



# The North Shore Cyclists Newsletter

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September 2004

## How to Ride in a Paceline

By Fred Matheny of [www.RoadBikeRider.com](http://www.RoadBikeRider.com)

*(Paceline riding is an essential group riding skill, given riding more than single file is illegal in many states including Massachusetts)*

Solo rides are a great part of the cycling experience. Nothing beats cruising along and looking at the scenery, or attacking a climb at your own pace and intensity.

But riding with a small group can be even more fun. You cover ground faster, meet people, and experience the thrill of shared effort.

Paceline riding isn't difficult to learn. Here are the basic skills:

### 1. Riding a Straight Line

Start by learning to ride like you're on a rail. Practice by holding your line during solo rides. Put your wheel on the road's white edge line and keep it there. Relax your upper body, keep a light grip on the handlebar, and fix your peripheral vision on the line. Keep your actual focus 20 or 30 feet in front of the bike. Remember, the bike will go where your eyes go.

### 2. Following a Wheel

Drafting another rider saves you at least 15 percent in energy output. It's foolish to be bucking the wind all the time when you're with other riders. Share the work by drafting them and letting them draft you.

Position your front wheel 1 to 3 feet behind the rear wheel you're following. The closer the better, in terms of the draft, but closer also requires a lot more attention. When necessary, turn the cranks without putting pressure on the pedals ("soft pedal") to maintain correct spacing.

Use the brakes sparingly. Jerky braking creates chain reaction problems for riders behind you. If you need to brake, feather the levers lightly instead of clutching at them.

If a gap opens, don't make things worse by accelerating too hard, overrunning the wheel in front, then grabbing the brakes. Instead, ease back up to the rider in front. If you don't become proficient at following a wheel, you can waste more energy than you save by constant yo-yoing.

Look past the rider directly in front. Don't stare down at his rear wheel or you won't see things that may cause him to brake or swerve.

### 3. Paceline Pointers

First rule: Be predictable. Close riding demands that everyone be on the same wavelength. There must be a basic understanding of what is and is not expected behavior in a given circumstance. Experience helps.

Don't accelerate when it's your turn at the front. Note your cycle-computer's mph and maintain the group's speed when the lead rider pulls off.

After your own bout against the wind, pull off to the side agreed upon and stay close to the others as you soft pedal and slide back to the rear of the paceline. This enhances the drafting effect for the whole group. It also keeps everyone as far out of the traffic flow as possible, making paceline riding possible even on busier roads.

As you come abreast of the last rider in the line, pick up speed and then slide over behind his wheel as he comes past. When done correctly you won't need an energy-wasting acceleration in order to latch back on. Once in the caboose position you can take a drink or stand to stretch without disrupting the paceline's smoothness.

Protect your front wheel. If your rear wheel is struck a fall is unlikely because it has nothing to do with steering the bike. However, if your front wheel is contacted it will often be twisted off line faster than you can react. You'll almost certainly go down. Help prevent this by never overlapping someone's rear wheel.

## More Paceline Tips

### The Fine Points

There are factors that call for increased gaps in a paceline: Going downhill; preparing for turns; A busy street. Riders, traffic, and everything else are just more unpredictable in these situations, so a bigger margin for adjustments is required.

When you are #2 in a line, and are taking over a pull, do NOT accelerate to occupy the (relative) spot of the person giving up the lead. Instead, just "assume the lead" in your current position. Accelerating into the old leader's relative spot creates a gap between

*(Continued on page 4)*

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## Ride for Sight

The Ipswich Lions Ride for Sight is a noncompetitive event to help raise funds to help cure blindness. All proceeds benefit the Ipswich Lions club. The rides will tour the beautiful towns of Topsfield, Boxford, Georgetown, and Amesbury. Farms, gentle rolling hills, and river views highlight the rides.

50 miles at 8:30, 25 miles at 9:30 from Ipswich High School. \$20 entry contribution. Online registration at Active.com  
[http://www.active.com/event\\_detail.cfm?event\\_id=1156425](http://www.active.com/event_detail.cfm?event_id=1156425)

## PORTLAND, ME TO QUEBEC CITY

SEPTEMBER 2-12, 2004

Last year's tour to Quebec was great, with excellent early September weather. If you're looking for a 10 day van supported bicycling vacation through scenic upper New England and rural Quebec, plus a wonderful destination city that really is a European transplant in America, then this tour is for you. Cycle "coast to coast," from the Atlantic to the Port of Quebec on the St. Lawrence River. Scenic highlights include the highest US-Canada border crossing east of the Rockies. Approx. 50-70 miles/day, ranging from flat to hilly. We'll meet on Thursday night, Sept. 2, in Portland, ME, and cycle to North Conway, NH on Friday. Including a layover day on Sunday in Whitefield, NH (great cycling and hiking area), we'll arrive in Quebec City the following Thursday afternoon. Then for 2 1/2 days, explore the city's 400 years of history, architecture, great restaurants, etc., and enjoy optional first class bicycling and hiking nearby. Sunday return is with a van-truck or van-chartered bus combination, depending on group size.

Tour fee of \$950 includes 10 nights in comfortable inns, hotels and motels with 2 persons/room (incl. 2 nights on lakes and 2 at a mountain resort). Also lunch food on 7 days, 5 breakfasts, large support van, return transportation to Portland, 10 days off-street parking in Portland, and maps and cue sheets. Possible extras: 1 or 2 dinners and tour t-shirt. Max: 26 persons.

Sponsoring club: Charles River Wheelmen.

LEADER: Arnold Nadler, 978-745-9591, ardnadler@aol.com

## The Radar Screen

August 28: Blazing Saddles Century

October 3: SPNEA ride

Note: September 4-6 is a holiday weekend (Labor Day).

Other important local dates:

September 11: White Mountain Century

September 19: Ipswich Lions Ride for Sight

September 19: CRW Fall Century

September 25: GSW Seacoast Century

## Newsletter Contributions

Send contributions electronically or on paper.

Send to Ed Bolton  
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## What I Learned While Riding My Bike

On a ride last year, I noticed a Civil War memorial I rode by looked just like another one in another town I had ridden by on the same ride. I began keeping my eyes open for these monuments, both on the bike and in the car, and I soon knew of a handful of like-looking Civil War statues. Most of the statues bore dates right around the start of the 20<sup>th</sup> century and appeared to be concrete, so I began to think there must have been a company molding them around that time and marketing them to municipalities.



I thought it might be fun to photograph these identical monuments in these different towns. When you see something in common between Haverhill Massachusetts and Hampstead New Hampshire, you see something that can be and should be explored. A brother from the Acre and a bleached housewife from Hampstead are both Americans, and I find this to be an amazing and wonderful thing.

I had 3 rolls of film with pictures from 4 towns when I sat down at the computer to start my project. When I had the pictures up together on my screen, I noticed they weren't QUITE identical. There were slight variations in the uniform. This kind of blew my precast concrete theory out of the water, since molded concrete figures would not vary. Since the monuments were otherwise alike, it piqued my curiosity, so I did a little research.

What I found was the statues are not made out of concrete. They are actually zinc, made by the Monumental Bronze Company between the 1880's and World War I. MBC pioneered a method of creating and customizing these statues economically, which opened up a market among frugal municipalities seeking to honor Civil War veterans while the memory was not yet distant. Monumental Bronze marketed these statues as "White Bronze", and in fact they are almost bronze, only lacking the copper of the copper-zinc alloy we know as bronze. The company molded the statues in pieces, and bonded them together with molten zinc alloy, essentially making a contiguous welded zinc shell. What I thought was the color of molded concrete is actually the color of corroded zinc. Monumental Bronze actually treated the monuments chemically to get an evenly corroded finish on them before they left the factory. Molding the statues in pieces allowed them to swap in pieces that would be distinctive to local units or reflective of the preferences of the local official ordering the statue. Back in Civil War times, the U.S. military uniforms were not as homogeneous as they are today.

I also found out zinc is highly subject to creep. The statues have an internal framework of steel and wood. I found internet pictures of these statues that have developed leaks in the joints of the zinc shells. When rainwater can penetrate the shells, the framework inside deteriorates quickly. Without the framework, the statue still stands but the zinc starts to creep, and eventually the soldier leans, usually backwards, until he either comes to rest against something or the shell breaks and he falls over. Since I learned to look for it, I've noticed a few leaners around here. There are distinct holes in the stature in Hopkinton, NH, but that statue is unusual because he

is leaning forwards, not backwards.

The Monumental Bronze Company was converted to wartime production during WW1. After the war, they were never able to regain significant business. They barely survived the depression, and folded in 1939 just before they would have been able to tap into lucrative WWII production.

So, here's some things that could be learned as a result of a single bike ride in 2003:

Provide what your customer wants, and you will be successful. Abandon your market and it won't come back. Marketers will sell you zinc and tell you it's bronze. Such embellishment has been common to the 19<sup>th</sup>, 20<sup>th</sup>, and 21<sup>st</sup> centuries. And finally, keep your core solid, and you will last a long time.

For more information on the zinc statues and the Monumental Bronze Company, see

<http://www.si.edu/scmre/learning/zincsculpture.htm>

[http://www.civilwarmonument.org/monumental\\_bronze.htm](http://www.civilwarmonument.org/monumental_bronze.htm)

I also learned there are people around the country who collect information about these monuments with the same passion we ride and improve our bikes. Vive la difference!

Regards,

Ed Bolton

President, North Shore Cyclists

## Winnepesaukee Ride

Enjoy the spectacular fall colors in the beautiful Lakes Region of New Hampshire by joining us for the 2nd Annual Lake Winnepesaukee Community Bike Ride on October, 2nd 2004!

There will be a choice of three routes which follow the scenic shores of Lake Winnepesaukee, go through the picturesque village of Gilford, NH and have beautiful views of the Belknap Mountains. The choices are:

Route 1 - a 14 mile loop suitable for families with small children

Route 2 - a 26 mile loop along the shores of Lake Winnepesaukee, around Governor's Island and through Gilford

Route 3 - a more strenuous 35 mile loop along the shores of Lake Winnepesaukee, around Governor's Island and through Gilford

All rides start at the Gilford Town Beach off of Route 11 in Gilford, NH. The start times are 9:00AM for Route 3, 9:30AM for Route 2 and 10:00AM for Route 1. A pay as you go barbecue, with entertainment, will be held at the Gilford Town Beach from 11:00AM to 2:00PM.

All proceeds go to charity. For more information, go to <http://www.gilford-rotary.org/bike/index.html>.

## Seven Miles for a Coke

from Ken Kifer's Bike Pages <http://www.kenkifer.com/> Printed from a collection written for cycling newsletters Copyright 2001 Ken Kifer

*(Ken Kifer's bike pages are one of the outstanding bicycle sources on the web. Tragically, Ken was killed on his bike by a drunk driver one year ago. His web site remains.*

*The best Coke ever is always the one you are drinking at the end of a tough ride.)*

One of the best rides my son and I ever had was one of the most unlikely. It wasn't a beautiful day or a pleasant view. It wasn't a new or thrilling ride. It was a cold, wet night on a ultra-muddy road with one accident and several close calls. We were camping for the night in an area half-farm, half-country, and mainly desolate, seven miles from the nearest store, after having done some cycling on drier roads that day. As the night dragged on, we ran out of subjects to talk about and were frankly bored. Then I said, "I could use a soft drink." My son said, "Yeah, I could use one too." I said, "But it would be wasteful to drive that far for just a drink; why don't we take our bikes?"

And so we began. However, the night was a lot blacker and the road was quite a bit muddier than we had suspected. Because of our floundering around at slow speeds, the generator lights just didn't illuminate the road, which led to more difficulties. But we persisted until we reached paved road, and the rest of the trip was easy. While we were enjoying our drinks, I said to my son, "Remember the cigarette ad -- I'd walk a mile for a Camel? You just rode seven for a coke." Then we had to ride back, and my son fell in the mud near the end, but we were both pleased with our adventure, more pleased than we would have been if it had been easier. The next morning, the bikes had to be washed with a hose, but it was worth it!

## LAB Rally

Indiana Bike Fest 2004, the National Rally of Cyclists  
September 3-6, Jasper, Indiana

Join the Indiana Bicycle Coalition and the League of American Bicyclists for a fun-filled long weekend of cycling in scenic southern Indiana. Based in gorgeous DuBois County, this weekend event will include both road and mountain biking options through the rural roads and trails of one of the most beautiful and unique areas of the state. More than a ride, the Indiana BikeFest is an event for everyone with nightly entertainment, daily workshops and exciting touring opportunities to attractions ranging from a winery to the French Lick scenic railway. Registration fees for the weekend start at \$60 and include entry to BikeFest activities, lunch on Saturday and Sunday, Breakfast and Monday, an ice cream social and well-marked routes with maps and cues for starters.

Come join your bicycling friends and make new ones in Jasper, Indiana! For more information or to request a brochure today call the Indiana Bicycle Coalition today at (800) BIKE 110 or log onto [www.bicycleindiana.org](http://www.bicycleindiana.org).

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## LAB 125th

*(Our sources say one event will occur in Newport RI)*

For the full year of 2005, the League of American Bicyclists will celebrate its 125th birthday. We are developing plans for a year-long celebration of bicycling to honor the League's 125th anniversary, with special events and rides nationwide. We invite League members, cycling clubs, advocacy organizations, the bike industry and the entire bicycling community to be part of this great celebration.

*Keep up with the LAB website  
<http://www.bikeleague.org>  
For up-to-date details.*

*(Continued from page 1)*

the new lead and the person behind, who then has to accelerate to catch the new leader, then like brake (or slow) to match the speed of that new leader. As this speed/slow effect ripples back through the line, the effects are magnified, making it hard for all to say at a constant speed. Plus, the person falling back often sees the line accelerating away just as he (or she) is trying to recover from the pull. Taking over the lead means keeping a constant speed (initially). If the new puller can go faster, add speed gradually to let the line smoothly adjust.

The person relinquishing the pull should accelerate just a pedal stroke or two prior to pulling left, and even then don't stop pedaling right away -- keep it going until the new lead has clearly been established. Most importantly, a leader should \*not\* back off pedaling intensity just before he/she gives up the lead and pulls out; it'll cause braking behind him/her -- which is bad. Do the opposite - accelerate out to the side.

As the old lead person falls back, he/she should stay close to the paceline, so car traffic can pass if it creeps up from behind before he/she makes it to the back. This means the line has to stay \*in line\* (ride that 2x4) while this is happening.

Pulls can (and probably \*should\*) be short! It's not a sign of weakness. Racing team pacelines often run with pulls of 100-200 meters! Watch the breakaways on the TDF to see a good example of this. Getting a paceline to work like an efficient machine with everyone pulling short, fast pulls can easily bring up the average speed of the paceline 2-3 mph. So leave the 10-minute, mammoth, he-man pulls to Jose Azevedo.

And as always, in paceline riding, don't look at the wheel of the person in front of you; keep your eyes on the road ahead. When you're going fast, you just may not have time to avoid hazards if you rely solely on the "called" hazards. And it keeps the wheel path in more of a straight line.

All things that most people know, but need occasional reminders about. And for new riders, good things to learn.

**-Jay Batson**

## Weekly Ride Schedule

Non-members are always welcome on all NSC rides.

### Monday 6:00 PM

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--a social paced ride. 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 left end of the lot, nearest the post office and behind the bank.

### Tuesday 6:30 PM, 6:00 PM September 7 onward

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 6:00 PM

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 left end of the lot, nearest the post office and behind the bank.

### Thursday 6:00 PM through August

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.

## Saturday Road Rides

Starts at 8:30 AM.

We'll ride about 40-60+ miles at average 17-19 mph--conversational pace, but with a bit of speedplay when the pavement's just too smooth to resist. We might visit the llamas, go out to Ipswich neck for the view, or cruise along the Manchester-Beverly coast--wherever the sun shines and the wind is at our back. Maybe a quick stop for water, but otherwise we'll just pause to regroup.

Maps? Yup, you might want to bring one. Cue sheets? Arrows? Nope.

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).

## Ride With Lance in DC

Tour of Hope D.C. Fundraiser Ride  
Grand Finale with Lance Armstrong on Ellipse

Help celebrate the completion of the Tour of Hope Team's cross-country journey across America this October, with a 25-30 mile recreational fundraising ride. You can be one of 1,500 people to go the distance for cancer research in Washington, D.C. on the morning of Saturday, October 9th! Following the recreational ride, join Lance Armstrong, the Tour of Hope Team, and special guests at the grand finale event on the Ellipse, open to the public. The ride route is being finalized with the National Park Service and other jurisdictions--more details are coming soon. All of the funds raised during the Bristol-Myers Squibb Tour of Hope will benefit cancer research through the Lance Armstrong Foundation. To learn more about the ride and how to register, visit <http://www.tourofhope.org>.

Registration closes October 1.

**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  
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