

The Cog Hauler

October 2002
-
November 2002

Newsletter of the Carolina Tarwheels, an organization of cyclists in the Durham/Chapel Hill area

Letter From The President

By Sharon Roggenbuck

Hi Members! WOW, did we put on a great BikeFest or what! Close to 800 people took part in our annual ride! From all the reports I've heard it was the best ever. More on this later in the newsletter. Kudos to Director Rob Day and all the wonderful folks who worked on it. We couldn't put on a first class ride like this without the help of lots of people. This is probably the biggest one day ride in the State. Our reputation is spreading.

Our club continues to grow. These are folks who have joined since the last newsletter. Please welcome them on rides and at meetings.

Carrboro: KAM STOLL
Cary: CHRISTOPHER CHANDLER
Chapel Hill: MIA HALMAN,
RANDY HELFFELFINGER, RICHARD MYNARK,
STEPHEN SHAFORTH
Creedmoor: DON MITCHELL
Durham: KRISTIN RIDER, DAVID ROBERSOON,
the SCHUBERTT FAMILY, LAURIN STENNIS,
SUZANNE UNGER
Hillsborough: CHRIS QUINN
Pittsboro: ANDREW BRATTON
Siler City: BILL RADCLIFFE
Wake Forest: KEVIN AND MARY WELLSKNECHT

These folks have rejoined after being gone for a while. Welcome back, SARAH BROOME, AND BILL HEEMSTRA, LISA MCFARLAND, LLOYD TURNER. Many other members renewed their memberships in June and July.

As mentioned in the last Coghauler, the newsletter is now available electronically. If you would prefer to receive the e-Coghauler then contact Dave Connelly at pedaling@mindspring.com. Choosing the electronic version saves a lot of work assembling and mailing the paper one, but if you prefer the paper one it will continue.

I hope you have been having a great summer and getting in lots of saddle time. We sure haven't had to cancel many rides because of rain! Many members went on the Peanut Ride in Virginia. And there are quite a few who will be on the Cycle North Carolina in October. When you experience

a nice ride whether it's one of ours or some other place, why not write a little blurb on it and share it with the rest of us in the Coghauler.

In the last few months there has been quite a bit of discussion concerning rides, ride leaders, ride leaders being dropped, etc. We have come up with a policy that we hope will help. Keep in mind we are not trying to get into regulations or rules. This is not cast in stone. It is to serve as a guideline for ride leaders and participants. Lets have fun on our rides.

Policy On Rides

The Tarwheels is a wonderfully diverse group of people who enjoy biking. We ride for fitness, to improve our speed and endurance, to enjoy the fresh air and scenery and for the camaraderie that riding in a group provides. We are all ages, abilities and fitness levels. We strive for different goals. Trying to arrange rides to meet these varied abilities and interest levels is a challenge. We offer rides of different lengths, different speeds or pace, and in different areas. Sometimes it's hard to match up the riders with the ride pace. Someone may schedule a C-pace ride (13-15 mph) and the majority who show up are riding a 17-18mph pace. This sometimes leaves the ride leader riding by himself/herself. This can be discouraging to the leader. It has always been the policy of the club to never "drop" a rider, so the ride leader often ends up riding with the slowest person. Staying with the slowest rider is part of the responsibility of being a ride leader. It is also the responsibility of the rider to choose a ride whose pace you can maintain. These are the pace designations we use: A- 18+mph; B- 16-18 mph; C- 13-15 mph; D 10-12mph. If you aren't sure about your pace, the "new member/beginner" rides is a good way to find out. It is also the responsibility of the rider to show up in plenty of time to be ready to leave with the group at the posted time.

It seems there is a need for faster paced rides and ride leaders to lead them. The Tarwheels Board proposes we try a new designation called "training ride". These would be advertised as faster-paced rides with the understanding that if you can't maintain the pace you may be dropped. There will not be a sweep on these rides. These are some suggested ride descriptions:
STANDARD RIDE: ride leader provides cue

sheets and leads from the back at designated speed. ABCD pace designations are used. No one is dropped. All faster speeds are welcome. Any additional leader requests must be clearly stated in the ride description.

TRAINING RIDE: faster-paced rides where people may get dropped if they cannot maintain the pace. Cue sheets are provided, leader does not sweep. Pace should be clearly stated in the description. **SOCIAL RIDE:** cue sheets may or may not be provided. ABCD pace designations are used. Riders pretty much stay together, or regroup from time to time. Leader is not left behind.

Waivers should be signed on all rides, members and non-members alike. We encourage members to lead rides. Not having a cue sheet or route is not an excuse. Chuck Tharp has plenty of routes that he will share with you. The important thing for all ride leaders is to clearly state in your ride description what kind of a ride you want it to be. Sharon and the Board

Bikefest 2002 Review

by Cindy Blair

Another August, another BikeFest under our belts. If you missed volunteering this year, well, we'll get ya next year. If you missed riding in BikeFest, you missed a great day of great riding. Here is a short review of Bikefest 2002...

After months of preparing, the day is here, the time to shine. And shine we did. The morning was cool, the sky was clear, just the way you want to start a bike ride. Riders started showing up at 6:30AM at the registration tables. Riders were coming from everywhere, as far away as our neighbor to the north, Canada. We had 270 pre-registered



riders. In sum, there were 748 registered/paid riders and another 35 riders who did the free Fun Ride, totaling 783 riders. That's over 4 times the number of riders that started in the Tour De France!

The peloton was led out of town by a police car, with Scott Douglass, Headquarters director, as passenger. After the police car pulled to the side of the road and let the riders move out, Scott was amazed. He said the pack kept coming and coming; there was no end for 10 to 15 minutes. That's a lot of riders! Despite the huge number of riders, the pack was kept under control and no accidents were reported.

The rest stops were stocked and ready. Of course, we never in our wildest dreams expected almost 750 riders. Those rest stop volunteers were busy. We had a crew from the MS Society working rest stop 1. Thank you Roxanne, your team was great! At rest stop 1, at least 400 bagel pieces went across the table with PB & J on them. At rest stop 2, Jan Grossman did notice this year that more riders were using the hydration packs; therefore, more Gatorade and water were consumed. Back at headquarters, registration tables were turned into rest stop 3. Boy Scout Troop 39 from Chapel Hill volunteered to help work rest stop 3. Rest stop 4 had a record number of riders this year—140 riders registered for the century ride.



SAG drivers and sweep riders did a wonderful job of keeping watch over the riders. Due to the cool weather, heat-related injuries were few this year. SAG drivers also kept the riders on the correct route most of the time. The DOT resurfaced part of the metric route and last minute changes on the cue sheet were made.

These paragraphs highlight only a few aspects of BikeFest. BikeFest celebrates bike riding with your family and friends and enjoying your surroundings as you pedal up that hill or coast down the road. Remember: it's not the destination that matters, it's the journey.

More pictures can be found at www.tarwheels.org



Tips for Beginners

by *Maureen Kurtz*

(Ed. note: This new column for beginner riders will appear regularly from now on.)

October and November are wonderful months for riding in North Carolina! We have quite a few beginner rides in this schedule for your enjoyment.

Fall is a great time to improve your riding because you don't have to deal with the heat, which can suck the energy right out of you. You'll be amazed at how good you feel when temperatures hover between 60 and 80!

Of course, the weather is not always totally cooperative, so you may wish to add some cool weather outdoor gear to your wardrobe. The first and most important article of clothing for your safety and comfort is a rain jacket. You can buy an inexpensive plastic rain jacket to store in your bike bag for under \$10 on sale.

Another tip is to gradually try riding in colder and colder weather. If you're not certain how effective your cold-weather gear is, try riding on your own for about 30 minutes and seeing how you feel the way you are dressed. Winter riding is possible and even fun when you know how to prepare for it. More tips on riding in winter will appear in the next issue.

Here's a quick preview of upcoming rides (see ride listing for further details)

Saturday, Oct. 5 This is a short, flat ride in RTP. If you haven't been there on a weekend, come on over to check out these empty roads. This route is well-suited to children.

Sunday, Oct. 13 A new route from Cedar Falls Park in Chapel Hill

Saturday, Oct 26 Traditional beginner route from a new starting point, St. Mary's Catholic School. Good roads, GREAT landscape, and dual leaders.

Nov 16 This route from Maple View Farm is simply a variation of the one from Union Grove Church, with the advantage of parking right in front of the ice cream parlor. We usually stop for ice cream after the ride.

November 3 A short route in Carrboro neighborhoods that is safe for children and great for riding in colder weather.

Tarwheels Board Meeting June 6, 2002

Guest Speaker:

Rob Day-Bikefest Coordinator

Rob wrapped up any loose ends on Bikefest.

1. Treasure Report-Dues will not cover our annual expenditures and we need profits from BikeFest to

cover the costs. The newsletter is the club's largest expenditure.

2. Ride Policy-Is being posted in the September newsletter. The policy was reviewed and passed by the board.
3. Newsletter-Looking at a team approach to putting the newsletter together. Scott Douglass will format the newsletter. He is to contact other club members for help with this issue. This is for the September newsletter. Valinda Jordan is to do the distribution. Club members are encouraged to submit articles. Dave Connelly has the membership list and members will contact him on how to receive the newsletter. The option is either ECog Hauler-email the newsletter or US mail. Sharon will submit a letter in the newsletter for the choice of email or US mail.
4. Determine a cash reimbursement on the new member/beginner rides and road clean up. The limit is \$20.00. This item will be put into the annual budget and reassessed from time to time.
5. Ride committee-Is addressed in the Ride Policy. The Ride Policy will be posted in the up coming newsletter.
6. Sharon read an article on Curtis Yates and the thank you she sent to him for all his service and the changes he brought to cycling. The article can be found at the following web site:
http://www.bikefed.org/cl_issue_48.htm. From the July 5, 2002 issue of CenterLines, newsletter of the National Center for Bicycling and Walking.
Next meeting Oct 2002

FILL 'ER UP: Fuel For the Ride by *Cindy Blair*

What will it be...Gatorade, Powerade, Accelerade, Powerbar, Balance Bar, Clif SHOT, or GU? So many choices, what's a rider to do? Are you getting ready for that race or sprint? Do you have a century in mind? Putting the proper nutrition plan together is just like getting fitted to a bike—it has to be personal and precise. If not, you may find yourself struggling in a race or hitting that wall at mile 75. The following sports-nutrition products have been designed to help you avoid this very problem. Let's look at each in detail.

Energy drink or recovery drink, that is the question

The main difference between the two is the amount of carbohydrate and protein in each. Energy drinks give on-the-bike carbohydrates to refuel working muscles while you are hydrating. Eight ounces of energy drink should have about 40–80 calories of carbohydrate. Some contain a small amount of protein to help muscles recover. Recovery drinks contain a larger amount of protein. The experts recommend 1gram of protein for every 3 to 5 grams of carbohydrate to

help your body replenish glycogen immediately after a challenging ride.

Here are some drinks, gels, and eats to help you get started. The information on drinks was found in the *Bicycling Magazine* March 2002 issue by Selene Yeager, and in *Triathlete Magazine* May issue 2002 by Betsy Redfern. The information on gels and bars was in *Triathlete Magazine*, same issue and writer.

GU20 tastes like water with a light fruit twist. The inclusion of the slow burning carb maltodextrin allows this beverage to replenish your energy stores as it hydrates your body. It is best used during longer events when paired with GU (see below).

Cytomax is engineered to use before, during, or after exercise. Since it contains no complete proteins, it may serve you best either before or during your workout. Cytomax helps reduce the muscle burn that comes with harder training sessions and to minimize muscle soreness after you train. Enhanced with complex carbs, it works to stabilize your blood sugar so that you don't experience the "bonk" when you ride.

Extran and Extran Thirstquencher is a valuable supplement for riders who lose excessive salt from their systems on long hot rides. Do you look for a salt lick at the end of your ride? Then Extran Thirstquencher will help. The high salinity—a whopping 122 mg per serving—will help keep your blood sodium in check. The drink mix is also a hypotonic solution—the particle concentration is less than that of the body, meaning it assimilates into the bloodstream quicker than some other sport drinks. Thirstquencher was used by 80% of the pros in the Tour De France in July.

Gatorade was the first in sports drinks, specifically adding sodium to the drink to help avoid hyponatremia. Gatorade's simple carbohydrate chain makes it work for the queasiest of stomachs.

Accelerade and Endurox R4 work in tandem to fulfill your body's needs during training and recovery.

Accelerade is designed to be used during exercise and incorporates Endurox's 4 to 1 ratio of carbs to protein to help muscles absorb nutrients faster and to offer rapid energy and electrolytes to keep hydrated.

Endurox R4 users the same 4 to 1 carb:protein ratio, but also takes advantage of insulin (called the master recovery hormone by Endurox) to help replenish glycogen stores rapidly while reducing muscle stress.

Energy Bars and Energy Gels

GU is a quick 100-calorie shot with no fat. It's easy on the tummy and available in assorted flavors.

CLIF SHOT is also easy on the stomach with the main ingredient being brown rice syrup. The shot is a quick 100 calories of potassium, carbs, and sodium and is best used about 45 minutes before riding and taken about twice per hour during riding.

Balance Bar Gold has tasty candy bar-like flavors and still fulfills the Balance Bar's 40-30-30 plan. 40% of the bar's calories are from carbs—22 grams. 30% of the calories are from protein—15 grams. 30% of the calories are from fat—7 grams.

Powerbar Harvest has a light coating that lends just the right balance to the whole-grain portion of the bar and the two come together to provide a tasty way to finish a training session. The bar has 45 grams of carbs, 7 grams of soy protein, 100 mg of sodium, and 4 grams of fiber.

Luna Bar was one of the first bars specifically formulated for women. The bar has 180 calories, 10 grams of soy, and 29 grams of carbs.

Clif Bar has about 240 calories. About 40 grams of carbs are offered and about 10 to 12 grams of soy protein.

November Pot Luck Dinner

Instead of a meeting in November, the Tarheels present the Annual Pot Luck Dinner. All members, spouses and family members, boy/girl friend and significant other are invited. Please bring at least one hot or cold dish. There is a kitchen with stove, oven and microwave. The club will provide plates, flatware, cups and napkins, and of course, the turkey. Drinks and ice will need to be brought. When and where is this wonderful social event taking place you ask? Mark your calendar for Wednesday November 13th at the Chapel Hill Senior Center at the Galleria 400S. Elliot Road Chapel Hill. Set up is at 5:30 and the line for dinner starts at 6:30. Come on out for an evening of good food and great company! See you there!

Personalize your nutrition plan

To find out what works the best for you, experiment a little. Just remember to do the experimenting on your training rides, so you'll know what you need for that special event or race.

	What's good	What's not good	Special notes	Drink it for
GATORADE www.gatorade.com	Available everywhere Premixed Affordable	Too sticky and sweet High acidity Can be tough on sensitive stomachs		Long rides Centuries Short races
POWERADE www.powerade.com	Premixed Affordable Easy to find	Too syrupy and sweet to chug		Lazy bike rides with time to stop, chat, and digest
ALLSPORT www.pepsi.com	Carbonated Affordable Premixed Easy to find	Too many bubbles Whopping loads of sugar		Weekend coffeeshop rides
GU2O www.gusports.com	Perfect for hydration Cramp-prone racer has no spastic muscle problem. Clean taste	Too light on energy for intense events	Few ingredients for maximum digestibility	Training rides Hot weather Mountain bike races
CYTOMAX www.cytosport.com	Standby for the hardcore; great for sustained high-power output	Wicked sweet at full strength Doesn't leave mouth quickly Tough on digestive tract Caused bloating	Claims to lower lactic acid levels to aid recovery during ride.	Great for the century ride in the mountains
ACCELERADE www.endurox4.com	Monster endurance for multi-day long distance riding	Creamy consistency takes getting used to	4-to-1 carb-to-protein ratio for fast glycogen replenishment	A stage race or fast multi-day tour
EXTRAN www.extranusa.com	Super easy digestion Quick energy boost Clean flavor	Mix a little stronger for the long haul	Predominant sports drink of the Tour	Damn near anything

Rides and Events in October 2002 / November 2002

Participants are considered to be on private excursions and thus must agree to hold harmless the ride leaders, the Carolina Tarwheels, Inc., and its officers and agents for injury or loss that might occur as a result of taking part in these rides.

Helmets are required for all Tarwheel rides.

All cyclists are invited to participate in these rides. Riders must understand, though, that these rides are over public streets and highways, and, thus, involve ordinary risk of accidents.

Times listed are departure times. Arrive early and be ready to go at the scheduled departure time. All rides are weather permitting. If it is raining, do not expect the ride leader to appear. If in doubt, contact the ride leader.

For general information: for Durham and Raleigh, call John Crill (490-0500); for Chapel Hill and Carrboro, call Libby Evans (942-4260) or Chuck Tharp (644-2410).

Ride Classifications: A 18+ mph; B 16-18 mph; C 13-15 mph; D 10-12 mph

Directions to Ride Start Locations

. The ride descriptions will have these ride start locations highlighted.

Carrboro Plaza - on NC 54 at the western edge of Carrboro. From I-40 exit 273, follow NC 54 West.

Cedar Falls Park - Located on Weaver Dairy Road in Chapel Hill, approximately 1.5 miles east of Timberlyne Shopping Center.

ELG Signpost A subdivision sign located on Chestnut Ridge Road, 1/2 mile west of the intersection with Borland Road. Park alongside the road. This is in western Orange County.

Efland-Cheeks Elementary School - from I-40/85, take exit #160 for Efland, head north into Efland. Turn left on Forrest, which will then curve to the right. Turn left onto Rt. 70 and go about 1/2 mile. Turn right on Fuller, the school is directly ahead. Please park in a corner of the lot away from the school entrance.

Ford Road and Old Greensboro Road - Take the Jones Ferry Road exit from the NC 54 bypass around Chapel Hill. Turn left if you're coming from Durham/Raleigh, right if you're coming from the west. Go about 1 mile, then turn right onto Old Greensboro Road. Ford Road is ahead 4 miles, on the left.

Friday Center - The Friday Center is located on NC 54, between I-40 and Chapel Hill. From I-40, take exit 273 toward Chapel Hill. After approx. 2 miles, look for the Friday Center sign and turn left. After 1/4 mile, the Friday Center will be on your right.

Greenwood Commons - On NC 55, about 1 mile south of NC 54 in Durham. From I-40 Exit 278, turn toward Apex. Greenwood Commons is ahead 1 mile on right.

Hillsborough Superior Courthouse. In downtown Hillsborough at the corner of Churton and Margaret Streets. From I-85 Exit 164, or I-40 exit 261, turn north toward Hillsborough. Courthouse is on right, 1.2 miles north of I-85. Park behind courthouse in parking lot off of Margaret Street.

Maple View Ice Cream Store - At the intersection of Dairyland Road and Rocky Ridge Road in Orange County. From Carrboro, take Old NC 86 (extension of Hillsborough Street) for about a mile outside of town. Turn left at the stoplight onto Dairyland Road. Ice cream store is 3.5 miles ahead on right, at the top of a hill. Park along Rocky Ridge Road across from the ice cream store. From Durham/Raleigh on I-40, take exit 263 (New Hope Church Rd), turn left. After 3.5 miles, and just before the road turns to gravel, turn left on Rocky Ridge Road. Ice cream store is at intersection with Dairyland Road.

McDougal Middle School in Carrboro. From Carrboro Plaza, take Old Fayetteville Road north (toward the right), if you're coming from Chapel Hill). McDougal School is on the right after about 1/4 mile.

Orange County Superior Courthouse on Margaret St in Hillsborough. From I-40 Exit 261 and I-85 Exit 164, turn toward Hillsborough. At the edge of the downtown area, turn right on Margaret Street, then turn right into the large parking lot on the right.

St. Mary's Catholic School: Take St. Mary's Road east from Hillsborough until the flashing four way stop intersection school is to the left. Take Guess Road North until St. Mary's Road, turn left at stoplight proceed to flashing four way stop, school is to your right. Exit 170 from I-85, go west on US 70 to first stoplight (Pleasant Green Road) turn right, go to flashing four way stop, school is just ahead on right.

Research Triangle Institute: Take the Durham Expressway (Rt. 147) to the Cornwallis Rd exit. Go SouthEast on Cornwallis Rd (should be a left turn regardless of your direction on the Freeway) towards the IBM entrance, to RTI parking lot at W. Institute Drive, which is the first right.

Umstead City Park in Chapel Hill is on Umstead Drive between Airport Road (Hwy 86) and Estes Drive Extension. This is a bit confusing since Estes Drive Extension, itself, intersects Airport Rd further north. The three roads form a "triangle" with Umstead Drive being the southern edge.

Union Grove Church (aka Union Grove United Methodist Church) is located on Union Grove Church Road. From Carrboro, take Hillsborough Street/Old NC 86 to Dairyland Road, turn left. Then after half a mile, turn right on Union Grove Church Road. The church is ahead three miles on the left. From Durham/Raleigh, take I-40 to exit 263, then turn left on New Hope Church Road. After 3 miles, turn left on Union Grove Church Road. Church is just ahead on the right.

Wilson Park in Carrboro - Wilson Park is located on Williams Street, just off of N. Greensboro Street in Carrboro. To get there: Take NC 54 bypass around Chapel Hill/Carrboro, then take the Greensboro Street/Merrit Mill/Smith Level Road exit. Turn left on Merrit Mill then go right (north) on Greensboro Street towards Carrboro. Go through 3 stoplights, and turn right on Williams Street (the first right turn after the 3rd light at Estes Drive Extension).

Ride Listings

Standing Rides

Wednesdays, 9:00 a.m., around 40 miles. Join "Michigan Mike" Freeman (mdfreeman@mindspring.com, 969-7519) at **Union Grove Church** and enjoy the camaraderie of a small group that rides together. One group will average between 15 & 16 mph and the other will average between 17 and 18 mph. Destinations rotate between Efland, Hillsborough and Saxapahaw.

Thursdays, A (training ride), 6:00 p.m. Meet Tom Hughes (928-0209, tahughes@unch.unc.edu) at McDougle School if you're interested in a fast training ride. There will be no cue sheets. Instead, each ride will focus on a specific workout, with the route to be decided immediately before the ride begins. One night the ride might be an interval workout, the next ride a road race simulation, the one after that a time trial workout, etc. Since there are no cue sheets, riders who are dropped should expect to be on their own.

Tom won't be able to make it to every ride, so others will need to coordinate when he isn't there.

Thursdays, C pace, 6:00 p.m., 25-30 miles. Starts from Cycling Spoken Here in Apex. This is a social ride at a C-pace for 25 to 30 miles, exploring some of the nice country roads in Cary and Apex. Direct questions to Mark Farnsworth (mark.farnsworth@mercurymd.com).

Saturday, October 5th

New Member/Beginner Ride, 9:30 a.m., 7 or 14 miles. 7 mile loop repeated twice - your choice. Ride on the road or adjacent paved trail. Bring a full water bottle and a properly fitting helmet, and make sure your tires are properly inflated. Meet Andrew Choi (acjoint@aol.com, 401-6394) at the **Research Triangle Institute** parking lot.

Sunday, October 6th

C, 10:00 a.m., 45 miles. Meet Jan Grossman on the north side of Chicken Bridge for his Rolling Rocky River Ramble. Jan led this ride in the spring and people seemed to enjoy riding in rural (read quiet) Chatham County so he's ready to do it again. The ride goes to Pittsboro, then on towards Goldston with a rest stop in Silk Hope. The rest area is 32 miles from the start so bring food/liquid if you need to stop before then. While there are no real steep hills there are a couple of long steady climbs out of the Rocky River Basin. I'll be riding at C pace (13-14 mph) but all paces are welcome. For more info about the ride you can reach Jan at jan.grossman@dowreichhold.com or 932-9632.

Saturday October 12

D, 10:00 a.m., 38 miles. McDougle School parking lot (1st entrance from 54-bypass) Hillsborough the Back Way - Lunch at Lu-E-Ge's in Hillsborough. Carol Porter. (carol_porter@unc.edu, 929-3506).

C+, 9:00 a.m., 40 miles. Join Mark and Kendra at Cycling Spoken Here in Apex for a righteous romp through the countryside. Questions? kendra.hudson@earthlink.net or call 919-786-0506.

Sunday, October 13

New Member/Beginner, 9:50 a.m. meeting for 10:00 departure from **Cedar Falls Park**, 12 miles. Join Peter and Isabel Calingaert (pc@cs.unc.edu, 933-5489) for a tree-lined suburban and rural loop. Please ensure that your tires are inflated, and bring a full water bottle and a properly fitting helmet. Road bikes, hybrids, and mountain bikes welcome.

WannaB, 10:00 a.m., about 40 miles. If you ride a solid C+ pace on rolling terrain, but have wondered what would happen if you push yourself, meet Libby Evans (942-4260, evans@unc.edu) at the **Friday Center** for a WannaB ride. The purpose of this ride is to have folks help each other focus on riding to see what happens to our pace. We'll group into one or more pacelines (depending on the number of people who show up). Nobody in a paceline will be dropped and everybody will rotate through turns pulling and drafting. It's possible only one person in each group will have a cue sheet. If you want to ride as fast as you can, and you already know you're an A or B rider, this ride's not for you. If you're a fast rider, but you're willing to slow down, help folks learn about drafting, etc, feel free to come. Expect to average between 16 and 17 mph on this mostly flat route. At the rest stop, we'll regroup into pacelines with different people (again, depending on the number who show up). Expect to socialize at the beginning, at the rest stop, and at the end. Don't expect to chat much while we're riding.

Saturday, October 19

C, 10:00 a.m., 30 miles. Bill Reid is winding down.....with a ride to the lake. starting from the Food Lion shopping center at Jenks and NC-55 (Apex). Questions? jwreid@intrex.net 829-0065

Saturday, October 26

B/C, 9:00 a.m., 33 or 54 miles. Join Kathy Trotter at **Tarwheel Alley**, 33 miles, with option for 54 miles. Thanks, Kathy Trotter (ktrotter@mindspring.com).

C, 9:00 a.m., 47 miles. We Ride for Coffee! South Raleigh to The Coffee Mill in Clayton. Meet at "The Meeting Place" Coffee shop at Avent Ferry and Gorman

(Food Lion shopping center) .First (and last) 8 miles urban, remainder mostly rural. If you want a shorter route (30mi), contact me and we'll meet you at Southeast Raleigh High School (skipping the urban Raleigh Section). You can get an advance look at the maps and cues at http://www.sports-only.com/cycling/ahands/af_clayton.html (contact Adrian Hands, 832-5083, AHands@unforgettable.com).

New Member/Beginner, 10:00 a.m., 10-12 miles Kathy and Scott Douglass co-leaders (scott@sdouglass.com) will lead this ride starting at St. Mary's Catholic School. Roads are smooth and no major hills. Contact leaders if you need directions to the start or questions. Kathy will be leading from the front and Scott's trailing behind. Scott will have his camera so SMILE. Helmets required, as on all Carolina Tarwheel rides.

Sunday, October 27th

C, 10:00 a.m., 44 miles. "Souper Sunday" Ride Through North Durham County leaving from Cindy Blair's house. This is a C-paced ride-44 miles. It is a bit hilly, but hey, we're all in shape from the century rides we rode over the summer! Cues sheets are provided. Cindy Blair is the ride leader. After the ride enjoy some homemade soup and bread out on the deck. Hot coffee, tea and water will be provided. Please feel free to bring your own home made soup and goodies. Please RSVP by Oct 23rd if you plan to ride and /or bring food. If the weather is crummy that AM please call me @ 479-7378. Email me your RSVP and questions if you can.

Saturday, November 2nd

C+, 9:00 a.m., 40 miles. Join Mark and Kendra at Cycling Spoken Here in Apex for a righteous romp through the countryside. Questions? kendra.hudson@earthlink.net or call 919-786-0506.

Sunday, November 3rd

New Member/Beginner Ride, 2:00 p.m., 7 miles. Start at **Wilson Park**. A short, moderately hilly route through Carrboro neighborhoods. Safe for children, with few busy roads (which have bike lanes) and only 3 busy road crossings. This is also a great winter route for those of you who hope to take a stab at winter riding. It is short enough and hilly enough that you won't get cold, or if you do, it's soon over! A great route to add to your repertoire for winter-time exercise. Maureen Kurtz, 933-8417, mpk@netpath.net.

Saturday, November 9th

C, 10:00 a.m., 40 miles. Sharon Roggenbuck is leaving from the gas station/convenience store at the intersection of 86 and 49, about 14 mi. north of Hillsborough. It is about 40 miles, somewhat hilly, but very beautiful, ride to Yancyville and back. C-pace (13-15mph) I'll lead from the rear. Contact. Sharon at 732-4866, sharonrogg@aol.com.

Sunday, November 10th

C, 10:00 a.m., 39 miles. Pre Veterans' Day Ride. The day before Veterans' Day, show your pride and ride! Start at **St. Mary's School**. This is a C-paced ride-39 miles. Cue sheets will be provided. Cindy Blair is the ride leader. Cross your fingers, New Sharon Church Rd is suppose to be done. A lunch outing sounds good after this ride. If the weather is crummy that AM please call me @ 479-7378.

Saturday, November 16

New Member/Beginner, 11:00 a.m., 11 miles. All paces. Join Paul Caldwell (969-8367, paul.t.caldwell@gsk.com) for a New Member/Beginner Ride through Orange County. There will be an optional "unled" 16-20-mile route for those so inclined. Meet at the **Maple View Farm Store**; please park on Rocky Ridge Road (not in the store lot). A properly-fitted helmet is required. Please ensure that your tires are inflated, and bring a full water bottle. We'll finish just in time to spoil lunch with ice cream.

C, 9:00 a.m., 47 miles. We Ride for Coffee! South Raleigh to The Coffee Mill in Clayton. Meet at "The Meeting Place" Coffee shop at Avent Ferry and Gorman (Food Lion shopping center) .First (and last) 8 miles urban, remainder mostly rural. If you want a shorter route (30mi), contact me and we'll meet you at Southeast Raleigh High School (skipping the urban Raleigh Section). You can get an advance look at the maps and cues at http://www.sports-only.com/cycling/ahands/af_clayton.html (contact Adrian Hands, 832-5083, AHands@unforgettable.com).

Sunday, November 24th

C, 10:00 a.m., 62 miles. Turkey Metric-Hillsborough Superior Courthouse. Ride the Bikefest 2000 Metric again. This is a C- paced ride. Cue sheets will be provided. Cindy Blair is the ride leader. After this metric, eat all the food you want on Thanksgiving Day! If the weather is crummy that AM please call me @ 479-7378.

D, 10:00 a.m., 30 miles. Cole Park Plaza. Lunch at Michael's Pub, Carol Porter (carol_porter@unc.edu, 929-3506).

Saturday November 30

C, 10:00 a.m., 30 miles. Meet Libby Evans (942-4260, evans@unc.edu) at Ford Road for the Chocolate Chip Cookie Ride. Libby promises a snow dance to prepare for winter. She also promises cookies.

Other area rides

October 26th and 27th: The Coastal Cyclists present their Fall Century - October 26th & 27th. For information, see http://www.coastalcyclists.org/fall_century_02/fall_century_2002.htm Saturday afternoon features a kayak / canoe excursion. Camp Saturday night, at the Givhans Ferry State Park in either the campgrounds or in one of the cabins and enjoy a bonfire with fellow cyclists & paddlers. Sunday ride the Coastal Cyclists Fall Century and enjoy a good lunch afterward.

Questions should be directed to event director Doug Huffman dhuffman@awod.com

Advertisements

BOB Trailers – Any Tarwheel member can rent a BOB trailer (tows large amounts of stuff behind a bicycle) for only \$1 per day by contacting Dave Connelly (544-6372).

Bike Cases – Tarwheel members can also rent bike cases for \$1 a day by contacting Kyla Eggen: 942-7235, kylaeggen@mindspring.com

Coghauler Editor Required – The current editor of the Coghauler, (me), Glenn Jordan, has been doing this job for over 18 months, and it is time to replace me. You will need a high-speed Net connection and competence at modifying and importing various documents and photos in a wide variety of odd formats into a Word document, or into StarOffice or something similar. I will supply Work2K format versions of the current archives for you to get started with. Effective next issue ! Apply to the Board.

A Bike Trip Around Nova Scotia

by Peter L. Finkelstein

The trash can on the observation deck rattled and banged back and fourth in its mounting bracket, buffeted by the wind. Around us the day was calm and gray, but a ferry going fifty miles an hour generates a lot of wind. Those of us who ventured out to see the view, even though in the lee of the bridge, didn't stay long. Instead we sat inside, watching for whale spouts, eating, reading, and anticipating our trip.

My friend Dwight Hlustick and I were on the Cat, a huge catamaran ferry, with 200 cars, 400 people, a dozen motorcycles, and our two bikes, going from Bar Harbor Maine to Yarmouth, Nova Scotia. There we would start our seven day, 400 mile bike trip around the southern end of Nova Scotia. In addition to being cyclists, we've both spent our lives around boats, and the idea of touring in this famous maritime area, poking into harbors and dockyards, and visiting celebrated fishing towns, had great appeal.

The reality of the trip, for me, started while sitting on a bench outside Terminal B of Logan Airport in Boston in the warm sunshine with my two big suitcases. One held two already packed panniers, helmet, bike shoes, and other stuff; the other held my new Sat-R-Day, the folding recumbent from the folks at Green Gear Cycles, who make the Bike-Friday line of folding bikes. Dwight was driving up from New Jersey, and I had just flown up from North Carolina. He picked me up in front of the terminal, as arranged, and we continued, in terrible traffic, to Bar Harbor, another six hours of driving.

We found our motel, the Cromwell Harbor, on the far side of town. The motel was very nice, with reasonable rates, and, most importantly, was the only place we called that had agreed to let us park the car for the week. We also would stay there on the last night of the trip, after returning late from Yarmouth. After a good dinner in town, (lobster, of course) we put together the Sat-R-Day. With Dwight's help holding the bike upright and handing me parts as I put things together and made adjustments, it took about an hour.

The next morning we packed the bikes, left things we didn't need in the car, and were on our way by seven. We stopped at a bakery in town for "supplies", then rode the few miles to the ferry dock. After getting our tickets, we rode to a holding area, along with the motorcycles. We were loaded last, after all the cars went on, which was OK, as we'd be first off. The ramp going from the land to the boat was steel grating with big holes, and not something I wanted to ride over, so I walked. An interesting experience in bike shoes. On the boat we were directed to an area where there were big cleats and heavy straps made to tie down the motorcycles. Good for them, but it didn't

work for bikes, so we lashed our bikes to some heavy steel uprights. About when we were done figuring out how to best use the heavy straps, a deckhand came along with some rope, which was much easier to use. After the uneventful three hour, 150 mile crossing we got to Yarmouth, about 1:00 local time. (Yarmouth is in the Atlantic time zone, one hour ahead of Eastern time). It was fun driving through the customs line with all the cars. The officer asked me all the standard questions, not really thinking about where I'd hide guns and booze on a bicycle. But I didn't get smart-mouthed, he's got a job to do, and we were out of there in short order.

Yarmouth is near the south-west tip of Nova Scotia. Our plan was to make a clockwise circle, going north, along the shore of the Bay of Fundy, then east across the inland center of the province, and then follow the Atlantic coast shoreline south and west, back to Yarmouth. While there are many group cycling tours of Nova Scotia, and we have enjoyed other group trips in the past, we had decided to do this one on our own. We planned the trip using good maps, lots of research on the web, helpful guide books from the Nova Scotia tourist bureau, and, most importantly, the very useful book, "Nova Scotia by Bicycle" by Walton Watt (available from the author at Bicycle Nova Scotia, PO Box 3010 South, Halifax, Nova Scotia, B3J3G6, Canada). We've always done "credit card" camping, wanting soft beds and hot showers at the end of the day. We planned all our stops, and had reservations in inns, hotels or B&Bs at each stop. This turned out to be a good idea, as many of the towns had limited accommodations, and were booked up during the summer season.

We left Yarmouth by a side road that skirted the shore, and followed it through some of the most beautiful maritime scenery I've ever seen. The road wound in and out of woods, fields, and farms, rolled up and down small hills, and always had the water in view, for 14 lovely miles. Then we joined the busier Rt. 1, and headed more directly north, traveling through many Acadian villages with beautiful churches. As we went north the hills got a bit bigger. Just about the time we were getting tired, we came to a fast downhill, at the base of which was the town of Weymouth, our stop for the night. We went through the town, and up a very steep hill on the other side looking for our hotel. There it was, half way up the hill, but I was in my lowest gear, and going too slow to unclip and stop, so I had to keep going till I got to a side road that I could turn in to, and stop, then come back down a few feet. A not-so-grand entrance to the Goodwin hotel, and lots of entertainment for another group of cyclists who were also staying there. They were already ensconce comfortably on the porch with chips and cold brews in hand. Fortunately they were more than willing to share.

The next day we continued north, past the town of Digby to Annapolis Royal. Again the scenery was spectacular, with larger hills, bigger bays and harbors, and lovely homes and farms on the promontories. Annapolis Royal is a very old town, and a pretty place, but the first "tourist" town we'd come to. There's an old fort, and lots of shops and restaurants. After lunch we turned inland on Rt. 8, heading toward Caladonia and our reserved rooms at the Whitman Inn. But to get there we had to climb South Mountain. The guide books had said this was a bit of a climb, and it was. We climbed steadily, if not too hard for about 20 miles, till the town of Milford. It was very hot, with nothing to see but scrub forest and a bumpy road. After Milford, where the promised store wasn't, we continued on, another 20 hot up and down miles to the Inn, which is just past the entrance to the Kejimikujik National Park. The Whitman Inn is a great place, an old Inn that's been in business for many years. The owner greeted us on the porch with cold beers and a warm smile. Just what we needed after a hot 75 mile day. The food is gourmet quality, and beautifully served. Reservations for rooms and meals are a must. We also learned on this day that stores and places to get water can be far apart in Nova Scotia. It's really important to carry lots of liquid and food. Throughout the trip it wasn't unusual to go 30 to 50 miles without seeing a store or restaurant.

After breakfast we started a relatively easy day of 45 miles or so, continuing down Rt. 8, then taking some back roads to cut over to Bridgewater, then on to Lunenburg. Lunenburg is perhaps the most famous city on the Nova Scotia coast. A city that's been in the fishing and maritime business for more than 200 years, it has been wonderfully maintained, and is a UNESCO world heritage city. It has shipyards, boatyards, foundries making marine fittings, maritime museums, and all things nautical. It also has wonderful old homes, hotels, restaurants, interesting streets, and lots of things to see or do. It also had lots of other cyclists in town, several on commercial tours, which gave us the chance to exchange experiences and advice on the road ahead.

Early the next morning, about 6:00, I went walking about town, and wandered along the waterfront to a big boatyard. The sign said "No trespassing - no entrance...", but I was sure they didn't mean me, so I went in, and looked around at the old boats and ships under repair. As I passed one building a man, about 40, slim, and dressed all in black, came out of one of the buildings. Trying to look like I belonged there, in my bike shorts and bright yellow bike shirt, I said "good morning" as he walked past. He whirled about to face me, and very angrily said, "What did you say to me?". I was completely taken aback, but said "I said, Good morning". He said not a word, but stalked off, about 10 paces; then stopped, turned around again to face me, and said, a bit more softly,

"Good morning!". Then turned again and walked off. Lesson learned! One shouldn't talk to groggy sailors too early in the morning.

We checked out of the hotel, had breakfast, and were off to Liverpool. A fairly short ride, about 50 miles, with pretty beaches and interesting little towns. Two highlights of the day were the cable ferry across the La Have River, and a bakery in the village on the far side. Again we stocked up. It is said that an army marches on its stomach. Certainly we ride on ours. Liverpool is an industrial town, with a large paper mill and a good harbor. We stayed at Lane's Privateer Inn, which doesn't look like much, but was very nice inside, and had the best restaurant of any we tried on the trip. The Inn is right on the banks of the Mersey River. Mackerel were running in the river, and the banks were lined with townspeople, pulling fish out one after another. Dwight frequently tours with a small, collapsible fishing rod, and was sorry he didn't have it this time.

The ride to Shelburn the next day was a long one, and the hottest day of the trip, with temperatures in the 90's. Wherever possible we took the coast road, which was longer, but more scenic and with less traffic. On this day especially the heat got to us, and we sometime wished there were more places to stop for drinks and food. The ride along the Sable river was especially pretty. We stopped in the town of Little Harbor looking for a store, (there wasn't any), but did spend a good hour talking to a local lobsterman about the fishing business. He, like everyone else we met, was quite willing to talk about their life on the water and the difficulties of winning a living from the cold water. For lobstermen cold was the word, as the season was only open in the winter and early spring, and they had to work seven days a week. I can see why most of them took the summer off.

Shelburn is a lovely town. It was the destination of many people on the "wrong" side of our revolutionary war (we called them Tories, they prefer Loyalists) who had to leave the US for British soil. They brought a lot of money with them, and built many beautiful homes. At one time over 10,000 people lived in Shelburn, and it was the biggest town on the coast. The local economy couldn't support that many people, however and the population fell considerably. Now it is a popular destination, with several nice inns and restaurants. We stayed at Coopers, which was excellent, and right on the water. Shelburn also has several restored buildings from the colonial period which are run as living museums, much like Williamsburg Va.. Shelburn, like Lunenburg, has too much to see in one day. It's a good destination for another trip.

As we left Coopers the next morning a light mist was falling. Not bad, I thought, at least the heat has broken. Yea, right! The light mist turned into a light rain, which turned into a medium rain, which got harder, and that's

how it was all morning. We rode through the rain all morning, till about 1:00 when we came to the first place to stop we'd seen that day, in the village of Barrington Passage. A nice restaurant, the Old Schoolhouse, was more than welcoming, and didn't mind that we were soaked to the skin, and left big puddles under our chairs. We still had 40 miles to go to our destination for the night in West Pubnico, and I had decided that if it was still raining hard when we finished lunch I'd see if I could find someone to drive us. Of course it had stopped when we came out of the restaurant. Of course it started again after we'd ridden another half-hour. Not quite so hard this time, at least the roads weren't running with water. The scenery along this part of the coast was also very pretty, with lots of soft woods with large boggy fields and marshes.

The last part of the ride this day was a bit of a surprise. After the very deserted roads we'd been on, the coast from Lower Woods Harbor to Pubnico is quite busy and more heavily populated. This isn't resort country, but big time fishing, with fish packing plants, warehouses, marine supply stores, boat building, and bustling harbors. Its also Acadian, and many of the signs are in French.

Finally we got to West Pubnico, and Chez Marie. It's the old story, after the storm, the sun rises again. Well, Marie and Hubert d'Entremont, the proprietors of Chez Marie, certainly brightened our lives. They've turned their small home overlooking the bay into a warm and friendly B&B. They fussed over us, got us dried out, let us use the garage to dry the bikes, gave us rags to get the chains dried, washed and dried our grimy bike clothes, gave us a snack, and just made us feel at home. By evening the rain had stopped, and we started out on a ten minute walk to the nearest restaurant. About half way there the rain started again, and in seconds Madam d'Entremont pulled up in her car. "Get in boys, I'll take you to the restaurant." As she dropped us off she promised that she'd be there to pick us up if it was still raining. Fortunately it wasn't, but when we got back to the house, she asked if we'd like to see the rest of the town. Sure. So off we went for an hour long drive all around the town, harbor, museum, and other sites. Madam was one of 11 children, her husband one of 13, so there weren't too many people in town she didn't know. We got a running commentary on everyone and everything in town. I feel like a Pubnico native, even if I don't speak French.

The next day the cold front that had brought the rain had passed through, and the air was cool, dry, and sparkling. The ride back to Yarmouth was short, about 20 miles, and very scenic until we hit the town's outskirts when the traffic and urban sprawl began. We had plenty of time to see the scenic downtown of Yarmouth, have a good lunch, and be on the one o'clock ferry back to Bar Harbor. The end of a wonderful bike trip, and one I'd do again without many changes.

Carolina Tarwheels Officers and Volunteers

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