

# WheelPeople

Newsletter of the Charles River Wheelmen



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On the roads of New England since 1966

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## CRW Holiday Party



Friday, December 5, 2014

Start your holiday celebration off early with the popular CRW holiday party, which will once again be held at the Bedford Old Town Hall. It will combine good food, drink, all in the company of your biking friends. We will also award our deserving volunteers.

The party is brought to you by our Social Committee, and Helen Greitzer will once again be heading the party volunteers. If you'd like to help out with this fun event, contact Helen, [helengreitzer@hotmail.com](mailto:helengreitzer@hotmail.com). Volunteers can attend the party at no charge.

You can sign up for the party by going to this web page:

<http://crw.org/event.php?event=holidayparty>

This is a CRW members only event with limited attendance, so sign up early. ☺



## My First Trip to Masters Nationals; Not Exactly the Finish I Was Hoping For

by Jerry Jacobs, 545 Velo and CRW Member

Ogden, Utah; USA Cycling Masters Nationals Criterium Championship, Masters 55+, September 6th, 2014

I guess it was normal to be feeling some trepidation as I circled in the warm-up area before my start. Fifty-six years old, and at my very first National Championship. The weather was perfect and the impressive peaks of the Wasatch Range were visible from the downtown of Ogden, Utah. There was Mark Hofenberg (Team Velosport- CA), defending national champion, looking very strong. I had come a long way from my first CRW group rides and regional races ten years ago. I've completed roughly 200 races and made steady and consistent

Masters Nationals - Continued on page 4

# Board Meeting Minutes

September 2, 2014

**Present:** Eli Post, Mike Byrne, Bob Wolf, Helen Greitzer, Andy Brand, Ken Hablow, John Allen, Stanley Kay and Frank Hubbard.

## Reports:

Acceptance of Prior Board Meeting Minutes

**Treasurer's Report (Eli for Jack):** As of September 2, there was a cash balance of \$94,978 in the CRW accounts.

**VP of Rides (Ken):** The Climb to the Clouds century was a success and ran smoothly, with the exception of one accident. The town of Princeton has raised safety concerns and we are in ongoing discussions with town officials.

**Membership (Eli for Linda):** There are 1,511 memberships (268 family), representing 1,818 current members, which is similar to the prior year.

## Old Business:

**CRW Jersey/Clothing Promotion (Eli):** Eli noted the program was very successful and well received. The pricing subsidy provided by the club amounts to approximately \$3,000. A reorder program with the same pricing will be available from the vendor for one year. We plan to offer another chance to order clothing in the late winter / early spring.

**Agging of the club membership and volunteers (Eli & Bob):** Eli and Bob met with a club member/expert on social media promotional techniques, re: at-

tracting younger members and volunteers. Some of these techniques, involving CRW's Face Book page, were used on a trial basis in late July re: the Rally Ride, with what appeared to be promising results. A similar trial is planned for the Fall Century and Cranberry ride.

**2013 Year End Financials/Annual Report filings (Eli):** The 2013 Federal & State filings have been completed by Butch Pemstein, but were very time consuming. Following discussion by the Board, a motion was passed that authorized Bob Wolf to obtain proposals from qualified accountants for the Board's consideration to perform an external review of our accounting, reconciliation and reporting procedures, for the purpose of identifying potential improvements.

## New Business:

**Submission of Minutes:** A motion was passed directing the Clerk to submit a draft of Board meeting minutes to the members of the Board within two days of the meeting. Board members would thereafter have two days to either approve the minutes as written or provide edits to them. Any failure of a Board member to respond at all within the two day period shall be deemed to be his or her approval of the minutes, as edited by the other members. Unless any member objects to any of the edits, the revised minutes shall be deemed to be approved and the Clerk shall sub-

mit them to the WheelPeople Editor for publishing.

**CRW Grants:** Eli discussed the upcoming need for forming a Grants Committee to review and recommend grants for 2014. Ken was appointed chairman of the committee with Board members Andy and Stan also serving. One or more non-Board club members may be asked to serve on the committee as

well. Eli will discuss making this a standing committee with Butch Pemstein.

The next meeting will be a Special Board Meeting on governance (By-Laws) to take place on October 14th, 2014.

The next regular Board Meeting will take place on November 4th, 2014.

Respectfully submitted,  
Mike Byrne  
Clerk

# Board Meeting Minutes

October 14, 2014

## Special Meeting on Governance

**Present:** Eli Post, Mike Byrne, Bob Wolf, Andy Brand, Ken Hablow, John Allen and Frank Hubbard. Also present was Butch Pemstein, CRW member and Vice President of Legal Affairs.

## Reports:

Acceptance of Prior Board Meeting Minutes

## Old Business:

**By-Laws:** Butch Pemstein continued his presentation of a draft of a proposed revision of the CRW By-Laws. A number of sections were discussed and certain points of editing were agreed to by the Board. A revised draft should be complete with one more meeting.

## New Business:

**Election:** Eli discussed the upcoming election for members of the Board of

Directors, and the candidates running for election.

**Financial Procedures:** Bob Wolf updated the Board on progress made reviewing CRW's financial procedures and the migration to the use of QuickBooks for accounting and financial reporting.

**VP of Finance:** A motion was made and approved for Bernard Flynn to serve as Vice President of Finance, effective immediately. He will attend the November board meeting to discuss issues of the financial transition.

The next regular Board Meeting will take place on November 4th, 2014.

Respectfully submitted,  
Mike Byrne  
Secretary

# Recurring Rides

These rides are held every week unless indicated otherwise

## Wednesday Wheelers

**Times and Routes:** Varies, usually 10:00 AM. Distances are typically between 30 and 40 miles.

**Ride Type:** Follow the Leader

**Description:** A group that enjoys exploring a variety of scenic routes, mostly in the western suburbs but also to the north or south. Occasionally we do an urban exploration.

We always include a lunch stop, either during or at the end of the ride. In the winter we may substitute other activities, such as cross-country skiing. We stay together, following the leader for the day, while being careful not to drop anyone. On a rural ride of average hilliness, the pace is 15 to 17 mph on the flats, but slows considerably on the hills, so we wind up with a rolling average of about 13 mph. In fairness to the group, we require that prospective riders be capable of maintaining this pace. 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.

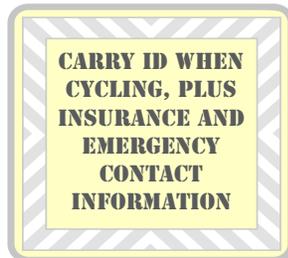
**Coordinator:** Helen Greitzer (<mailto:helengreitzer@hotmail.com>)

**Start:** Location Varies.

**Directions:** The ride coordinator sends ride announcements and ride reports by weekly e-mail.

For more information, including the next ride start location, e-mail Helen.

**Note:** Different leader each week. To become a leader contact Helen. ☺



# December Rides

## Something in Common

*Sunday - December 7*

**Times and Routes:** 10:30 AM for 23 and 34 miles

**Ride Type:** Cue Sheet, Map

**Description:** Join us for the first Winter Ride of the Season, and a taste of rides to come. This is the season to share in the fun. Meet at the monument in the middle of the Cambridge Common.

**Leaders:** Eric Ferioli (781-235-4762)

**Start:** Cambridge Common, is north of Harvard Square. 1500 Massachusetts Avenue, Cambridge

**Directions:** Harvard Square, Cambridge is accessible from Memorial Drive, and Storrow Drive, as well as the MBTA Red Line.

**Cuesheets:** 34 miles

**Ride Information:**

23 mile route (<http://ridewithgps.com/routes/1955564>),

34 mile route (<http://ridewithgps.com/routes/1955500>)

## The Gypsy Ride

*Sunday - December 14*

**Times and Routes:** 10:30 AM for rides of 24 or 33 miles

**Ride Type:** Cue Sheet, Follow the Leader, GPS

**Description:** Come out to Groton for this winter ride! It will feature routes where there is just enough climbing to keep warm. Both rides start at the leader's house.

The long ride will circumnavigate Scribner's Hill and ride through Groton, Westford, Tyngsboro and Dunstable. Those on the short ride will miss the "big" hill.

Everyone is welcome to stay for the after-ride party which will feature "Gypsy Soup". PLEASE: NO CLEATS IN THE HOUSE.

**Leaders:** Lindy King (<mailto:lindybikes@charter.net>,

978-448-0533 please call before 9PM)

**Start:** Lindy and Jamie's House

**Directions:** Take Route 495 to Exit 31 and follow Route 119 West to Groton for 4.2 miles; turn right onto Gay Rd for .25 miles then right onto Whitaker Lane to #41 (the only blue house). Park on Whitaker Ln: Be sure to leave room for cars to pass (please don't park in the driveway).

**Note:** Ride will be cancelled if it snows or rains - check website in the morning! We'll still have the party at noon even if the weather doesn't cooperate.

**Ride Information:**

Short Ride: 24 miles (<http://ridewithgps.com/routes/6331653>),

Long Ride: 33 miles (<http://ridewithgps.com/routes/6365642>)

## Willett's Pond Wayfare

*Sunday - December 21*

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

**Ride Type:** Cue Sheet, Arrowed

**Description:** Rides head south  
**December Rides - Cont. on page. 4**

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

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

through the neighboring towns on quiet roads. The long ride goes into Sharon.

**Leaders:** Eric Ferioli (781-235-4762)

**Start:** Wellesley High School.  
39 Paine St, Wellesley

**Directions:** From Rt. 128 exit 21-22 Rt. 16 west toward Wellesley. Go through Wellesley Hills past clock tower on right. Turn left onto Forest St. at lights (green sign for Babson College on left and 'Rockland Street to Linden St.' sign on right). After 0.2 miles turn right into Paine Street and park on street

**Ride Information:**

25 mile route (<http://ridewithgps.com/routes/1183640>),

45 mile route (<http://ridewithgps.com/routes/1183698>)

### Willett's Pond Wayfare Thursday - December 25

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

**Ride Type:** Cue Sheet, Arrowed

**Description:** Rides head south through the neighboring towns on quiet roads. The long ride goes into Sharon.

**Leaders:** Eric Ferioli (781-235-4762)

**Start:** Wellesley High School.  
39 Paine St, Wellesley

**Directions:** From Rt. 128 exit 21-22 Rt. 16 west toward Wellesley. Go through Wellesley Hills past clock tower on right. Turn left onto Forest St. at lights (green sign for Babson College on left and 'Rockland Street to Linden St.' sign on right). After 0.2 miles turn right into Paine Street and park on street

**Ride Information:**

25 mile route (<http://ridewithgps.com/routes/1183640>),

45 mile route (<http://ridewithgps.com/routes/1183698>)

### Sunday - December 28

No scheduled ride, contact VP of Rides ([ridesvp@crw.org](mailto:ridesvp@crw.org)) to volunteer to lead a ride.

**Be sure to check the web site** (<http://crw.org/cgi-bin/calendar.pl/?thismonth=yes>) for possible updates or cancellations. ☺



My wife thinks cycling is great way to spend time as a family while burning a few calories. For her, the family ride is quality time. Then again, she does not have the trailer with 50 or so stuffed animals and the 2-year-old singing "Old McDonald" attached to her bike as we climb what must be Mont Ventoux. Hmm...now that I think about it, cycling is the best way to burn a bazillion calories and hang with the family.



US bike shop owner  
John Kibodeaux, VeloNews, 2005

### Masters Nationals - Continued from page 1

progress in my racing. I'm excited to find out if I have the game to compete at this level.

Time to concentrate on the task at hand. I had done my homework and gathered as much intelligence about the race as possible from a number of the guys I'd met over the past few days. I'd made a number of new cycling friends from around the country, and they were more than willing to share past experiences and intelligence about the upcoming race. Rumor had it that two of the top California-based teams were planning to take the race out super-hard

because they wanted to drop a few of the pure sprinters early. I'd need a good warm-up to be prepared to go mach from the gun.

My first mistake of the day was not appreciating how race officials were organizing the line-up at the start. I entered the closed-course in the middle. Officials said we could ride a free lap to the start corral. That sounded like a reasonable idea since I could focus on my line and visualize where I wanted to be in the early laps of the race. As I rounded the final turn, I noticed that the start corral was already packed with most of the 66-rider field. Ugh! Starting a race at this level in the back row was not part of the plan. Race officials went over pre-race instructions and positioned several of the cycling legends on the front row. We'd be racing for 50 minutes over a 1-mile criterium course. There are 8 turns within the mile, 6 to the right

and 2 to the left for good measure, with a short and relatively steep hill after the start/finish straightaway. Dropped riders would be pulled if in danger of getting lapped (I certainly did not want that).

As anticipated, the pace was aggressive from the gun. Our 66-rider field was strung out single-file in a hurry, a sure sign that we were pressing it. My only play on these first few laps was in holding my position, staying tight to the wheel in front of me, and finding the fastest and cleanest line out of each corner. I had to conserve every watt of

power that I could, hope that the field would not split in these early

laps, and then start moving my way forward as the pace relaxed at any point. I was able to settle in quickly and was pleasantly surprised to find that I was not fighting hard to hold position. I was able to find fast, clean lines coming out of the corners. The bike handling around me was pretty good. I was able to be relaxed at speed in traffic, and not allow any gaps to open that I had to use effort to close. Progress, indeed.

Five laps into the race I looked down at my Garmin: 26.4 mph average speed! These guys may be old (over 55), but they can still drill it, and many train harder now than they did as younger elite riders. Race officials had us clocked on the speed gun on the start/finish straight away at around 30 mph each lap. I could hear the announcers telling the spectators that the pace was really fast, and I could vaguely pick out my wife

**Five laps into the race I looked down at my Garmin: 26.4 mph average speed!**

**Masters Nationals - Cont. on page. 5**

**Masters Nationals** - *Continued from page 4*  
and father in the crowd as we whizzed by. Now it was time to start moving up. Crits normally start consolidating after those early, brutally fast laps, and if you are alert and savvy, there are usually opportunities to advance one's position with minimal effort. There is usually a series of hard attacks at this point in the race as riders attempt to break away. I had to be watching for this and be ready to dig deep.

A hard attack died on lap 7, and I could see the front guys getting tactical and spread five across, a perfect spot to advance my position. Just as soon as I had moved up maybe ten spots, the hammer came down. We were back to full throttle, single file. That attack relented, and it was time to move up expending the least energy possible. I found a nice gap on the right side, held my speed, and zipped past a bunch of guys. I was finally in the front 20. Counterintuitively, it takes a lot less effort to ride at the front of a race than at the back. The best guys at the front are all drilling it through the corners and taking the cleanest, fastest line. There is no touching of brakes or bunching. My racing buddies and I refer to the back half of the race as the "stupid zone," for good reason. Everything seems, and is, harder—from bunching in the corners to needing to sprint out of every turn, and that gets old in a hurry. Also, the guys in the back are generally hanging on by a thread and at the highest risk of crashing. Nothing really good happens at the back of the peloton.

Eleven laps to go. I had fought hard for good position. Many of the top guys

were around me. I was still feeling quite strong and my legs still felt like they had plenty of punch left. All those quad-burning, variable-power training sessions that Coach Todd Scheske (Peaks Coaching Group) had put me through were paying dividends. I had not spent too much time pressing my limits and had not burned many matches moving up. Whatever happened from this point onward, at least I had hung with the field and had not been dropped early, especially with my family members watching. I felt pretty proud of this. I was now focused on figuring out how I could win this thing, and finding the best pilot fish (fastest wheel) that I could for the final laps. I figured that I wouldn't be dropped, so it's all gravy

**Counterintuitively, it takes a lot less effort to ride at the front of a race than at the back.**

at this point. I could sense a big attack unfolding: a couple of the top guys were out of the saddle, drilling it. This one looked like the real deal, and I had to jump on it quickly, find a good wheel, and stay tight. I was pressed to my limits here and digging deep. I could tell that this attack was hard enough and late enough in the race that guys were getting spit out of the back of the field. I suspected that maybe only half the field was intact at the front, but the pace was too fast to look back or even consider what was behind me.

Seven laps to go (maybe 18 minutes of racing), and it started to get tactical again. I still felt surprisingly fresh. I had been working hard over the past many weeks on sprint and finishing speed. I've

taken some of the best Masters to the line in a few big races, such as a 5th at the super-competitive Killington Stage Race (Stage 1). So the closer I am to the finish, the better. It's time to start mentally preparing for the final laps and put myself into position for a big finish. It's "self-talk time." I've worked hard for this. It's going to be a long winter of wondering, "What could have been?," and I want to put every fiber of effort into the finish. I tell myself to give it everything that I have and leave nothing in the bag!

Just as we passed the start/finish line, the guy in front of me slammed into a manhole cover, wobbled for a split second, and hooked the handle bars of the rider next to him. They went sideways. I was inches off their wheel with no place to go BANG!! On the ground and dazed, I did what any serious bike racer would do—check the bike. Amazingly, the bike looked mostly unbroken, with a few

scrapes on the bar tape, nothing too serious. Then it was time to check out me. I handed my bike to race officials and looked for my wife and father, in case they saw the crash and were worried that I was hurt. I found them and headed for the medical tent. Doctors asked me the obligatory questions—do I know where I am, what day is it, have I blacked out. I answered these questions satisfactorily. Fortunately, no concussion. I did have quite a few scrapes, a shredded cycling kit, and significant bleeding on my left index finger. The Doc concluded that the scrapes were relatively moderate road rash. The finger had a pretty deep gash, but since no tendons were severed, they decided to clean out the cut and put in three

stitches, using local anesthesia. This makes me whimper, and here I thought I was some kind of tough bike racer!

My race may have ended badly, but I took a lot of positives away from the experience. I now know that I can compete at this level. I was comfortable with my bike-handling skills, and I rode a smart race. The experience of being at a national championship event was just awesome. I'm already dreaming about next year's national championship. ⚙️

## NewMembers

Ramona Barron	Fitchburg
Blake Foster	West Roxbury
Linda Honneus	Marshfield
James Hsia	Weston
Chris Iovino	East Weymouth
Robert Joseph	Auburndale
Jennifer Piesvaux	Cambridge
Tomas Sherwen	Belmont
Jeffrey Smith	Boston
Timothy Smith	Fayetteville
Barbara Tardiff	Concord

## Bedford Bicycle Master Plan

The Town of Bedford is soliciting bicycle inputs from anyone who rides in or through Bedford. The inputs will help the Town identify where improvements are needed to make Bedford a bicycle friendly community. Residents, commuters, Minuteman users, students, recreational riders are all invited to participate. More information at <http://crw.org/news/BedfordMasterPlanFlyer.pdf>



by Jack Donohue

There comes a time in the life of men of a certain age when they will be passed by a GIRL. It's bad enough to gradually be slipping to the back of the peloton, but to be smoked by a member of the weaker sex may be too much for many fragile male egos.

There'll be a period when you can chase them down, hang onto their rear wheel for dear life and pretend you're being a gentleman by not passing them. But even this phase will pass, and you will merely find yourself left in the dust.

The first stage is to make excuses. You were doing a recovery ride, you didn't have enough to eat, the stars were misaligned, etc, etc. This may work for the first few instances, but this can only get you so far.

Next you can try to shape up, lose some weight, get a personal trainer, etc, but you're only postponing the inevitable.

When you finally get over that fact that you have actually been passed by a girl, then the rationalization stage sets

in. Assuming she's not one of the known club superwomen, you can still surmise that she must be some sort of world

class athlete imbued with superhuman powers. This doesn't work so well when you find out she's merely an ordinary club member.

Getting better equipment helps to a certain extent but then it's even more demoralizing to be passed by a sweet young thing when

you're astride your \$7K Trek Madone.

This is bad enough, but that's not all. Just when you've come to grips with the indignity of being passed by a girl, you get passed by a mountain bike! Then a girl on a mountain bike! When will it end? ☹

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

**It's bad enough to gradually be slipping to the back of the peloton, but to be smoked by a member of the weaker sex may be too much for many fragile male egos.**

## October Mileage

247113

Name	Miles	M	C	K	Name	Miles	M	C	K
Pamela Blalock	10331	9	5	6	Rudge McKenney	2910	4	-	-
Mike Kerrigan	9062	9	8	7	Adam Auster	2842	1	-	-
Jack Donohue	8857	-	-	5	Mark Druy	2707	6	1	-
Chris Roberts	8123	8	6	1	Bill Hanson	2656	-	-	-
Bruce Ingle	7701	10	5	2	Joseph Tavilla	2519	-	-	-
Richard Deandrea	7550	8	2	2	Jean Orser	2465	4	-	-
Steve Robins	7339	-	-	2	Marc Cohen	2439	6	-	-
Richard Taylor	7087	10	10	3	Cynthia Snow	2416	-	-	-
Martin Estner	6219	-	-	1	Lisa Weissmann	2374	2	-	-
Irving Kurki	5944	7	2	-	Darrell Katz	2159	-	-	-
David Cooper	5677	10	5	-	Jeffery Luxenberg	2118	1	-	-
Douglas Cohen	5628	3	-	-	Joseph Moore	2068	3	-	-
Bob Wolf	5501	7	-	-	A J Gemperline	1968	3	-	-
Cynthia Zabin	5412	1	-	-	Pete Knox	1948	1	-	-
John Springfield	5372	2	8	1	Bernhard Paul	1890	3	-	-
Ken Hablow	5256	6	-	1	Arne Buck	1750	1	2	-
Carlo Innocenti	4940	4	5	1	Scott Tyler	1708	2	3	-
Clyde Kessel	4901	7	1	1	Marc Webb	1520	-	-	-
Butch Pemstein	4699	4	-	-	Ed Hoffer	1500	-	-	-
Erik Husby	4649	4	-	-	Mike Hanauer	1414	-	-	-
Tim Mathews	4550	8	4	-	Michael Filosa	1027	3	1	-
Dom Jorge	4443	6	-	-	John Kane	596	-	-	-
Peter Sousounis	4208	3	2	-	Bill Widnall	546	-	-	-
Eric Sansone	4159	4	-	-	George Caplan	321	-	-	-
Joe Repole	4134	10	10	-	John Loring	169	-	-	-
Walter Frank	4024	1	1	-					
Samuel Leadholm	4012	6	2	-					
Bruce Larson	4008	8	4	-					
Fred Newton	3911	2	-	-					
David Wean	3841	4	-	-					
Ed Pastor	3803	5	1	-					
Dave Stefanovic	3769	1	2	-					
Don Mitchell	3414	4	1	-					
Alan Cantor	3358	6	3	-					
Glen Reed	3255	-	1	-					
Larry Delaney	3023	4	-	-					
Henry Marcy	2983	1	-	-					
Frank Aronson	2970	6	5	-					
Harry Wolf	2970	-	-	-					

### 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 on the website at <http://crw.org/mileage/mileage.htm> or email [mileage@crw.org](mailto:mileage@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 Wheelmen -  
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 Wheelmen, Inc.

### How To Send Us Your Article

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

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

sion to: Jack Donohue

26 Fox Run Road, Bedford, MA 01730

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

## Insurance

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

### BOARD OF DIRECTORS

#### Term Expires

John Allen	2016	781-891-9307
Chris Berg	2014	978-201-6530
Frank Hubbard	2014	508-376-6265
Stanley Kay	2014	617-928-3677
Andy Brand	2014	617-247-9770
Mike Byrne	2014	508-788-7120
Helen Greitzer	2016	508-878-6988
Ken Hablow	2016	781-257-5268
Bob Wolf	2015	781-259-8529

### OFFICERS AND COORDINATORS

President	Eli Post	617-306-1838
Executive Vice President	Bob Wolf	781-259-8529
Vice President of Finance	Bernie Flynn	617-968-3506
Vice President of Publications	Ken Hablow	781-257-5268
Vice President of Legal Affairs	Butch Pemstein	617-969-6574
Secretary	Mike Byrne	508-788-7120
Treasurer	Jack Donohue	
Insurance Coordinator	Ken Hablow	781-257-5268
Membership Coordinator	Linda Nelson	617-964-5727
	Larissa Hordynsky	617-527-5620
Publicity Coordinator	Kimberley Fitch	781-354-4780
Mileage	Jack Donohue	
Bike Shop Coordinator	A J Gemperline	508-881-6676
Safety Coordinator	Bob Zogg	617-372-6469

### RIDE PROGRAM COORDINATORS

Vice President of Rides	Ken Hablow	781-257-5268
Intro Rides	Jacque Smith	781-271-1571

Get Up 'n Go Rides	Jack Donohue	
	Susan Grieb	781-879-9523
Century Committee	Eli Post	617-306-1838
Wednesday Fitness and Masters Ride	Charlie Dow	617-543-4826
	Ken Milne	508-458-5621
Wednesday Wheelers	Helen Greitzer	508-878-6988
Wednesday Ice Cream Ride	Gabor Demjen	781-444-4508
	Roger Bonomi	617-686-4073
	Rudge McKenney	617-332-6242
Thursday Fitness Rides	Kathy Horvath	781-271-1308
Thursday Night Fun Ride	Wayne Douglas	508-245-5228
	Conrad Kauffman	617-833-8638
Friday Rides	Alan Cooney	617-293-2244
	Ed Glick	978-250-1883
	Paul Hardin	978-866-3040
Sunday Fitness Rides	Andy Brand	617-247-9770

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# BikeShops

<http://www.crw.org/shops.php>

These fine bike shops offer discounts to CRW members

## Ace Wheelworks

145 Elm St., Somerville..... 617-776-2100

## Adi's Bike World

231 Grove Street, West Roxbury..... 617-325-2453

## ATA Cycles

93 Thoreau St., Concord..... 978-369-5960

## Back Bay Bicycles

362 Commonwealth Avenue, Boston..... 617-247-2336

## Belmont Wheelworks

480 Trapelo Rd., Belmont..... 617-489-3577

## Bicycle Exchange at Porter Square

2067 Massachusetts Ave, Cambridge..... 617-864-1300

## Bikeway Source

111 South Road, Bedford..... 781-275-7799

## Broadway Bicycle School

351 Broadway, Cambridge..... 617-868-3392

## C K Bikes

1 Still River Road, Harvard..... 978-844-7539

## Cambridge Bicycle

259 Massachusetts Avenue, Cambridge..... 617-876-6555

## Centre Ski and Bike

1239 Washington Street, West Newton..... 617-332-0300

## Chelmsford Cyclery

30 Chelmsford St., Chelmsford..... 978-256-1528

## Community Bicycle Supply

496 Tremont St., Boston..... 617-542-8623

## Cycle Loft

28 Cambridge St., Burlington..... 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 Street, Holliston..... 508-429-9177

## Harris Cyclery

1353 Washington St., West Newton..... 617-244-1040

## International Bicycle Center

89 Brighton Ave, Allston..... 617-783-5804

71 Needham St., Newton..... 617-527-0967

## 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 Road, Westboro..... 508-836-3878

890 Commonwealth Avenue, Boston..... 617-232-0446

44 Granite Street, Braintree..... 781-519-6306

## Marblehead Cycle

25 Bessom St., Marblehead..... 781-631-1570

## Papa Wheelies Bicycle Shop

653 Islington Street, Portsmouth..... 603-427-2060

## Quad Cycles

1043 Massachusetts Ave, Arlington..... 781-648-5222

## Sheldonville Bicycle Repair

277A Hancock Street, Wrentham..... 508-384-0665

## Southampton Bicycle Center

247 College Hwy., Southampton..... 800-527-9784

## Superb Bicycle

842 Beacon Street, Boston..... 617-236-0752

## Travis Cycles

1 Oak St., Taunton..... 508-822-0396

722 N. Main St., Brockton..... 508-586-6394

## Urban AdvenTours

103 Atlantic Ave, Boston..... 617-670-0637



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