

WheelPeople

Newsletter of the Charles River Wheelers

July Highlights

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On the roads of New England since 1966

Volume XLIII, Number 7 • July 2019

Message from the CRW President

by Larry Kernan



Summer is here and the riding is in full swing. I've just returned from Ride the Rockies which was epic, beautiful and of course, exhausting. Over

the weeklong event plus two acclimatization rides, I logged 520 miles and over 33,000 feet of climbing. Joined by at least 14 other CRW members, we were fortunate to be graced by perfect weather – although mornings could be frigid. There are so many of these great rides in the US these days – RAGBRAI, Bike Maine, and Cycle Oregon come to mind as examples. If you haven't cycled outside of Route 495, consider broadening your horizons!

On our first training ride in Colorado, our group was stopped in Frisco debating which direction we should turn. And as we all stood there, a bicyclist zoomed

President's Message - Continued on page 2

Joe Century – End of a Tradition

by Eli Post

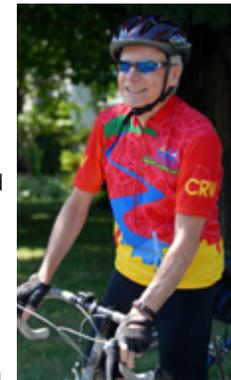
We all have our traditions of one sort or another, but when it comes to cycling some traditions stand out above the rest. Since 1992 Joe Repole has completed a century and a metric century every single month, which is over 26 years of continuous effort. Regrettably, Joe had to end this tradition due to health reasons, but he's over 83 years old and few can claim this remarkable success even if decades younger.

Joe started on this path in January 1992, when Jamie King, the president of CRW, issued a century and metric century challenge. The challenge was to see how many months a rider could complete a century and or a metric century. Three CRW members including Pamela Blalock, Bill Widnall and Joe answered the challenge. As far as we know Joe is the only one who has kept up to the challenge.

His streak ended in December 2018 at 320 months in a row. He was all set to do his January century but ended up in the

hospital with a medical issue.

Joe started his century tradition in May of 1992, which he said was easy, but then came the New England cold and unpredictable weather. On one occasion his water bottles froze solid, but to Joe "it was a blast!" And so it went month after month. Joe's biggest problem in the winter was the short days. In December he had to get up by 5 AM and start by sunrise (7 AM) in order to finish his 100 miles by sunset (4:15 PM). The riding in the winter was slower and with less company. Several years back, Joe got a new bike that increased his average speed by 1 mph. It may not seem like



much, but that took about 30 minutes off his century time so that in December, when there are only 8+ hours of daylight, he had a larger safety margin to complete his ride. Joe can lose his way now and again on rides, but when you're trying to get a century anyway, you can be more sanguine about a few extra miles.

Joe has led CRW rides for over 30 years and we are pleased that he will continue to do so. He takes cycling seriously and clearly derives pleasure from the sport. CRW celebrates his success and hope it inspires others to engage in a challenging mission of their choosing. ⚙️

Time to Turn the Page

by David Cooper

WheelPeople Newsletter design and layout - In the year 2000 Jack Donohue sent an email out to the CRW mailing list requesting a volunteer to help with the production of the WheelPeople newsletter. As a graphic

designer by profession, I knew that I could make that contribution to the club. For the first six months I alternated doing the layout every other month with Andy Meyer, who had

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President's Message - *Continued from page 1*

by in a CRW jersey, passing so quickly that he didn't hear us calling out to him. Was that you?

Speaking of epic, frigid rides, many of you are trying to forget Climb to the Clouds. It was a bizarre weather day – beautiful in the morning and fantastic in the afternoon. But those 2½ hours in between when many of the riders were on Mt. Wachusett was a totally unforeseen weather event. Cold heavy rains pelted our riders so that many were hypothermic and sought shelter. Many riders sagged, called Lyft or Uber, or made other arrangements to get back to the finish. Our volunteers did an amazing job to make riders comfortable. Local stores quickly ran out of trash bags which riders fashioned into rain jackets. It was great to hear from many of the riders who appreciated the efforts of the volunteers.

Hold the date for the President's Ride on July 28th. We will do a ride out of Bedford finishing up at my house for a barbecue. 🌀

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.

He Got back on the Bike

by Eli Post

This is the first in a series about CRW riders who were injured, and who courageously worked to get back on the bike.

I remember the evening vividly. I turned on the evening news and saw the bike, with numerous lights flashing, lying on its side. The moderator reported a hit and run, with the injured rider taken to a hospital. I thought this rider had his or her bike properly equipped for night riding yet was struck by an automobile and seriously injured. It was only the next day when I was informed that the rider was Bruce Ingle, a CRW ride leader, who I knew and had worked with.

The following is excerpted from the CBS Boston news report on March 12, 2016:

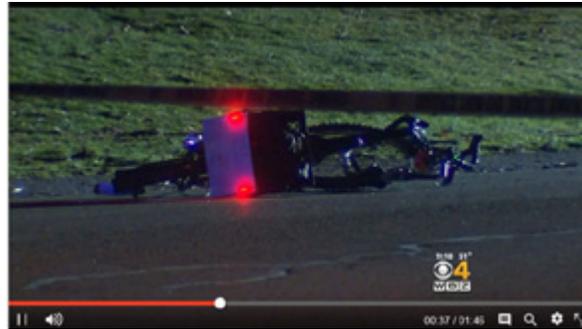
The 47-year-old cyclist from Framingham was hit around 7 p.m. Friday at the intersection of Hampshire and Bristol Roads [Wellesley]. Police say the biker was wearing a helmet and reflectors on his jacket and bike at the time of the accident. Witnesses said the driver appeared to be disoriented before speeding away from the area.

"You could tell speed was factor in this," Wellesley Police Chief Terrence Cunningham told WBZ-TV's Paul Burton on Saturday. "He hit a telephone pole and you can see dragging marks on the road from where the bike was dragged down the street."

The cyclist was unconscious and unresponsive when paramedics arrived. He was transported to Beth

Israel Deaconess Medical Center in Boston, but suffered non-life threatening injuries.

The driver voluntarily came to the police station Friday night. He was arrested and charged with leaving the scene of an accident with personal injury, operating under the influence of liquor and causing serious injury accident, negligent operation, speeding, and failure to keep right for oncoming traffic.



I visited Bruce a few days later at the Beth Israel Emergency Center, and he was in bad shape. He had multiple injuries including a severe concussion, a badly fractured left forearm requiring surgery, a broken right leg and rib, left hand and shoulder injuries and many scrapes.

The list of injuries is frightening enough, but I remember especially his lower arm had been crushed and was heavily bandaged after surgery. Bruce recognized me when I entered the hospital room but a short time later could not when his doctor asked him

to identify those in the room, which included Eric Ferioli and Ellen Gugel, other CRW ride leaders and friends, who were also visiting. I left thinking that Bruce had a long way to go. I saw him again with Ken Hablow several weeks later at a rehab center. He was much improved but still showed signs of not being fully recovered.

I have known riders who are injured and don't ever get back on a bike. I even know friends of injured riders who stop biking. There are some in the club who say it's not a question "if" you have an accident but "when" you have one. I don't subscribe to such a dreary

outlook, and admire those who get back and ride. This is especially true of Bruce whose injuries were severe and who had to make a monumental effort to regain his strength and coordination. He is now riding like his old self. I asked how he felt about the experience and his subsequent recovery, "I missed riding outdoors while taking a year off for the concussion, but hadn't noticed any injuries that would prevent returning

to it and did so as I could. My commute had increased a few months before the collision and I was able to gradually accommodate the extra mileage before it was required, but I understood that starting from zero after a hiatus would be that much tougher and it was. I was certainly thankful for the help and support of friends during my recovery." I can't present a before and after picture, but take my word that Bruce's recovery was an incredible level of work, and getting back on the bike took raw courage. 🌀



Using the Voice

One real advantage which bicyclists have, and especially with other bicyclists, is the ability to communicate using the voice. Compare this with the motorist, who can only sound the horn. Unless both you and the motorist happen to know Morse Code, the horn conveys only one message: "I am here." That can be taken as a friendly announcement, a warning or bullying, but it is very limited. Any other sound which a motor vehicle makes -- engine noise, tire noise -- is only incidental. It can provide a clue that a vehicle is present, accelerating, slowing down, etc. and that can be useful, but it doesn't say much about the driver's intentions. Bicyclists, on the other hand, have the full use of language with each other! (Well, except when seriously out of breath, or -- antisocial and unsafe on group rides -- wearing headphones).

So, what should we say while riding?

It is helpful to announce that you are about to pass another bicyclist, or a pedestrian. The standard expression is "on your left," and it is good in a group of bicyclists you know and trust, but it can confuse neophytes who take it as a suggestion to merge or turn left. Especially, don't use it with pedestrians! My wife taught me to say "behind you" instead.

If you have a loud voice, you may even use it like a car horn to get through to a pedestrian wearing headphones, or the driver in a car with the windows closed, but don't count on it. Some bicyclists use a bell, but it only works for other people who are out in the open. A bicycle bell can't communicate anything more than a car horn does, and it isn't nearly as loud as most people's voices can be.

Pedestrians can change direction suddenly. Always be sure that a pedestrian has acknowledged your presence, or else pass with a wide clearance. But this is mostly an issue when riding on a shared-use path. You shouldn't be riding on sidewalks anyway.

In an earlier Safety corner article, I discussed communication from the last rider in a group to indicate that this rider has merged out to change lanes and the others ahead also may merge, so a car doesn't break the group apart. "Merging" should go from the back to the

front of the group. (But still, everyone should check before merging.) Commonly, a lead rider will call out "clear", and that is not good practice. Safety for the front rider to keep moving does not necessarily make it safe -- or legal -- for the others.

When riding side by side, and you are the one on the left, keep track of traffic approaching from behind. Pulling ahead of the other rider usually works best when you have to single up, because you are giving the driver behind you a bit more time. So, announce "pulling ahead." You pull ahead and the other rider drops back slightly

Other than in these special situations, when you are riding next to someone, you may chat, give directions, warn about a hazard ahead -- but a friend of mine who has flown airplanes also applies the "silent cockpit" rule when driving his car -- no casual talk when the traffic situation is complicated. Use your judgment! ☺

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>

Take Care on Bike Paths

by Eli Post

Bike Paths offer automobile free riding, and while I don't wish to diminish their appeal, they also have unique safety concerns. I live a mile from a bike path and use it regularly, but have come to recognize problems that I watch out for. These are listed in the order they worry me or disrupt my ride. This is not intended to be a comprehensive guide to safe navigation on bike paths, but is more a collection of anecdotes that I've collected over the last few years.

Tree roots will grow anywhere there is uncompacted soil and oxygen, which is often under bike paths that wander through wooded areas. Underground roots can result in mere nicks in the pavement or the damage be quite extensive and can cause the pavement to buckle several inches, creating a significant hazard. Some paths are worse than others and you need to take stock of pavement conditions and ride accordingly. I speak here from direct experience after hitting a crack and going out of control. Fortunately the worst damage was to a new pair of shorts.

Dogs on a long leash can quickly get out of control and scramble across the path. I find the best approach is to slow down and ask the owner to "please pull the dog aside so I don't injure it." I get many compliments for my concern.

Ten-year olds on bikes do not yet know their own strength and when encountering a sudden incline may wiggle out of line. It's best to be aware of them.

Bike Paths - *Continued on page 4*

bike Paths - *Continued from page 3*

Couples riding two abreast don't realize how much space they occupy as they approach from the opposing lane and hug the dividing line. I stay far to the right and remain quiet as I don't wish to break up a relationship.

Trails cross streets with motor traffic at various locations. These intersections are usually marked with stop signs for trail traffic, but the crossing motor traffic does not have to stop. You do.

Trails are a shared public space, and you will encounter walkers, runners, baby carriages, dog walkers, tricycles and maybe horses. They each have their

own pace and other characteristics and need to be respected. It is the nature of these trails that users are moving at different speeds. Parents with children and folks with pets are moving slowly. Bicyclists are moving fast. With a mix of speeds, there's a need to understand where you fit in, and whom to yield to.

Crashes between cyclists can be serious. Bikes are the fastest traffic on trails. Very fast riding is inappropriate for the trails and should be done on public roadways.

There are some wonderful bike paths in New England, there to be enjoyed, safely of course. 🌀

invite everyone to get involved, even if its just by sending an email with feedback, or volunteering in making CRW a better place, because like you, I believe that are things that can be done to make it better, greater, friendlier or just more fun.

In this small request I want to raise Strava as a topic. I decided years ago to avoid social media, good or bad, not the point here. Since becoming a road cyclist, I decided to join Strava to explore new rides, because I was freaked out by the idea of how unsafe road cycling might be. I discovered it was easier than I thought and Strava was a great tool to explore what others did.

During this past winter, I decided to continue riding and not calling it the end of the riding season. I got myself the right apparel (following a winter workshop) and I was out on the roads. More and more, I found incredible joy in cycling. Instead of discovering more safe places to ride, I found myself on a cycling routine riding the same rides week in and week out. I also registered for indoor cycling training.

As I started improving, I realized that Strava became my best benchmark. I could compare my times in specific segments, check all previous rides I had gone through that same segment, with whom I rode, if it was my Personal Record or how far I was from it. Even my Garmin was able to offer me live feedback while riding one of my segments and would tell me how far ahead or behind I was from my Strava friends.

As the winter continued, it was hard to wake up for those group rides on Saturday or Sunday. When the temps were in the 20s or 30s, it was easier to decide to stay in bed and even indulge

in breakfast or brunch. It was then when I reached for my cell phone and opened Strava. I saw my contacts' feeds, and I figured that if they were able to ride in the cold, I could too. It was the motivation I needed. As per the CRW winter workshop, only the first 10 minutes are tough, then your body adjusts. You feel better making the right decision.

So yes, life is about decisions, you are free to make it yourself, but all this helps. It's what you make out of your choices that will determine who you become.

Strava not only allows each user to have contacts, but you can belong to larger groups as well. One of those is CRW. Very recently I received an email from Strava and I was so happy and surprised. It read "Charles River Wheelers invited you to join a club ride". I hope many other members also got excited about the Beat the Train: Boston-Portland ride on 9/7. I also hope this creates some excitement among members, ride leaders, and CRW directors for other rides, workshops, events, etc.

We are in a new digital era and we need to be part of it. At the general member meeting held earlier this year I recall that not all members take the time to read WheelPeople. Strava can be a great tool in helping us contact each other and most importantly, how we can be more efficient in doing so

Enjoy your summer. I hope you can put in all the miles you need to or want to. As we struggled with cold a few months ago, now we're struggling with rain. It's always something! 🌀

You can make a difference because CRW listens

By Dan Gomez

I have never made it a secret that I'm very new to cycling. Nevertheless, my take on our biking community in New England may be of interest to others.

Yes, there is a perception of CRW being an arrogant huge elephant with people that have been there for years and like things done their way -- not very friendly or welcoming with expert riders that don't always follow group ride etiquette.

All this might be true or might not, but truthfully, CRW is an organization that has people who for years and years have dedicated time and effort in keeping the enthusiasm of us cyclists high with a wide variety of rides.

One of the most important changes I see, I witness, and I believe, is the fact that CRW is willing to acknowledge

things that good or bad can make the organization stronger and they are willing to, agree or not, listen.

For the first time in the last year or so there have been workshops, an annual member meeting (open to all members), ride leader training, and there are so many ideas on the back or front burner that only a few of the members may be aware of.

It's very difficult to have the big picture, but I am a witness of the number of hours this volunteer organization puts into making CRW a more enjoyable riding experience for its members. There is a huge amount of behind the scenes activity, from ride planning, to insurance, to guest speakers or government permits to ride through town roads. And since it's easier to receive than to do, I

Ketogenic Diets

Ketogenic diets are controversial popular diets that can temporarily help you to lose weight by restricting carbohydrates. A keto diet usually restricts carbohydrates that are absorbed only as sugars, and lets you eat lots of fat and moderate amounts of protein. You can't eat a lot of protein because your body can convert protein into sugar, so a keto diet is essentially a high-fat diet. It restricts harmful sugared drinks and sugar-added foods, processed foods, and other refined carbohydrates usually found in bakery products, pastas and most dry breakfast cereals. These foods are associated with weight gain, diabetes and heart attacks (*Nutrients*, 2017 May; 9(5): 517).

You store significant amounts of sugar only in your muscles and liver. After a day of restricting carbohydrates, you use up your stored sugar and start to get most of your energy from fat, and when you use fat for energy, your body produces large amounts of ketones and uses them also for energy (*Clin. Invest*,

1967;46:1589–1595). However, the diet is complicated to follow and has many potential side effects.

Potential Problems with Keto Diets

Following a keto diet can both help and worsen various heart attack risk factors, and can improve some factors in type II diabetes. Keto diets have been associated with reduced heart attack risk factors. They can lower total and LDL cholesterol and triglycerides and increase HDL cholesterol (*Nutr. Metab*, 2008;5:36), and help to control blood sugar and reduce doses of the medications used to treat type II diabetics. However, keto diets:

- have not been shown to help keep that weight off long term after you have lost it
- are difficult for most people to stay on because of the limited choice of foods
- often restrict many healthful foods, such as fruits, beans, whole grains, and vegetables, that have repeatedly been shown to be associated with reduction of disease and extended life span
- usually encourage eating red meat and processed meats that have been associated with increased risk for heart attacks and premature death
- allow increased intake of saturated fats that may raise blood levels of

the harmful LDL cholesterol, which is associated with increased risk for heart attacks

- restrict vegetarians who want to follow a keto diet to very limited sources of fats such as avocados, nuts or coconut oils
- in some studies, have caused rats and humans to develop diabetes by causing a fatty liver and insulin resistance (*J. Clin. Endocrinol. Metab*, 2005;90:2804–2809)
- can impair growth in children and cause kidney stones, osteoporosis and high cholesterol (*Biomed. J*, 2013;36:2).

Many people start to feel sick three to seven days after they start a keto diet, and symptoms usually last for a week to a month (“keto flu”). When their metabolism shifts from using primarily carbohydrates to fats, they may feel tired, not be able to think clearly, be hungry all the time, have difficulty falling asleep at night, and suffer nausea, constipation or diarrhea.

A Keto Diet Can Help to Prevent Seizures

The keto diet was originally developed in the 1920s to help control seizures. Your brain causes your muscles to contract by sending electrical messages along nerves to your muscles, and excessive transmission of electrical impulses along nerves causes seizures. The keto diet causes the brain to switch from its primary fuel, sugar, to ketones that are produced by your body when it uses fat for energy. Ketones help to prevent seizures by markedly increasing the passage of potassium through potassium ion channels to reduce the number and force of electrical signals sent from

your brain to your muscles (*Neuron*, May 24, 2012).

My Recommendations

I do not recommend ketogenic diets because they usually involve restricting unrefined carbohydrates. There is a huge difference between refined and unrefined carbohydrates. Unrefined carbohydrates as they are found in nature (in vegetables, fruits, beans, WHOLE grains, nuts and other seeds) are sources of healthful fiber and are associated with reduced risk for disease and increased life span. On the other hand, refined carbohydrates are a major cause of obesity, and diabetes, which increase risk for premature death. Also, many people on keto diets eat very large amounts of **red meat and processed meats** that are associated with increased risk for diseases and premature death.

If you want to prevent disease and prolong your life, I recommend that you:

- increase your intake of unrefined carbohydrates and decrease intake of refined carbohydrates: sugar-added foods, all sugared drinks including fruit juices, foods made from flour (bakery products, pastas, most dry breakfast cereals) and many other types of **processed foods**.
- get most of your protein from beans, nuts and other seeds, and restrict processed meats and meat from mammals. It is still controversial whether other foods from animals (dairy, eggs, poultry, seafood) are healthful or harmful.
- try to exercise every day
- avoid being overweight. If you want to lose weight, I recommend **intermittent fasting**. ☺



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)

NewMembers

Alexis Alicea	Andover	Samuel Gosselin	Swampscott
Jennifer Allen	Belmont	Natalie Jones	Boston
Julie Asfahl	Auburndale	Al LaBelle	Quincy
David Barry	Cambridge	Vic Lebovici	West Newton
Arthur Berg	Shrewsbury	Andrew MacGinnitie	Newton
Eric Bergman	Newton	Bill McCabe	Stoneham
Torben Berwald	Winchester	John McGlinchey	
Elizabeth Bivings	Boston	James Mills	Pembroke
Everett Briggs	Cambridge	Matt Nestor	Chelmsford
Cliff Bryant	Waltham	Aditya Perakath	Brookline
Stephen Bullinger	Ipswich	Matthew Pierson	Arlington
Calvin Company	Boston	John Piscitelli	Millbury
Janice Castro	Marlborough	Matthew Propis	Concord
Nancy Clark	Newton	Richard Quirk	Wakefield
Sean Connolly	Milford	Brett Richardson	Waltham
Hilary Coolidge	Cambridge	Glenn Rivard	Sharon
Michael Cooney	Cambridge	Gisela Rots	Somerville
Thomas Curtin	Canton	Talis Seja	Needham
Elsie DiBella	Acton	Benjamin Smith	Wellesley
Yohanen Engelhardt	Brighton	Paul Wessel	Sydney
Valerie Fallon	Acton	Lisa White	Watertown
Omar Francone	East Lyme, CT	Toffer Winslow	Needham
Carolann Gabriella	Malden	Donald Woodward	Littleton
David Glucksman	Wakefield	Chris Yarde	Hyde Park

WheelPeople - Continued from page 1

produced the newsletter before me. Eventually I took over the job full time.

A lot has changed in those 20 years. When I first started, the newsletter was printed by a commercial printer and sent out to all members via snail mail - the US Postal Service. In 2000 we offered the option of an electronic version to members who wanted to save a few trees and also get the issue a few days earlier. In 2009 I added color photos to the electronic version while the print version stayed B&W.

As fewer and fewer members got the paper version and it got more expensive to print and mail, we went all electronic. In November 2012 we stopped printing and mailing paper newsletters, and tran-

sitioned to email PDFs. I redesigned the issue and changed the layout orientation from vertical to horizontal to make it easier for members to read the issue on their computers.

As of this issue, I'm retiring from my position as newsletter graphic designer and am happy to pass the torch to the next volunteer. Expect to see a format change next month.

Many thanks to all the members who wrote articles that made the newsletter interesting, informative, and fun for me to design. - A special thanks to Jack Donohue, editor for longer than my tenure, for funneling authors' copy to me in a format that simplified layout and url linking. ☺

May Mileage

093339

Name	Miles	M	C	K	Name	Miles	M	C	K
Charles Coldwell	4822	-	-	-	Blaine French	693	-	-	-
Cory Maxemino	4110	5	-	2	Roy Westerberg	692	-	-	-
Jeffrey Zaveloff	4097	3	2	1	Randall Nelson-Peterman	600	-	-	-
Bruce Ingle	3954	5	1	-	John O'Dowd	597	-	-	-
Jack Donohue	3820	-	-	-	Douglas Chin	595	-	-	-
John Springfield	3192	4	-	1	Ed Hoffer	551	-	-	-
Cynthia Zabin	3083	-	-	-	Gabor Demjen	548	-	-	-
Steve Robins	2990	-	-	1	Bill Hanson	531	-	-	-
Ed Olhava	2948	-	-	-	Albert Reuther	510	-	-	-
Richard Taylor	2620	5	5	-	Joe Repole	450	2	-	-
David Cooper	2583	4	1	-	Cynthia Snow	426	-	-	-
Clyde Kessel	2578	3	1	-	Cynthia Chin	408	-	-	-
Doug Cohen	2528	-	-	-	Arne Buck	353	-	-	-
Ken Hahlow	2477	3	-	-	Paul Piselli	327	2	-	-
Bill Ebsworth	2437	-	1	-	Darrell Katz	280	-	-	-
Harriet Fell	2415	3	2	-	Nancy Sorenson	278	-	-	-
Bob Wolf	2405	2	-	-	Brian Kersanske	276	1	-	-
Marc Baskin	2369	5	1	-	Gary Smiley	260	-	-	-
Greg Stathis	2234	3	-	-	Mike Hanauer	216	-	-	-
Nicholas Linsky	2162	-	-	-	Jeff Luxenberg	200	-	-	-
Erik Husby	1995	-	-	-	Bill Widnall	194	-	-	-
Joe Hagan	1737	2	-	-	Pete Knox	181	-	-	-
Margaret Primak	1700	-	-	-	Jean Orser	180	-	-	-
Henry Marcy	1526	-	-	-	Sean Connolly	128	-	-	-
Bob Cohen	1499	-	-	-	A J Gemperline	110	-	-	-
Andy Brand	1310	1	-	-					
David Wean	1296	-	-	-					
Butch Pemstein	1219	-	-	-					
Joel Bauman	1193	1	-	-					
Bruce Larson	1175	3	-	-					
Wing Chow	1122	1	-	-					
Craig Weiner	981	-	-	-					
John Zicko	942	1	-	-					
Douglas Bajgot	877	-	-	-					
Fred Newton	820	-	-	-					
Neal Schuster	793	-	-	-					
Joseph Tavilla	790	-	-	-					
Rick Savage	782	-	-	-					
John Allen	753	-	-	-					
Rudge McKenney	726	1	-	-					
Irving Kurki	695	-	-	-					

Mileage Table Explained

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

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



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

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

Editorial Policy

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

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

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

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

How To Send Us Your Article

Articles and letters must be received by the 15th of the month to be included in the next issue of WheelPeople.

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

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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	Amy Wilson	617-522-7898
Secretary	John Allen	781-891-9307

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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
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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
- 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
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"> 3 Lakes & London Bridge Annual Al Bolea Memorial Ride Apple Dumpling Ride a.k.a. Not Apple Pi Apple Pi Ride Back Bay Derby Bagels and a Witch Bare Natick Basic Skills Workshop - Natick Basic Skills Workshop - Newton Highlands Beerhall Social: Southeast from Jack's Abby Beerhall Beat the Train: Boston - Portland Berlin Hills Bike Thursday Ride Billerica Bound Bolton to Princeton Bridges of the Sudbury River Brookline and Boston City Ride Cape in a Day Climbing Le Mont Cranberry Harvest Century The East European Ride Erikson's Ice Cream Ride Goat Farm ride Hills are your Friends 	<ul style="list-style-type: none"> Happy New Year Day Ride Hanson Sunday Winter Ride CRW Holiday Party Ride Intro to CRW: Needham, Dover and Beyond Introduction to CRW Kittery to Kennebunkport Lexington Revolutions Linda's Birthday Ride Lisa Simpson Ride Mainly Fun (Thursday) Miles for Myles Minuteman Commuter Bikeway 25th Anniversary Celebration Moose Hill Mania Nashoba Bakery Ride Nashoba Valley Pedalers' Apple Country Century 2018 Natick Surprise Needham, Dover and Beyond Needham to Dover Newton-Dover Newburyport to Exeter Northern Lighthouse Tour Onyx and Diamonds 	<ul style="list-style-type: none"> Post Thanksgiving Ride Return of the Killer Hill Ride Revisit the Charles: Where bicyclists played in 1895 A River Runs Through It Some Newer Views Something in Common South Royalton, Vermont South Shore Coastal Loop South Shore Coastal Ride Spring Century Sunday South Shore Coastal Loop Sunshine Express, Hosted by Ride Headquarters TGIF Unwinder Thirty-Third Annual Gryzboska Circle Ride (SWCCW) Revisited Thirty-Fourth Annual Gryzboska Circle Ride (SWCCW) Through the Parks Thursday 10-15 Rides Thursday Night Fitness Ride and Paceline Clinic Thursday Night Fun Ride
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Don't miss out in 2019! JOIN NOW!



