



# WheelPeople

Newsletter of the Charles River Wheelers

## January Highlights

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On the roads of New England since 1966

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### Year End Mileage Reporting for



The "Hangin' In" list includes members who have reported their mileage for at least five years. To be included in the list, you must submit your year end mileage for December. It doesn't matter if you didn't ride in December, we can only know that the mileage in the database is your total for the year if you enter it for December. Just go to the online mileage page as usual and enter your miles for the month or zero if you didn't ride, or just enter your total for the year. The statistics will be compiled from the current data on January 5, so you would need to enter your mileage before that.

If you've hung up your cleats and don't plan to ride any more this year, you can enter your cumulative miles for the year or zero for December now. ⚙️

### Holiday Party was huge success!

Our annual Holiday Party was a complete success with close to 120 CRW members signing up to come together at the KoC in Lexington to talk, reminisce and celebrate the holiday season.

Preparation started at 5:00 PM with Linda Nelson and her crew of volunteers, (Mike Hanauer, Francie Sparks, Elizabeth Wicks, Terry Snyder, John Allen) setting up a registration table, putting out holiday decorations around the Heritage Hall, along with setting up a PA music system, and a CRW slide show. The folks from Via Lago Catering were busy in the kitchen preparing their

fabulous food. By 5:30 the bartender team from KoC were ready to serve. And serve they did. The doors opened by 6:00 and by 6:15 close to 100 people had come in to enjoy beer, wine and Hors d'oeuvres.

At 7:00 PM a scrumptious buffet style dinner was served of salmon, beef, grilled veggies, salad, rolls, individual desserts, coffee, teas and drinks.

At 8:00 PM Gardner Gray, CRW's president made a few remarks on CRW's accomplishments for 2017, and thanked the CRW volunteers who were instrumental in providing our members with rides, services and improvements

in bicycle infrastructure. The 2017 award winners were our recurring ride leaders, who come out week after week to organize and lead rides for our members. Gardner gave them a special

thank you and awarded plaques to the ride leaders who were in attendance and will forward the awards out to those who were not able to attend. They are:

- Susan Grieb - Thursday 10-15 Rides
- Alan Cooney and Edward Glick - TGIF Rides
- Gabor Demjen, Rudge McKenney and Roger Bonomi - Wednesday Ice Cream Rides
- Helen Greitzer - Wednesday Wheelers
- Karen Saltus - Mainly Fun Rides
- Wayne Douglas - Thursday Fun Rides
- Andrew Brand - South Shore Coastal Rides
- Kathy Horvath - Thursday Fitness Rides

After the awards were given out, the music continued to play and the members continued to imbibe / socialize with party wrapping up shortly before 10 PM.

This event is a small reminder that CRW is a 100% volunteer organization and, yes, it takes an army to run your club. We look forward to your participation in 2018 to keep CRW on top of our game once again. ⚙️





## CRW in 2017

It's hard to believe that it's been a year since becoming the CRW president and for most of us it's now the indoor training season. With this pause in riding, I would like to recap our past year and to thank all of our members and volunteers who make our club activities possible.

This year we had: >100 Weekend Rides and >200 Recurring Rides with close to 10,000 riders, 3 centuries with over 1500 riders, parties and social events. In addition we have a new name, a new web site and new rides including the Thursday 10-15, Hanford Winter and the Cranberry Century.

This year we participated with several bicycle advocacy programs including support for the National Bicycling History Archive at UMass Boston, grants given to Livable Streets, and successfully advocated for the extension of the Bruce Freeman Trail into Lowell. In 2018 we look forward to cooperation with Mass Bike, more on this later.

There are too many people to thank individually, including our members, ride leaders,

the board of directors and our century volunteers, but this year I wanted to give a special thank-you to those volunteers who come out week after week to help us with our recurring rides. They are:



Susan Grieb - Thursday  
10-15 Rides

Alan Cooney and Edward Glick -  
TGIF Rides

Gabor Demjen, Rudge McKenney and Roger Bonomi -  
Wednesday Ice Cream Rides

Helen Greitzer - Wednesday  
Wheelers

Karen Saltus - Mainely  
Fun Rides

Wayne Douglas - Thursday  
Fun Rides

Andrew Brand - South Shore  
Coastal Rides

Kathy Horvath - Thursday  
Fitness Rides

I wish you and your family a healthy and prosperous  
New Year!



These rides are held every week unless indicated otherwise

### Hanson Sunday Winter Ride

**Times and Routes:** 10am for 25  
& 32 miles

**Ride Type:** Arrowed, Cue sheet,  
GPS, Map

**Description:** The Hanson Sunday Ride is your chance to ride on roads that are not common for CRW and take in terrain so gorgeous that you might wonder how you have missed it. The HSR are full of cranberry bogs, lakes, farms, woods, and the flattest terrain in Massachusetts. Take it easy and 'smell the cranberries' or record your fastest ride this season. Coffee after will be at DD at intersection of RT14/58 near start location. Snow, ice, rain, or temps under 32° may cancel rides. If in doubt, contact ride leader for cancellation postponement message (by about 7:30 am on Sundays).

**Leaders:** Mike Togo

**Start:** Shaws Plaza Shopping  
Center-Hanson

**Directions:** From North/  
West: Take Route 93 South to  
Route 3 South. Take exit 13. Turn  
Right onto Washington Street  
(Route 53). Right onto Silver St.  
Right onto Main St. Right onto Rt  
139. Next left onto Center Street

Left onto Old Cross Street Right  
onto Brook St. Left onto Cross  
Street. Right onto Rt 58. Go past  
Town Hall. Take the left after the  
next set of lights by the Dunkin  
Donuts. From South: Take 3  
North. Take either Rt 14 or Rt 27  
to Route 58. Follow Route 58 to  
the parking lot. Take the first left  
after the traffic lights and the  
Dunkin Donuts. The ride start is  
about 2 miles from the Hanson  
commuter rail station: go east on  
Rte 27 a short distance, then  
north on Phillips st, east on  
Holmes St, and north on High St.  
Train schedule is at <https://mbta.com/schedules/CR-Kingston/timetable>

**Ride Information:** 33 miles, 26  
miles

### Wednesday Wheelers

**Times and Routes:** Varies, usu-  
ally 10:00 AM.

**Ride Type:** Follow the leader

**Description:** A group that enjoys  
exploring a variety of scenic  
routes, mostly in the western  
suburbs but also to the north or  
south. Occasionally we do an  
urban exploration. We always  
include a lunch stop, either dur-  
ing or at the end of the ride. In

the winter we may substitute  
other activities, such as cross-  
country skiing. We stay together,  
following the leader for the day,  
while being careful not to drop  
anyone. On a rural ride of aver-  
age hilliness, the pace is 15 to 17  
mph on the flats, but slows con-  
siderably on the hills, so we wind  
up with a rolling average of about  
13 mph. In fairness to the group,  
we require that prospective riders  
be capable of maintaining this  
pace. Distances are typically  
between 30 and 40 miles. Non-  
members of CRW are welcome  
to ride with us and experience  
what the Wednesday Wheelers  
offer. If you like our rides how-  
ever, and wish to continue to ride  
with us, we expect you to be-  
come a CRW member. If inter-  
ested, contact the Wednesday  
Wheeler coordinator.

**Coordinator:** Helen Greitzer

Be sure to check the web  
site (<https://www.crw.org/rides-calendar/month/2018-01>)  
for possible updates or cancel-  
lations. ⚙️



## Keep On Riding - Impromptu Winter Rides!

Winter Rides will be held on an impromptu basis whenever weather conditions are on the moderate side. These rides will be posted on the CRW website a few days in advance as weekend weather forecasts become more dependable. Between December and March make a point of checking the web site ([www.crw.org](http://www.crw.org)) for winter cycling opportunities.

### Happy New Year Day Ride

Monday - January 1

**Times and Routes:** 11:00 AM for approximately 20 miles

**Ride Type:** Cue sheet, GPS

**Description:** This is our famous annual New Year's Day Ride. What better way is there to clear the mind and body in the crisp, clear air of downtown Boston. We will visit many interesting sights from Charlestown to Castle Island, and maybe Dorchester Heights. Start the New Year off right with friends old and new. See you on the Common!

**Leaders:** Eric Ferioli

**Start:** Boston Common, Park Street and Tremont Street

**Directions:** The Boston Common is accessible from Route 93, Storrow Drive, and the Mass Pike. [Google Map](#) The Green line does not carry bicycles, and bicycles may not be unloaded or loaded from Red Line trains at Park Street Station, but they may be at other nearby stations including Downtown Crossing, a block away. System map is here: <https://mbta.com/schedules/commuter-rail>

**Ride Information:** 19 miles

### Willett's Pond Wayfare

Sunday - January 7

**Times and Routes:** 10:30 am for 25 and 45 miles

**Ride Type:** Arrowed, Cue sheet, GPS

**Description:** Rides head south through the neighboring towns on quiet roads. The short ride goes through Westwood and Dover. The long ride goes by Willett's Pond in Norwood then through Sharon.

**Leaders:** Eric Ferioli

**Start:** Wellesley High School

**Directions:** From Rt. 128, north or south, take Rt. 16 west/ Wellesley exit. Proceed west on Rt. 16 past the intersection with Rt. 9 (at about 1.1 mile), and then past several (2 or 3) traffic lights. After the traffic light at the intersection with Rockland/Forest St.,

Rice St. is the next left. Turn left on Rice, and after a short distance the High School will appear on the left. The High School is about 0.4 mi from the Wellesley Hills commuter rail station: take Washington Street west, turn left onto Forest Street and right onto Paine Street. Schedule is here:

<https://mbta.com/schedules/CR-Worcester/timetable>

**Ride Information:** 23 miles, 46 miles

### Bare Natick

Sunday - January 14

**Times and Routes:** 10:30 AM for 29 and 38 miles

**Ride Type:** Arrowed, Cue sheet, GPS

**Description:** Route goes to the southwest through pretty roads in Dover, Medfield, Millis, and Sherborn.

**Leaders:** Eric Ferioli

**Start:** Natick Common

**Directions:** From Route 128, take Route 9 West approximately 6.5 miles to Route 27 south to the Natick Common. There is a parking lot next to Town Hall. The Common is two short blocks south of the Natick Center commuter rail station on the Framingham-Worcester line. Schedule is here: <https://mbta.com/schedules/CR-Worcester/timetable>

**Ride Information:** 29 miles, 38 miles

### Billerica Bound

Sunday - January 21

**Times and Routes:** 10:00 am

**Ride Type:** GPS

**Description:** We'll venture into Billerica and a bit of Chelmsford on some new roads. Highlights include the UPS Facility on Brick Kiln Road.

**Leaders:** Jack Donohue

**Start:** Bedford VA Hospital

**Directions:** From 128 Take Rt 4 north to Bedford Center. Turn right on Springs Rd. Follow signs for VA Hospital / Middlesex Community College. Meet at first parking lot on right. By bicycle from the Minuteman Bikeway: take the Narrow Gauge Rail Trail to where it crosses Springs Road diagonally, then bear right onto Springs Road.

**Ride Information:** 30 miles

Be sure to check the web site (<https://www.crw.org/rides-calendar/month/2018-01>) for possible updates or cancellations. ⚙️

**CARRY ID WHEN CYCLING, PLUS INSURANCE AND EMERGENCY CONTACT INFORMATION**

On all CRW rides, please arrive at least 15 minutes before the published ride starting time. It is recommended that you bring pump, patch kit, spare tube, Allen wrenches, screwdriver, lock, water bottle, some money, helmet, gloves, and a map. You should also carry an ID card, health insurance card, and emergency contact information. — **Helmets required on all CRW rides.**

**Please be sure to check the website for last-minute changes including weather-related cancellations.**

## How to Keep Your Maximum Heart Rate Up as You Age

Your maximum heart rate is the fastest your heart can beat and still pump blood effectively through your body. As you age, your maximum heart rate drops. This means that your heart is weaker and more susceptible to damage, and you can't exercise as fast over distance as you could when you were younger.

How fast you can run, cycle, ski or swim over distance is limited by the time that it takes to move oxygen into your muscles. Your heart pumps oxygen-rich blood to your muscles, so the faster your heart can beat, the more blood it can pump to your muscles and the faster you can move. Exercise physiologists use your maximum heart rate to determine your level of fitness and guide the intensity of training. This month a study from Ball State University in Indiana shows that exercising as you age slows down the loss of maximum heart rate (*Med Sci Sports Exerc*,

Jan, 2016;48(1):73-81). Keeping your maximum heart rate up means that your heart is stronger, which allows you to exercise faster and longer. Exercising as you age can also prolong your life and help prevent heart attacks, cancers, strokes, diabetes, overweight and more.

### The Study

Nearly 650 healthy men and women, ages 18-80, not taking any heart-rate-altering medications, completed two treadmill all-out efforts at least one year apart. The older participants had lower average maximum heart rates, but those who were most fit and had the highest values had the least drop in their maximum heart rates over the year regardless of age.

### How to Increase your Maximum Heart Rate

The standard Maximum Heart Rate Formula ( $220 - \text{Age}$ ) is based on averages and is not accurate. You can beat these averages if you exercise effectively. Your actual maximum heart rate depends more on the strength of your legs than it does on the strength of your heart. When you contract your leg muscles, they squeeze against the blood vessels near them to pump blood from your leg veins toward your heart. When your leg muscle relax, your leg veins fill with blood. When you exercise, your leg muscles pump increased amounts of blood toward your heart. This increased volume of blood fills the heart which

causes your heart to beat faster and stronger. This is called the Bainbridge reflex. The stronger your legs are, the more blood they can pump back to your heart, which causes your heart to beat faster. [More on Maximum Heart Rate Formula](#)

Maximum heart rate formulae can be used to help you plan and monitor your exercise program, but they should not be interpreted as absolute limits or goals. If you want to train to become faster by increasing your maximum heart rate, you should follow a program based on "stress and recover". To increase your maximum heart rate, you need to become short of breath at some time during your exercise. However, when you exercise at high intensity, you damage muscles and have to allow time for them to recover. If you don't allow muscles to recover, you can become injured and can develop an overuse syndrome in which you are exhausted and won't be able to exercise at all. My Recommendations I believe that all healthy people should use some variation of a stress-and-recover exercise program, in which they damage their muscles by going a little harder and faster on one day, then feel soreness in their muscles and go much slower on the next day. When their muscles feel fresh again, they can take another intense workout. For example, a runner may warm up by going slowly and then run a little faster for 50 strides,

then slow down until he recovers his breath and his muscles feel fresh, and then alternate the faster and slower runs until his legs start to feel heavy or hurt. On the next day, his muscles should feel sore and he either takes the day off or runs very slowly. He should try to set up a program in which he goes faster on one day and much slower on the next.

- A hard day means getting short of breath and feeling some burning in your muscles.
- An easy day means that you do not become short of breath and should not feel muscle soreness as you continue to exercise. If your legs feel heavy after you warm up, take a day off from exercising.
- You don't need to know your maximum heart rate.
- You don't need to use a maximum heart rate formula to govern your training.
- You don't need a heart rate monitor.
- All training should be governed by how you feel.
- Never train intensely when your muscles feel worse as you continue to exercise.

**Caution:** People who have narrowed arteries leading to the heart can suffer heart attacks when they exercise intensely. All vigorous exercisers must learn when to back off of training because not allowing enough time to recover from hard exercise can damage your heart muscle as well as your skeletal muscles. Check with your doctor before beginning an exercise program or making a sudden change in the intensity of your existing program. ⚠



### About the Author: Gabe Mirkin, MD

Sports medicine doctor, fitness guru and long-time radio host Gabe Mirkin, M.D., brings you news and tips for your healthful lifestyle. A practicing physician for more than 50 years and a radio talk show host for 25 years, Dr. Mirkin is a graduate of Harvard University and Baylor University College of Medicine. He is board-certified in four specialties: Sports Medicine, Allergy and Immunology, Pediatrics and Pediatric Immunology. The Dr. Mirkin Show, his call-in show on fitness and health, was syndicated in more than 120 cities. [Read More: http://www.drmirkin.com/about-dr-mirkin](http://www.drmirkin.com/about-dr-mirkin)

**2018 Bicycle Mileage Chart** Keeping track of your bicycle mileage is easy with the CRW 2018 Bicycle Mileage Chart (Adobe PDF format) created by Ken Hablow. It is available for download and printing from our website at <https://wpp.org>.

[crw.org/mileage/BikeLog2018.pdf](http://crw.org/mileage/BikeLog2018.pdf). An electronic mileage spreadsheet in Microsoft Excel format can be found at <http://www.pankin.com/miles.htm>. Compliments of Mark Pankin of the Potomic Pedalers Touring Club.

**2018 MILEAGE CHART**

		SUN	MON	TUE	WED	THU	FRI	SAT	WEEKLY	CUMUL											
JANUARY			1	2	3	4	5	6			JULY		1	2	3	4	5	6	7		
	7	8	9	10	11	12	13			8		9	10	11	12	13	14				
	14	15	16	17	18	19	20			15		16	17	18	19	20	21				
	21	22	23	24	25	26	27			22		23	24	25	26	27	28				
	28	29	30	31	1	2	3			29		30	31	1	2	3	4				
FEBRUARY	4	5	6	7	8	9	10			4	5	6	7	8	9	10	11				
	11	12	13	14	15	16	17			11	12	13	14	15	16	17	18				
	18	19	20	21	22	23	24			18	19	20	21	22	23	24	25				
	25	26	27	28	1	2	3			25	26	27	28	29	30	31	1				
MARCH	4	5	6	7	8	9	10			4	5	6	7	8	9	10	11				
	11	12	13	14	15	16	17			11	12	13	14	15	16	17	18				
	18	19	20	21	22	23	24			18	19	20	21	22	23	24	25				
	25	26	27	28	29	30	31			25	26	27	28	29	30	31	1				
APRIL	1	2	3	4	5	6	7			1	2	3	4	5	6	7	8				
	8	9	10	11	12	13	14			8	9	10	11	12	13	14	15				
	15	16	17	18	19	20	21			15	16	17	18	19	20	21	22				
	22	23	24	25	26	27	28			22	23	24	25	26	27	28	29				
MAY	29	30	1	2	3	4	5			29	30	1	2	3	4	5	6				
	6	7	8	9	10	11	12			6	7	8	9	10	11	12	13				
	13	14	15	16	17	18	19			13	14	15	16	17	18	19	20				
	20	21	22	23	24	25	26			20	21	22	23	24	25	26	27				
JUNE	27	28	29	30	1	2	3			27	28	29	30	1	2	3	4				
	4	5	6	7	8	9	10			4	5	6	7	8	9	10	11				
	11	12	13	14	15	16	17			11	12	13	14	15	16	17	18				
	18	19	20	21	22	23	24			18	19	20	21	22	23	24	25				
DECEMBER	25	26	27	28	29	30	31			25	26	27	28	29	30	31	1				
	2	3	4	5	6	7	8			2	3	4	5	6	7	8	9				
	9	10	11	12	13	14	15			9	10	11	12	13	14	15	16				
	16	17	18	19	20	21	22			16	17	18	19	20	21	22	23				
JANUARY	23	24	25	26	27	28	29			23	24	25	26	27	28	29	30				
	30	31								30	31										



## Tire Safety: Tubular, Wired-on, Tubeless

by John S. Allen

The earliest bicycles had steel-shod wooden wheels like the wagons of their time; then in the time of high-wheelers, solid rubber tires gave a somewhat softer ride and better traction. Dr. Dunlop's pneumatic tire followed in the 1890s, with a much smoother ride and lower rolling resistance. But, with pneumatic tires came the possibility of punctures and blowouts.

Pneumatic tires come in different flavors. Wired-on tires have been the norm for many decades, except that tubulars (with the casing sewn around the inner tube) were for a time nearly universal on road-racing bicycles. And now tubeless tires are gaining in popularity.

Any of these can blow out due to a large puncture, possibly resulting in a loss of control of the bicycle. A slow loss of pressure, on the other hand, can often be detected before it becomes hazardous. With the front tire, you can look down and see how wide the bulge at the bottom is, but not with the rear tire. I've had flat tires that didn't reveal themselves until I felt little road bumps as the rim bottomed out.

A soft tire is always hazardous when leaning in cornering, as it can "wallow" – deform so the bicycle weaves from side to side, even falls over. Certainly, as part of a pre-ride inspection, you always should at least pinch your tires between thumb and finger before starting a ride. That will at least catch slow leaks – though unfortunately, most flat tires occur during rides. Sorry about that! If the bicycle begins to feel unsteady in cornering, bring it carefully to a stop and check the tire pressure.

Now let's look at the failures which are unique to each type of tire.

### Tubulars

Tubulars and their rims are the lightest; a tubular can be replaced quickly on the road, but the glue that holds a tubular to the rim can fail and the tire can roll off the rim even if fully inflated. Sheldon Brown explains, here <https://www.sheldonbrown.com/tires.html> ,

[T]his almost always causes a serious crash. If you replace a tubular on the road, you cannot corner safely at high speeds until you go home and re-glue the tire. For safe high-speed cornering, the glue needs to dry for at least several hours.

Is there any good reason to put up with this? Not really. Despite being lighter, tubulars are slower than the best wired-on tires. Tubulars "squirm" on the rim, adding rolling resistance, as Jobst Brandt has described; <https://www.sheldonbrown.com/brandt/rolling-resistance-tubular.html>. Patching a tubular requires work with a needle and thread (don't puncture the tube again!) and is time-consuming, so a patch kit is impractical as backup to a spare tubular, and you're stuck if you have a second flat during a ride. I gave up on tubulars – when was it? Sometime around 1980.

### Wired-on

So, then, are wired-on tires immune to sudden failure? Not, and not only due to large punctures. A wired-on tire can blow off the rim if seriously overinflated (more likely with a folding tire) or poorly installed.

One part of a checkover is to spin the wheels and see that the tires are evenly seated, without bulges.



These commonly result from a rim strip's being too wide, or off-center. (The rim strip is the fabric, rubber or plastic band which covers the spoke heads or spoke holes in the rim). A tire which is not evenly

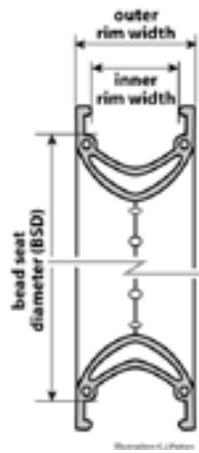
**Too-wide, off-center rim strip. The ride will be lumpy and this risks a blowout.**

seated bulges out at one place, and sinks farther into the rim at another.

Also look for structural damage when checking a tire. We may think of tires as made of rubber, but the tire's structural strength is from fabric under the rubber covering. Two layers (plies) of threads run at opposing 45-degree angles between the wires at each side of the tire (called "bead wires" for some reason I don't know). Punctures from small shards of glass or nails pose no structural risk to the tire, but damage which cuts more than a few adjacent threads results in a weak spot even if it doesn't puncture the inner tube. Abrading away the outer ply of fabric may still leave the inner layer intact. The tire will have a bulge, but it will still hold the inner tube in place. But, over time, more threads can break, and then eventually the inner tube will balloon out through the hole and blow out. This kind of damage is often from poor braking technique which skids the rear tire, or to the tire sidewall from a stone, or from repeated contact with a misaligned brake shoe. In an emergency, a moderate-sized gap can be bridged with a tire boot – a piece of strong but flexible material. Dollar bills are commonly used as tire boots.

If a wired-on tire suddenly deflates, it may or may not stay on the rim. If it comes off the rim, it will flop around, and the bicycle becomes uncontrollable. A tire which is a tight fit on the rim, and harder to install, is more likely to stay on the rim. As anyone who has worked as a bike mechanic could tell you, the tightness of the fit varies greatly: dimensions of rims are not closely controlled. In an article in the journal *Human Power*, <http://ihpva.org/HParchive/PDF/hp51-2001.pdf>, Dr. David Gordon Wilson (MIT professor, now retired, author of the book *Bicycling Science* and stalwart of the Boston bicycling community) describes experiments which he and his students conducted. The safest fit is one in which the tire rests tightly on shelves ("bead seats") inside each edge of the rim. Not all rims have these shelves: some hold the tire in place only by hooked flanges which capture the wires. The difficulty of installing the tire does not depend, though, on whether the rim has bead seats: it depends on the

Safety Corner - [Continued on page 7](#)



**Illustration showing a rim with bead seats and hooked flanges. Some rims have only one or the other.**

depth halfway between the flanges. Deeper is better, but then the rim must be heavier to withstand the air pressure's pushing the flanges outwards.

**Tubeless?**

Tubeless tires have been standard on cars for decades now. Off-road bicyclists have been using them for a few years and they are just beginning to see use on road

bicycles. Only certain tires and rims are suitable to run tubeless. Special rim tape seals off spoke-hole recesses in the rim. Usually, a sticky sealant is injected into the tire after it has been installed on the rim. The sealant achieves an air-tight seal with the rim, and also seals small punctures. Sealant dries out and has to be replenished from time to time. While tubeless tire users praise them for the freedom from flats during rides, they are definitely high-maintenance when it comes to fix a flat or replace a tire.

Tubeless tires are not immune to large cuts and scrapes. You need to carry an inner tube in case of a flat: patching over sealant isn't practical; also, the inner tube is necessary to hold a tire boot in place.

Tubeless tires add another mode of sudden failure. A puncture isn't necessary for a tubeless tire suddenly to lose all its air. This is due to "burping" – colorful term!

A tire with an inner tube can move around on the rim without losing air, because the inner tube holds the air. A tubeless tire must maintain a perfect seal all the way around both sides of the rim. "Burping" is well-known among off-road cyclists who run their tires at low pressure. It occurs when a side load on the wheel pulls one side of the tire away from the rim. It may also occur due to running over an obstacle which compresses the

tire to the rim, or a heavy landing. I have a friend who is recovering from a broken hip as a result of a heavy landing in a cyclocross race which burped all the air out of a tubeless front tire.

Tubeless tires on road bikes can also blow off due to high air pressure, when a tire with an inner tube would stay in place. The tube, pressing against the tire, actually helps hold it in place. Jan Heine, of the Off the Beaten Track blog and *Bicycle Quarterly* magazine, doesn't recommend running tubeless tires above 60 PSI. On the other hand, he has conducted extensive testing to show that tires with enough width to run at this pressure are no slower than narrow, high pressure tires, and more comfortable. Still, a 60 PSI limit makes tubeless tires unsuitable for heavy loads, as on tandems. Jan Heine's comments about running tubeless tires on the road are here: <https://janheine.wordpress.com/2017/05/29/the-trouble-with-road-tubeless/> .

Of interest, he reports that tubeless bicycle tires do not have significantly lower rolling resistance than ones with thin tubes – probably because the sealant liquid inside the tire increases drag. He also points out that sealant may be used inside an inner tube, so you can have either the best or the worst of both worlds. Sealant should be installed when the tube is new. If you have decided to use sealant in a tube, then you have decided to replace the tube if it does puncture: sealant makes patching a tube difficult too.

**Summary**

To summarize: as with many innovations in bicycling which increase performance, there are tradeoffs with tires, both in safety and in the difficulty of repair and maintenance. This was the case with tubulars (though the performance improvement was mostly an illusion with them) and it is the case with tubeless tires (though the same may also be true). My own choice is to stay with tubes, though that may change as tubeless-tire technology becomes more mature. You pay your money and you take your choice, as the saying goes. Be safe out there. ☺

**Little Jack's Corner**



by Jack Donohue

So I was having my annual checkup and my NP offered to clean my ears since they had a bunch of wax. Sounded like a good idea. They gave me a plastic bucket to hold while they blasted a ton of warm water at the ear. Most of it ended up in said bucket but much of it ended up on my pants. Not to worry, pants are synthetic, will dry quickly. The other ear had a



similar problem but this time the water ended up on my cotton shirt. This was pretty bad, not exactly wet T-shirt contest material but not far off. So I took it off, put it in my backpack. I pondered this and figured it was not a good solution, since it would just fester and get everything else in the bag wet. Besides, I wanted to wear it at my next activity.

But then I had a bright idea. Use aero bars as a drying rack: worked like a charm, when I got to my destination, shirt was not completely dry, but definitely wearable. ☺

Jack's Back Pages - Find past "Little Jack's Corner" articles on the CRW website at <http://crw.org/ljackc/> and through the web site menu: Information > Fun > Little Jack's Corner

# New Members

Christopher Albano	Belmont	Barbara Lamont	Cambridge
Shannon Archibald	Haverhill	Matthew Lavey	Dunbarton, NH
Geoffrey Baum	Watertown	Ken Lawas	Kensington, NH
Mario Bollini	Cambridge	Jennifer Lemire	West Newton
Rick Burk	Westford	Hanqiu Li	Brookline
Peggy Burns	Boston	Nancy Lippe	Concord
Jim Chopas	Concord	Brandon Marshall	Boston
Donna Curboy	Sturbridge	David Martin	Scituate
Tom Dickinson	Barrington, RI	Suzanne McAuley	Chicopee
Jay Dobek	Natick	Ryan Mee	Wayland
Dana Dorman	Brookline, NH	Cecily Mehlman	Boston
Mary Dyan	Essex	Cindy Miller	Scituate
Stephen Fabry	Newton	Tim O'Connor	Lowell
Susan Fay	Reading	Francis Oberholtzer	Beverly
Dale Fingar	Medway	Ric Panciera	Brookline
Andrew Freeman	Wellfleet	Laurie Pohl	N. Quincy
Gregory Freiter	Dunstable	Susan Potter	Watertown
David Geiger	Hopkinton, NH	George Randall	Sterling
Pamela Geiger	Hopkinton, NH	Ken Repp	Waltham
Reece Golz	Boston	James Saulnier	Watertown
Dorothy Gosline	Arlington	Jaime Schier	Hudson
Marty Greene	Wayland	Jennifer Schneidewent	Andover
Deneen Habarta	South Hamilton	Jay Splaine	Waltham
		Ira Steckler	Hopkinton
		Gayle Stockhaus	Sutton
Donald Hess	Boston	Susan Stockwell	Leominster
Deborah Hill	Medway	Fred Tomaino	Gloucester
Erin Houlihan	Milford	Barbara Trentacosta	Cumberland, ME
Katie Hudon	Sterling	Walter Tsui	Wellesley
Michael Hughes	Brookline	Kim Vercoe	Southborough
Keane Johnson	Boston	Duncan Warden	Weston
NICOLE Jordan	Manchester, NH	Lauren Marie Watson	Boston
		Frederick Weber	New Ipswich, NH
Timothy Joyce	Dunstable	Paige Williams	Brookline
Caroline Kavanagh	Westford	Mimi Zucker	Waltham
Thomas R. Keery, II	Weston		
Michael Keohane	Holliston		

# November Mileage

262311

Name	Miles	M	C	K	Name	Miles	M	C	K
Jack Donohue	10614	-	-	7	Eric Sansone	2799	1	-	-
Chris Roberts	10148	10	6	4	Clyde Kessel	2566	5	1	-
Richard Taylor	8989	11	11	4	Jim Tennermann	2515	5	1	1
Bob Cohen	8448	8	2	2	Jim Broughton	2421	-	-	-
Ken Hablov	8002	9	-	1	Gary Smiley	2266	-	-	-
Jeffrey Zaveloff	8002	8	5	1	Bill Hanson	2218	-	-	-
Peter DiMarzio	7088	5	-	3	Douglas Bajgot	2203	2	2	-
Jack Gregory	6618	7	4	-	Mike Needle	2053	2	-	-
Marc Baskin	6520	6	2	1	Douglas Chin	2032	2	-	-
Andy Brand	6504	6	1	-	Cynthia Snow	1946	-	-	-
Greg Stathis	6221	7	-	-	Bruce Larson	1907	3	-	-
Cynthia Zabin	6200	-	-	-	John Allen	1902	1	-	-
Larry Delaney	6160	9	6	-	John Zicko	1809	-	-	-
Doug Cohen	6052	-	-	-	Gardner Gray	1686	2	-	-
Bernie Flynn	6027	8	1	-	Gabor Demjen	1596	-	-	-
Joe Hagan	5993	9	5	-	John Springfield	1468	5	1	-
Carlo Innocenti	5810	6	2	-	Ed Hoffer	1432	-	-	-
Diane Mutchler	5576	8	10	2	Cynthia Chin	1165	2	-	-
Harriet Fell	5530	9	6	1	A J Gemperline	1120	-	-	-
Bob Wolf	5390	5	-	-	Mike Hanauer	1115	-	-	-
Butch Pemstein	5063	4	1	-	Nancy Sorenson	1001	-	-	-
David Cooper	5019	11	1	-	Jeff Luxenberg	836	-	-	-
Erik Husby	4922	2	-	-	John Loring	488	-	-	-
Arne Buck	4755	4	2	-	Bill Widnall	251	-	-	-
Neal Schuster	4735	4	3	-	John Kane	196	-	-	-
Joe Repole	4632	11	11	-	Scott Tyler	44	-	-	-
Walter Frank	4594	3	1	-					
Bruce Ingle	4493	7	2	-					
Steve Robins	4135	-	-	-					
Dom Jorge	4021	3	-	-					
David Wean	3990	2	-	-					
Henry Marcy	3676	3	-	-					
Joseph Tavilla	3631	-	-	-					
Mark Druy	3269	6	2	-					
Lisa Weissmann	3197	2	1	-					
Rudge McKenney	2954	5	-	-					
Jean Orser	2890	2	-	-					
Frank Aronson	2880	7	5	-					
Joel Bauman	2877	-	-	-					
Irving Kurki	2840	-	-	-					
John O'Dowd	2811	4	3	-					

## Mileage Table Explained

Miles are year-to-date totals. The M column indicates the number of months the rider reported completing a metric century. The C column shows the number of months with a hundred-mile century, and the K column is the number of months with 1000 or more miles.

Report mileage by the 3rd of each month by logging into your member account on the website at <http://crw.org>



CRW members receive WheelPeople, the Club's newsletter. CRW is also an associated club of the League of American Bicyclists.

Address correspondence to:  
The Charles River Wheelers  
26 Fox Run Road  
Bedford, MA 01730

## Editorial Policy

We welcome contributions to this newsletter, but reserve the right to edit articles in any way that we deem appropriate.

We will make every effort to preserve both the style and intent of the author, but we may rewrite an article to fit available space, to clarify ambiguities in the text, and to correct factual errors.

Articles and other materials which appear in WheelPeople, unless specifically identified as editorial policy, represent the opinion of the author, and do not

represent the opinions of the editors, coordinators, officers, or board of directors of The Charles River Wheelers, Inc.

### How To Send Us Your Article

Articles and letters must be received by the 5th of the month to be included in the next issue of WheelPeople.

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

sion to: Jack Donohue  
26 Fox Run Road, Bedford, MA 01730  
Articles submitted to WheelPeople or parts thereof may also be published on the CRW web site unless the author instructs otherwise.

## Insurance

If ride leaders or others have questions about insurance, contact Ken Hابلow at 781-257-5268. Please do not contact the insurance company.

Board Members		Term Expires	
John Allen	2019	781-891-9307	
Steve Carlson	2020	781-453-4050	
Gardner Gray Jr	2018	978-663-7460	
Larry Kernan	2020	339-234-0404	
Mary Kernan	2019	781-860-0500	
Linda Nelson	2019	617-448-5149	
Dave Patti	2020	781-505-0055	
Erik Sobel	2018	857-636-0900	
Bob Wolf	2018	781-929-7789	
OFFICERS			
President	Gardner Gray Jr	978-663-7460	
Vice President of Finance	Bernie Flynn	617-968-3506	
Vice President of Publications	Ken Hابلow	781-257-5268	
Vice President of Legal Affairs	Bernard Pemstein	617-969-6574	
Secretary	John Allen	781-891-9307	
Treasurer	Larry Kernan	339-234-0404	
COORDINATORS			
Insurance Coordinator	Ken Hابلow	781-257-5268	
Mileage Coordinator	Jack Donohue	781-728-9621	
Safety Coordinator	John Allen	781-891-9307	
Membership Staff	Barry Nelson	617-448-5150	
Medical Information	Bob Wolf	781-929-7789	
WHEELPEOPLE STAFF			
Copy Editor	Jack Donohue	781-728-9621	
Graphic Designer	David Cooper	781-483-6960	
RIDE PROGRAM COORDINATORS			
Vice President of Rides	Mary Kernan	781-860-0500	
Century Committee	Larry Kernan	339-234-0404	
Wednesday Wheelers	Helen Greitzer	508-878-6988	
Wednesday Ice Cream Ride	Gabor Demjen		
Wednesday Ice Cream Ride	Roger Bonomi	617-686-4073	
Wednesday Ice Cream Ride	Rudge McKenney	617-332-6242	
Thursday Fitness Rides	Kathy Horvath	781-405-5480	
Thursday Night Fun Ride	Wayne Douglas	508-245-5228	
Friday Rides	Edward Glick	978-319-8722	
Friday Rides	Alan Cooney	617-293-2244	
Friday Rides	Kathy Horvath	781-405-5480	
Sunday Fitness Rides	Andrew Brand	617-247-9770	
Thursday 10-15 Rides	Susan Grieb	781-879-9523	
Hanson Sunday Winter Ride	Mike Togo	781-878-5445	
INTERNET STAFF			
Webmaster	Jack Donohue	781-728-9621	
Webmaster	Nancy Cole	781-899-7187	
Google Group	Erik Sobel	857-636-0900	
Facebook	Gardner Gray Jr	978-663-7460	

# BikeShops

<http://www.crw.org/bicycle-shops>

These fine bike shops offer discounts to CRW members

<b>Ace Wheelworks</b>	
145 Elm St, Somerville.....	617-776-2100
<b>Adi's Bike World</b>	
1754 Centre St, West Roxbury.....	617-325-2453
<b>Back Bay Bicycles</b>	
362 Commonwealth Ave, Boston.....	617-247-2336
<b>Belmont Wheelworks</b>	
480 Trapelo Rd, Belmont.....	617-489-3577
<b>Bicycle Exchange at Porter Square</b>	
2067 Massachusetts Ave, Cambridge.....	617-864-1300
<b>Bikeway Source</b>	
111 South Rd, Bedford.....	781-275-7799
<b>Broadway Bicycle School</b>	
351 Broadway, Cambridge.....	617-868-3392
<b>C K Bikes</b>	
1 Still River Rd, Harvard.....	978-844-7539
<b>Cambridge Bicycle</b>	
259 Massachusetts Ave, Cambridge.....	617-876-6555
<b>Centre Ski and Bike</b>	
1239 Washington St, West Newton.....	617-332-0300
<b>Chelmsford Cyclery</b>	
30 Chelmsford St, Chelmsford.....	978-256-1528
<b>Community Bicycle Supply</b>	
496 Tremont St, Boston.....	617-542-8623
<b>Cycle Loft</b>	
675 Lowell St, Lexington.....	781-272-0870
<b>Dedham Bike</b>	
403 Washington St, Dedham.....	781-326-1531
<b>Farina Cycle</b>	
61 Galen St, Watertown.....	617-926-1717
<b>Ferris Wheels Bicycle Shop</b>	
66 South St, Jamaica Plain.....	617-524-2453
<b>Frank's Bicycle Barn</b>	
123 Worcester Tpke, Westboro.....	508-366-1770
<b>Frank's Spoke 'N Wheel</b>	
119 Boston Post Rd, Sudbury.....	978-443-6696
887 Main St, Waltham.....	781-894-2768
<b>Grace Bicycles</b>	
1574 Washington St, Holliston.....	508-429-9177
<b>Harris Cyclery</b>	
1353 Washington St, West Newton.....	617-244-1040
<b>JRA Cycles</b>	
229 Salem St, Medford.....	781-391-3636
<b>Landry's Bicycles</b>	
790 Worcester St (Route 9), Natick.....	508-655-1990

66 Needham St, Newton.....	617-527-0967
276 Turnpike Rd, Westboro.....	508-836-3878
890 Commonwealth Ave, Boston.....	617-232-0446
1210 Boston Providence Trnprk (Rte 1), Norwood.....	781-440-0310
44 Granite St, Braintree.....	781-519-6306
<b>Marblehead Cycle</b>	
25 Bessom St, Marblehead.....	781-631-1570
<b>Papa Wheelies Bicycle Shop</b>	
653 Islington St, Portsmouth.....	603-427-2060
<b>Quad Cycles</b>	
1043 Massachusetts Ave, Arlington.....	781-648-5222
<b>Sheldonville Bicycle Repair</b>	
277A Hancock St, Wrentham.....	508-384-0665

<b>Sirois Bicycle Shop</b>	
893 Landry Ave, North Attleborough.....	508-695-6303
<b>Southampton Bicycle Center</b>	
247 College Hwy, Southampton.....	800-527-9784
<b>Superb Bicycle</b>	
842 Beacon St, Boston.....	617-236-0752
<b>Travis Cycles</b>	
1 Oak St, Taunton.....	508-822-0396
722 N. Main St, Brockton.....	508-586-6394
<b>Urban AdvenTours</b>	
103 Atlantic Ave, Boston.....	617-670-0637

**These are just some of the club rides you could have ridden in 2017.**

<ul style="list-style-type: none"> <li>3 Loops from Devens</li> <li>Annual Al Bolea Memorial Ride</li> <li>Another Side of Londonderry</li> <li>Apple Dumping Ride</li> <li>Apple Pi Ride</li> <li>Back Roads of Northboro</li> <li>Bagels and a Witch</li> <li>Bare Natick</li> <li>Beerhall Social: Southeast from Jack's Abby</li> <li>Beerhall Social: West from Jack's Abby</li> <li>Beat the Snow</li> <li>Berlin Hills</li> <li>A Blast from the Past</li> <li>Bridges of the Sudbury River</li> <li>Bruce's Birthday Ride</li> <li>Cape Ann and North Shore</li> <li>Cape Cod tour: Hyannis-Provincetown</li> <li>Cape in a Day</li> <li>Climb to the Clouds Century</li> <li>Climb to the Foothills</li> <li>Climbing the Mont</li> </ul>	<ul style="list-style-type: none"> <li>Cranberry Harvest Century</li> <li>The East European Ride</li> <li>Erikson's Ice Cream Ride</li> <li>February Frolic</li> <li>Friday TGIF Unwinder</li> <li>Hills are your Friends</li> <li>Happy New Year Day Ride</li> <li>Hanson Sunday Winter Ride</li> <li>Lexington Revolutions</li> <li>Linda's Birthday Ride</li> <li>Lisa Simpson Ride</li> <li>Live Free or Die</li> <li>Mainly Fun</li> <li>Medway Meander</li> <li>The MetroWest Mixie</li> <li>Miles for Myles</li> <li>Moose Hill Mania</li> <li>Nashoba Bakery Ride</li> <li>Natick Surprise</li> <li>Needham, Dover and Beyond</li> <li>Needham to Dover</li> <li>A Needle in a Haystack</li> <li>Newburyport to Exeter</li> <li>Northern Lighthouse Tour</li> </ul>	<ul style="list-style-type: none"> <li>Oak Hill or Not</li> <li>Revisit the Charles: Where bicyclists played in 1895</li> <li>Ride 'Em Cowboy Ride</li> <li>Rosy Cheeks Ride</li> <li>Some Newer Views</li> <li>Something in Common</li> <li>South Shore Coastal Loop</li> <li>Southeast from Jack's Abby</li> <li>Beerhall Social Ride</li> <li>Spring Century</li> <li>Sunday South Shore</li> <li>Coastal Loop</li> <li>TGIF Unwinder</li> <li>Thirty-Third Annual Gryzboska Circle Ride (SWCCW)</li> <li>Through the Parks</li> <li>Thursday 10:15 Rides</li> <li>Thursday Night Fitness Ride and Paceline Clinic</li> <li>Thursday Night Fun Ride</li> <li>Ups and Downs</li> <li>Wachusett Brewery Ride and Tour</li> </ul>	<ul style="list-style-type: none"> <li>Waltham Artists' Ride</li> <li>Waltham Night Ride</li> <li>Waltham Social Ride</li> <li>Wednesday Ice Cream Ride</li> <li>Wednesday Wheelers</li> <li>West Podunk</li> <li>Westford - Groton Tour</li> <li>Willett's Pond Wayfare</li> <li>The Zig-zag Ride</li> </ul>
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**Don't miss out next year! JOIN NOW!**





