



WheelPeople

Newsletter of the Charles River Wheelers

On the roads of New England since 1966

March Highlights

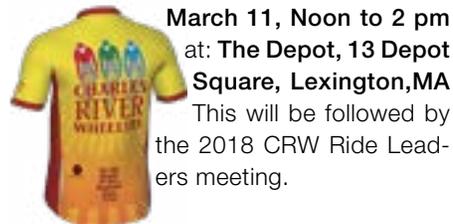
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New 2018 CRW Kits

Available online at pactimo.com from March 9 to 19

Check your email and the CRW website for more info. There will be a chance to try on the new duds on



March 11, Noon to 2 pm at: **The Depot, 13 Depot Square, Lexington, MA**

This will be followed by the 2018 CRW Ride Leaders meeting.

2018 Ride Program Kickoff - Sign Up Now!

Sunday, March 11, 3:00 - 6:00 p.m.
The Depot, 13 Depot Square
Lexington, MA

The 2018 Ride Program needs more than just ride leaders. We're inviting anyone who wants to help out or learn more about this year's programs

Ride Program Kickoff - [Cont. on pg. 3](#)

SafetyCorner



Lessons of the Kurmann Crash

By John S. Allen

January 2018 saw the release of a report, and horrifying video, of the fatal collision in September, 2015 of a semi-trailer truck with Dr. Anita Kurmann, a 38 year old medical researcher, at the intersection of Massachusetts Avenue and Beacon Street in Boston. The truck's driver turned right from the second lane and the truck's rear wheels ran over Kurmann.

CRW member Joel Feingold, along with Massbike Executive Director Richard Fries and others, was the author of the report, which disputed District Attorney Daniel F. Conley's conclusion that Kurmann was at fault.

The Feingold team's report is online at http://www.massbike.org/anita_kurmann_video_narrative. I agree with Feingold that the trucker was at fault. Kurmann was legally riding in the middle of the right lane when the traffic light changed and the truck quickly turned right onto Beacon Street.

As described in the report, the trucker had passed Kurmann some 25 seconds earlier. There was no excuse for his failure to recognize that a bicyclist could be next to his truck in the open travel lane to his right. His right-turn signals were on,



Credit: MassBike.org

but signaling does not make an illegal maneuver or reckless driving legal.

The Feingold team's report's thrust was to make a case against the truck driver. The report said nothing at all about how Kurmann also could have prevented the collision. Before I address that issue, let me make it very clear that that I do not engage in victim blaming. My goal here is to draw the only possible good from this tragedy: to prevent additional tragedies.

So, let's look into what bicyclists need to know about

Kurmann Crash Lessons - [Continued on page 4](#)

Recurring Rides

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). Also, check the South Shore Mellow Riders on Facebook for updates and cancellations.

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, usually 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 during or at the end of the ride. In the winter we may substitute other activities, such as cross-country skiing. We stay together, following the leader for the day, while being careful not to drop anyone. On a rural ride of average hilliness, the pace is 15 to 17 mph on the flats, but slows considerably on the hills, so we wind up with a rolling average of about 13 mph. In fairness to the group, we require that prospective riders be capable of maintaining this pace. 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 however, and wish to continue to ride with us, we expect you to become a CRW member. If interested, contact the [Wednesday Wheeler coordinator](#).

Coordinator: Helen Greitzer

Be sure to check the web site (<http://crw.org/ridescalendar>) for possible updates or cancellations.

March Rides

March weather tends to start out cold, but by the end of the month we will hopefully see warmer days. Sunday rides are scheduled, and we will plan impromptu rides as weather opportunities arise! The Winter Saturday Rides will be posted on the CRW Website a few days in advance as weekend weather forecasts become more dependable, and suggest a safe and pleasant riding experience. We may also use the CRW Facebook and Twitter accounts (@CRWwheelmen) for last minute notices.

Willett's Pond Wayfare Sunday - March 4

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

March Rides - *Continued on page 3*

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.

March Rides

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

Bridges of the Sudbury River Sunday - March 11

Times and Routes: 10:00 AM - 19, 27 or 36 miles

Ride Type: Cue sheet, GPS
Description: Cross six, eight or twelve bridges of the Sudbury River and see up to 3 more, including one that George Washington crossed. Cruise along in the beautiful Sudbury River valley with 4-6 hills to keep you warm. Experience beautiful Pelham Island Road paving on the 2 longer routes. Active rain (or snow) cancels. There are NO BATHROOM FACILITIES at the start. Consider the coffee shops and make a small purchase. Starbucks and Dunkin Donuts are at the intersection of Sudbury Road and Thoreau St., just across the RR tracks from the ride start. The arrows, when visible, (white thermometer) are labeled: S=19 miles, L=27, XL=36. Food: XL-Subway at mile

17.4 You can print cue sheets from the RideWithGPS app. Limited paper copies will be provided at the start. POST-RIDE option at Trail's End Cafe. Less than a mile from the Ride Start 97 Lowell Rd, Concord, MA 01742 8 AM - 3 PM Sundays (978) 610-6633 Call them if you plan to go! Rich is NOT making/taking reservations

Leaders: Richard Taylor

Start: Crosby Market Parking Lot

Directions: Take Rt. 2 West. Turn Right on Sudbury Road (3rd light from Rte. 128) in Concord. Parking lot is about 3/4 mile on the right before the tracks. Please park ONLY IN COMMUTER SECTION away from the stores. LIMIT 80 CARS IN COMMUTER SECTION OF CROSBY'S PARKING LOT OVERFLOW PARKING AT ALCOTT SCHOOL 93 LAUREL ST about 1 mile from start. From the Concord commuter rail station on the Fitchburg line, cross the tracks on Sudbury Road (just east of the station), and turn left into the parking lot. Train schedule is here: <https://mbta.com/schedules/CR-Fitchburg/timetable>
Ride Information: 19 miles, 27 miles, 36 miles

Needham to Dover Sunday - March 18

Times and Routes: 10:30 AM for 19, 27, and 42 miles

Ride Type: Cue sheet, GPS
Description: This is a classic CRW ride on scenic rolling roads through Needham, Dover, Sherborn, and Medfield.

Leaders: Eric Ferioli

Start: Cutler Park Reservation
Directions: From Rt. 95/128 take exit 19B (Highland Ave.) toward Needham. Go left at the first light onto Hunting Rd. At the next light make another left onto Kendrick St. Continue about 0.3 miles on Kendrick to Cutler Park on the right. It's prominently marked.

Ride Information: 41 miles, 28 miles, 19 miles

Thirty Third Annual Gryzboska Circle Ride (SWCCW) Revisited Sunday - March 25

Times and Routes: 10:30 AM for 26 or 39 miles on rolling terrain.

Ride Type: Cue sheet, GPS
Description: The super short (SS) ride meanders southwest from Framingham to Ashland, Southborough and Hopkinton. The short (S) ride adds Upton. Both rides are rolling. The lunch stop for the short ride is in Up-

ton center. The super short ride has no lunch stop. Most of the ride is on residential and rural roads with few traffic lights. Points of interest include Framingham Country Club, Charlie Chan's summer home, Whitehall Lake and State Park, scenic brooks, Upton State Forest, farms, llamas and the Ashland Town Forest. The ride is arrow assisted (at least one arrow before a turn).

Leaders: Joe Repole

Start: Gryzboska Circle
Directions: From the Mass Pike take Exit 12, then Route 9 east to Temple St. (2nd traffic light). Right on Temple St. to end. (If traveling west on Route 9, take a left on Temple St.) Right at end onto Salem End Rd.

First right is Gryzboska Circle. Park on Gryzboska Circle.

Ride Information: 26 miles, 39 miles

Be sure to check the web site (<http://crw.org/ridescalendar>) for possible updates or cancellations.

Rides Kickoff & Fitting - Cont. fr. pg. 1
along with all ride leaders and potential ride leaders to join us for our kickoff on Sunday, March 11th. We'll be serving lots of appetizers along with beer, wine and soft drinks. Please click here to RSVP.

Kit fittings will be available from 3:00 - 4:00 exclusively for those attending the kickoff. If you'd like more information about the open volunteer positions available, please go to <https://www.crw.org/VolunteerJobs>. For questions, please contact Mary Kernan at mary.kernan@gmail.com.

We look forward to seeing you at the meeting.

New Members

Paul Brandon
Amherst, NH

Michael Donovan
Wayland

Robert (Bob) Maselek
Framingham

Randall Nelson-Peterman
Framingham

Mark Pelletier
Bridgewater

Andre Wolff
Belmont

Kurmann Crash Lessons - *Cont. from pg. 1*

trucks. This is *proactive*, crash prevention. Pointing the finger of blame after a crash is only *reactive*, no matter how well justified. It may bring financial compensation through an insurance claim or lawsuit but it does not revive the dead.

OK, now: there are two main issues with large trucks: they have huge blind-spots, and their rear wheels off-track to the inside of corners. So, to be safe, don't move up next to a truck, and if the truck starts passing you but then slows down, you slow down too to stay behind it. The image on this page is a static version of an animated infographic. Click on the link here to see the animations.

<http://cyclingsavvy.org/what-cyclists-need-to-know-about-trucks/>

The four buttons at the lower left in the infographic show or hide overlays illustrating issues with trucks. The three orange arrows launch animations illustrating different scenarios.

For some reason which we cannot know, Kurmann rode into the off-tracking zone to the right of the truck. Perhaps she was distracted, or perhaps she expected that the truck driver would notice her and avoid her. I do wonder whether, as a visitor from Switzerland, she was used to safer driving practices and expected that the trucker would yield to her, turn signals notwithstanding.

She might also have avoided the collision in the last few seconds with a quick swerve to the right.

Cyclists' going under trucks is not only an urban problem. A cyclist died in Lincoln, apparently because he fell over when waiting next to a truck, which then started moving.



Credit: CyclingSavvy.org

If a truck does come up close to your side, get away from it even if that means you have to exit right off the road. It is safer to stop in line with waiting traffic and prevent this. A driver approaching from behind won't pull up so close as to lose sight of you. Feel jittery about this idea? Last month, I recommended a rear-view mirror.

Better real-world bicycling skills could have saved Kurmann. I am an instructor in the League of American Bicyclists Smart Cycling program and the American Bicycling Education Association CyclingSavvy program. I expect to have a CyclingSavvy course this spring, and there is also an online course -- information at <http://cyclingsavvy.org>. CRW Rides VP Mary Kernan is arranging a beginners' course through Landry's (details still underway). League course information is at <http://bikeleague.org/ridesmart>.

Much of what bicyclists need to do to be safe is counterintuitive. Courses are helpful at any level of experience. For example, consider that to turn quickly to the right, you must first turn the

handlebars to the left. Describing this action, and others, isn't enough. Instruction and practice are needed.

Cyclist education isn't the only answer. Stricter licensing and better education of truckers -- of all motorists -- would certainly help.

The much greater

difficulty in obtaining a driver's license in the Netherlands or Germany, compared with the USA, is well-known. Law enforcement which gets things right also would certainly help. The Feingold report describes a law-enforcement debacle.

There are technical solutions. The most promising, in my opinion, is electronic sensing, to alert the driver to potential conflicts and perhaps to stop a truck automatically. This is already practical -- installed on many new cars, and easily affordable in the context of large trucks. In my opinion, a conflict warning system should become required equipment like turn signals, seat belts and air bags, and the sooner, the better. This can happen now, unlike fully robotic vehicles, which are a decade, maybe several decades, away.

Additional mirrors have also been suggested, and they can help, but sensors are more promising, as they can provide a warning without increasing a truck driver's already daunting task burden.

Side skirts to keep bicyclists from going under trucks have been suggest-

ed. These can sometimes be helpful, but they are a last resort -- injury mitigation rather than crash prevention. Most I've seen don't win my confidence. Dana Laird died in Cambridge in 2002 when she went under an MBTA bus, which is effectively one very long side skirt -- with an opening for the rear wheels -- see <http://www.bikexpert.com/massfacil/cambridge/doorzone/laird1.htm>. Side skirts can improve aerodynamics and save fuel too, but no standards are in place for them. I have written about them, here: <http://john-s-allen.com/blog/?p=5448>.

It has been suggested that large trucks be prohibited from traveling in cities, or restricted to certain hours. These proposals have been implemented in some cities, notably in Europe, but they are a hard sell, as they increase the cost of everything that travels by truck.

Any measure which involves expense or inconvenience to truckers will require the co-operation of the trucking industry. Hostility to truckers, seen among many comments on the Kurmann crash, does not advance this cooperation.

Infrastructure also can help. I have suggested infrastructure to provide alternate routes that avoid the intersection of Mass and Beacon, see <http://streetsmarts.bostonbiker.org/2017/11/18/harvard-bridge-connection-to-the-pdw-path-proposed-improvement/>. Infrastructure changes can, however, be ineffective or downright counterproductive if they are based on a false premise. The City's response to the Kurmann crash, supported by advocates, was to install a barrier which

Kurmann Crash Lessons - *Cont. on pg. 5*

Kumann Crash Lessons - Cont. from pg. 4
now forces all motorists to turn right from the next lane over, same as the trucker who killed Anita Kurmann. To see how well this works, check out Paul Schimek's video here: <https://www.youtube.com/watch?v=-SeZXRBRJ0o>.

A prevalent fantasy is that bicycling can be made safe without bicyclists' having to do anything to make it safe for ourselves. This is generally framed as a desire to make bicycling accessible to everybody, or that children should be able to ride safely everywhere in the city. A common slogan is that people ages 8 to 80 should be safe and feel safe.

This is reasonably possible on paths which are truly separate from motor traffic, and which are signalized where they cross streets with multiple lanes



Credit: John Allen

or heavy traffic. Most of the Minuteman Bikeway offers good examples of this. On the other hand, where the Kurmann fatality occurred, fear of motorists led to the installation of the separate bikeway which requires bicyclists to place their complete trust in those same motorists. Truly child-safe, separate infrastructure,

if it is ever achieved in Boston, will take decades to complete. Today's bicyclists need to be safe *now*.

Anita Kurmann was 38 years old, not 8 years old, when she died. Similarly, other bicyclists who have been killed in Boston and nearby recently have been adults, many with a college or university affiliation.

Bicyclists' defensive driving, actively avoiding and preventing crashes, greatly increases safety, though, like the quick-turn technique, its fundamental premise is counterintuitive: bicyclists often mixing safely in motor traffic, rather than trying to avoid it. In that light, I find the Feingold team's not saying how Kurmann could have prevented the crash, and more generally, advocacy which promotes piecemeal infrastructure solutions

and avoids teaching defensive driving, to be highly unfortunate; same with colleges' and universities' avoiding the topic.

To get a look at the style of riding which has kept me safe through 40 years of cycling

in Boston, please have a look at the video here. <https://vimeo.com/141463263>. It shows a ride through the same intersection where Kurmann died, and in the same direction. Counterintuitive? Yes, it was for me, too until I tried it. ⚙️

Time to start thinking about

The Charles River Wheelers
Spring Century

North to New Hampshire

Sunday, May 20, 2018

Event held Rain or Shine

Advance Registrations will be accepted on-line only.

No day of event walk-ins.

Join The Charles River Wheelers on rural roads through the Merrimack

Valley of northeastern Massachusetts and southern New Hampshire.

- Fully arrowed routes with CRW precision, with a map and cue sheet for each ride.
- Water & food stops on all routes.
- Technical and mechanical support will be provided. Please arrive early if you want your bike checked before a ride.
- After-ride refreshments for returning riders.

ROUTES

Join us for one of three beautiful routes of 100, 62 and 50 miles on slightly rolling rural roads. Our 100 mile ride will take you through Exeter and Hampton Falls, NH. The other routes travel through such towns as Boxford, Groveland and Topsfield. All routes pass through the Harold Parker State Forest.

REGISTRATION

THE RIDE WILL BE LIMITED TO 700 RIDERS, AND YOU MUST REGISTER TO PARTICIPATE. YOU WILL NOT BE ABLE TO PAY AT THE START.

CRW members - \$20 (members must login to the site to register at this price)

Nonmembers - \$35 (CRW membership costs just \$15, so consider joining for future discounts and other member benefits)

Click [here](#) to view details on membership

Register early, and be certain you have a place in the ride.

Registration fee is non-refundable.

Registration will be CLOSED Friday May 18, or when we reach our limit of 700 riders.

Click [HERE](#) for full information and to register.

Helmets required on all CRW rides

Calcium and Vitamin D Pills Do Not Prevent Fractures

A review of 33 studies shows that calcium and vitamin D pills do not prevent fractures, regardless of dose (*JAMA*, Dec 26, 2017;318(24):2466). Other reviews of 59 studies and 50 studies showed that neither calcium pills nor foods rich in calcium prevent bone fractures (*British Medical Journal*, September 29, 2015;351:h4183). An editorial in the same issue of *JAMA* states that the evidence is so overwhelming that extra calcium does not prevent fractures that we have to ask ourselves why these products are still so widely used.

Why so Many Calcium Pills?

In 1994, Congress passed a law that allows manufacturers of calcium and vitamin D pills to advertise and sell their pills without having to supply evidence that their products have any health benefits whatsoever. Today, more than \$6 billion of calcium pills and \$2.5 billion of vitamin D are sold each year. The Food and Nutrition Board (FNB) at the Institute of Medicine of the National Academies

recommends 1200 mg of calcium each day for people over 50, even though they have little data to support the recommendation. In 2013 the United States Preventive Services Task Force reviewed 135 studies and recommended that postmenopausal women refrain from taking supplemental calcium and vitamin D.

Side Effects of Calcium Pills

Calcium from supplements can accumulate in:

- arteries, to increase heart attack risk (*British Medical J*, 2011;342:d2040; *JAMA Intern Med*, 2013;173:639-46; *NEJM*, October 17, 2013; *Heart*, 2012;98:920-925; *JAMA Internal Medicine*, February 2013; *Endocrine Practice*, published online August 19, 2011; *The Oncologist*, 2012;17[9]:1171-1179). However, researchers at Harvard found no association between calcium pills and increased risk for heart attacks (*Osteo-*

porosis International, May 2014)

- kidneys, to increase kidney stone risk (*NEJM*, 2006;354:669-83)
- stomach, to cause acid rebound and increase hospital admissions for acute stomach ulcer bleeding (*J Bone Miner Res*, 2012;27:719-22)
- colon, to cause constipation
- blood, to cause high blood calcium levels that can cause nausea, vomiting, confusion and seizures
- eyes, linked to macular degeneration (*JAMA Ophthalmology*, April 2015)
- prostate, to possibly increase risk for prostate cancer (*Ann Epidemiol*, 2009;19:96-102)

Calcium from pills can also bind to other drugs, such as antibiotics or osteoporosis medications, to prevent them from being absorbed into your bloodstream, and it can block the benefits of drugs such as calcium-channel blockers and beta blockers.

My Recommendations

More than 75 percent of North Americans spend 12 billion dollars a year on supplements that are largely unregulated by the government to check whether they work or are even safe. Calcium and vitamin D pills are particularly popular because people believe that they strengthen bones, yet this recent study shows this is not true. More than 54 million North Americans have osteoporosis that causes more than 30 percent of the women over 50 to break their bones. I recommend that people who have weak bones or suffer fractures should:

- lift weights if they are able
- do weight-bearing exercise such as walking, jogging, dancing and playing tennis
- restrict alcohol
- avoid smoking and second-hand smoke
- get calcium from foods, not from pills. Calcium-rich foods include milk, cheese, yogurt, tofu, nut milks, leafy green vegetables, nuts and fish such as salmon and sardines. 



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)



Over the years I've amassed what I call my "cab fund."

I figure all the years I commuted by bike to work, I saved quite a lot of money, and these savings could be applied to bailing me out when I had difficulties while riding my bike. I've never done the math but I figure this must be in the thousands by now. Especially if you factor in the fact that we didn't need a second car all these years.

So when difficulties arise, or if I merely decide I've had enough fun, I'm quite ready to just call a cab to take me home.

Flat tires, for instance. I am certainly capable of fixing a flat tire and have done so innumerable times. I've also ridden many miles on the rim when I didn't feel like mucking around with this or getting my hands dirty. Also, flats tend to occur at the most inopportune times, like when it's just started raining, or the temperature has plunged to single digits. Seems like a good time to call in the cab. An added benefit of cab backup is I can avoid carrying a spare tube and tools, saving weight by a substantial number of grams.

Then there are other mechanical problems that are not so easy to fix on the road, like the freewheel freewheeling in both directions, or a broken crankarm (that happened twice). Those generally require a rescue, though I have managed to limp along with only one working crankarm.

The first line of defense is Susan, who has offered two rescues a year, after that I'm on my own.

The first line of defense is Susan, who has offered two rescues a year, after that I'm on my own. That does not count ones that resulted in hospital visits, and I have had occasion to use an ambulance as sag wagon, maintaining the cab fund intact.

One example of a Susan rescue is when I got my new Giant bike. Its maiden voyage was my Apple Pi ride, and I had not yet fitted it with the usual accessories. I did have enough presence of mind to include this tiny thing that purported to be a tire pump and a spare tube. Sure enough, at the halfway point I ran over a bunch of rubble and got a flat tire. When called into action, the mini-pump was not up to the task, but fortunately I had my cell phone and

managed to call Susan for a rescue.

As an aside, when I examined the original equipment tire and tube, I discovered the tire was pretty thin, and the tube advertised itself as "ultra light." Seems like tubes are not a real good place to save weight unless you've got a support van.

In recent years, I haven't used up my annual quota of Susan rescues, so I've never actually dipped into the cab fund, but it's good to know it's there. Though these days I should probably rename it the Uber Fund. ⚙️

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: Resources > Fun > Little Jack's Corner

AMC Bicycle Repair and Information Workshop

Saturday, April 14, 2018 9:45AM - 3:30PM

Come to the Appalachian Mountain Club Bicycle Repair and Information Workshop to improve your bike knowledge and ride preparedness! It is worthwhile for both new and experienced riders wanting more information and more confidence on the road and trail. Matters addressed include:

- Types of bikes
- Maintenance
- Clothing and equipment
- Riding technique

Concepts and repairs will be discussed and demonstrated at four stations: basic bike, general maintenance, flat tires, and brakes & derailers. Attend all four stations. Receive an

extensive handout to take home. During lunch discuss with the instructors topics such as touring, safety, bike accessories, bike clothing, what to carry with you on a ride, finding bike routes, and where to shop.

The workshop will be held at the Trinitarian Congregational Church, 54 Walden Street, Concord, MA 01742

Advance registration is recommended. Prices are:

	AMC Member	Non-Member
Adult	\$30	\$40
Youth (12-18)	\$20	\$30

and \$45 at the door for all.

Register at <https://amcboston.org/bicycle/workshop.php>

40th Annual AMC Spring Bike Rally

Saturday, June 2, 2018

The 40th annual Appalachian Mountain Club Boston Chapter Bicycle Rally will be held at Verrill Farm in Concord on Saturday, June 2, 2012. It is a wonderful opportunity for cyclists of all levels to get together to begin the summer bike season. Come help us celebrate. This year there will be rides from 15 to 63 miles on beautiful rolling terrain. Helmets are required. After the rides, riders can enjoy an outdoor happy hour followed by dinner. We will have a happy

hour with appetizers, beer, wine, and soft drinks. Dinner will be served under a tent on the grounds. We will have a delicious meal with vegetarian option.

Cost:
AMC Members \$35
Non-members \$50

To register go here: <http://amcboston.org/bicycle/rally/rallyreg.php>

More information here: <http://amcboston.org/bicycle/bikerally.php>

Name	Miles	M	C	K	Name	Miles	M	C	K
Chris Roberts	773	1	-	-	Jeff Luxenberg	62	-	-	-
Jack Donohue	578	-	-	-	Gardner Gray	61	-	-	-
Jeffrey Zaveloff	453	-	-	-	Ed Hoffer	57	-	-	-
Cynthia Zabin	430	-	-	-	Gary Smiley	55	-	-	-
Bruce Ingle	401	1	-	-	Cynthia Snow	55	-	-	-
Ken Hابلow	380	-	-	-	John Zicko	46	-	-	-
Joel Bauman	366	-	-	-	A J Gemperline	41	-	-	-
Ed Olhava	339	-	-	-	John Allen	38	-	-	-
Lisa Weissmann	324	-	-	-	Bill Hanson	36	-	-	-
Larry Delaney	313	1	-	-	Mike Needle	26	-	-	-
Mark Druy	313	-	-	-	Douglas Chin	25	-	-	-
Joe Repole	305	1	1	-	Jean Orser	25	-	-	-
David Wean	287	-	-	-	John Springfield	23	-	-	-
Richard Taylor	273	1	1	-	Gabor Demjen	16	-	-	-
Andy Brand	271	-	-	-	Cynthia Chin	11	-	-	-
Erik Husby	251	-	-	-					
Doug Cohen	242	-	-	-					
Henry Marcy	233	-	-	-					
Steve Robins	203	-	-	-					
David Cooper	189	-	-	-					
Bruce Larson	150	-	-	-					
Walter Frank	146	-	-	-					
Irving Kurki	145	-	-	-					
Arne Buck	125	-	-	-					
Greg Stathis	99	-	-	-					
Joe Hagan	97	-	-	-					
Harriet Fell	93	-	-	-					
Douglas Bajgot	74	-	-	-					
Clyde Kessel	72	-	-	-					
Carlo Innocenti	69	-	-	-					

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 15th of the month to be included in the next issue of WheelPeople.

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

Jack Donohue, 26 Fox Run Road, Bedford, MA 01730

Articles submitted to WheelPeople or parts thereof may also be published on the CRW web site unless the author instructs otherwise.

Insurance

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

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 Legal Affairs	Bernard Pemstein	617-969-6574
Secretary	John Allen	781-891-9307
Treasurer	Larry Kernan	339-234-0404

COORDINATORS

Insurance Coordinator	Ken Hablow	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 10-15 Rides	Susan Grieb	781-879-9523
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
Sunday Fitness Rides	Andrew Brand	617-247-9770
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

These fine bike shops offer discounts to CRW members

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

- Landry's Bicycles**
1210 Boston Providence Trnprk (Rte 1), Norwood 781-440-0310
44 Granite St, Braintree 781-519-6306
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
- Marblehead Cycle**
25 Bessom St, Marblehead..... 781-631-1570
- Papa Wheelies Bicycle Shop**
653 Islington St, Portsmouth..... 603-427-2060
- Quad Cycles**
1043 Massachusetts Ave, Arlington..... 781-648-5222

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

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

- 3 Loops from Devens
- Annual Al Bolea Memorial Ride
- Another Side of Londonderry
- Apple Dumpling Ride
- Apple Pi Ride
- Back Roads of Northboro
- Bagels and a Witch
- Bare Natick
- Beerhall Social: Southeast from Jack's Abby
- Beerhall Social: West from Jack's Abby
- Beat the Snow
- Berlin Hills
- A Blast from the Past
- Bridges of the Sudbury River
- Bruce's Birthday Ride
- Cape Ann and North Shore
- Cape Cod tour: Hyannis-Provincetown
- Cape in a Day
- Climb to the Clouds Century
- Climb to the Foothills

- Climbing the Mont
- Cranberry Harvest Century
- The East European Ride
- Erikson's Ice Cream Ride
- February Frolic
- Friday TGIF Unwinder
- Hills are your Friends
- Happy New Year Day Ride
- Hanson Sunday Winter Ride
- Lexington Revolutions
- Linda's Birthday Ride
- Lisa Simpson Ride
- Live Free or Die
- Mainly Fun
- Medway Meander
- The MetroWest Mixie
- Miles for Myles
- Moose Hill Mania
- Nashoba Bakery Ride
- Natick Surprise
- Needham, Dover and Beyond
- Needham to Dover
- A Needle in a Haystack

- Newburyport to Exeter
- Northern Lighthouse Tour
- Oak Hill or Not
- Revisit the Charles: Where bicyclists played in 1895
- Ride 'Em Cowboy Ride
- Rosy Cheeks Ride
- Some Newer Views
- Something in Common
- South Shore Coastal Loop
- Southeast from Jack's Abby Beerhall Social Ride
- Spring Century
- Sunday South Shore Coastal Loop
- TGIF Unwinder
- Thirty-Third Annual Gryzboska Circle Ride (SWCCW)
- Through the Parks
- Thursday 10:15 Rides
- Thursday Night Fitness Ride and Paceline Clinic

- Thursday Night Fun Ride
- Ups and Downs
- Wachusett Brewery Ride and Tour
- Waltham Artists' Ride
- Waltham Night Ride
- Waltham Social Ride
- Wednesday Ice Cream Ride
- Wednesday Wheelers
- West Podunk
- Westford - Groton Tour
- Willett's Pond Wayfare
- The Zig-zag Ride

Don't miss out next year!
JOIN NOW!