet, Map, Arrowed, GPS

Description: This is an inter-club ride with the Nashoba Valley Pedalers and the Seven Hills Wheelmen.

I call this ride Frankenstein (pronounced “Fronk-en-steen”) because it's stitched together from parts of several of my favorite rides, and because it has some monster climbs. While it's true that this ride has an Abby Normal amount of climbing, it also features beautiful vistas, quiet country roads, and long smooth descents, including a four-mile coast to the finish.

All three routes circumnavigate the Wachusett Reservoir. The 63 and 85 include a loop through the Harvard Hills. And the 85 adds a segment to the foothills and the summit of Mt. Wachusett. Afterward, socializing and refueling will be at LaJava Coffeehouse, 290 West Main Street, Northborough.

So warm up your legs, put some chamois cream on your schwanzstucker, and join us as we ascend to the heavens!

Leaders: Mike Cavaretta (mailto:mike_cavaretta@yahoo.com)

Start: Robert E. Melican Middle School, 145 Lincoln Street, Northborough, MA 01532

Directions: From Mass Pike Exit 11A – 495 North Exit 25B – 290 West (Northboro/Church St. Exit) Bear left off the exit onto Church St. Follow for about 1/2 mile, take a right onto Pleasant St. Follow Pleasant 1/2 mile, take a right onto Lincoln St. MMS is on the right.

Note: Arrow is a white lower case “i” (as in “iGor”)

No road markings in Lancaster – use cue sheet or GPS

Cuesheets: [L Frankenstein: The Monster](#)

Ride Information: Frankenstein – L: The Monster (<http://ridewithgps.com/routes/5731694>), Frankenstein – M: Frau Blucher (<http://ridewithgps.com/routes/5917946>), Frankenstein – S: Igor (<http://ridewithgps.com/routes/5929729>)

Columbus Day Members Ride and Party

Monday – October 12

Times and Routes: 9:30 for 55 and 35 miles

Ride Type: Cue Sheet, Arrowed, GPS

Description: Join us for a **members only** celebration of Columbus Day. You need to be a member of the CRW to join the ride and you need to sign up in advance using the link below if you will attend the after ride party.

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

Links: Party Sign Up (<http://crw.org/event.php?event=columbusday>)

Leaders: Jack Donohue (<mailto:jmdonohue@alum.mit.edu>), Susan Grieb

(<mailto:slgrieb@comcast.net>)

Start: Bedford VA Hospital, 200 Springs Rd, Bedford
Directions: From 128 Take Rt 4 north to Bedford Center. Turn right on Springs Rd. Follow signs for VA Hospital /Middlesex Community College. Meet at first parking lot on right.

Cuesheets: [Long Ride](#)

Ride Information: Long (<http://ridewithgps.com/routes/300484>), Short (<http://ridewithgps.com/routes/300489>)

Harvard Hill Climb

Saturday – October 17

Times and Routes: 9:30 AM for both long ride, 50 miles, and short ride, 35 miles

Ride Type: Cue Sheet, GPS

Description: Both short and long rides include several hill climbs and smooth descents in the Harvard/Bolton “big thigh” country. The long ride adds a 15-mile loop that includes Lancaster and Sterling. Lunch for the long ride is at Meadowbrook Orchards in Sterling
Leaders: Rita Cramer (<mailto:ritalongcramer@gmail.com>, 781-257-5024), Patrick Ward (<mailto:PGWard@verizon.net>, 781-646-9196)

Start: 300 Foster Street, Littleton, Mass. 01460

Directions: Take Rt. 2 West to Exit 39, 1/4 mile W of Rt. 495. Go right on Taylor St. In
October Rides - Continued on page 5

October Rides

1/2 mile turn left on Foster St. Take first right into 300 Foster St. parking lot and follow drive around to the top of the hill near Taylor St. In the past, there has been a public rail option to get to the start, but it does not seem that the trains are running on weekends this year.

Note: This ride was arrowed, except in Lancaster, for its original date in June. There has been extensive roadwork in Harvard, so while the arrows may be helpful, you can't rely on them

Cuesheets: [Harvard Hill Climb 2015 short + Long Ride Information](#): Short Ride (<http://ridewithgps.com/routes/378937>), Harvard Hill Climb Long 2015 (<http://ridewithgps.com/routes/8157316>)

Whitehall Reservoir Ride

Sunday – October 18

Times and Routes: 10:00 am for 25 and 48 hilly miles

Ride Type: Cue Sheet, Arrowed, GPS

Description: This is a new ride encompassing scenic country roads in Hopkinton, Upton and Southborough that will charm you and make you feel you are riding in another era, perhaps 100 years ago. And it's hilly. The 48 mile option has about the same climb (in feet per mile) as

Climb to the Clouds. And we start at a genuine Irish Pub so you can enjoy pizza on us after the ride. The 25 mile option is less hilly but still a challenge.

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

Start: Cornell's Irish Pub. 229 Hayden Rowe Street, Hopkinton

Directions: From Main Street in Hopkinton center, take Route 85 South. Cornell's Irish Pub is 2 miles on your left.

Ride Information: 25 miles (<http://ridewithgps.com/routes/9842165>), 48 miles (<http://ridewithgps.com/routes/9841156>)

Saturday – October 24

No scheduled ride, contact VP of Rides (ridesvp@crw.org) to volunteer to lead a ride.

Cranberry Harvest Ride

Sunday – October 25

Times and Routes: 102 miles @ 8 AM; 66, 42, and 32 miles @ 10AM

Ride Type: Cue Sheet, Follow the Leader, Arrowed, GPS

Description: A feast of rides to enjoy the peak of the cranberry harvest season. Options include both US standard and metric centuries, as well as a 42 and a 32. Recipient of "Best New CRW Ride of 2013", this event is your chance to ride on roads that are

not common for CRW and take in terrain so gorgeous that you might wonder how you have missed it. All options are full of cranberry bogs, lakes, farms, woods, and the flattest terrain in Massachusetts. Take it easy and "smell the cranberries" or record your fastest ride this season.

All distances are arrowed. At splits they are designated XL for 102, L for 66, M for 42, and S for 32. All rides are self supported, but there are stores, portapotties, and restaurants along the way on each route. These relief and provisioning opportunities will be noted on the cue sheets.

For the rides starting at 10 AM, note that the 66 diverges from the 32 and 42 mile rides at mile 4.2. You will have to make the decision to do the metric or one of the shorter rides relatively early. The 102 starts at 8 AM, two hours earlier than the other rides. All rides are flat and scenic. There will be ride leaders taking groups out at different speeds for each option, or you can ride on your own.

There will be grilled hotdogs, apples, and other goodies at the finish. Join us!

Leaders: Helen Greitzer (<mailto:helengreitzer@hotmail.com>), Eli Post (<mailto:elipost@comcast.net>, 617-306-1838), Rich Taylor (mailto:richard_n_taylor@post.harvard.edu, 781-257-5062), Bob Wolf

(<mailto:robertgwolf@gmail.com>)

Start: John T. Nichols Middle School, 112 Tiger Drive, Middleborough, MA 02346

Directions: From I-93/MA-128, take MA-24 south to I-495 South. Take exit 4 with a left off the ramp onto MA-105 North. Take a right on MA-28/East Grove Street at the light. In 1.1 miles, turn left onto Wood Street. At Wareham Street (crossed at odd angle), you will pick up the CRW signs. In 0.7 mile on Wood St, turn left onto Tiger Drive, a long access road, which you follow to the middle school. With no delays, the trip takes about 50 minutes to drive from the intersection of 128/95 and the Mass Pike.

Cuesheets: [Cran 102](#)

Ride Information: Cranberry 102 (<http://ridewithgps.com/routes/5964931>), Cranberry 66 (<http://ridewithgps.com/routes/5964994>), Cranberry 42 (<http://ridewithgps.com/routes/5965313>), Cranberry 32 (<http://ridewithgps.com/routes/5965085>)

Linda's Birthday Ride

Saturday – October 31

Times and Routes: 9:30 for 39 or 60 miles

Ride Type: GPS

Description: The route covers towns in the south that appear infrequently in the CRW calendar.

We take mostly quiet roads in Medfield, Norwood, Sharon, Mansfield, Foxboro, and Walpole. The long ride adds Norton and Attleboro. Highlights of the ride include several notable ponds: Jewells, Pettee, Willett, Bird, Sawmill, Chartley, Fulton, Kingman. Whitville, Beaumont, Vandys, Crackrock, Plimpton, and Cobbs. If the weather is unusually warm, bring a towel since we will be stopping at the beach on Lake Massapoag for a swim. The ride is designed for tandem bicycles since the ride is flat and has only one long gradual climb. We will celebrate Linda's birthday with a cake and coffee at the [Blue Moon Bagel Cafe](#) at the end of the ride.

Leaders: Barry Nelson (<mailto:BarryNelson@alum.MIT.edu>, 617-448-5150 before 9PM), Linda Nelson

Start: Blue Moon Bagel Cafe, Route 109, 236 Main St. Medfield, MA

Directions: From Rte. 128, take Rte. 109 West to the [Blue Moon Bagel Cafe](#). Please park away from the stores and use the spaces near Route 109.

Ride Information: Long ride (<http://ridewithgps.com/routes/3352058>), Short ride (<http://ridewithgps.com/routes/3352504>)

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

The Danger of Dehydration - *Cont. from pg. 1*

As we exercise and heat up, our circulation shifts to shunt more blood to the skin and exercising muscles. Vaporization of sweat is an efficient method of eliminating body heat as heat is released as liquid converts to gas. In humid environments, however, sweat isn't vaporized but beads up and drips off leading to reduced capacity for release of body heat. Sweat losses must be replaced to prevent dehydration. 2% body fluid loss does not lead to deterioration of athletic performance but with further losses in blood volume the circulation must compensate. Blood flow to exercising muscles and to the intestines falls in an attempt to maintain blood flow to the skin. This likely is the cause of intestinal and muscle cramps. Muscle contraction slows with 3% dehydration. Further circulatory compromise can lead to loss of the ability to eliminate body heat and lead to the later stages of heat illness: faintness, confusion, seizures, vomiting and hyperthermia.

Ride hydration is obviously important and we all need to anticipate when riding long distances in hot weather. On a long ride, we need water, calories and salt. Water must be palatable if we are going to consume 1 liter an hour. Diluted fruit juice is probably the simplest. If you prefer your drinks cold, ice your water bottles 1/2 full and add fruit juice on the day of the ride. On hot days, drink an extra bottle of fluid one hour before the ride start.

When drinking a lot of water anticipate your salt needs. Remember that the most common cause of death at marathons is not myocardial infarc-

tion but dilutional hyponatremia. Plan your salt intake: pretzels, potato chips, nachos, peanut butter, crackers, sliced turkey, cheese, hummus etc. or add a pinch of salt to your water bottle. Start replacing salt as you start drinking early in the ride.

Remember, when you feel thirsty, you are probably 2% dehydrated. If you have to stop to use the portapotty, you are adequately hydrated. If you are experiencing muscle cramping and urine flow has ceased, you are at least moderately dehydrated and should spend more time at the next rest stop. ☺

Too Close for Comfort - *Cont. from pg. 1*

and got scrapes from a tree. It is a real sinking feeling for a ride leader to hear of such an incident. There was a similar crash on the 2015 Climb to the Clouds.

How can crashes like these be avoided? Riding in fast groups requires discipline, concentration and awareness of road hazards. Sudden changes in pace, tight passing and swerving are not needed to go fast. Large groups are set-ups for erratic behavior, and especially on some of our roads which are inappropriate for close riding. The simplest answer is to avoid riding close behind another cyclist, so you can see the road hazards for yourself, and can avoid a sudden swerve or deceleration.

But OK, yes, there's companionship when riding close to other cyclists, and drafting. Then, pace line etiquette matters, whether or not in a formal pace line.

In an informal group, or if you don't have complete trust in the cyclist ahead of you, stay far enough to the side

or behind to avoid possible sudden moves. This may mean waiting for a car or another cyclist to pass, before you pass. Please check for traffic, and wait if necessary.

Racers in a peloton draft in close proximity, and squeeze past each other elbow to elbow, but they have all agreed to accept the risks. CRW rides are not races, and most of the other cyclists have not made that agreement with you.

When you are coming up behind another cyclist, announce yourself: when overtaking, as is well-known, "on your left." – and if asking permission to draft, "on your wheel."

An orderly group -- pace-line tight or not -- can interact more consistently with other road users than a ragged group. By maintaining enough following distance, it is possible for a double line of cyclists quickly and smoothly to single up, as needed.

The leading cyclist in a group assumes responsibility to point out hazards and to avoid swerving and abrupt braking, but also has the right to refuse a request to draft, for whatever reason.

The rearmost cyclist in a group has the task of hand-signaling to overtaking drivers, and leading out in lane changes, as described in a previous Safety Corner article, <http://crw.org/safety/14safetyPgs/14july-changing-Lanes.php>.

Here's a good writeup about pacelining, and much of the advice also applies in a more relaxed and informal group: http://swbcc.org/files/Download/pace-line%20etiquette_1.pdf. ☺

NewMembers

Hildi Ahee	Concord
Michael Badia	Bedford
Rafael Barbosa	Cambridge
Janet Bath	Waltham
Paul Bousquet	Mansfield
Thomas Bue	Framingham
Brian Cahill	Marlborough
Edward (Ted) Chaloner	Boston
Denise Cognac	Lowell
Stephen Desio	Northborough
Joshua Elvander	Somerville
Eileen Fava	Weston
Rushika Fernandopulle	Milton
Nathaniel Guild	Concord
Linda Hazell	Jamaica Plain
Karen Kan	Somerville
Thea Lee	Somerville
Bob Lerew	Westminster
Diane Loomis	Sudbury
Anthony Mallas	Taunton
Neil McDaid	Randolph
Rebecca McGrath	Waban
Eric Monheim	Southborough
Peg Mulcahy	Auburndale
Gayle & Nicole Nye	Needham
Nathalie OCallaghan	Webster
Michael Ojeh	Raynham
Thomas Sexton	Needham
Mingfang Shen	Westborough
Sue St.Croix	Concord
Brooke Stevens	Cambridge
Dan Talbot, Cheryl George	Belmont
Jason Tholander	Sudbury
John Williams	Littleton



by Jack Donohue

In my formative years, I did a lot of rides with NEBC, largely because they were close to home — Saturday, 9:30AM at the Bedford library. I could get out of bed at 9:00 and still get there on time*. NEBC is a racing club and all their members knew how to ride well — well formed pacelines, rotating at the front, no more than eight riders in a group. They even stop the group if someone has a mechanical. On their rides I learned the beauty of the paceline. I never actually raced, but I learned a lot about riding from them.

Meanwhile, riders on CRW rides seem to have the goal of dropping everyone. Mission accomplished if you can look back and see no one. Sort of defeats the purpose of a group ride, but who am I to judge.

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* Nowadays, I allow an hour from bed to bike. This seems like a lot, but in my old age, I seem to manage to fill the time. Make coffee, make breakfast, empty the cat sand, find my sunglasses, find my favorite jersey, lose my sunglasses, find them again, lose my phone, etc. I invariably cross the line from way too much time on my hands to running late.

There are a number of other groups I ride with, and they are all allegedly “no drop” rides. They are more like “no permanent drop” rides, i.e., no one is left for dead, but they are in reality “frequent drop rides” since at every hill the slower riders are left

in the dust. My attitude toward group rides when the goal is to stay together is to treat it like a team time trial. In the Tour de France, the time of the

team in a team time trial is the time of the fifth rider. So the group has a vested interest in making rider #5 go as fast as possible, i.e, letting him draft the faster riders. Similarly, in a group where you all are going to end together, it makes no sense to go blasting ahead only to wait for the slowest rider, who is even slower without the benefit of drafting the others.

People seem to not understand the dynamics of cycling, that the whole is more than the sum of its parts. Say rider A is faster than rider B. Rider A can clearly leave rider B in the dust, but if rider A slows enough so that they can ride together and share pulling, they will ride faster than either rider A or B alone. Of course, this goes against the

basic human need to always ride at maximum speed. Back in the day when I used to do the 200K Brevet, I can recall riding for most of the ride with the following rider in sight. But would I slow down slightly so we could ride together?

No way.

The droppees are not blameless either. There have been numerous times when I've slowed to let a rider off the back catch up, and as soon as they're

in my draft, they pass me. You'd think they'd sit in for a while and recover, but nooo... So they wear themselves out and the cycle begins all over again.

The Wednesday Wheelers is another group that seems to have gone over to the dark side. When Bill Widnall started it years ago, the only requirement was to be able to maintain a “rolling average” of 13mph. The rides in addition to rolling had numerous stops at various points of interest. This was the main reason I wasn't too interested in these rides

since in those days I just wanted to ride, ride, ride. But they had a unique character that over the years seems to have eroded. I still don't want to “smell the roses” particularly, but I get that other people might. ☺

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

My attitude toward group rides when the goal is to stay together is to treat it like a team time trial.

Q • U • O • T • E

“The bicycle is the perfect transducer to match man’s metabolic energy to the impedance of locomotion. Equipped with this tool, man outstrips the efficiency of not only all machines but all other animals as well. Bicycles let people move with greater speed without taking up significant amounts of scarce space, energy, or time. They can spend fewer hours on each mile and still travel more miles in a year. They can get the benefit of technological breakthroughs without putting undue claims on the schedules, energy, or space of others. They become masters of their own movements without blocking those of their fellows. Their new tool creates only those demands which it can also satisfy. Every increase in motorized speed creates new demands on space and time. The use of the bicycle is self-limiting. It allows people to create a new relationship between their life-space and their life-time, between their territory and the pulse of their being, without destroying their inherited balance. The advantages of modern self-powered traffic are obvious, and ignored. That better traffic runs faster is asserted, but never proved. Before they ask people to pay for it, those who propose acceleration should try to display the evidence for their claim.”

Ivan Illich
Energy and Equity, Toward a History of Needs, 1978.

August Mileage

188792

Name	Miles	M	C	K	Name	Miles	M	C	K
Jack Donohue	7097	-	-	4	Gary Smiley	2077	1	-	-
Chris Roberts	7035	7	5	2	Joseph Tavilla	1927	-	-	-
Bruce Ingle	7020	8	7	3	John O'Dowd	1846	3	-	-
Don Fraser	6518	-	-	-	Michael McLean	1822	3	1	-
Bob Cohen	6166	5	5	2	Cynthia Snow	1723	1	-	-
Richard Taylor	6151	8	8	3	Rudge McKenney	1662	2	-	-
Bob Wolf	5067	5	1	-	Bill Hanson	1611	-	-	-
Ken Hablow	4943	5	1	-	Creighton Muscato	1594	-	1	-
Pamela Blalock	4789	6	-	1	John Allen	1457	2	-	-
Douglas Cohen	4775	2	-	-	Pete Knox	1419	-	-	-
Carlo Innocenti	4646	5	4	1	Gabor Demjen	1393	3	-	-
Clyde Kessel	4493	6	3	1	Arne Buck	1316	2	1	-
Steve Robins	4472	-	-	2	John Springfield	1301	-	2	-
Marc Baskin	4450	4	2	-	A J Gemperline	1290	1	-	-
David Cooper	3631	6	3	-	Jean Orser	1270	3	-	-
Erik Husby	3537	1	-	-	Jeffery Luxenberg	1217	-	-	-
Irving Kurki	3528	6	-	-	Scott Tyler	1163	1	-	-
Samuel Leadholm	3428	4	-	-	Ed Hoffer	1120	-	-	-
Walter Frank	3365	2	-	-	Mike Hanauer	1118	-	-	-
Dawn Michelle	3340	-	1	-	Harriet Fell	962	2	2	-
Dom Jorge	3302	4	-	-	Mike Byrne	638	-	-	-
Martin Estner	3287	-	-	-	Ilissa Schild	508	-	1	-
Don Mitchell	3275	4	1	-	Eric Sansone	496	-	-	-
Peter Sousounis	3275	4	3	-	John Kane	494	-	-	-
Larry Delaney	3135	5	3	-	William Aldrich	193	-	-	-
Diane Mutchler	3050	5	4	-					
Harry Wolf	3002	-	-	-					
Lisa Weissmann	2778	3	1	-					
Neal Schuster	2699	4	-	-					
Fred Newton	2682	1	1	-					
Bruce Larson	2610	5	4	-					
Joseph Hagan	2572	4	3	-					
Henry Marcy	2547	1	-	-					
Alan Cantor	2452	5	3	-					
Joel Bauman	2399	3	-	-					
Paul Greco	2361	-	-	-					
Gardner Gray	2285	4	1	-					
Frank Aronson	2245	5	4	-					
Joe Repole	2241	7	8	-					
Steve Cohen	2192	2	3	-					
Mark Druy	2181	3	1	-					
Glen Reed	2154	-	-	-					

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



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 by the 5th of the month to be included in the next issue of WheelPeople.

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

sion 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 781-257-5268. Please do not contact the insurance company.

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WHEELPEOPLE STAFF

Copy Editor.....	Jack Donohue.....	
Graphic Designer.....	David Cooper.....	781-483-6960
Circulation.....	Cindy Sragg.....	617-993-3245

INTERNET STAFF

Web Site		
Webmaster.....	Gary Smiley.....	617-661-8908
	David Cooper.....	781-483-6960
Touring.....	Andy Meyer.....	603-427-5001
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These fine bike shops offer discounts to CRW members

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119 Boston Post Rd., Sudbury 978-443-6696

887 Main St., Waltham 781-894-2768

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Harris Cyclery

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790 Worcester St. (Route 9), Natick 508-655-1990

276 Turnpike Road, Westboro..... 508-836-3878

890 Commonwealth Avenue, Boston..... 617-232-0446

44 Granite Street, Braintree 781-519-6306

66 Needham St., Newton 617-527-0967

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25 Bessom St., Marblehead..... 781-631-1570

Papa Wheelies Bicycle Shop

653 Islington Street, Portsmouth..... 603-427-2060

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247 College Hwy., Southampton 800-527-9784

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Travis Cycles

1 Oak St., Taunton 508-822-0396

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103 Atlantic Ave, Boston 617-670-0637



DON'T THROW IT AWAY
RECYCLE IT!

Thanks to Mark Sevier for his adjustable belt made with no-longer-inflatable tubes (stretchiness is great for thanksgiving dinners).

If you have an interesting way of recycling your worn out bike parts send us a photo and we might run it.