

# WheelPeople

Newsletter of the Charles River Wheelers

## November Highlights

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On the roads of New England since 1966

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## 2018 Cranberry Harvest Century

By Larry Kernan, CRW Century Coordinator

The 2018 Cranberry Harvest Century is now behind us and it was a resounding success. While we're always looking for ways to improve

our rides, it's been gratifying to take a moment to step back and appreciate the outpouring of accolades for this year's ride. What are people saying?



CRW Ride Leader Andy Brand leading riders on the 63 mile route.

*I've been in CRW for 25 years and it's never been better. Love how it's opened up to new leadership, ideas, spirit, and inclusiveness. And this century is an ideal example!*

*I just wanted to thank you for an incredibly well organized, well arrowed, well-stocked at the rest stops, and well--just a heck of a good ride. Great route, most likely the kindest and gentlest century one could do around here. You guys pulled off a super event! THANKS AGAIN.*

*Thanks for a great ride yesterday--the route was beautiful - and well marked. the food stations were at really nice locations and all the food was just perfect. And most of all. All the volunteers were friendly and supportive.*

CRW is a volunteer organization and the only way that we can put on events like these is with huge volunteer support. Over 50 volunteers came out on

Cranberry Harvest - [Continued on page 2](#)



## Come join CRW for our 52<sup>nd</sup> Anniversary Holiday Party

Our gala event will be held on **December 8th** from 6 to 10PM at the Heritage Hall, KoC, 177 Bedford Street (back of building) Lexington, MA., where you will enjoy great food, catered by **Via Lago Restaurant** and soft drinks, beer, and wine, along with the company of your biking friends.

This event is open to Charles River Wheeler members and their guests only, with limited attendance, so please sign up early by clicking [Here](#) You must be logged in to the website to register.



*Arrowing volunteers checking out the route a few days before the event.*

October 7<sup>th</sup> to make sure that riders were well taken care of.

This year, we inaugurated a new full-service Rest Stop at East Over Reservation in the Town of Rochester. This replaced a limited service rest stop that we used last year. We thank both the Trustees of Reservation and the Town of Rochester for their permission to use this facility. East Over Reservation joined the two other magnificent locations that we are fortunate to have for this ride – Myles Standish State Forest and Shipyard Park on the wharf in Mattapoisett.

We expanded the number of group rides led by CRW ride leaders and we had lots of happy riders who enjoyed these social rides.

I was joined in organizing and running this Century by two very able and hard-working co-coordinators. Steve Carlson and André Wolff deserve a great deal of praise for their efforts.

Thanks again to all the Volunteers, the Riders, and the Communities along the route! 🌀



*Some of our 600+ riders who came out on October 7<sup>th</sup>.*

## 2018 Cranberry Harvest Century Volunteers

### Coordinators

Larry Kernan  
Steve Carlson  
André Wolff

### Arrowing

Judith McMichael  
Curt Dudley-Marling  
Ray Komow  
Harriet Fell  
John Allen

### On-line Registration Support

Jack Donohue

### Food & Fruit Purchasing

John O'Dowd  
John Allen  
Barry Nelson  
Judi Burten  
Kevin Soll  
Steve Delaney

### Transportation and Equipment

Diane Decker  
Rolf Budd  
Karen Tausch  
Larry Kernan  
Mary Kernan  
Bill Haynes

### Parking

Everett Briggs  
Stan Kay  
Randall Nelson-Peterman  
John O'Dowd  
Jim Egan  
Gene Ho

### Check-In

Carol Carlson  
Julie Dodd  
Mel Prenovitz  
Aiko Pinkoski  
Steve Carlson

### Group Ride Leaders

Walter Frank  
Andy Brand  
Gardner Gray, Jr.

### Sag Wagons

Steve Carlson  
Susan Grieb  
Paula Spies

### Sweeps

Eric Ferioli

### Rest Stop Coordinator

Susan Grieb

### Myles Standish Rest Stop

Janet Miller  
Janet Parslow  
Patricia Wolff  
Laurie Ellis  
Betty Salzberg  
Shady Hartshorne

### East Over Reservation Rest Stop

Cindy Smith  
Jeffrey Smithy  
Kathy Kotnour  
Jay Kotnour  
Paula Spies  
Penny Leslie

### Mattapoisett Rest Stop

Maureen Febiger  
Beth Ward  
Judy Gertler  
Susan Yohalem  
Cathy Favreau  
Zach Chaloner

### After – Ride Party

Carol Carlson  
Eli Post  
Kristi Carlson  
Aiko Pinkoski  
Stephen Smith  
Mel Prenovitz

### Volunteer Party Coordinator

Penny Leslie

### Mechanical Support

Craig Kilmer

## 2018 Cranberry Harvest Century Sponsors and Contributors



*The Pickle Juice Company provided pickle juice for our Rest Stops*

*A.D. Makepeace Companies donated cranberry juice beverages for the after-ride party.*



**A.D. MAKEPEACE COMPANIES**  
*Inspired by Nature*



*The Trustees of Reservation allowed CRW to use the East Over Reservation as a rest stop.*

*DJs of Boston provided the music for our After-Ride Party and offered a discount on their service.*



*Craig Kilmer of CK Bikes in Harvard, MA provided complimentary mechanical support for our riders.*



*Paulo Lopes contributed professional photography services. View and purchase the photos at:*

<https://paulolopes.smugmug.com/>

# Board Meeting Minutes

September 12, 2018

## Attendance

Board Members Present: Sandy Gray, President; Larry Kernan, Mary Kernan, Steve Carlson, John Allen

Board Members Absent: Linda Nelson, Erik Sobel, Bob Wolf

Visitors: Galen Mook, MassBike Executive Director; David Marshall, CRW IT Consultant

## Discussion with Galen Mook, MassBike Executive Director

The Board had a lengthy and engaging discussion with Galen Mook. Galen described MassBike's focus: Education, Legislation and Chapter Development. Mary Kernan was designated the Board Contact for MassBike. Galen Mook then left the meeting.

## Website

David Marshall has frozen what we have now and is only making minor changes. There continue to be some problems with Century registration. David Marshall then left the meeting.

## Elections

Several candidates for Board seats have come forward.

## Finance

Larry Kernan presented a financial statement for the period ending August 31st. The current financial status is excellent and we are running ahead of where we expected.

## Rides

There was a discussion of arrowing. Ride leaders have been scheduling more rides on Saturdays to avoid the requirement to arrow. Sunday rides currently may or may not have arrows.

## Century

Larry and Steve spoke with Wareham police. Because of a harvest festival, we needed to change the route. Preparations are in good shape. Larry presented a budget for the Cranberry Harvest Century showing an expected surplus.

## Holiday party

The venue is all set. Sandy moved to spend \$7000 to subsidize the party. Cost of the bar will go up this year. Steve seconded. Motion was approved unanimously.

## Grants

Two grant proposals were presented to the Board. Board members felt that they needed more time to review and evaluate the proposals. Grants coordinator Stan Kay should come to the next Board meeting to discuss these grants.

## Badges

Sandy Gray proposed an initiative to provide name tags to CRW members. Although the Board liked the concept, the effort was tabled for the moment.

## Awards

The Board discussed and decided on awards to be given at the Holiday Party.

## Membership enhancement

The club had 2030 members in 2012. Membership hit a low point of 1629 in February 2017. Membership is now up to 1940 and has been growing since April. We are almost back up to our peak. Some of this is the result of free memberships given to non-members who rode the 2017 Climb to the Clouds or the 2017 Cranberry Harvest Century. 60% of people who did not renew didn't know they had lapsed. Through efforts to improve communications, this appears to be improving. Website and e-mails are working much better. Facebook likes are up from 1100 to 2200. We need to recruit someone to take over the Facebook effort when Sandy moves on.

## Strategic planning

Steve Carlson presented some strategic issues for the Board to consider in future meetings.

## Next meeting

The next Board Meeting will take place at Linda Nelson's house on Wednesday, November 14 at 7 PM.

Respectfully submitted  
John Allen, Secretary

# CRW Votes!

The time is upon us to vote for our new CRW Board members who will begin their terms in January 2019. We have four open Board seats and four great candidates. So, why do we need a vote? Three of the seats are to replace Board members whose terms expire this year; these are three year terms. The fourth seat is to replace a Board member who resigned earlier this year; this will be a two year term.

Each CRW member will get 3 votes and you must be a club member (and logged into the website) in order to vote. The top 3 vote getters will receive 3 year terms (2019 - 2021). The remaining candidate will receive a 2 year term (2019 - 2020).

Voting will be held from November 1 - 15 with final results published on the website and in the December Wheelpeople.

Below, you'll find the statements of candidacy for those running for Board seats. Please be sure to vote by going to this page:

<https://www.crw.org/board-election-voting>.

Your vote counts!

## DANIEL GOMEZ

My name is Daniel Gomez, very new to road cycling and a CRW member since April 2018. I want to run for a board position because I can bring a fresh outlook to the organization. My ethnical, cultural and cycling background is different from most of the members and riders I see week in and out.

I have participated in organized rides with CRW being a regular in weekly rides, both centuries (already registered for Cranberry), other local groups, virtual groups via Zwift, in other states and in other countries. I'm also on Strava and have discovered a new interesting world to keep motivation up.

I have learned little by little the ropes of being a rookie rider, learning the hard way in some cases, and see opportunity to improve the experience for so many if there were spaces to communicate shared interests. We can all learn at all experience levels even if it's only to

discuss equipment, technology, social media, trends and accessories. I also know there are many natural leaders and those that seek the guidance.

I have been privileged to learn mostly from the pace line clinic leader, other group ride leaders, and believe the group has so many mentoring opportunities for members at all cycling levels, and synergies can be achieved if we set up the space for them to gather, share, communicate and enhance our practices.

I strongly believe in change, and as a sport junky I'm passionate to this new hobby and how it has changed my life in a short time. Finally, the only way to really teach, is to set an example, and showing my love to this sport is a great way for my 9-year-old to learn the good habits and helping the next generation discover the benefits of a healthy lifestyle.

Thank you for your consideration.

## LISA NAJAVITS

I first began riding with CRW in the 1990's when I had newly moved to Boston. I did a number of rides and admired what the club did. I rejoined last year (with the intervening years taken up with a busy professional life and other pursuits). I felt like Rip van Winkle, seeing how the club grew during that time, including the name change to "Wheelers", a wider range of rides, and more women riding. Over the past year I began leading and co-leading rides, with related learning involved (how to post and edit rides, change the Ride with GPS routing, etc.). I also participated in numerous rides that others lead. Outside of CRW, I've done biking vacations all over the world. I'd be happy to give back to CRW by joining the board and helping focus on issues such as increasing the number of younger members, building social events in to more rides, and helping with the website. CRW is such a welcoming, knowledgeable bike community. I'd like to contribute to sustaining and building on that.

## ELI POST

I have been involved in managing the Club for many years. I was previously a board member, ran the ride program, led multiple rides, was century chair, was a major contributor to WheelPeople and served as President. Most recently I was an organizer for the Club's 50th celebration, and organized a series of introductory group rides. I believe I've helped make rides a more satisfying experience and CRW a better club. I wish to continue my service if elected to the

board. The Club faces several challenges in the years ahead as GPS navigation comes of age and a new generation is less inclined to join sports related organizations.

## ANDRÉ WOLFF

I'm André Wolff and I would like to become a member of the CRW Board.

Since relocating to the US from Brazil, I returned to practicing a sport dear to my heart. During my early adulthood, I started road cycling while preparing to compete in triathlons. Since then, cycling has been a key factor in keeping me healthy and social.

It was only early this year that I became a CRW member and joined the Century Committee helping organize the 2018 Spring Century and the 2018 Cranberry Harvest Century.

Through the 2018 season I did my first Century Ride – the CRW Spring Century – and took part in 4 other century rides in the US and Canada. I've experienced riding with different groups and ride structures, with competitive and leisure riders.

I believe that the CRW can play a significant role in all things cycling. From providing a collaborative environment for those starting riding to organizing quality events that improve the riding experience of numerous riders.

Bike riding has given me joy, self-confidence, endurance and helped me keep my body and mind healthy. Therefore, I would like to contribute to further expand our club and the sport of cycling.



# Recurring Rides

These rides are held every week unless indicated otherwise

## Mainly Fun

### Last ride November 1

**Times and Routes:** 9am

**Ride Type:** Follow the leader

**Description:** A social ride in the spirit of the Wednesday Wheelers. Average pace is 12-14 mph. Not slow and not terribly speedy, but brisk. We'll ride somewhere locally and have lunch or a snack before returning. Perhaps lunch following the ride if we don't have it on the ride. Contact the leader at [kitteryaren@yahoo.com](mailto:kitteryaren@yahoo.com) to confirm the ride is being held.

**Leaders:** Karen Saltus

**Start:** Kittery Lions Club

**Directions:** I-95 to Exit 2 in Maine. At rotary, take 2nd right onto route 1 (just to the left of the gas station). Lions club is about 1/2 mile up on right. Please park in far corner.

## Thursday Night Fun Ride

### Last ride November 1

**Times and Routes:** 4:00 PM

Start with 24, 29, 32 and 37 Mile Route.

**Ride Type:** Arrowed, Cue sheet

**Description:** The Thursday Night Fun Ride welcomes everyone. Weather permitting; you

will ride through the scenic countryside of the small towns of West Bridgewater, Bridgewater and Middleborough. We encourage groups of various speeds riding together and for the last group to wait for ones separated to catch up. This ride will repeat Thursdays through the early fall. **Please bring your lights, and bright clothing is strongly recommended.**

**Leaders:** Wayne Douglas

**Start:** Park and Ride-West Bridgewater

**Directions:** Park & Ride is near the near Barrett's Alehouse the former Charlie Horse Restaurant. From Boston take Rt.128 to Rt. 24 South (exit 4) and continue to RT. 106 (Exit 16 W. Bridgewater).

## Hanson Sunday Ride

**Times and Routes:** 10:00 am 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 is 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. The event has a rolling start from 10 AM for 32-mile ride. The route is arrowed, Ride with GPS route, and cue sheets. We will also have a 32mi route (fully arrowed). Be ready to roll at 10AM sharp. We meet at the Shaw's Supermarket Plaza, Hanson, MA Use 470 Liberty St Hanson Ma. Coffee after will be around 12 noon at DD at an intersection of RT14/58 near start location.

**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

## Back Bay Derby fall edition

### Last ride November 6

**Times and Routes:** 4:00 p.m. for 32 miles

**Ride Type:** Cue sheet, GPS

**Description:** This rolling 32 mile route is great for city riders who want to get out of town in the evening for a good workout in the near west suburbs. We'll ride as a group until we reach our second pick up point at the Chestnut Hill Reservoir (at the corner of Beacon Street and Chestnut Hill Ave at approximately 4:15 p.m.) then proceed at a conversational no drop pace until the turn around/half way point. With the off-season upon us rather than race from the mid point on, the group will ride tempo (19-21 mph) for the remainder of the route. Also it is strongly encouraged that all riders have a cue sheet or GPS guidance for the route. Riders who prefer a more leisurely ride are welcome to join us and

should be sure to have either a GPS, Rwigps or cue sheet for navigation. We'll have a quick meet up just prior to the pace change point where groups and ride details can be established.

**Riders MUST have front and rear lights with the early on-set of sundown. Ride may be cancelled due to bad weather. Please check with ride leader.**

**Leaders:** Nicholas Nardelli

**Start:** Back Bay Bicycles

**Directions:** The location is near the southwest corner of Commonwealth Avenue and Massachusetts Avenue. The most convenient public transportation options are the commuter rail stop at Back Bay station and the MBTA Orange Line Massachusetts stop. System map and link to schedules is here; <https://mbta.com/schedules/commuter-rail>

**Ride Information:** 32 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

Recurring Rides - *Cont. on pg. 6*

## Recurring Rides

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 Wheelers coordinator](#).

**Coordinator:** [Helen Greitzer](#)

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

## November Rides



*Don't put your bike away just yet. November is a time when, with a bit of luck, you'll experience some fine days for riding - hopefully before the snows hit and icy winds blow.*

### Linda's Birthday Ride

**Saturday - November 3**

**Times and Routes:** 9:32 for 40 or 60 miles

**Ride Type:** GPS

**Description:** The route covers towns in the south that appear infrequently in the CRW calendar. We take mostly quiet roads in Medfield, Norwood, Sharon, Mansfield, Foxboro, and Walpole. The long ride adds Norton and Attleboro. Highlights of the ride include several notable ponds: Jewells, Pettee, Willett, Bird, Sawmill, Chartley, Fulton, Kingman, Whitville, Beaumont, Vandys, Crackrock, Plimpton, and Cobbs. If the weather is unusually warm, bring a towel since we will be stopping at the beach on Lake Massapoag for a swim. We will celebrate Linda's birthday with a cake at the [Blue Moon Bagel Cafe](#) at the end of the ride.

**Leaders:** [Barry Nelson](#), [Linda Nelson](#)

**Start:** Blue Moon Bagel Café  
**Directions:** From Rte. 128, take Rte. 109 West to the [Blue Moon Bagel Cafe](#). Please park away from the stores and use the spaces near Route 109.

**Ride Information:** [41 miles, 62 miles](#)

### Waltham Artists' Ride

**Sunday - November 4**

**Times and Routes:** 10 AM for 42 miles; 10:30 AM for 27 miles

**Ride Type:** Cue sheet, GPS

**Description:** Big day in Waltham, come be part of it! Our ride: Waltham, Weston, Wayland, Lincoln, Concord. After the ride, the Waltham artists' open studios -- for details: <https://walthammillsopenstudios.com/> Lunch stop in Concord Center, or at the open studios and on Waltham's famed restaurant

row. And if that isn't enough, a concert, Diane Taraz, at the nearby Charles River Museum of Industry, 2:30 PM -see <https://www.eventbrite.com/e/diane-taraz-til-we-meet-again-songs-of-the-first-world-war-tickets-51232919040>. The concert is free and open to the public but you must sign up on that Web page.

**Leaders:** [John Allen](#), [Harriet Fell](#)

**Start:** Waltham City Hall on the Common

**Directions:** Rt. 95/128 to exit 26, east on Rt. 20 for about 2 miles. Turn left at Church Street, then two more lefts to go 3/4 of the way around the block and park on the upper deck of the municipal parking lot on Lexington Street. Parking is free on Sunday. Very tall van with bicycle on top? Park behind City Hall, where we'll meet, or in the small lot on the corner of Church and Main opposite City Hall. The Waltham commuter rail station is nearby. Train schedule is here: <https://mbta.com/schedules/CR-Fitchburg/time-table>. City Hall is a few hundred feet north of the Charles River Greenway, via Moody Street or Elm Street.

**Ride Information:** [42 miles, 27 miles](#)

### Bagels and a Witch Saturday - November 10

**Times and Routes:** 10:00 AM for 52, 44 or 20 miles

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

**Description:** Flat to rolling loops through the North Shore. All rides pass through Boxford, Topsfield and Rowley. Medium ride adds Newbury and Newburyport. Long ride adds Plum Island including the paved bike lane on the Plum Island Causeway. Short ride lunch stop is in Topsfield. Long and medium ride lunch stop is in Newburyport at Abraham's Bagels. Abraham's is in the same block where a 17th century woman named Elizabeth Morse lived. She was convicted of witchcraft a dozen years before the Salem witch trials. Visit the plaque dedicated to her on the north side of the building. An optional stop is at Tendercrop Farm on the long and medium rides. Feel free to visit the farm store for coffee and fresh local products!

**Leaders:** [Melinda Lyon](#)

**Start:** Masconomet High School  
**Directions:** Interstate 95 north to exit 51 "Endicott Rd, Topsfield, Middleton". Take right at end of exit ramp. High School is on right.

**Ride Information:** [53 miles, 45 miles, 20 miles](#)

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

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, multi-tool, lock, water bottle, some money, helmet, gloves, and some form of navigation - map, cue sheet, GPS, etc. You should also carry an ID card, health insurance card, and emergency contact information. — **Helmetts required on all CRW rides.**

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

## Should Runners and Cyclists Lift Weights?

Competitive endurance athletes usually run or cycle very intensely on one day, feel sore on the next day and go easy for that day as they alternate hard-and-easy workout days. Adding strength training to an endurance program markedly increases athletes' chances of injuring themselves unless they learn to recognize the signs of overtraining and back off training when their muscles feel excessively fatigued or sore. If endurance athletes add weights to their training programs, they should do the strength training on the same day that they take their intense running or cycling workouts, and not put stress on their leg muscles on their recovery days.

Muscles are damaged on hard training days, and they heal and get stronger on the following slower recovery day. Lifting weights on a recovery day prevents muscle healing. Extensive data show that lifting weights damages muscle fibers for at least a day afterwards, so that the involved muscles are weaker and would interfere with any

attempted intense endurance workouts on the next day (*Sports Med*, Nov 2017;47(11):2187-2200). For at least a day after lifting weights, athletes are at high risk for tearing muscle fibers if they attempt intense endurance workouts.

### Research Supports Strength Training

In one study, 19 well-trained female duathletes were assigned to either:

- run and cycle with an added strength training program, or
- just run and cycle.

The strength training program included four lower body exercises, three times each, twice a week for 11 weeks. The added strength training improved their running and cycling performance done after strenuous exercise, but not after resting (*Physiol Rep*, Mar 2017;5(5)). This is just the latest of many conflicting studies that show either improvement or no improvement when strength training is added to an endurance sport training program.

A review of many scientific articles shows that runners and bicycle racers can run and cycle faster with

added strength training (*Scand J Med Sci Sports*, Oct 2010;20 Suppl 2:39-47) because it makes them stronger (*J Strength Cond Res*, 2013;27(9):2433-2443), so that they can run and cycle more efficiently with less effort (*Med Sci Sports Exerc*, 2008;40(6):1087-1092). Other research shows that adding strength training to an endurance program can make muscles larger and stronger (*Sports Med*, Aug 2016;46(8):1029-39). However, the improvement in racing performance with added weightlifting is small, and sometimes nonexistent, because lifting weights does not improve VO2max (the ability to take in and use oxygen). The limiting factor for how fast an endurance athlete can run or cycle is the time it takes to move oxygen into muscles, and that is improved only by training that involves becoming short of breath (*Med Sci Sports Exerc*, 2002;34(8):1351-1359).

### My Recommendations

- Non-competitive runners and cyclists should alternate faster and more in-

tense days with slower recovery days. They should do strength training only for their core and upper bodies and not do strength training on their legs. Combining endurance and strength training on the same muscle groups increases risk for injury.

- Most competitive athletes are best off with the same program: leg endurance training and upper body and core strength training.
- Elite runners and cyclists can try to combine leg strength training with leg endurance training, but they should do the strength training not more than twice a week, only on the hard days after intense endurance workouts and never on recovery days. They should skip the weight workouts when their muscles feel excessively sore or tight, stop the strength training workouts during their competitive season, and watch for signs of impending injuries (such as localized pain in just one leg). 🌀



### 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)



## E-bikes and e-scooters have arrived. Now what?

Improvements in batteries and electric motors in recent years have allowed higher power output with lighter weight and bulk, finally making it practical to power vehicles electrically. In one very important sense, this is a blessing: it reduces ground-level air pollution. Depending on the source of electric power to charge the batteries it also reduces regional air pollution and emission of greenhouse gases.

### E-bikes

An electrically-assisted bicycle can now take the place of a gasoline-powered moped – and can be stored indoors without stinking up the place. Fire hazard? There is no problem with gasoline, though lithium-ion batteries have at times been known to cook themselves.

Electrically-assisted bicycles are of many kinds and have many uses. I know of at least one baby-boomer CRW member who is riding one to keep up with stronger riders, and another, just to keep riding. A light whining noise emanating from pedicabs in Provincetown reveals their little secret, see <https://www.sheldonbrown.com/tricycles.html>. Any bicycle or tricycle which carries passengers or cargo is more practical with electrical assist. None of these are speedsters:

the assist serves mostly to make their performance comparable with that of conventional bicycles.

Speed, however, can be an issue – the main issue – when a conventional bicycle acquires a motor. A cyclist's skill and fitness generally develop together: the fast-but-clueless cyclist is rare. This limitation falls away with electrical assist.

The bicycle industry is pushing for laws establishing three categories of e-bikes:

- “Pedalec”, pedal assist (maximum speed at which power is added, 20 mph);
- “Throttle”, throttle-controlled, 20 mph;
- “Speed Pedalec”, pedal assist, 28 mph.

Different rules would apply as to where each of these are legal. Any of these increase the hazard for people with deficient bike-handling and traffic skills.

What answers are there to these problems? The only ones I can see are experience, education and enforcement. When I visited Taiwan a number of years ago, the most common vehicles were motor scooters. Traffic was orderly and I didn't see any crashes in the week I was there. The speed pedalec's performance is similar to that of a motor scooter.

They can both be operated according to the standard rules of the road, but the regulatory and law-enforcement climate in the USA is anarchic. Here in Massachusetts, all electrically-assisted bicycles and tricycles are lumped into the same category as gasoline-powered motor scooters – see this: <https://tinyurl.com/Mass-scooter-law>, but laws requiring registration and licensing are not enforced. I contend that they are probably not warranted for a 20 mph pedelec, but they probably are for a speed pedalec.

What about use on paths and off road? E-bikes are quiet and non-polluting, but their speed makes problems more likely. Mountain bikers have struggled for decades for trail access, and are rightly concerned about losing it. Shared-use paths, as well as trails open to mountain bikers, prohibit all motorized vehicles. How much are these rules likely to bend in the interest of allowing pedal assist to people who need it just to keep going as they (we!) age?

### Standup scooters

The performance of e-bikes falls somewhere between that of bicycles and mopeds, both of which are recognized road vehicles. Electrically-powered standup scooters, on the other hand, raise additional issues.

At various dates in 2018, companies Bird, Lime, Skip and Spin have released dockless rental electrically-powered scooters into a number of US cities -- sometimes with approval from the city government, sometimes without. These scooters represent more or less a third wave in the advent of shared two-wheel personal transportation. First came docking bike share, then dockless bike

share, raising an issue of “bike litter”. Now we also are seeing dockless rental electrically-powered stand-up scooters.

A bicycle's design reflects a compromise between the risk of a stopping-type crash and the bicycle's practicality and convenience. Avoiding the risk of a “header” or “endo” with a conventional bicycle, electrified or not, is largely a function of cyclist skill in avoiding hazards and in using the brakes. All in all, the hazards resulting from bicycle geometry are tolerated, and studies point out that bicyclists, on average, live longer than other people. The benefits of exercise outweigh the risk of an injury or fatality.

A stand-up scooter has a much worse problem with stability than a modern bicycle. The line from the center of mass to the front wheel contact patch is nearly as vertical as on an 1880s high-wheeler bicycle, only the front wheel is much smaller and pot-hole-prone. Also there is little benefit of exercise.

Blogger Bike Snob has written about these scooters in Outside magazine, <https://tinyurl.com/bikesnob-scooters>. He is generally pleased with them as an additional transportation option but he gives a paragraph to safety issues:

At one point, I rode down the gentle slope of SE Sandy Boulevard [Portland, Oregon] in the bike lane when a driver crossed my path. On a bike, I would have feathered the brakes and thought little of it, but on the scooter I immediately locked up the wheel, causing it to fishtail. I put a foot down and recovered quickly because I'm

**Safety Corner - Continued on page 9**

awesome, but it was a good lesson in how much faster you'll hit the limits of a scooter than those of a bicycle. There's also the fact that a bike is better suited to carrying heavy loads. You'd have a much easier time making a grocery run on a bike than on a scooter. And perhaps most crucially, due to the geometry of the scooters, it's very difficult to ride them one-handed. Forget glancing at your phone or adjusting your bag; even hand signals are pretty much out of the question.

Is this acceptable? There is no saddle, and so, no point of reference for upper-body position. Forward/rearward rocking of the rider due to pavement irregularities, braking etc. will abruptly steer the scooter out from under the rider. Hanging baggage over the handlebar doesn't help with steering stability either, and these scooters offer no option for baggage other than a backpack. A Washington Post article, <https://tinyurl.com/wapo-e-scooters>, describes some of the issues. People with little experience are riding these scooters on sidewalks, annoying pedestrians, and getting into crashes which most bicyclists would avoid, at an alarming rate.

Steven Goodridge, CyclingSavvy instructor and engineer, has done some experimentation on scooter handling, and describes it at length in a comment on a Facebook post, <https://tinyurl.com/goodridge-scooters>. Goodridge agrees with Bike Snob's observations about stability. He finds that front-wheel braking of the Bird scooter he tested is limited to prevent pitchover -- though

of course, only when due to braking, not surface hazards or abrupt steering. Rear-wheel braking appears to be automatically modulated in some way but can still cause fishtailing. Maximum braking is barely within the limit possible on a bicycle which has only a rear-wheel brake, typically also the legal requirement: 15 feet from 15 mph.

Goodridge also finds that motor power of the Lime scooter is "insufficient for even the slightest hills...it couldn't handle a number of the short hills at more than walking speed. Acceleration into traffic is slower than manual kicking." Bicycle speed is less than that of most motor vehicles, but a bicyclist is able to sprint rather smartly from a stop.

Signaling turns is required by law. Any vehicle which travels on streets should allow the full range of control options required under the law, including signaling. But, with these scooters, not only is hand signaling impractical: the very small height and width of the rear-wheel and fender assembly make turn signal lights impractical.

The e-bike phenomenon, and much more acutely, the electrical scooter phenomenon, are examples of technology and commercial interests getting ahead of government management and regulation, a phenomenon which is occurring on many different fronts at the time of this writing.

I think that in the long run, the e-bike situation will sort itself out, but the deficiencies of electric standup scooters will lead to legal challenges and limit the willingness of entrepreneurs to offer them. Time will tell. ⚙️

## A Crash on Video - See For Yourself

by Eli Post

We often hear about accidents but seldom see one. While second-hand reports can be riveting, especially when it involves a friend or a riding companion, nothing can substitute for being on the spot and seeing a fall or a crash yourself. We don't suppose you have been longing to witness an accident, but we have one to offer for your review.

Last month the City of Boston ran Hub-on-Wheels. It was a beautiful day, generating excitement among the 5,000 participating riders. At one point they were all jammed in together with riders of all ages and abilities riding at different speeds. Tony Valentine, a member of the Ashland Bike Club, had his video camera going as he and a group approached the darkened underpass for Western Avenue on Storrow Drive. One of the riders was Fred Newton, a CRW member and retired medical doctor. In Fred's own words, "Suddenly I saw a rider seem to fall right off her bike directly in front of me and her bike go skittering off to the left! I angled left to avoid her, but crashed into her bike, going down hard on my left shoulder. I knew instantly my clavicle was fractured as I felt the area and found one of the free ends tenting up my skin. An ambulance took me and another injured rider to St Elizabeth Hospital where x-rays confirmed the fractures."

This is the video <https://1drv.ms/v/s!AplegWuOA9OdsQDt0P4PVY-jicJom> You are welcome to watch the entire video but the crash occurred at 1:45 and you may wish to fast forward to that time. Fred is the one in the red helmet. What fascinates this writer is that even with the video evidence, it is not clear exactly what transpired although the video was watched several times. Watch and make your own judgment. What is clear however, is that the accident was beyond Fred's control and he had no escape route. Fortunately he did not experience much discomfort, got a Lyft back to his car and was able to get his bike into the trunk and drive home. Fred elected to have surgery at Emerson Hospital and is currently mending. We share his perspective on this crash: "I have to ask myself whether I should continue to ride at age 81. My last two accidents, an earlier one 2017, were freak accidents beyond my control and were the first accidents since my first year of bicycling in 2005. Chances are that I could continue to ride accident free for a number of years from now. I'll probably take that chance. Bicycling and bicyclists are such great fun." You have to admire such courage, and we wish Fred well. ⚙️



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Urban AdvenTours offers quality bike rentals and guided bike tours of Boston from our Downtown Bike Shop. We are committed to promoting sustainability with our fun, family-friendly tours of Boston's historic neighborhoods and popular landmarks.

# September Mileage

220604

Name	Miles	M	C	K	Name	Miles	M	C	K
Chris Roberts	8233	9	7	2	Eric Sansone	2103	1	-	1
Jeffrey Zaveloff	7820	8	5	4	John Springfield	2076	5	1	-
Jack Donohue	7467	-	-	3	Douglas Bajgot	2066	2	2	-
Marc Baskin	6620	7	3	2	Jean Orser	2015	2	-	-
Richard Taylor	6591	9	9	4	Arne Buck	2001	3	1	-
Cory Maxemino	6552	7	-	4	Douglas Chin	1918	2	-	-
Peter DiMarzio	6537	6	1	4	Cynthia Snow	1809	-	-	-
Harriet Fell	6210	6	5	4	John Allen	1617	1	-	-
Ken Hablov	6179	8	-	-	Gabor Demjen	1602	-	-	-
Jack Gregory	6172	9	3	2	Bill Hanson	1571	-	-	-
Steve Robins	6128	-	-	2	Daniel Ostertag	1534	-	-	-
Andy Brand	5937	5	-	1	Fred Newton	1508	-	-	-
Bruce Ingle	5843	9	4	-	Paul Piselli	1482	2	1	-
Bob Cohen	5348	2	2	1	Cynthia Chin	1388	2	-	-
Cynthia Zabin	5295	-	-	-	Craig Peterson	1300	1	-	-
Ed Olhava	5239	1	-	-	Darrell Katz	1292	-	-	-
Greg Stathis	4734	7	-	-	Mike Needle	1288	-	-	-
David Cooper	4595	8	1	-	A J Gemperline	1226	1	-	-
Doug Cohen	4273	-	-	-	Geoffrey Baum	1198	1	-	-
Henry Marcy	4116	3	1	-	Gardner Gray	1188	1	-	-
Erik Husby	4024	1	-	-	Nancy Sorenson	848	-	-	-
Neal Schuster	4012	4	3	-	Ed Hoffer	729	-	-	-
Carlo Innocenti	3910	6	2	-	Pete Knox	697	-	-	-
Joe Repole	3573	9	9	-	Jeff Luxenberg	589	-	-	-
David Wean	3468	1	-	-	John Loring	187	-	-	-
Joe Hagan	3413	6	-	-	Mike Hanauer	160	-	-	-
Philip Garrett-Engle	3385	2	1	-					
Mark Druy	3222	5	4	-					
Bruce Larson	3159	4	-	-					
Butch Pemstein	3010	1	-	-					
Joel Bauman	2969	5	-	-					
Lisa Weissmann	2900	1	1	-					
Dom Jorge	2863	-	-	-					
Joseph Tavilla	2715	-	-	-					
Irving Kurki	2546	-	-	-					
Rudge McKenney	2494	1	-	-					
Eric Davis	2458	-	-	-					
John O'Dowd	2391	3	2	-					
Roy Westerberg	2310	-	-	-					
Frank Aronson	2250	6	1	-					
Wing Chow	2131	1	2	-					
John Zicko	2120	1	-	-					

**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>

# NewMembers

Sharon Arkoff	Sudbury	Terry Decker		Alissa Leonard		Clif Roberts	
Bob Balfour		Edward Doherty	Natick	Katherine LeVine		McNamara Rome	
Margarita Balmaceda	Somerville	Hadley Donaldson		Franz Litz		Lynn Rossinni	
Eric Banks	Newton Center	Chris Doyle	Boston	Tim Lynch		Dana Rudolph	
George Barnard	Boston	Laurie Doyle		Anne MacKay	Whitinsville	Antoinette Russell	Jamaica Plain
Cat Bartash		John Drummey		Kathleen MacNeil		Allison Sanders	
Igor Belyi	Millbury	Mike Dutra		John Mahoney		Ray Scharlacken	
Alexander Benson		David Eisenberg		John Maisano		James Schroeder	
Sarah Bergstrom		Anna Engel		Larry Masur	Needham	Tom Schuler	Holliston
Ted Blizzard	Waltham	Brian Finkel		Meighan McCrea	Cambridge	Thomas Schwaegerle	
Theodore Blizzard		Pauline Gerard		Alan McEwen		William Sellers	
Jim Boettcher		John Gibson		Julie Meier		Elizabeth Sheibley	
Sherri Boulet	Douglas	Stephanie Golmon		Alberto Migliore	Brookline	Dana Shkolny	
Betsy Bowman		Scott Gongwer	Acton	Marc Mombourquette	Wayland	Andy Short	Cambridge
Len Bradley		Andrew Gorman		John Moore		Karen Skarbek	
Steven Branson	Stoughton	William Granger	West Newton	Paul Morelli	Charlton	John Slonimsky	
Jody Brennan	South Grafton	Nicholas Gregoretti	Waltham	Thomas Morse		Gregg Smith	
Bryan Burnham		Nancy Groot		Timothy Muehleisen		Eric Sofen	
Allison Burson		Paul Gugliuzza	Boston	Nicholas Nardelli	Watertown	Paula Spies	Needham
Deborah Caban	Bedford	JD Hale Jr.	Winchester	Michael O'Hearn		Roberto Suarez	
Andrew Cammuso		Mary Halladay		Melanie OBrien		Eduardo Sverdlin	
Anne Cammuso		John Hanna		Paul Ohearn		Gordon Swanson	
Lisa Canney		Cornelius Harrigan	Acton	George Olson	Winchester	Kellie Tabor	
William Carlson		Geraldine Hawn	Sherborn	Lenny Ortins		Kellie Tabor-Hann	
Joe Casey	Malden	Brad Horst		Greg O'Neil	Ashland	Shashank Tadepalli Ravishankar	
Michael Cavanaugh	East Moriches	David Horton	Jamaica Plain	Lotika Paintal		Geof Tillotson	
Ariel Chapman	Jamaica Plain	David Johnson		Ravijit Paintal	Boston	Daniel Valencia	Belmont
Aaron Childs		Wayne Johnson		Brian Palmer	Milford	Patria Vandermark	Waltham
Eugene Coghill		Karen Kruppa		Donna Perry		Anastasia Vassos	
Carolyn Coppersmith	Wellesley	Lisa L'Ecuyer		Daniel Pincus	Newton	Peter Vescuso	
Julie Coulton		Patrick Lacchia		Jessica Piwowarski	West Brookfield	Anne Weiss	Newton Center
David Creedon	Arlington	Kenny Lam	Cambridge	William Piwowarski		Andrew West	Concord
Rob Cross		Esther Landesman		Wilson Pizano		Gary Williams	Boston
Frank Cutruzzola		Mark Leiter	Newton Highlands	Steve Pollack		Sheila Williams	
David Davis				Phyllis Powers		Heather Yonutas	
				Chris Randall		Chang Zhang	
				Lynn Randall			
				Mark Richardson			



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](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 printed 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 Larry Kernan at 339-234-0404. Please do not contact the insurance company.

### BOARD MEMBERS

#### Term Expires

John Allen	2019	781-891-9307
Steve Carlson	2020	781-290-7818
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
Erik Sobel	2018	857-636-0900
Bob Wolf	2018	781-929-7789

### OFFICERS

President	Gardner (Sandy) Gray	978-663-7460
Executive Vice President	Bob Wolf	781-929-7789
Vice President of Finance	Bernie Flynn	617-968-3506
Vice President of Legal Affairs	Bernard Pemstein	617-969-6574
Treasurer	Larry Kernan	339-234-0404
Secretary	John Allen	781-891-9307

### COORDINATORS

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Membership Enhancement	Judith McMichael	617-306-8759
Merchandise	Bernie Flynn	617-968-3506
Social	Linda Nelson	617-448-5149
Century Committee	Larry Kernan	339-234-0404
Grants Coordinator	Stanley Kay	617-965-5156
Membership Coordinator	Barry Nelson	617-448-5150

Mileage Coordinator	Jack Donohue	781-728-9621
Bike Shop Coordinator	Steve Carlson	781-290-7818
Safety Coordinator	John Allen	781-891-9307
Medical Information	Linda Nelson	617-448-5149

### 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
Wednesday Wheelers	Helen Greitzer	508-878-6988
Wednesday Night Ride	Gabor Demjen	781-444-4508
Wednesday Night Ride	Roger Bonomi	617-686-4073
Wednesday Night Ride	Rudge McKenney	617-332-6242
Bike Thursday Ride	Susan Grieb	781-879-9523
Thursday Fitness Rides	Kathy Horvath	781-405-5480
Thursday Night Fun Ride	Wayne Douglas	508-245-5228
Friday Rides	Alan Cooney	617-293-2244
Sunday Fitness Rides	Andrew Brand	617-247-9770
Hanson Sunday Winter Ride	Mike Togo	781-308-1604

### INTERNET STAFF

Meetup / Twitter	Erik Sobel	857-636-0900
Webmaster	Jack Donohue	781-728-9621
Facebook	Gardner (Sandy) Gray	978-663-7460

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
- Apex Velo**  
999 Boylston Street, Newton ..... 617-244-3970
- Back Bay Bicycles**  
362 Commonwealth Ave, Boston ..... 617-247-2336
- Belmont Wheelworks**  
480 Trapelo Rd, Belmont ..... 617-489-3577
- Bikeway Source**  
111 South Rd, Bedford..... 781-275-7799
- Broadway Bicycle School**  
351 Broadway, Cambridge..... 617-868-3392
- CK Bikes LLC**  
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- Cambridge Bicycle**  
259 Massachusetts Ave, Cambridge ..... 617-876-6555
- Chelmsford Cyclery**  
30 Chelmsford St, Chelmsford ..... 978-256-1528
- City Cycle**  
286 Main St, Stoneham ..... 781-438-0358
- 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**  
119 Boston Post Rd, Sudbury ..... 978-443-6696  
887 Main St, Waltham ..... 781-894-2768
- 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 TrnPk (Rte 1), Norwood . 781-440-0310  
790 Worcester St (Route 9), Natick ..... 508-655-1990  
276 Turnpike Rd, Westboro ..... 508-836-3878  
890 Commonwealth Ave, Boston ..... 617-232-0446  
44 Granite St, Braintree ..... 781-519-6306  
66 Needham St, Newton ..... 617-527-0967
- 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
- Ride Studio Cafe**  
1720 Massachusetts Ave, Lexington ..... 339-970-0187
- Sirois Bicycle Shop**  
893 Landry Ave, North Attleborough ..... 508-695-6303
- 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 2018**

<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 this year! JOIN NOW!**

  