



The North Shore Cyclists Newsletter

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October 2003

Hurricane Mountain Road

Over the past few years while on my Vermont bike tours in the Green Mountains, I've participated as riders swap war stories about the climbs over gaps, notches and passes. The topic is which is the steepest to climb and hairiest to descend. For me to date it has been Lincoln Gap in Vermont, which shoots up to a 20% grade on the west side and 23% grade on the east side. Keep in mind these grades are less than 1/2 a mile in length and grade signs posted on the roads refer to the average grade of the whole climb. Anyway others riders I meet have argued, whether or not they have ridden Lincoln Gap, that Hurricane Mountain Road off Route 16 near Intervale, NH is steeper. I had never ridden it so I could not comment. I also heard that the pavement was in terrible shape until recently. A rider I know went to do it over the summer and to his surprise it had been recently repaved since the previous time he rode it, earlier in the season. Since I was going to be in the area for the White Mountain Century put on by the Casco Bay Bicycle Club of Maine, I wanted to check out this legendary climb. I carpooled up with Mike on the Friday afternoon before the ride. After we checked in to the motel I talked him *into taking the bikes up* and over Hurricane Mountain Road. We had some time to kill so off we went.

We found it starts off from Route 16 pretty flat to slightly rolling, past typical residential houses until it passes a house on the right very close to the road. That house looks like it belong there and had been there for years. That is basically where the real climbing begins as well as the fresh new pavement. For the next 2+ miles, it twists and turns with many short steep pitches that somewhat level out than shoot up again, like a twisty staircase. Some of the steep rises are longer than others. It was an afternoon around 70° without humidity. I can't imagine riding it at 90° with humidity! Anyway we eventually reached the peak where we saw the sign indicating the decent would be a 15% average grade. However looking back down the road we just climbed, a sign indicated it was a 17% average grade we just climbed! We cautiously descended 2+ miles to the stop sign down the twisty steep road. After a short break we decided to climb right back over to experience the climb and descent from each direction. Plus we had a carbo loading dinner to attend and were not sure how long it would take to get back around the mountain. So off we went up through the twisting steep ascent and down the other side back to Route 16.

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ANNUAL NORTH SHORE CYCLISTS BANQUET

It's time to put away the cycling shoes and warm up those dancing feet. The NSC's annual banquet will be held at the Lycem Restaurant, 43 Church Street in Salem, Massachusetts, on Saturday, November 15th. Hors d'oeuvres and cash bar will begin at 6:30 with dinner and dancing to follow.

Cost for the evening will be \$25.00 per person. We hope that you will join us in celebrating another great year of cycling. Come see what your fellow cyclists look like without the helmets!

Checks should be made out to NSC and mailed to my address below. If you have any questions, please call me at 978-887-0688. Checks should be received by November 11 so I can give the restaurant an accurate count. We have a limit of 90 so get your checks in early!

Paula Bossone
52 Prospect St.
Topsfield, MA 01983

SEE YOU ON NOV. 15th!

Paula

October Meeting

The NSC Fall election meeting will be held Thursday, October 30, at 7:00 p.m. at the Spencer Pierce-Little Farm Visitor Center in Newbury, MA. Come to see your buds, voice your opinion, or throw the bums out. We will be holding elections for our 5 board level positions, discussing other business as required, trading stories about the departed 2003 road season, and sharing hopes for the upcoming MTB season. We hope a party where you DON'T have to wear a costume is welcome this time of year.

I'd appreciate knowing how many are coming. We will be having pizza, so a count helps. Feel free to voice your pizza preferences at the same time. Call Ed at 603-382-6989 and leave a message, or e-mail ebolton@ttlc.net

Directions: Spencer-Pierce Little Farm, Newbury
Exit 57 off Route 95 (for Route 113 East in Newburyport). Continue on Route 113 East as it joins with then becomes Route 1A South, for 3.9 miles to Newbury. SPL farm is on the left, with a long driveway, just after the road to Plum Island and the Newbury Green .

-Ed Bolton
President, NSC

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NSC Fall Mountain Biking

NSC fall mountain biking season is approaching. Hopefully ride leaders will step forward for the Sunday rides in November and December. One co-coordinator, Francesca Lewis, has moved out of the area a while ago and will no longer be helping out.

Francesca and myself started the current program in 1998 and got ride leaders and clinic teachers to make the program quite successful, peaking about 2 seasons ago with over 30 riders sometimes showing up! The first 2 seasons the mild weather certainly helped boost the turnout. Let's not forget some of Francesca's graphic stories from the woods about some of our early rides. These can be found on the web site under previous years Sunday rides. Some moments that stick out from the early days was a paceline of roadies on mountain bikes heading into the woods to the first climb when the lead rider couldn't make it and all the rest behind went down like dominos! There were also many other stunts pulled by (mainly) roadies giving mountain biking a try.

However over the last two seasons the interest has quieted down, and last year's fall weather allowed only a couple of good Sunday mountain bike rides. So in order to keep this going, we need mountain bike leaders to start coming forward for the October and November Sunday rides. Also, is there anyone out there who would like to become a co-coordinator to perhaps bring some new idea's to keep this program running and perhaps bring some growth to it? If interested in leading a ride or being a co-coordinator please contact me. Thanks.

-Lenny Sullivan

(978) 689-2884

lpsullivan@comcast.net

NSC Clothing

We ordered a small inventory to come with the pre-ordered clothing. To get outfitted, you can contact Eric Shaktman for availability and to get an order form. The order form is also available on the NSC web site (<http://www.astseals.com/nsc>). When the new clothing comes in, we will place it in shops also as in the past. Details will be available. You will pay no more buying NSC clothing from the shops and may find it more convenient. As a reminder, when paying individuals for clothing or membership, checks should be made out to "North Shore Cyclists" and not the individuals. When buying clothing at the shops you pay the shop.

New Members

The NSC Welcomes:

Carole Horne - Tewksbury

Christin Walth - Newbury

Kriss Kline & Family - Malden

Carol & Tom Lanza - Plymouth

Download Your Newsletter

Get it earlier, make less stapling and mailing for your friends, and print out as many copies as you want. From time to time there may be extra content in it as well. Let Emmett know you are downloading, then subscribe to the E-mail list. A notice goes out when it's ready and you can download it any time.

Newsletter Contributions

Contributions after the deadline (November 7) may not make it!

Send to Ed Bolton
ebolton@ttlc.net
41 Maple Ave.
Newton NH 03858

My Rowing Life

I had some good luck a few weeks ago. While running an errand on a weekend, I saw an Integrity 3000 air-resistance indoor rower for sale on the side of the road. These units usually sell new for just under \$200, and I bought this one, in pristine condition, for less than half that amount. I've been hoping for years to score a Concept 2 rower (just under \$1000 new) this way, but that would be something even better than good luck.

In the late 80's, I was a member at the Cedardale Athletic Club in Haverhill. I started using Bally LifeRowers there, recognizing that rowing would be excellent off-season cross-training for cycling. The leg muscles used are the same ones used in cycling, though the rhythm is different. Good rowing technique works arm, back, and abdominal muscles that stabilize the position on the bike.

The LifeRowers are entertaining machines to use. Among other features, they keep track of best performances at several distances and allow you to enter your initials, like a video game in an arcade. The Cedardale machines all had virtually identical records set at all the various distances. One day, I noticed one machine had a lower record than all the others at one particular distance. Looking over my training records, I extrapolated that I could break this record in a month or so if I maintained training discipline. My training curve went as predicted, and when the time came I picked a day to go for the record. I made a schedule of distances I wanted to hit at each minute, and taped it to the machine for the attempt. On my second try, I hit all the points on the schedule and got the record. It was among the most difficult athletic performances I had done to date, and I was so wiped at the end I put my initials in wrong. After that session, I continued to improve. I bettered my own record on the original machine (to get my initials right) then set the same record on all the rest of the machines. I then attacked the other distances, and eventually had my EJB on almost all the distances on all the machines. It was never as hard as it had been on that first one.

After I mastered the LifeRowers, I quit using them and started using Cedardale's Concept 2 machines. I had noticed a close group of "real" rowers at Cedardale used the Concept 2s.

In 1992, I had been off the bike and doing no training whatsoever for a year. I found myself home alone one day, and I needed to pick up our truck over in Amesbury. To get it done, I dusted off a bike and started to ride there. I crashed less than a mile from the house. Though I thought it was bad, I didn't know how bad it was and I continued on to get the truck. The next day in the emergency room I was told I had fractured my left scapula. After months of recovery and physical therapy, I was left with a permanently weak left arm and mild but constant pain in the shoulder.

By 1997, I was working in Woburn, across the street from a Golds Gym. A few people from the company used to go over there at lunch, and I joined and began going along. That gym had a few LifeRowers, so I started using those machines again. In a few weeks, I found the LifeRower time had done what the PT had failed to do. My shoulder and torso muscles had become toned enough to stabilize the joint and eliminate the pain.

In 1998, I began riding again. My company moved to Gloucester in advance of a permanent move to North Carolina, so I no longer worked across the street from a gym. I joined a gym near my home and re-incorporated ergometer rowing into my off-season, on the Concept 2s that were available at the new place.

Last year I did not belong to any gym, my only off-season training work being accomplished on the bike mounted to a trainer. While I started off well on the bike in the spring, I had increasing discomfort through the spring and summer in my shoulder. That was the main thing driving me to look for a good deal on a good used rower.

Now what makes a good rower? My own cycling-oriented take on the rowers I've used and tried:

The Bally LifeRower—Sturdy construction, adequate size for most adults. Probably not very similar in feel to rowing a shell on the water, having lower resistance than a Concept 2. You row facing a large video screen that shows a pace boat and other information. It may be corny to most experienced rowers and gym rats, but I like the display.

The Concept 2- This is the gold standard, built in Vermont. There are 3 obsolete models, A, B, and C, and the current model D. The A is the original, built from an actual bicycle wheel. The B is the next generation, the first with a purpose-built fan/flywheel. The C is the model still used in most competitions. The D is the current model. The B, C, and D are all extremely robust mechanical designs. The displays are small units similar to a bike computer, but they are actual ergometers. The deceleration of the flywheel on the return stroke is measured and used to calibrate the power reading for the pulling stroke. A description of the math is freely available on the Concept 2 web site. These machines were designed by actual on-the-water rowing athletes to closely mimic rowing a shell. These machines are world-class products from a first-class company, and any model Concept 2 is very desirable. Someday, I hope one of these puts my Integrity unit back up on the street.

The Integrity 3000- In feel, the Chinese-built Integrity is somewhere between the LifeRower and the Concept 2. The mechanical construction is much sturdier than would be expected for a \$200 machine, adequate for home use with a lightweight user like myself, but it wouldn't last a week in a gym. It's just barely big enough for an average adult. At 6' tall, I use the entire stroke of the machine. The electronics are terrible. The computer is a single circuit board of shoddy construction. It appears to be a simple timer-counter and I believe it thinks it's on a bicycle wheel, as the distances measured have no similarity to what is actually possible rowing on the water. I guess there are few electronics techs in Chinese prisons.

Anything with pistons- Don't bother. It's impossible to get a good stroke on these machines. At any given time, there are 2 or 3 working units of them available at my town dump, with good reason.

Watch out for my wake!

-Ed Bolton

(Continued from page 1)

We noted that from east to west there are really no long straight demoralizing sections, but there is at least one from west to east. It's better to just see parts of a climb ahead of you instead of the whole thing. We also noted all the gouges in the road in both directions were vehicles going too fast bottomed out in the fresh new pavement. Also you must have a heads up as other vehicle came at us in the opposite direction. It is not a very wide road. Two cars could pass each other in opposite directions, but it's not wide enough to switchback it on a bike. Anyway the ride was over and it was near time for the dinner with the other members of NSC. ***No need to shower after this ride*** because I had not mentioned yet that the bikes were on Mike's roof rack and we had done the above climbing adventure in his car and it took less than half an hour! ***I hope to do the ride sometime on a bike in the future and I will report back then.***

-Lenny Sullivan

NSC November 2003 Mt. Bike Schedule

Mountain. Bike Ride coordinator: Lenny Sullivan (978) 689-2884 ipsullivan@comcast.net

Note: Rain cancels all mountain bike rides. Save the trails for a dry day. If in doubt contact the ride leader.

Sunday November 2 Harold Parker State Forest

Who: Lenny Sullivan (978) 689-2884 ipsullivan@comcast.net

Dave Smith (978) 887-6511 bikedave@juno.com

When: 10:00am

Ride Start: Harold Parker State Forest

How to get there: Route 93 to Exit 41 (Route 125 North). Take right at 3rd set of lights
(State Police Barracks on right) bear left into HPSF and park in dirt lot 300 yards down on left.

What to expect: Plenty of fire roads, single track and some pavement for all levels, surrounding many roads that are part of our road riding season. Lenny will lead intermediate riders and Dave will lead advanced riders.

Sunday November 9 Bradley Palmer State Forest

Who: Derrick Click: 781-632-0834 DClick@zoll.com

When: 10:00am Wet conditions or rain will cancel

How to get there: Route 95 to Exit 50 (Route 1 North). Follow Route 1 to third stop light (Ipswich Road). Take a right and follow Ipswich Road to Asbury Road. Take a right, cross the bridge, and take your first left into the park. Take the first right and the parking lot is on your left.

What to expect: Bradley Palmer is mostly fire roads with some really easy and fast sections of singletrack bisecting the main trails. It is generally a place even the most inexperienced or experienced rider would have a fun time.

Sunday November 16 Boxford State Forest

Who: Bob Moccaldi (978) 474-4093

When: 10:00am

How to get there: From Route. 114 in North Andover take Sharpners Pond Road all the way to end. Entrance and parking located here.

What to expect: Bald Hill has a mix of fire roads and single track trails. Good riding for all abilities.

Saturday Road Rides

Starts at 9:00 AM.

Rides go through the year as long as the roads are rideable. There is no fixed route. They may follow old Sunday ride arrows or go somewhere of interest to the leaders or other participants. Rain, snow cancel.

Masconomet Regional High School, Boxford. Start time 9:00. Leaders: Mike Habich (978) 664-0187 mhabich@astseals.com and Jeff Turpel (978) 356-6241 jat@nii.net. *Get up-to-date info on the e-mail list.* Maps? Cue sheets? Arrows? Nope. Directions to Masco: From Route 95 take Exit 51 (Endicott St) east towards Topsfield. The school is 1/4 mile on right. The ride leaves from the parking lot (at the far end from I-95).

Important Note:

April was Renewal month. All club memberships established before 2002 Blazing Saddles Century need to be renewed. Fill out the form on Page 6 today!

We have our annual special membership offer starting August 1. Any new member gets the rest of 2003 and all of 2004 for the mere membership cost of \$20 for an individual and \$25 for a family.

Weekly Ride Schedule

These rides occur each week as listed during the road season. Non-members are always welcome on all NSC rides.

Monday ****OVER**** for the season

Topsfield Plaza, Topsfield. Leaders Paula Bossone (978)-887-0688 paulajbossone@comcast.net and Dianalyn Sirota. There are always riders available that know the way.

Beginner, intermediate, 14 and 20 mile loops. Average speeds around 15-20 mph. Focus is on having a good time. New members encouraged to attend.

Directions: From Route 95, take Exit 50 to Route 1 North. In Topsfield, turn left onto Route 97 North. At Topsfield Center, go left (Route 97 continues right). Topsfield Plaza lot is a block ahead on the right...we park at the far end of the lot.

Tuesday ****OVER**** for the season

Batchelder School, North Reading. Leader: Jimmy White (978) 689-9847 jdwhite@mathbox.com, Peter McCann (781)-213-2204 mccann_peter@yahoo.com, and Lori Balboni

Rolling hills. Arrowed, map. Ride length options of 15 & 25 miles. Average speeds 12-19. Tuesday is a great night to try an NSC ride!

Directions: From Route 128 take Exit 40. Follow Haverhill Street 3.5 miles north to North Reading center. Cross Route 62. Parking lot is ahead on the left, across from the gazebo.

Wednesday ****OVER**** for the season

Topsfield Plaza, Topsfield. Leaders: Eric Shaktman (603) 580-1010 ericnsc@netway.com & Marie Doyle (978) 777-4455.

Average pace for these 18-35 mile rides ranges from 15-21 mph; multiple groups, sometimes even a tandem paceline! Length depends on daylight. An alternate shorter route is available each week. Cue sheet and map. Mix of flat, rolling, and hilly terrain. Routes vary from week to week. Bring \$\$\$ for pizza after ride.

Directions: From Route 95, take Exit 50 to Route 1 North. In Topsfield, turn left onto Route 97 North. At Topsfield Center, go left (Route 97 continues right). Topsfield Plaza lot is a block ahead on the right...we park at the far end of the lot.

Thursday ****OVER**** for the season

Wakefield Center. Leaders: Emmett Halpin (781) 246-5268 emmetthalpin@comcast.net.com and Steve Winslow (781) 397-6893.

Beginner, intermediate. Leisurely ride, 10-13 mph. Less than 20 miles. This is a joint ride with Bike-to-Sea. The focus is on cycling in a group. Cue sheet. Directions: Take Route 128 Exit 40. Follow Route 129 South (in Wakefield) to the south end of the lake. Meet at or near the gazebo.

NSC APPLICATION FORM

Membership in the North Shore Cyclists (NSC) includes the monthly newsletter, club meeting events, bike shop discounts and a number of other social activities. The NSC is affiliated with the League of American Bicyclists.

Dues (Payable to North Shore Cyclists): Individual \$20 Family \$25 Supporting \$35 Patron \$75

Name: _____ Phone: _____

Optional: E-mail _____ Occupation: _____

Address: _____ City: _____ State _____ Zip _____

Include in Membership directory (circle): Yes No

Release Form

Notice: The Release Form Is A Contract With Legal Consequences.

Please Read It Carefully Before Signing.

In consideration of being permitted to participate in any way in North Shore Cyclists ("Club") sponsored Bicycling Activities ("Activity") I for myself, my personal representatives, assigns, heirs, and next of kin:

1. Acknowledge, agree, and represent that I understand the nature of Bicycling Activities and that I am qualified to participate in such Activity. I further acknowledge that the Activity will be conducted over public roads and facilities open to the public during the activity and upon which the hazards or traveling are to be expected. I further agree and warrant that if at any time I believe conditions to be unsafe, I will immediately discontinue further participation in the Activity.
2. Fully understand that (a) Bicycling Activities invoke risks and dangers of serious bodily injury, including permanent disability, paralysis and death ("Risks"); (b) these Risks and Dangers may be caused by my own actions, or inaction's, the actions or inaction's of others participating in the Activity, the condition in which the activity takes place, or the negligence of the "release's" named below; (c) There may be other risks and social and economic losses either not known to me or not readily foreseeable at this time; and I fully accept and assume all such risks and all responsibility for losses, costs, and damages I incur as a result of my participation in the Activity.
3. Hereby release, discharge, covenant not to sue, and agree to indemnify and save and hold harmless the club, the LAB, their respective administrators, directors, agents, and employees other participants, any sponsors, advertisers, and, if applicable, owners and leases of premises on which the Activity takes place, (each consideration one of the "release's" herein) from all liability, claims, demands, losses, or damages on my account caused or alleged to be caused in whole or in part by the negligence of the "release's" or otherwise, including negligent rescue operations.

I have read this agreement, fully understand its terms, understand that I have given up substantial rights by signing it and have signed it freely and without any inducement or assurances of any nature and intend it to be a complete and unconditional release of all liability to the greatest extent allowed by LAW and agree that if any portion of this agreement is held to be invalid the balance notwithstanding, shall continue in full force and effect.

Signature: _____ Date: _____ Printed Name: _____

Parent/Guardian (if rider is under 18): _____ Please circle: New Member Renewal Address Change

Please Circle: I can help with: Rides Newsletter Special Events Publicity Map Making
Other _____

Please Circle: Interest: Mountain Biking Road Biking Both Road and Mountain Newsletter Format: Paper Electronic

Mail to: NSC c/o Emmett Halpin, 541 Lowell St., Wakefield MA 01880. If possible mail this whole page to Emmett.

The North Shore Cyclists strongly recommends that all riders wear helmets, obey the rules of the road, keep their bikes in good working order and ride defensively.

North Shore Cyclists
c/o Emmett Halpin
541 Lowell Street
Wakefield, MA 01880