



# WheelPeople

Newsletter of the Charles River Wheelers

On the roads of New England since 1966

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### Message from the CRW President

Larry Kernan



As I write this in mid-May, I am fully consumed by preparations for Climb to the Clouds. Amazingly, the event sold out almost 3 weeks early. All 750 spots were taken and we

have been contacted by dozens of riders who wish they had registered earlier. We even became aware of a Facebook scam in which someone was offering to transfer phony "tickets". Next year, we will look at how we might accommodate more riders on our centuries while not sacrificing the quality.

The big news is that after 50 years, we are working on a new design for WheelPeople. All the great content but in a 21st century internet newsletter style. We have a terrific Communications Committee chaired by Lisa Najavits studying all CRW communications – newsletters, social media and general

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### Rain, Rain Go Away: Climb To The Clouds Recap

By Steve Carlson

Our Climb To The Clouds Century was held as scheduled on May 19th. Registration was sold out to 750 enthusiastic riders in early May. Volunteers had put in hundreds of hours preparing the route, developing rest stops, arranging the details and organizing the after ride party!

No doubt, riders had also put in their time training! They all knew this was going to be a tougher century than last fall with much more climbing.

Oh yes, and the weather. It was forecasted to be a cloudy, balmy day in the low 70's, with a chance of a passing shower around 10:30 am. Actually, not bad considering the crazy weather we have had this spring and not too bad for climbing weather.

The morning's registration check in process moved along rather flawlessly, team photos were taken, the group

rides departed on time, so now it was all "predictable". Riders would enjoy the ride, laugh at the jokesters, hug a wheel or two while catching a breath, mingle at the rest stops and work the hills. All this while sweating a bit along the way.

But, what was "predictable", well, wasn't! Mother Nature does what she does; she likes to



After Ride Party Volunteers serving up smiles and burgers!



The rest stop at Mt. Wachusett before the deluge!

mess with you a bit from time-to-time. Rather than offering a refreshing passing shower at 10:30am, she decided to hit us with a deluge of cold rain. Riders and volunteers over the entire route were drenched! Many riders sought shelter (a tree?), a porch, or a building, but many more were stuck out on the route.

Those chilled to the bones called it a day - taking shortcuts, UBER's or SAGs. The die-hards kept riding.

Somewhere around 2:00pm, the rain stopped, people warmed

Rain, Rain - [Continued on page 6](#)

**President's Message - Continued from page 1**

CRW communications policy. Working with Lisa is Robyn Betts, Jack Donohue, Kristi Carlson and me.

Speaking of communications, we have found that many members are not aware of our Google Group which allows you to communicate with other club members as well as officers. The Club has a Facebook presence as well. Find out more on the club website. You can find us on Meetup and Twitter (@TheCRWwheelers) and RidewithGPS and Strava and probably other internet sites that I haven't heard about yet.

We've had a really terrific winter workshop program with subjects ranging from "How to Fix a Flat" to "Nutrition for Cyclists". The workshops will take a summer hiatus while we are all out busy logging some miles. We are looking for some new talent to help us coordinate next winter's programs. If you're interested, please give me a holler.

I'm pleased to announce that the CRW Grants Committee recommended and the Board voted to approve a \$5,000 grant to the Boston Cyclists Union to support their May Bike Month programs. We congratulate the BCU and look forward to their report on the impact of this grant.

Lastly, I don't know if you've ever heard of Amazon Smile. Amazon is willing to donate 0.5% of your purchases to any charitable organization you choose. Instead of going to amazon.com, you go to smile.amazon.com to do your shopping. There is no cost to you. If you have already designated a charity, that's terrific. If you haven't, consider designating Charles River Wheelers. More funds mean more great events and more grants to Greater Boston-based cycling organizations. Mary & I have been doing this for two years and the club has reaped the massive benefit of \$56. It's the thought that counts.

Tomorrow looks like a nice spring day; I'm going riding with friends.

Keep the rubber side down! 🌀

**The minutes of the CRW Board meeting are now available online for Members: <https://www.crw.org/board-minutes>**

*You must be a logged-in member to access this page.*

What happened to the ride listings? By the time Wheelpeople reaches you, we have probably added more rides to our calendar. So, we've decided to no longer include them in Wheelpeople. You can find the most up to date list of available rides at <https://www.crw.org/rides-calendar>

## CRW Board approves new policy on non-members

by Larry Kernan

At the May 9th meeting of the CRW Board, a new policy regarding non-members was approved. Formal new policies are rarities in the club. The only other policy that I'm aware of is that "All riders on CRW rides must wear helmets. The new club policy is:

**As required by our insurance carrier, non-members may participate in only one CRW ride per calendar year.**

Century events are not affected by this policy nor does participating in a paid century event count as the one-time guest ride.

I admit to feeling partially conflicted by this new policy. On one hand, I want CRW to be welcoming to all riders. On the other hand, we have an obligation to protect the interests of our club, our members, our officers and our ride leaders.

Why does CRW feel the need to institute this policy? Our liability insurance policy only covers CRW members and first-time guests. A non-member who shows up on a club ride for a second time will result in our insurance carrier not providing liability insurance for accidents related to that rider. Unfortunately, no waiver or release can solve the problem. This issue is not about the guest getting hurt. This issue is about a guest who gets into an accident doing property damage or worse, injuring or killing another rider or pedestrian. The injured party may very likely sue the guest, the club and the ride leader. In the case of a non-member on his second ride with CRW, our insurance carrier will not cover these damages nor defend the club and ride leader.

This new policy goes into effect on

June 1st. Mary Kernan, our Rides VP, has created a comprehensive implementation plan which has been shared with all Ride Leaders. This document includes new non-member releases which make clear that it allows a rider to ride with the club only once during the year. We also have a form which allows a guest to become a member on the spot. If you are not a Ride Leader and want a copy of this plan, please contact Mary.

As members, you should not see much impact from this new policy. Ride Leaders will see a small change. Before the safety talk and route rap, the Ride Leader will ask as they do today, "Are there any non-members here?" They will then ask, "Have any of you already done your first-time guest ride?" First-time guests will be asked to sign a waiver if they have not already signed one online. Second time guests will be asked to join the club or not participate in the ride.

I'm sure there will be a learning curve as we implement this new policy but overall it means that we will be able to better serve our members and protect our Ride Leaders and volunteers. Please feel free to address any questions to Mary ([ridesvp@crw.org](mailto:ridesvp@crw.org)) or myself ([president@crw.org](mailto:president@crw.org)). 🌀

# What's My Average Speed?

by Mary Kernan

For new cyclists, understanding average speed generates more questions than I would expect. If you haven't ridden a lot and don't have a computer on your bike, it's hard to know. If a ride leader announces that they'll be leading a group with an average pace of xxx mph, here's what goes into that:

1. Terrain – if the terrain of the ride is hilly, the average speed is likely to be slower than a ride that's on mostly flat roads. Obviously, you'll be going much faster on the downhill and much slower on the up. You can get an idea of the terrain by clicking on the GPS link in the ride listing. Even if you don't use GPS (you should!) you can still look at the profile, get an idea of the hills and see the exact amount of elevation gain on the ride.

One way to gauge the difficulty of a ride is to calculate elevation/distance. The lower the result, the easier the ride. You can use the following scale:

- < 30 – easy
- 30 – 50 – moderate
- 50 – 70 – difficult
- 70+ – extremely difficult

So, the 37 mile route for 3 Lakes and London Bridge on June 2nd is a 52 (1,953/37.6); a moderate ride. An easier option would be the 18 mile route for the Friday TGIF Unwinder. At 637 feet of climbing, it comes in at a 35 (637/17.9). You need to remember that we live in New England and there are very, very few truly flat rides.

2. Urban or Rural – Urban rides gen-

erally have more intersections, stop signs, stop lights, etc. Every time you slow down to stop then speed up again to start, your average speed goes down.

3. Turns – If your route has a lot of turns, you'll go through the same slow down/speed up motion each time you ride through a turn. You'll often slow more for left hand than right hand turns.
4. Equipment – A cyclist on a light bike can ride faster than a cyclist on a heavier bike. That's just physics.
5. Fitness – You may be huffing and puffing while the person next to you is cruising by, chatting with a friend. Your fitness impacts your speed. If you ride a lot along the Esplanade but have never hit the hills of Harvard, you're going to be slower than you might expect.
6. Weight – This can go both ways. A heavier person will generally speed down a hill quickly but climb more slowly. A lighter person might be the reverse.
7. Cruising Speed – Many people assume that a ride with an advertised pace of xxx mph will ride at exactly that pace on flat terrain. Alas, this is not true. All of the things listed above can slow you down. As a result, in order to achieve an average of xxx by the end of a ride, you must ride \*faster\* than that on flat terrain as it's a place to make up some lost speed.

How do you figure this out? The best way is to get an inexpensive bike computer and let it do the math. They are all wireless, making installation a breeze. Alternatively, load the Rwigps app on your phone and it'll do the calculation

for you. Then, get out and ride. You'll quickly understand better what your own average is.

To make it abundantly clear, your av-

erage is not what you do on flat terrain, it's what you do over the course of the entire ride. ☺

## What's in a Name?

by Mary Kernan

You've probably seen a few people riding with the new, dazzling CRW name tags and are wondering how to get your hands on one of those. Now's your chance as we'll be doing a large distribution in June

First, you must be a CRW member. Next, go to your membership account and make sure that you've included your ICE (In Case of Emergency) information. You can do this by logging into your account at <https://www.crw.org/> Click on the "Edit Contact Info" on the left hand side of the

page and update the necessary fields.

That's it! We'll work to get you a name tag by the end of June.

But wait, there's more! Have you ever wanted to volunteer for CRW but didn't know what job you'd want to do? Now's your chance. We'd like one or two vol-

unteers to participate in a printing party as we'll be sending out about 1,000 name tags and they all need to be printed, stuffed into envelopes, addresses and stamps attached, etc. and we could use some help.

As a bonus, we're looking for one

volunteer to take over name tag printing for the long term. Once all current members have name tags, we'd like someone to send out a tag to any new member who joins the club. We'll give you everything you need to do this, along with the necessary training.

This job will only take hour or two each month and your help would be greatly appreciated.

Contact Mary Kernan at [mary.kernan@gmail.com](mailto:mary.kernan@gmail.com) if you're interested in either of these great volunteer opportunities. ☺





## A message to new CRW members

CRW is thriving: the club has more than 200 new members this year. Welcome. We all want to enjoy ourselves on our rides. Massachusetts, once the weather warms up and the trees leaf out, offers some of the most scenic and enjoyable riding anywhere in the USA, and close to major population centers. But, call out especially to new members: both for our own sake and to be welcome in the communities where we ride, we need to interact in a conscious, courteous way with other bicyclists and motorists.

First principle is that bicyclists operate according to the standard rules of the road. These should hardly need repeating: we ride on the right, heed traffic signs and signals, pass on the left and merge to the center of the roadway before turning left.

But, groups on the road pose issues which do not occur when riding alone. Chief among them are the risk of bicycle-bicycle crashes, and motorists' increased difficulty in passing a group.

Crashes most commonly occur on CRW rides when a rider's front wheel overlaps the rear wheel of the rider ahead. Trying to steer away dumps the following rider; the only chance to avoid

crashing is by bracing the front wheel against the rear wheel of the rider ahead for a moment or two, slow down and fall back. Better than that is to stay alert and maintain a safe distance. Paceline riding may look really cool in the Tour de France, but it is always a little risky, and best avoided unless you can put all your trust in the rider ahead to be steady and predictable. And, if you are the rider ahead, paceline or not, that means you have to be steady and predictable. Sudden braking is a cause of many wheel-overlapping crashes. You have every right to refuse the responsibility of having another rider close behind you.

As to interactions with motorists: the central concern is to be conscious and decisive. CRW rides use roads with light traffic whenever practical. Encourage motorists to pass whenever that is safe, but especially on those beautiful, narrow rural roads, a motorist sometimes cannot pass safely. There may be oncoming traffic or a blind curve, limiting the view. You have skin in the game, literally, and you may have to take charge, controlling the travel lane and using a "don't pass" signal – arm held out straight, palm of the hand facing backward. But then, as soon as passing becomes safe, merge back to the right.

This is easy when riding alone but more difficult in a group. It is best to ride

in groups of 8 or fewer, so that motorists can merge into the gaps in between. Too often, one rider in a group stays out to the left, so that a passing motorist gets stuck next to the group, not good! Certainly, it is enjoyable to ride next to a companion and chat. And it is legal to ride side by side when that does not unnecessarily impede overtaking traffic. If the lane to the left is clear, a shorter group of cyclists side by side can be easier to pass than the same number of cyclists single-file, but the decision to double up must be conscious. Only the rearmost rider (and leftmost if double-file) in a group is in a position to interact with motorists who approach from behind. If you are in that position, that is your task!

Whew. Well, welcome to CRW. Be safe out there. ☺

## Early Issues of WheelPeople Now Online

by John Allen

For several years, the CRW Web site has hosted Wheelpeople issues dating back as far as 1972. Club members John Kane, Dave Jordan and John Springfield scanned the old issues. But – CRW was founded in 1966 and so the club's earlier history remained undocumented on our site.

In 2014, bicycling historian Larry Finison oversaw the donation of CRW co-founder Ralph Galen's bicycle-related papers to the Bicycling Archive at the University of Massachusetts, Boston – the first documents in that collection. Archivists' cataloguing of the Galen collection showed that it holds CRW bulletins, dating back as far as 1967.

Those bulletins from CRW's early years tell the story of, among other things, the 1969 Rockport rally of the League of American Wheelmen, which CRW organized and where Dr. Paul Dudley White – President Eisenhower's personal physician and a pioneering physical fitness advocate – spoke.

The bulletins have now been scanned and are online along with the others at <https://www.crw.org/wheelpeople>. Thanks to UMass staff for hosting the Bicycling Archive and to Jack Donohue for posting the bulletins! ☺

# High-Intensity Interval Training Can Increase Injuries

A recent study shows that people who use **high-intensity interval training (HIIT)** are far more likely to become injured than people who use less intense exercise and that the highest injury rate from interval training is in men at ages 20 to 39, the ages when they are at their highest potential to be at their best competitive level to become champion athletes (*J Sports Medicine and Physical Fitness*, Feb. 12, 2019).

Almost all competitive athletes use some form of interval training because shorter bursts of very intense exercise are far more effective than more casual exercise to make you stronger and have greater endurance. Intense interval training has also been shown to be more effective in maintaining fitness and preventing diseases such as heart attacks than casual exercise, because intense interval training strengthens the heart more, widens blood vessels more and increases maximum circulation (*Cell Metabolism*, Mar 7, 2017;25:581-

592). Interval training also takes far less time than continuous training for these exercise benefits (*J of Physiology*, March 2010).

## Most Non-Athletes Prefer Less Intensity

People who exercise just for fitness, weight control and health tend to prefer longer, more moderate-intensity, continuous exercise workouts that burn the same number of calories compared to short but very intense interval training (*J Sport & Exercise Psychology*, April 2016). Athletes need to use intense interval training to be competitive, but the average non-athlete may be happier in a less intense program, even if it takes an hour to gain the same benefits as they would gain from a few all-out intense intervals lasting only a minute or two. However, the amount time it takes to exercise is very important to some people, so they may prefer to suffer in order to gain the benefit of saved time.

## Rules for Preventing Injuries During Intense Exercise Note:

These tips for preventing injuries are the same for competitive athletes working at very high intensity and non-athletes doing my modified interval workouts (see below).

- Before every intense workout, warm up by going slowly until your muscles feel fresh. When your training includes intense workouts, your muscles will often feel sore when you start to exercise, but they usually feel better after you warm up for several minutes.
- Do not even start an interval workout when your muscles still feel sore after you warm up for 5-10 minutes or if you feel sick.
- Do not try to do interval workouts on consecutive days or more than two or three times a week. Each time you do interval training, you will probably develop a soreness 6-24 hours after you finish exercising. Physiologists call this **Delayed Onset Muscle Soreness (DOMS)**. If you exercise intensely when you feel DOMS, you are at increased risk for injuring yourself. Skip a planned interval workout if your legs feel heavy or hurt from a previous workout.
- Cooling down means that after you exercise intensely, you slow down and exercise at low intensity for a while before you stop exercising for that session. The scientific literature is contro-

versial on whether cooling down helps to reduce next-day muscle soreness to help muscles to recover faster. I believe that cooling down may help you to heal faster from muscle soreness after intense exercise, which allows you to recover faster from intense workouts. There is some evidence that cooling down augments your immune system response to help muscle fibers heal faster from the **Z-line damage** caused by hard exercise (*Sports Med*, July 2018;48(7):1575-1595; *Nat Rev Immunol*, 2011;11:607-615).

- After each intense workout, get off your feet and do as little walking as possible.
- Try to sleep within a few hours after your intense workout as you may recover faster by sleeping than remaining awake (*South African J Research in Sport, Physical Education and Recreation*, Jan 2012;34(1):167 - 184). Loss of sleep can impair exercise performance (*European Journal of Applied Physiology*, April 2017;117(4):699-712).
- Drink fluids for a faster recovery, particularly on hot days (*Journal of Sports Sciences*, January 2004).
- Add salt on hot days, if your muscles feel excessively fatigued or if you develop cramps (*Can J Appl Physiol*, 2001;26 Suppl:S236-45).
- Eat as soon as you finish your intense workout (*J Sports Sci Med*, 2004 Sep; 3(3): 131-138). It doesn't matter what you eat in your post-intense-workout meal, as long as it contains protein and carbohydrates (*Am J Clin Nutr*, Jan 2017; *Med Sci Sports Exerc*, Oct 2008;40(10):1789-94). In one study,

Dr. Mirkin - *Continued on page 6*



## 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)

Dr. Mirkin - *Continued from page 5*

fast foods such as French fries, hash browns and hamburgers helped athletes recover just as quickly from hard workouts as sports nutrition products such as Gatorade, PowerBars and Clif Bars (*International Journal of Sport Nutrition and Exercise Metabolism*, March 26, 2015).

- Do not take **non-steroidal anti-inflammatory drugs (NSAIDs) to relieve muscle soreness**. NSAIDs can block gains in strength and endurance (*PNAS*, June 27, 2017;114(26):6675-6684; *Med & Sci in Sports & Ex*, April 2017;49(4):633-640).

### Easier Intervals for Non-Competitive Exercisers

A typical interval workout for non-competitive exercisers would be a session of jogging, walking or cycling in which you:

- Warm up by moving slowly for 5 to 10 minutes
- Pick up the pace until you feel a slight burning in your muscles (this usually takes 10-20 seconds)
- Slow down as soon as you feel this muscle burning, and go slowly until the burning is gone and breathing is back to normal

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up and the biking and the fun continued for the remaining crowd.

Realizing we can't worry about what we can't control, many accolades from appreciative bikers still stayed front and center! Riders and volunteers worked collectively to check off the boxes to try to salvage the day. We are now left with only the memories (quite varied, of course!) of the 2019 CRW Spring Centu-

- Alternate picking up the pace for 10-20 seconds and slowing down until you have recovered, and then stopping the workout when your legs start to feel heavy or stiff

If you have not been exercising regularly, spend several weeks exercising at a casual pace. Try to exercise every day and exercise until your legs start to feel heavy or hurt and then stop for the day. You may be able to exercise for five minutes on one day, and then have to take the next day off because your muscles feel sore. You may have a progression of five minutes on one day, then zero on the next day, then 10 minutes, then three minutes and so forth. Gradually you should be able to work up to exercising for 30 minutes every day and not feel sore. Then you should be able to start your interval workouts.

**Caution:** *People with blocked arteries leading to the heart can get a heart attack from intense exercise. Check with your doctor before starting a new exercise program or making a sudden change in the intensity or duration of your program.* ☺

ry Climb To The Clouds.

We at CRW are grateful to all of you who participated and especially to those who helped others. We are sorry for the trick Mother Nature played on us but she will never do it twice in a row.

So with that, I will see you all on October 6th for our Cranberry Harvest Century! ☺

# A TouringLife

by John Springfield

## Crossing the Country at Age 70

by John Springfield

I had just left Texas Hill Country. The landscape opened up, the sky somehow got bigger, and then there was that hawk. Was he stalking me? Or was he leading me someplace?

I was halfway across the country, not sure if my 70-year-old body could still endure a cross-country bicycle trip. But then, there was that hawk. I'd look up, and he'd be circling around. Probably just enjoying the thermals, but maybe not. Maybe he and I were destined to meet in this lonesome place. Maybe we were meant to nod to each other, then move on down the road...

In 1976 I biked the northern route from Seattle to Boston, 3200 miles in 31 days. Now it was March 2019, and I was attempting the southern route, perhaps 2800 miles. My body was not as strong as it used to be. So I figured 70 miles a day was more appropriate. I told myself to take it one day at a time. Forget camping. Use motels every night.

But as I nodded to the hawk, I didn't realize I had over 1000 miles of desert ahead of me. I had no idea how important it was to see a single tree! But that's what an adventure is all about: the unexpected.



Like seeing the artwork in the desert, west of Marfa, Texas,

Or the spectacular red-orange hills west of Globe, Arizona.

And stumbling upon an ace bike mechanic in a little town, just when you needed him.

So, yes, somehow I completed the journey of 2900 miles in 44 biking days, 53 days overall.

I know it was my last grand trip. But I'll never forget that hawk, showing me the way west, into the land of dreams...

ps, Blog and pictures at:  
<http://www.crazyguyonabike.com/doc/Coffee2019> ☺

# NewMembers

Rodolfo Aiello	Billerica	Mary Dill	Cambridge	Dennis Loria	Acton	Jim Ruetenik	Needham Heights
George Akkeh	Belmont	Jean-Francois Duval	Belmont	Lizabeth MacDonald	Exeter, NH	Sheila Ryan	Brookline
Torben Arend		Keith Dyckes	Norwood	James MacKinnon	Marlborough	Nancy Saperstone	Wellesley
Juliana Baena	Somerville	Aaron Enke	Pepperell	Hilary Marzot	Concord	Jim Scherer	Dorchester
Darcey Bartel	Weston	Robert Faltus	Watertown	Michael Massey	Milton	Bill Schoenberg	Medford
David Belknap	Dedham	Roman Fayerberg	Newton	Jason McHugh	Sudbury	Jonathan Simmons	
Bob Biagini	East Weymouth	Monica Ferraro	Westminster	Jose M Mercacer	Cambridge	Jerry Skurla	Bedford
Mark Bordne	North Attleboro	Jennifer Fields	Westborough	Beth Mills	Pembroke	Elizabeth Smith-Freedman	Natick
Daniel Brabander	Newton	Michael Flagg	Wellesley	James Mills	Pembroke	Eric Solum	Arlington
Christina Bramante	Acton	Blaine French	Concord	Fernanda Miracle	Billerica	Kristina Stookey	Boston
Stephen Brank	Worcester	Carolann Gabriella	Malden	Alan Miskewicz	Sudbury	Paul Sutliff	West Roxbury
Ruth Brediger	Lynn	Matthew Gavin	Watertown	Andrew Mole	Kingston	Gordon Swanson	Bellingham
Paul Broude	Medway	Dan Ginsburg	Boston	Tom Moore	Shrewsbury	Jeffrey Sweeney	Whitman
Charlie Brown	Wayland	Cindy Gordon	Hudson	Mark Murphy	Southborough	Samuel Talbot	North Andover
Wade Brown	Concord, NH	Charlie Gordy	Concord	Michael Neville	Lynnfield	William Tan	Sharon
Thorsten Buerger	Marlborough	Roger Hanks	Leominster	Tim Oey	Sunnyvale, CA	Kathleen Thomas	Seabrook , NH
William Callahan	North Andover	Lonerган Harrington	Boston	Mark Ouellette	Westford	Dan Thornton	Medfield
Calvin Company	Boston	Dawn Holemon	Franconia	Chris Peixotto	Andover	Sam Tillinghast	Wellesley
Jeffrey Capobianco	Ipswich	Michael Hong	Newton	Christopher Pelletier	Foxboro	Joy Tolan	Hudson
Chris Cardwell	Auburndale	Mary Houbolt	Plymouth	Ronald Perkins	Cambridge	Andrew Ullmann	Cambridge
Doug Carson	Lincoln	Lisa Hughes	Wellesley	Edith Pfister	Boxborough	Shauki V	Framingham
Meg Cater	Lexington	Hamel Husbands	Dorchester	Matthew Pierson	Arlington	Karl Viksnins	Melrose
Marc Cerrone	Pomfret Center, CT	Per Jensen	Lexington	Anthony Pini	Northborough	Mary Wakeham	Lynn
Deborah Chapin	Needham	Robert Johnson	Billerica	Valerie Pirri	West Newton	Heather Westerman	Duxbury
Paul Chastell	Lexington	Edward Johnson	Boston	Michael Poignand	Medford	Scott Whitecross	Natick
Kelly Chiu	Belmont	Pamela Joshi	Lexington	Hillary Prager	South Boston	Nancy Williamson	Wellesley
Marcia Clawson	Salem	Paula Kahr	Needham	Matthew Propis	Concord	David Wilson	Brockton
Scott Cobb	Dracut	Chloe Kidder	Carlisle	Lorraine Reihle	Hudson	Karl Wirka	Wellesley
Scott Cody	Marblehead	Fred Kirk	Peabody	Brent Richter	Lexington	Jonathan Zaff	Newton
Charles Coldwell	Belmont	Audra Kirtland	Lunenburg	Evan Ricker		Charles Ziering	Concord
Xavier Comte	Milton	Jacob Knable	Brookline	Chloe Rivka	Cambridge	Marla Zucker	Brookline
Priscilla Cotter	Maynard	ROY KRING	Bedford	Mark Roberge			
Tim Curley	Malden	Al LaBelle	Quincy	Frances Robinson	Boston		
Thomas Curtin	Canton	Kristen Lamb	Marblehead	Anthony Roldan	Somerville		
David Cushing	Braintree	Laura Le Drean	Boston	Magnus Ronn	Melrose		
Anatoly Darov	Winchester	Osnat Levy	Newton	Jeff Roth	Belmont		
		John Libront	No. Andover				

# Dr. David Gordon Wilson, 1928-2019

Dr. David Gordon Wilson, a stalwart of the Boston bicycling community, died on May 2 at age 91. A Union of Concerned Scientists bio covers many aspects of his life. He is author of the book *Bicycling Science*, known as "the Bible for bicycle and human-powered vehicle development," and was a central figure in the International Human-Powered Vehicle Association. His career took him from his native England to a (British) Commonwealth Fund fellowship and tour of the USA, and two years teaching at a technical college in Nigeria before he moved permanently to the USA, where his main field of professional work was in-gas turbine design. He taught for many years in the MIT mechanical engineering department. He regularly commuted by bicycle between his home in Winchester and MIT.

I met him at MIT in a winter-term course where he worked with students on a pioneering design of an assem-

bly-line – well, disassembly line -- which could separate paper, metals and other trash for recycling. This project was typical of many of his endeavors, seeking social good through innovation.

Wilson addressed political issues on many levels, and pioneered a proposal to fund a transition away from fossil fuels – not a tax, but a rebate system which would encourage innovation. He can be described as Quixotic in some of his efforts, which is another way of saying that he was ahead of his time, envisioned solutions which faced entrenched opposition, and was willing to stick his neck out.

Wilson was the one MIT professor with whom I developed an ongoing personal friendship – mostly through our common interest in bicycling. My first date with Elisse, who would become my wife, was a trip to the International Human Powered Speed Competition in Indianapolis, memorable for a stunning

example of appropriate technology: a bike rack on top of this top engineering professor's car, fashioned out of 2x4 lumber and old bicycle inner tubes. The bicycles got to Indianapolis and back just fine, and Elisse and I are still married.

~ John Allen

Photo by Anita Brewer-Sijeholm



Dr. David Gordon Wilson rides in a Boston Bike Day rally, 1978.

## April Mileage

066273

Name	Miles	M	C	K	Name	Miles	M	C	K
Chris Roberts	3413	4	2	-	Walter Frank	492	-	-	-
Bruce Ingle	3022	4	-	-	John Allen	466	-	-	-
John Springfield	3020	3	-	1	Ed Hoffer	413	-	-	-
Jeffrey Zaveloff	2972	2	1	-	Fred Newton	407	-	-	-
Jack Donohue	2823	-	-	-	Douglas Chin	374	-	-	-
Cory Maxemino	2571	4	-	1	Gabor Demjen	352	-	-	-
Cynthia Zabin	2277	-	-	-	Mike Byrne	341	-	-	-
Marc Baskin	2212	4	1	-	Rudge McKenney	336	-	-	-
Ed Olhava	2147	-	-	-	Albert Reuther	326	-	-	-
Steve Robins	1919	-	-	-	Bill Hanson	315	-	-	-
Doug Cohen	1892	-	-	-	Cynthia Snow	312	-	-	-
Clyde Kessel	1889	2	-	-	Joe Repole	295	1	-	-
Richard Taylor	1850	4	4	-	Cynthia Chin	246	-	-	-
Bob Wolf	1744	1	-	-	Arne Buck	195	-	-	-
David Cooper	1684	3	1	-	Randall Nelson-Peterman	194	-	-	-
Nicholas Linsky	1664	-	-	-	Einar Rom	137	-	-	-
Ken Hahlow	1603	2	-	-	Jeff Luxenberg	127	-	-	-
Harriet Fell	1573	2	1	-	Paul Piselli	113	1	-	-
Erik Husby	1493	-	-	-	Brian Kersanske	111	-	-	-
Greg Stathis	1405	2	-	-	Eric Sansone	108	-	-	-
Henry Marcy	1317	-	-	-	Nancy Sorenson	105	-	-	-
Larry Delaney	1283	2	-	-	Mike Hanauer	87	-	-	-
Philip Garrett-Engel	1246	-	-	-	Bill Widnall	50	-	-	-
Ed Pastor	1168	-	-	-					
Mark Druy	1033	-	-	-					
Joe Hagan	1030	1	-	-					
Andy Brand	922	-	-	-					
Margaret Primak	900	-	-	-					
Bruce Larson	893	2	-	-					
David Wean	876	-	-	-					
Butch Pemstein	871	-	-	-					
Joel Bauman	794	-	-	-					
Dom Jorge	715	-	-	-					
Rick Savage	685	-	-	-					
Douglas Bajgot	642	-	-	-					
Frank Aronson	625	-	-	-					
Craig Weiner	606	-	-	-					
Irving Kurki	566	-	-	-					
Wing Chow	527	-	-	-					
Roy Westerberg	499	-	-	-					

**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](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
Daniel Gomez	2020	786-879-0374
Larry Kernan	2020	339-234-0404
Mary Kernan	2019	781-860-0500
Lisa Najavits	2021	617-299-1620
Linda Nelson	2019	617-448-5149
Eli Post	2021	617-306-1838
Andre Wolff	2021	857-320-9274

### OFFICERS

President	Larry Kernan	339-234-0404
Executive Vice President	Steve Carlson	781-290-7818
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

Insurance Coordinator	Larry Kernan	339-234-0404
Membership Enhancement	Judith McMichael	617-306-8759
Merchandise	Bernie Flynn	617-968-3506
Social	Eli Post	617-306-1838
Grants Coordinator	Stanley Kay	857-234-7730
Holiday Party Coordinator	Linda Nelson	617-448-5149
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
Bike Thursday	Susan Grieb	781-879-9523
Century Committee	Steve Carlson	781-290-7818
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
Thursday Fitness Rides	Kathy Horvath	781-405-5480
Thursday Morning Fun Ride	Wayne Douglas	508-245-5228
Thursday Morning Fun Ride	Glenn Pelrine	617-827-6965
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

Meetup / Twitter	Erik Sobel	857-636-0900
Webmaster	Jack Donohue	781-728-9621
Facebook	Jack Donohue	781-728-9621

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**  
1 Still River Road, Harvard ..... 978-844-7539
- 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
- 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 Trnkp (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  
20 Jolma Road, Worcester..... (508) 713-9695
- 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 Headquarters**  
11 South Main St, Sherborn..... (413) 461-7433
- 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 Lakes &amp; London Bridge</li> <li>Annual Al Bolea Memorial Ride</li> <li>Apple Dumpling Ride a.k.a. Not Apple Pi</li> <li>Apple Pi Ride</li> <li>Back Bay Derby</li> <li>Bagels and a Witch</li> <li>Bare Natick</li> <li>Basic Skills Workshop - Natick</li> <li>Basic Skills Workshop - Newton Highlands</li> <li>Beerhall Social: Southeast from Jack's Abby Beerhall</li> <li>Beat the Train: Boston - Portland</li> <li>Berlin Hills</li> <li>Bike Thursday Ride</li> <li>Billerica Bound</li> <li>Bolton to Princeton</li> <li>Bridges of the Sudbury River</li> <li>Brookline and Boston City Ride</li> <li>Cape in a Day</li> <li>Climbing Le Mont</li> <li>Cranberry Harvest Century</li> <li>The East European Ride</li> <li>Erikson's Ice Cream Ride</li> <li>Goat Farm ride</li> <li>Hills are your Friends</li> </ul>	<ul style="list-style-type: none"> <li>Happy New Year Day Ride</li> <li>Hanson Sunday Winter Ride</li> <li>CRW Holiday Party Ride</li> <li>Intro to CRW: Needham, Dover and Beyond</li> <li>Introduction to CRW</li> <li>Kittery to Kennebunkport</li> <li>Lexington Revolutions</li> <li>Linda's Birthday Ride</li> <li>Lisa Simpson Ride</li> <li>Mainly Fun (Thursday)</li> <li>Miles for Myles</li> <li>Minuteman Commuter</li> <li>Bikeway 25th Anniversary Celebration</li> <li>Moose Hill Mania</li> <li>Nashoba Bakery Ride</li> <li>Nashoba Valley Pedalers' Apple Country Century 2018</li> <li>Natick Surprise</li> <li>Needham, Dover and Beyond</li> <li>Needham to Dover</li> <li>Newton-Dover</li> <li>Newburyport to Exeter</li> <li>Northern Lighthouse Tour</li> <li>Onyx and Diamonds</li> </ul>	<ul style="list-style-type: none"> <li>Post Thanksgiving Ride</li> <li>Return of the Killer Hill Ride</li> <li>Revisit the Charles: Where bicyclists played in 1895</li> <li>A River Runs Through It</li> <li>Some Newer Views</li> <li>Something in Common</li> <li>South Royalton, Vermont</li> <li>South Shore Coastal Loop</li> <li>South Shore Coastal Ride</li> <li>Spring Century</li> <li>Sunday South Shore Coastal Loop</li> <li>Sunshine Express, Hosted by Ride Headquarters</li> <li>TGIF Unwinder</li> <li>Thirty-Third Annual Gryzboska Circle Ride (SWCCW) Revisited</li> <li>Thirty-Fourth 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> </ul>
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**Don't miss out in 2019! JOIN NOW!**