



WheelPeople

Newsletter of the Charles River Wheelers

April Highlights

Recurring Rides.....	3	Letters to the Editor.....	7
New Members.....	3	Dr. Mirkin - Cyclists Aging.....	8
April Rides	4	Dr. Mirkin - Skin Washing.....	9
AMC Bicycle Repair Workshop...	5	ABCs Before Each Ride	10
AMC Spring Bike Rally	5	February Mileage.....	10
Spring Century info.....	5	Club Officers & Coordinators....	11
Safety Corner	6	Bike Shops	12

On the roads of New England since 1966

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2018 CRW Century Update

By Larry Kernan,
CRW Century Coordinator

We have some good news and we have some bad news. Bad news, first. After many years of running the Climb to the Clouds event, Ken Hablow has retired. Lacking sufficient resources and wanting to make sure that all CRW events are first-rate, CRW has decided not to run Climb to the Clouds as an official club century event this year. We do hope to run Climb to the Clouds as a Sunday unsupported ride and we will provide additional information and a date a little later.

The Spring Century planning is well underway. Dave Patti (a new Board member) and Larry Kernan will co-lead the event. We are supported by very able Century Committee members Steve Carlson, Eli Post and André Wolf. The date for the Spring Century is Sunday, May 20th and you can sign up

Century Update - *Continued on page 9*



Croatia Bike Tours Slide Show

On Sunday, April 8, CRW members Steve Hoffenberg and Dana Chandler will present a slide show from two guided bike tours in Croatia: a 2016 bike-and-boat tour in and around the beautiful islands of the Dalmatia region, including the sights of Korcula, Split, and Trogir; and a 2017 tour from historic Dubrovnik overland to the coast of Montenegro and through the valleys of Bosnia & Herzegovina.

The evening kicks off at 6:00pm with pizza and soft drinks, and the slide show starts at 7:00pm. Location: Sudbury Senior Center (at the Fairbank Community Center), 40 Fairbank Road, Sudbury, MA. Preregistration is required as space is limited. To register, email stevehof@yahoo.com using the subject line "CRW Croatia Slide Show".

Welcome to the 2018 Ride Program

In March, CRW kicked off its 2018 riding season with a gala event gathering of ride leaders and volunteers distinguished guests at the spectacular perfectly fine Boston Harbor Hotel Depot in Lexington, featuring Dom Perignon beer and wine, with entertainment provided by the Rockettes, and a presentation by VP of Rides, Mary Kernan, outlining the plans for the 2018 Ride Program.

This year's program has three components:

1. Make it easier for new riders to participate in club rides
2. Provide club members an opportunity to become involved with the Ride Program without becoming a ride leader
3. Create a more social atmosphere at club rides

Most importantly, we need to provide more support for our ride leaders. Read on for more information.

Bicycle, Bicycle, I Want to Ride My Bicycle

CRW seems to have lost its way just a bit in being a place that welcomes new

riders. There are those who have never ridden in a group or were coerced by office mates into signing up for a charity ride and have no idea where to begin. CRW should be a resource where they can turn to and become the bicycling aficionados that we all are. This season we're going to help them, beginning with a series of Basic Bicycle Skills Workshops.

Partnering with Landry's Bicycles, these workshops will be a place for novice cyclists to learn how to ride safely so as not to endanger themselves or others and get past the intimidation of joining a group ride. The workshops will start with a brief classroom presentation, followed by drills in a parking lot and culminating in a short ride on local, low traffic roads. Riders will learn to:

- Check their bike for safety before each trip
- Properly fit a helmet
- Briefly check their bike fit
- Start riding efficiently

2018 Ride Program - *Cont. on pg. 2*

2018 Rides Program - *Continued from page 1*

- Stop elegantly
- Ride in a straight line
- Turn gracefully
- Identify traffic and hazards

To start the season, three workshops have been scheduled at Landry's Bicycle store locations:

May 5 - Boston

June 3 - Newton

June 24 - Natick

All sessions will be held from 9:00 a.m. - 12:00 p.m. The cost to attend is \$25. To learn more or sign up your friends, go to <https://www.crw.org/content/basic-skills-workshop>. If there's enough interest, we'll schedule additional sessions or introduce more advanced topics.

Rides Gone Wild

Who among us showed up for our first CRW ride way back when and had absolutely no idea where to go or what to do? Ok, maybe nobody-this wasn't you, but many of us remember that first ride being daunting. That's about to change. This season, we're introducing a series of *Intro to CRW* rides that are designed for people who need a little help to get started, don't want to get dropped or maybe want to ride a bit slower and enjoy the camaraderie of others. These rides will be attached to rides already on the calendar so that cyclists will get the entire CRW experience of trying to park at a start location when there's a zillion bikes in the way, working hard to remember where the bathroom breaks are from a route description and trying to make a left hand turn out of the parking lot.

Check the ride calendar throughout

the season for *Intro to CRW* rides. Better yet, offer to help lead or sweep one.

"We all had to start somewhere and doing something is better than doing nothing at all." Khloe Kardashian

Adopt a Route and Save a Ride

An orphan route is a sad thing. It's a ride that hasn't been done in a long time and has been mostly forgotten. It doesn't get the love it deserves from CRW riders; no one painstakingly travels its streets and paints arrows; no one agonizes over just the right waypoints in RwGPS; ride leaders forget it exists; there's no reason to do a taste test at all the bakeries, coffee shops and ice cream stands along the way; and really, who knows if there's a sweet-smelling bathroom stop at all?

So, why adopt a route?

1. You'll save an orphaned ride. Without you, the route will stay at the bottom of the rides database, perhaps never to be ridden again.
2. You'll have bragging rights. There's nothing better than doing a ride and hearing people comment on what a great time they're having. You can look down with pride at the arrows you have painted and gloss over the ones done in error that have been covered in black.
3. It's a way of fighting route boredom. Really, do we need another ride in Concord? Ok, many of us like Concord. But, we like Dover and Rockport and Westwood too and we just don't seem to have as many rides in those places any more.
4. Riders will thank you. Once people know that you're the one responsible for bringing a route back to life, they'll acknowledge and appreciate your con-

tribution to CRW.

5. Adoption helps more than one person. You'll get the sense of satisfaction, knowing you've made a difference, and you'll have an immediate impact on the many that enjoy the ride.

6. You'll help to change the world. Ok, maybe an overstatement, but biking really does make the world a better place.

So, what do you have to do to adopt a route?

Just volunteer. We'll suggest a route for you or maybe you have one of your own. We'll help you understand the responsibilities including:

- Riding the route and making sure that no changes need to be made, documenting points of interest along the way including food stops and noting those all important bathroom breaks

- Updating the RwGPS files - we'll teach you if you don't know how to do this

- Making notes on any special circumstances such as towns that require arrowing notification or ride start locations that need permission before being used.

And then? Magic will happen. We'll hook you up with a ride leader who will run the ride and you'll bathe in the warmth of adoring riders. Seriously, what could be better than that?

Release Your Inner Picasso and Join the Arrowing Team

Factoid #1 - Arrowing rides is a lot of work

Factoid #2 - Riders like arrows
Ergo - We should ask riders to help with arrowing

CRW riders have made their thoughts known and arrows are beloved. Once

you become proficient with using your smartphone to navigate with RwGPS you might change your mind, but that is fodder for another article. There is no debate - it is a lot of work for a ride leader to arrow a ride. You might think you can simply repaint last years' arrows for any route, but the beautiful new pavement that is regularly and widely applied throughout all of Massachusetts generally means that every route needs to be checked and rechecked.

It's time for you to release your inner Picasso and grab a can of paint - we need your help. We'll team you up with an experienced painter, give you a can of paint and train you in the finer points of arrow placement and even share with you the tricks on how to keep the paint off your bike. Better yet, you should use this as an excuse to get a new bike so that your old bike can become your arrowing bike and the paint won't matter.

This is a great volunteer opportunity for someone who would like to be involved in the rides program but doesn't want to lead. Once trained, we'll ask you to help with routes that are convenient to you and arrowing can be done on your own schedule.

Where's the Party?

When was the last time you hung around at the end of a ride? Maybe it was at the Cranberry Harvest Century or one of the Jack's Abbey rides. It was fun, wasn't it? Why don't we do that more? Because someone needs to organize the party and give you a reason to stay. Hey, isn't this the job of the ride leader? OK, really? Ride leaders already devote enough time doing everything it

2018 Ride Program - *Cont. on pg. 9*

Recurring Rides



These rides are held every week unless indicated otherwise

Hanson Sunday Winter Ride

Times and Routes: 10am for 25 & 32 miles

Ride Type: Arrowed, Cue sheet, GPS, Map

Description: The Hanson Sunday Ride is your chance to ride on roads that are not common for CRW and take in terrain so gorgeous that you might wonder how you have missed it. The HSR are full of cranberry bogs, lakes, farms, woods, and the flattest terrain in Massachusetts. Take it easy and “smell the cranberries” or record your fastest ride this season. Coffee after will be at DD at intersection of RT14/58 near start location. Snow, ice, rain, or temps under 32° may cancel rides. If in doubt, contact ride leader for cancellation postponement message (by about 7:30 am on Sundays). Also, check the South Shore Mellow Riders on Facebook for updates and cancellations.

Leaders: Mike Togo

Start: Shaws Plaza Shopping Center-Hanson

Directions: From North/West: Take Route 93 South to Route 3 South. Take exit 13. Turn Right onto Washington

Street (Route 53). Right onto Silver St. Right onto Main St. Right onto Rt 139. Next left onto Center Street Left onto Old Cross Street Right onto Brook St. Left onto Cross Street. Right onto Rt 58. Go past Town Hall. Take the left after the next set of lights by the Dunkin Donuts. From South: Take 3 North. Take either Rt 14 or Rt 27 to Route 58. Follow Route 58 to the parking lot. Take the first left after the traffic lights and the Dunkin Donuts. The ride start is about 2 miles from the Hanson commuter rail station: go east on Rte 27 a short distance, then north on Phillips st, east on Holmes St, and north on High St. Train schedule is at <https://mbta.com/schedules/CR-Kingston/timetable>

Ride Information: 33 miles, 26 miles

Wednesday Wheelers

Times and Routes: Varies, usually 10:00 AM.

Ride Type: Follow the leader

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

urban exploration. We always include a lunch stop, either during or at the end of the ride. In the winter we may substitute other activities, such as cross-country skiing. We stay together, following the leader for the day, while being careful not to drop anyone. On a rural ride of average hilliness, the pace is 15 to 17 mph on the flats, but slows considerably on the hills, so we wind up with a rolling average of about 13 mph. In fairness to the group, we require that prospective riders be capable of maintaining this pace. Distances are typically between 30 and 40 miles. Non-members of CRW are welcome to ride with us and experience what the Wednesday Wheelers offer. If you like our rides however, and wish to continue to ride with us, we expect you to become a CRW member. If interested, contact the [Wednesday Wheeler coordinator](#).

Coordinator: Helen Greitzer

South Shore Coastal Loop

Times and Routes: 8:30 AM in April; 7:30 AM starting May 6

Ride Type: Arrowed, Cue sheet, GPS

Description: This ride combines shady, quiet roads, scenic harbors, historic lighthouses, windmills, beaches and beautiful vistas and occurs on some of the most spectacular coastline on the South Shore. You'll find that the effort to get up early enough to leave promptly at 7:30 will be paid back by having a great ride with little traffic. Because we start early, you'll be home in time to cook omelets for Sunday brunch! The SSCL will take place every week, weather permitting. The 43-mile loop includes Rockland, Hingham, Norwell, Scituate, and Cohasset with a coffee stop in Scituate Harbor. The 57-mile ride adds a loop to Pemberton Point in Hull, with its magnificent views of Boston Harbor from under the windmill! Set your alarm. You'll be happy you did. Please check the website at 6 AM Sunday for any last minute updates. Notes: The ride will start promptly at 8:30 AM in April; 7:30 May through the end of the season. The Start: Park'n'Ride lot, Rockland (opposite Home Depot) Directions: Take 128 or 93 to Route 3 to Exit 14 (Rt. 228) in Rockland. Turn left at the end of the ramp then left again at the first set of lights, and park in the Park'n'Ride lot. Space Unlimited.

Leaders: Andrew Brand

Start: Park and Ride-Rockland (opposite Home Depot)

Directions: Take 128 or 93 to

Route 3 to Exit 14 (Rt. 228) in Rockland. Turn left at the end of the ramp, then left again at the first set of lights, and park in the Park'n'Ride lot. Space unlimited. Please check the website Saturday after 9:30 PM for last minute cancellations.

Ride Information: 57 miles, 45 miles

Be sure to check the website (<http://crw.org/ridescalendar>) for other Recurring Rides that start in April but were not listed at press time and for possible updates or cancellations.

New Members

Lisa Adams	Watertown
Philip Alvarez	Boxborough
Rick Atkins	Lexington
Ajit Baid	Boston
Paul Brandon	Amherst, NH
Don Burstyn	Arlington
Donna Curboy	Sturbridge
Guy Dixon	Winchester
Dean Holman	Westford
Nichole Holman	
Rochelle Holman	Westford
Ken Krutt	Winchester
John Levine	Worcester
Joel Loitherstein	Ashland
Hermínio Miranda	
Mark Murnin	Belmont
Randall Nelson-Peterman	Framingham
Jeffrey Pastor	Nashua, NH
Mark Schlack	Cambridge
Chris Schuch	Stow
Kate Taylor	Framingham



*We are in full swing for April with rides each weekend
and recurring rides during the week.
We encourage you to get out and ride.
Share our hopes for pleasant spring weather.*

Nashoba Bakery Ride

Saturday - April 7

Times and Routes: 9:30 am for 32 & 23 miles

Ride Type: Arrowed, Cue sheet, GPS

Description: A tour of the rolling hills of Lincoln, Weston, Sudbury, Acton and Concord, where we stop at the Nashoba Bakery for a coffee warm-up.

Leaders: John O'Dowd

Start: Alcott Elementary School

Directions: From Rt. 2 take the Walden Street exit, heading north to Concord. Bear left at fork onto Thoreau Street, and make first right onto Laurel Street. The school is on your right. The ride start is only a few blocks east of the Concord

commuter rail station on the Fitchburg line. From the station, go east on Thoreau Street and turn left onto Laurel Street.

Schedule is here: <https://mbta.com/schedules/CR-Fitchburg/timetable>

Ride Information: 32 miles, 23 miles

Apple Dumpling Ride, a.k.a. Not Apple Pi

Sunday - April 15

Times and Routes: 10:00 for 27 and 42 miles

Ride Type: Arrowed, Cue sheet, GPS

Description: We start in Bedford, travel inside Rt. 128 and then outside I 495. And no, we don't take the Mass Pike to go

that distance. The routes are on familiar roads extending as far west as Westford and Chelmsford with some hills to keep you busy.

Leaders: Judith McMichael, Julie Dodd

Start: Bedford VA Hospital

Directions: From 128 Take: Rt 4 north to Bedford Center. Turn right on Springs Rd. Follow signs for VA Hospital / Middlesex Community College. Meet at first parking lot on right. By bicycle from the Minuteman Bikeway: take the Narrow Gauge Rail Trail to where it crosses Springs Road diagonally, then bear right onto Springs Road.

Ride Information: 26 miles, 42 miles

Some Newer Views

Saturday - April 28

Times and Routes: 10 AM for 21, 33 and 40 miles

Ride Type: Cue sheet, GPS

Description: We'll ride through areas we don't usually go through and discover new views in Groton, Shirley, Lunenburg, Townsend and West Groton. All rides will pass by the Storybook Cottage in Shirley. The short ride has a moderate climb from W. Groton to the end. The medium and long rides have one big hill climb with views with a stop for food/water/rest in West Townsend. The long riders will have a couple more hills to contend with and briefly cross over the border into NH for another view. We'll rendezvous after the ride for lunch at either the Salt & Light Cafe or Filho's Cucina on Main Street in Groton. This will be a joint ride with the Nashoba Valley Pedalers.

Leaders: Lindy King

Start: Nashua River Rail Trail

Directions: From I-495, take exit 31 to Rt 119 West and continue for about 7.0 miles to Groton center. Turn left onto Station Avenue, after the Bank of America and before Groton Town Hall, to the end and park alongside the Rail Trail. Or take the Fitchburg commuter rail line to the Ayer station, then the trail:

schedule is here: <https://mbta.com/schedules/CR-Fitchburg/timetable>

Ride Information: 21 miles, 33 miles, 40 miles

Newton-Dover

Sunday - April 29

Times and Routes: 12:30 pm for 26.6 miles

Ride Type: Cue sheet, GPS

Description: A delightful ride that includes Newton, Wellesley, Needham and Dover. The hills are not challenging and the length is a nice way to get you back into biking after the winter. The starting point has free parking. After the ride we can grab a bite at Manow Thai Kitchen (1138 Beacon St.) near the ride start/endpoint. Note: please print and bring the cue sheet if you want to have one for the ride.

Leaders: Lisa Najavits, John O'Dowd

Start: Parking Lot, Beacon St, Newton

Directions: Exit 21 from rt. 128 to rt 16 East, bear right onto Beacon St. Park behind the building.

Ride Information: 27 miles

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

On all CRW rides, please arrive at least 15 minutes before the published ride starting time. It is recommended that you bring pump, patch kit, spare tube, 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](https://crw.org) for last-minute changes including weather-related cancellations.



AMC Bicycle Repair and Information Workshop

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

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

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

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

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

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

Advance registration is recommended. Prices are:

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

and \$45 at the door for all.

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

40th Annual AMC Spring Bike Rally

Saturday, June 2, 2018

The 40th annual Appalachian Mountain Club Boston Chapter Bicycle Rally will be held at Verrill Farm in Concord on Saturday, June 2, 2018. It is a wonderful opportunity for cyclists of all levels to get together to begin the summer bike season. Come help us celebrate. This year there will be rides from 15 to 63 miles on beautiful rolling terrain. Helmets are required. After the rides, riders can enjoy an outdoor happy hour followed by dinner. We will have a happy

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

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

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

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

Time to start thinking about

The Charles River Wheelers
Spring Century

North to New Hampshire

Sunday, May 20, 2018

*Event held Rain or Shine
Advance Registrations will be accepted on-line only.
No day of event walk-ins.*

Join The Charles River Wheelers on rural roads through the Merrimack

Valley of northeastern Massachusetts and southern New Hampshire.

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

ROUTES

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

REGISTRATION

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

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

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

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

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

Registration fee is non-refundable.

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

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

Helmets required on all CRW rides



Speed wobble

by CRW Safety Coordinator John Allen

If you have ever experienced speed wobble, you won't forget it. The handlebars suddenly start shaking violently. The bicycle feels uncontrollable. When you are descending at speed, it's scary.

How does it happen? Let's think about a violin. Yes, a violin. Stay with me here. The horsehair of the violin bow has a coating of sticky rosin (hardened pine sap). The bow pulls the string to one side, and then when the pull becomes too great, the string snaps back and overshoots. The string has its natural rate of vibration, which depends on its length, its mass and how highly it is tensioned. That determines how quickly this process repeats and produces a musical note.

The front end of a bicycle also has a natural rate of vibration. You can feel this if you shake the handlebars intentionally while riding at a low speed. At one rate of shaking, it becomes easier.

Why? Simplifying somewhat, the seat tube is steadied by the mass of your body and the traction of the rear wheel. When twisted so the head tube is tilted relative to the seat tube, the front triangle of the bicycle works as a spring. The mass of the front fork, handlebars and wheel determine how quickly the front triangle can spring back.

But the front wheel also can steer, and this is what keeps the oscillation

going (like the bow on the violin string). Try holding the bicycle over your shoulder and tilting it one way, then the other. The front wheel steers away from the tilt, because the center of mass is ahead of the steering axis. When the frame twists so the front wheel is pushed out to the left, the wheel steers to the right, and vice versa.

In speed wobble, the steering lags the twist, and the front wheel slaloms along the road. The wheel faces directly ahead only at the extremes of its excursions to the right and left. When it is crossing over the midline, it is turned, and so it overshoots, twisting the frame. This keeps the wobble going. Speed wobble also tends to occur when the wheel's gyroscopic wobbling (like that of a child's top) matches the natural rate of vibration of the frame.

Another useful comparison: a fish's tail slaloms through the water, converting sideways motion into forwards propulsion. Speed wobble is the same thing but backwards. The bicycle's front wheel slaloms along the road, converting forward motion of the bicycle into sideways motion.

How can you tell whether a bicycle is prone to speed wobble? In my experience, speed wobble is more likely the less rigid against twisting the frame is, and the heavier the front wheel. Baggage on a rear rack also can increase

the tendency toward speed wobble by holding the seat tube steadier. The additional flexibility and mass of a suspension front fork may make a bicycle more prone to speed wobble. Shake the handlebars with a rapid steering motion while riding at a moderate speed. If the bicycle feels as though it is trying to shake on its own, it is prone to speed wobble.

A cheap loaner bike with a steel frame with skinny tubes was the one most prone to wobble at moderate speeds that I have ever ridden. Fortunately, I rode it only in flatlands. The worst speed wobble I've had was on another loaner, a commuter bike with an inexpensive suspension front fork. Tall frames are more prone to speed wobble than short ones, generally speaking, because the front triangle is less stiff. A steel frame with butted tubing is generally more prone to wobble than one with plain-gauge tubing, which is more rigid. Aluminum and carbon-fiber frames with large-diameter tubes are relatively immune to speed wobble, because the front triangle is very stiff against being twisted. I've ridden two racing bicycles, one with a steel frame and another with a Cannondale aluminum frame, down the same twisty descent at speed. The steel bike had incipient speed wobble and I had to hold my speed down a bit when cornering. I descended faster on the Cannondale, though it was lighter. It was rock-solid.

How to avoid speed wobble? Mostly, that is about keeping your speed down on any bicycle which you can feel is susceptible. Check a bicycle with the handlebar-shake test I described earlier. If you like to descend at speed, maybe

you should be riding another bicycle. Remember that the handling of the bicycle changes when it is carrying baggage.

Speed wobble, surprisingly, usually doesn't directly cause a crash. If you are riding straight ahead, you can usually bring the wobble under control. Speed wobble is most dangerous if it starts when you are about to have to brake hard, or to lean the bicycle to corner. It is less dangerous if your feet are clipped in. If you are riding flat pedals, keep weight on your feet because if one slips off a pedal, you will probably crash.

What worked for me when speed wobble caught me by surprise was to keep calm, and ride with relaxed arms so the vibration didn't shake my teeth out, while keeping a good grip on the handlebars. You want to have your hands over the brake levers before the wobble starts – and your hands should be there anyway when descending at speed. I have stopped speed wobble by slowing with light braking, favoring the rear wheel. Don't use the front brake hard, as the traction of the front wheel is compromised by its slaloming. Bicycling guru Jobst Brandt recommends another tactic, unweighting the saddle so your mass doesn't steady the seat tube. I tried that (once) and it didn't work on my bicycle. It might on yours but it is also scary. You need at least to hold the nose of the saddle between your thighs. Brandt's discussion of speed wobble is here; <https://www.sheldonbrown.com/brandt/shimmy.html>. He also says that speed wobble usually happens when riding no-hands. Well, maybe but I avoid riding no-hands when descending at speed!

Be safe out there. 🌀

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March 20, 2018

To the Editor,

John S Allen's SafetyCorner column in the March 2018 Issue of Wheel People, entitled Lessons of the Kurmann Crash, aroused very strong feelings among the authors of our letter to Superintendent of Detectives, Gregory Long and District Attorney Dan Conley, requesting that the investigation be reopened and that charges be brought. Our team was comprised of Executive Director of MassBike Richard Fries, Bike Attorney Andrew Fischer, Rozzie Bike's Alan Wright, and me, Organizer of the Boston iteration of the Ride of Silence Joel A Feingold. That said, this response is mine alone, and the positions and opinions stated here should not be ascribed to the other members of my team.

Mr. Allen finds fault with our report: *"I find the Feingold team's not saying how Kurmann could have prevented the crash, and more generally, advocacy which promotes piecemeal infrastructure solutions and avoids teaching defensive driving, to be highly unfortunate."*

Our request to Superintendent Long and DA Conley began, *"We are submitting this letter and the accompanying video to request that your office re-*

consider the evidence and conclusions pertaining to the death of Dr. Anita Kurmann, and recommend charges against and prosecution for involuntary manslaughter of Mr. Matthew Levari, the driver of the truck that killed Dr. Anita Kurmann."

Somehow Mr. Allen has not understood the purpose of our report. Thus, why certain matters are excluded eludes him. It would make no sense, irrespective of any validity, for us to include ratiocales (such as advanced bike handling skills for crash avoidance,) which might be used to explain away the driver's culpability. We are presenting our case that he is guilty of involuntary manslaughter.

Additionally, making Dr. Kurmann's, or any victim's skill level and athleticism part of the legal equation determining culpability flies in the face of centuries of tort law, the axiom for which is, "You take your victim as you find him/her." The least capable, least observant, most careless bike rider deserves all of the protections that the finest bike handler does.

One of the most important lessons which we as cycling advocates have learned is that we must avoid blaming the victim of crashes. As much as Allen says he is not blaming Dr. Kurmann, he then focussed upon her behaviors and skill, which he found lacking. Most notably, he writes that. *"For some reason which we cannot know, Kurmann rode into the off-tracking zone to the right of the truck."* This is incredible because in our report we clearly state that this is a

bike lane, that she was in it all the way across the Mass. Ave. Bridge, that the driver passed her, that she caught up to the truck while it was stopped in traffic, and that it is her right of way. This is also evident in the video. So if concluding that Dr. Kurmann was off-track and should not have been there isn't blaming the victim I don't know what is.

The second part of Mr. Allen's conclusion critiques us for reasons unrelated to the specific crash. He writes that we didn't discuss *"advocacy which promotes piecemeal infrastructure solutions and avoids teaching defensive driving."* Obviously, anything which improves a driver's ability and reduces distractions is good, but that is not relevant to prosecution of the driver in this case. As to infrastructure improvements, in the long term they are vital to achieve substantial reductions in crashes between motor vehicles and bicycles. But the history of Amsterdam is instructive: A substantial commitment to infrastructure followed only after public outcry and enforcement. Again, this discussion and effort are discrete from our work to gain justice for Anita Kurmann.

My belief is that if our society demanded that drivers who kill bike riders or pedestrians pay a heavy price then more drivers would pay attention and fewer deaths and other injuries would occur. That belief is shared by my colleagues and is why we put hundreds of hours into our research and writing, video editing and publicity, in our effort to move the needle at the police and district attorney's office, and in the court of public opinion.

More generally, the above discussion involves 3 of the 5 Essential Elements of

a bicycle friendly America as defined by the League of American Bicyclists. The 5 E's are:

- Engineering
- Education
- Enforcement
- Encouragement
- Evaluation and Planning

I (and my team) focused upon **Enforcement**. It is clear that police and prosecutors, as well as juries, have great difficulty moving past their norms of car centric thought to understand that drivers of motor vehicles bear the heaviest responsibility to avoid hitting bike riders and pedestrians.

Paraphrasing Peter Parker's (Spiderman's) Uncle Ben, operating a deadly weapon comes with great responsibility. As cars and trucks pretty much always win the battle with bike riders and pedestrians, motor vehicle operators have a moral burden to maintain the highest standard of care. This is not well reflected in how our society functions. New laws to codify this responsibility, training so that police respond accordingly, and aggressive prosecution of drivers who kill or injure would save lives.

Engineering is infrastructure. As alluded to by Mr Allen, by building infrastructure which separates bike riders from motor vehicles and pedestrians, all three classes of road users are made safer. It's obvious that if bicyclists are not sharing roadway with cars and trucks they are safer by far. Space separate from pedestrians is safer for both bike riders and walkers. And motorists are safer too. All (or nearly all) drivers do not want to hit a pedestrian or bicyclist. The distress which the driver feels

Letters to the Editor - [Cont. on pg. 12](#)

Cyclists Age Better

Two exciting new studies show that older men and women who have cycled for many years do not have the markers of aging found in non-exercising people (*Aging Cell*, March 8, 2018). Their muscle size and strength, amount of body fat, levels of hormones such as testosterone, and blood cholesterol levels were close to those of much younger people. Their maximal ability to take in and use oxygen was more like that of people in their twenties than that of non-exercisers of their own age. Incredibly, the cyclists' immunity did not show the deterioration that is expected with aging. These studies focused on cyclists, but similar results would probably be found with other types of sustained exercise.

The Studies

Researchers from London and Birmingham, England, studied the same groups of people with one study concentrating on muscles and the other on the immune system. The participants were 125 amateur cyclists (84 men, 41 women) aged 55-79 years. These were not elite athletes; to qualify for the study, the men had to be able to cycle at least 60 miles in 6.5 hours, and the women, 36 miles in 5.5 hours (a moderate pace of less than 10 miles per hour for the men and 6 1/2 miles per hour for the women). All of the participants had been cycling regularly for most of their adult lives, with an average of 26 years. These

cyclists were compared to 75 healthy non-exercisers aged 57-80, and 55 younger non-exercisers aged 20-36. The authors excluded all people who were smokers or heavy drinkers or had high blood pressure or medical problems.

Amazing Benefits in Immunity

With aging, the thymus gland in the front of your upper chest shrinks and progressively loses some of its ability to make T-cells that help to protect you from developing cancers and infections. The most surprising news from this study is that the thymus glands of the older cyclists produced as many T-cells as those of the young people.

T-cells recognize foreign proteins on the surface of invading germs and cancers to tell your immunity to attack and kill these cells. They then stimulate your immune system to make antibodies to attach to and kill invading germs and cancer cells, and produce chemicals called cytokines that activate other T-cells to remove germs and cancer cells from your body. Other regulatory T-cells dampen down your immunity so that your immunity does not attack and destroy your own healthy cells.

Larger and Stronger Muscles and Better Use of Oxygen

The authors took muscle biopsies from the vastus lateralis muscle in the front of the cyclists' upper legs, the muscles strengthened most by cycling. The cyclists' muscles did not show the

expected signs of aging:

- drop in muscle size,
- drop in mitochondrial protein content, and
- decrease in ability to take in and use oxygen.

Their muscles did show a decrease in capillary blood vessel density. The cyclists' maximal ability to take in and use oxygen, move air in their lungs, and develop muscle power (wattage) were like those of the much younger people.

Loss of Muscle Size and Strength with Aging

All people, even regular exercisers, can expect to lose muscle size and strength as they age. Researchers at the University of Guelph in Canada have offered a new explanation (*Cell Reports*, March 13, 2018). All muscle fibers contain many mitochondria, small furnaces that turn food into energy. However, this process of providing energy for muscle cells produces end products called Reactive Oxygen Species (ROS), also known as free radicals, that damage parts of muscle cells and are directly responsible for the loss of muscle fibers with aging. Muscles normally use another chemical called ADP to rid themselves of ROS. This study shows that everyone loses muscle fibers with aging because older muscles lose some of their ability to respond to ADP and as a result, they accumulate higher levels of ROS which cause the permanent destruction of muscle fibers with the resultant loss of muscle size and strength. However, the muscles of older regular exercisers are able to clear excess ROS far more efficiently than the muscles of non-exercisers, so they have less loss of size and strength.

Exercise Helps You to Live Longer, Even If You Already Have Heart Disease

Another new study reviewed 30 years of records of 3,307 adults who had had heart attacks or angina (pain from blocked arteries leading to the heart). Those who exercised at least a little bit were 36 percent less likely to die during the study period (*J of the Am Coll of Card*, March 2018;71(1)). Weight loss without exercising did not reduce their death rate. This study agrees with another study of more than 15,000 heart disease patients that also showed that exercise helps to prevent death in people who have already had heart attacks (*J of the Am Coll of Card*, October 2017;70(14)). Moderate activities can include walking, gardening, ballroom dancing, water aerobics or casual cycling. Vigorous exercise includes cycling faster than 10 miles an hour, jogging or lap swimming, according to the American Heart Association.

My Recommendations

These studies show that many of the accepted signs of aging come from lack of exercise, not just from getting older. Regular vigorous exercise as you age helps you to maintain healthful qualities of your younger days so that you will have a healthier and more active later life. Exercise helps to prevent disease and death, even if you have not been a life-long exerciser. Everyone should maintain a daily exercise program. It does not have to be intense to prolong your life. If you have existing health problems or questions, consult with your doctors about any limitations that may apply to you. ⚙️

DrMirkin.com - [Continued on page 9](#)

Too Much Skin Washing?

More than one million North Americans are diagnosed each year with skin cancers. Twenty percent of people have the bacterium called *Staphylococcus epidermidis* living on their skin. It produces molecules that have been shown to slow or stop the development of skin cancers in mice (*Science Advances*, Feb 28, 2018;4(2):eaao4502).

Skin cancers can be caused by excessive exposure to ultraviolet rays from the sun. The bacterium *Staph epidermidis* makes a chemical called 6-N-hydroxyaminopurine (6-HAP) that can block DNA synthesis of cells. It can block the growth of rapidly-dividing cells that are cancers, while it does not appear to block normal cells because

normal cells make an enzyme that inactivates 6-HAP.

In this study, the researchers injected 6-HAP into mice with skin cancers every 48 hours for two weeks and found no evidence that it was harming the mice. Then one group of the mice had their skin colonized with bacteria that did not produce 6-HAP and their cancers continued to spread. Another group had their skin colonized with *Staphylococcus epidermidis* bacteria that produce 6-HAP, and the growth of cancer cells slowed down dramatically. The researchers found that injecting 6-HAP directly into the bloodstream inhibited the growth of melanoma cancer cells by more than 50 percent. They also showed that applying *Staph epidermidis* to the skin of mice helped to prevent group A strep, a bacterium that causes infections from strep throat to cellulitis and rheumatic fever and kidney damage.

My Recommendations

These researchers concluded that *Staph epidermidis* may help to prevent skin cancers (melanoma and squamous cell carcinoma) and ultraviolet-induced pre-cancers in humans. This is very preliminary data that may or may not be supported by future studies. We do know that there are many types of beneficial bacteria that live on human skin and help to keep harmful skin bacteria from growing there. In the future, we may learn how to apply healthful bacteria to the skin.

This study does send a message that perhaps a person can wash too often and lose the protection of beneficial bacteria. As of today, there is no evidence that washing your hands often is harmful because the thicker skin there appears to help protect you from infections. On the rest of your body, I suggest using water or gentle soaps such as Ivory and perhaps avoiding anti-bacterial soaps except where they may be desired for odor control. See my previous report on [anti-bacterial products](#) 🌀

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)

Century Update - *Continued from page 1*

now at: <https://www.crw.org/content/spring-century-1>. The price for members remains the same as last year at \$20. Non-member pricing is \$35. (Membership costs \$15, so do the math.) We will be looking for volunteers to work with us to make this a great event. A Pre-Ride Volunteer Party will be held on Thursday, April 19th in Bedford, MA – so come, socialize, and sign up for your favorite role. Invitations will go out in early April. Volunteers can ride the event for free, get a t-shirt, attend a post-ride party and other perks! If you're interested in volunteering, drop me an email at century@crw.org.

Last year's new fall century, Cranberry Harvest Century, was incredibly well received. This year, new Board member Steve Carlson will co-lead the event. There is a change of date from what was previously announced on the website -- the new date is Sunday, October 7th. Hopefully, the cranberry bogs will be a bright red on this later date.

We look forward to seeing you at the CRW Century events! 🌀

2018 Rides Program - *Continued from page 2*

takes to get a ride on the calendar and they can't always plan the party and make sure they're back from their own

ride in time to set things up.

We're looking for a party animal. Maybe a softer name is simply social butterfly. Would you be willing to step up, maybe even once this season, and put something together? It doesn't need to be complicated, perhaps just some soft drinks and snacks that will incent (incentivize is not a word) people to mingle. Sure, beer would be nice but a lot of ride start locations don't allow it and ice cream would be even nicer if you could figure out how to keep it frozen. You don't even need to be a cyclist. Someone you know could be curious about what the fun is all about and why you spend hours every weekend

with your CRW friends and this would give them a chance to get involved.

Why volunteer for any of these jobs? You'll have the gratitude of an entire cycling community and get to come to partake in all of the benefits (parties, free entry to century rides and more) allotted to those who participate in the Ride Program. And, of course, we're always looking for people who would like to become ride leaders.

To volunteer or get more information about any of these programs, check out our website at [crw.org](http://www.crw.org) or contact VP of Rides, Mary Kernan, at mary.kernan@gmail.com. 🌀

Before Each Ride Check Your ABCs

Article Thanks to: *Landry's Bicycles*

"A" is for air:

- Inflate tires to the rated pressure as indicated on the sidewall of the tire. A bicycle pump is recommended.
- Use a pressure gauge to ensure proper tire pressure. (Bicycle tires need to be re-inflated more often than car tires, and properly inflated tires reduce the chance of flats.)
- Check for damage to tire tread and sidewall; replace tire if worn.



"B" is for brakes:

- Rotate wheels to check that nothing is rubbing.
- Inspect brake pads for wear; replace if there is less than 1/4" of pad left.
- Check adjustment on brake pads; make sure they do not rub tire or dive into spokes.
- Check adjustment of brake levers. When applied, there should be least 1" between each lever and the handlebar.



"C" is for cranks, chain, and cassette:

- Chain should be clean, lubricated, and quiet — not chattering, squeaking, or squealing!



- Use a lubricant that's specifically designed for bicycles.
- If your chain skips while riding, you might need a new chain, a new cassette, and/or an adjustment.
- Make sure that your crank bolts are tight.

"Quick" is for quick releases:

- Wheels need to be tight in the frame, with the hub's quick-release lever fully engaged at 90° angle. Learn how to adjust quick releases for wheels.
- Your hub quick release should point back to insure that nothing catches on it.
- Inspect brake quick releases to insure that they are engaged.



"Check" is for check it over:

- Inspect the bike for loose or broken parts; tighten, replace or fix them.
- Check to make sure that your helmet is snug and level on your head, with straps snugly adjusted.
- Take a quick ride to check if derailleurs and brakes are working properly.
- Pay extra attention to your bike during the first few miles of the ride.

February Mileage

023662

Name	Miles	M	C	K	Name	Miles	M	C	K
Chris Roberts	1453	2	1	-	Jean Orser	210	-	-	-
Jack Donohue	1317	-	-	-	Douglas Bajgot	201	-	-	-
Marc Baskin	1073	1	-	-	John Springfield	192	1	-	-
Ken Hablow	1038	1	-	-	Arne Buck	186	-	-	-
Jeffrey Zaveloff	982	1	-	-	Gary Smiley	175	-	-	-
Cynthia Zabin	922	-	-	-	John Allen	143	-	-	-
Bruce Ingle	865	2	-	-	Bill Hanson	142	-	-	-
Doug Cohen	824	-	-	-	Jeff Luxenberg	127	-	-	-
Henry Marcy	785	-	-	-	Cynthia Snow	123	-	-	-
Steve Robins	739	-	-	-	Peter DiMarzio	111	-	-	-
Andy Brand	728	-	-	-	Ed Hoffer	99	-	-	-
David Cooper	681	1	-	-	Gabor Demjen	92	-	-	-
Jack Gregory	670	2	-	-	Douglas Chin	83	-	-	-
Joe Repole	669	2	2	-	Clyde Kessel	72	-	-	-
Larry Delaney	646	1	-	-	John O'Dowd	61	-	-	-
Richard Taylor	619	2	2	-	Mike Needle	51	-	-	-
Lisa Weissmann	603	-	-	-	Mark Centracchio	41	-	-	-
Joel Bauman	594	-	-	-	Cynthia Chin	36	-	-	-
Bruce Larson	593	-	-	-	Mike Hanauer	35	-	-	-
Mark Druy	571	-	-	-	Darrell Katz	34	-	-	-
Ed Olhava	565	-	-	-					
David Wean	520	-	-	-					
Greg Stathis	512	1	-	-					
Erik Husby	464	-	-	-					
Eric Davis	427	-	-	-					
Philip Garrett-Engle	424	-	-	-					
Dom Jorge	384	-	-	-					
Harriet Fell	371	-	-	-					
Irving Kurki	357	-	-	-					
Bob Wolf	322	-	-	-					
Walter Frank	261	-	-	-					
Carlo Innocenti	245	-	-	-					
Bob Cohen	224	-	-	-					

Mileage Table Explained

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

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



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

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

Editorial Policy

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

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

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

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

How To Send Us Your Article

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

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

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

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

Insurance

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

BOARD MEMBERS

Term Expires

John Allen	2019	781-891-9307
Steve Carlson	2020	781-453-4050
Gardner Gray Jr	2018	978-663-7460
Larry Kernan	2020	339-234-0404
Mary Kernan	2019	781-860-0500
Linda Nelson	2019	617-448-5149
Dave Patti	2020	781-505-0055
Erik Sobel	2018	857-636-0900
Bob Wolf	2018	781-929-7789

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Wednesday Wheelers	Helen Greitzer	508-878-6988
Wednesday Ice Cream Ride	Gabor Demjen	
Wednesday Ice Cream Ride	Roger Bonomi	617-686-4073
Wednesday Ice Cream Ride	Rudge McKenney	617-332-6242
Thursday 10-15 Rides	Susan Grieb	781-879-9523
Thursday Fitness Rides	Kathy Horvath	781-405-5480
Thursday Night Fun Ride	Wayne Douglas	508-245-5228
Friday Rides	Edward Glick	978-319-8722
Friday Rides	Alan Cooney	617-293-2244
Sunday Fitness Rides	Andrew Brand	617-247-9770
Hanson Sunday Winter Ride	Mike Togo	781-878-5445

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Webmaster	Nancy Cole	781-899-7187
Google Group	Erik Sobel	857-636-0900
Facebook	Gardner Gray Jr	978-663-7460

These fine bike shops offer discounts to CRW members

Ace Wheelworks	
145 Elm St, Somerville.....	617-776-2100
Adi's Bike World	
1754 Centre St, West Roxbury.....	617-325-2453
Back Bay Bicycles	
362 Commonwealth Ave, Boston.....	617-247-2336
Belmont Wheelworks	
480 Trapelo Rd, Belmont.....	617-489-3577
Bicycle Exchange at Porter Square	
2067 Massachusetts Ave, Cambridge.....	617-864-1300
Bikeway Source	
111 South Rd, Bedford.....	781-275-7799
Broadway Bicycle School	
351 Broadway, Cambridge.....	617-868-3392
C K Bikes	
1 Still River Rd, Harvard.....	978-844-7539
Cambridge Bicycle	
259 Massachusetts Ave, Cambridge.....	617-876-6555
Centre Ski and Bike	
1239 Washington St, West Newton.....	617-332-0300
Chelmsford Cyclery	
30 Chelmsford St, Chelmsford.....	978-256-1528
Community Bicycle Supply	
496 Tremont St, Boston.....	617-542-8623
Cycle Loft	
675 Lowell St, Lexington.....	781-272-0870
Dedham Bike	
403 Washington St, Dedham.....	781-326-1531
Farina Cycle	
61 Galen St, Watertown.....	617-926-1717
Ferris Wheels Bicycle Shop	
66 South St, Jamaica Plain.....	617-524-2453
Frank's Bicycle Barn	
123 Worcester Tpke, Westboro.....	508-366-1770
Frank's Spoke 'N Wheel	
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	
890 Commonwealth Ave, Boston.....	617-232-0446
1210 Boston Providence Trnplk (Rte 1), Norwood.....	781-440-0310
44 Granite St, Braintree.....	781-519-6306

790 Worcester St (Route 9), Natick.....	508-655-1990
66 Needham St, Newton.....	617-527-0967
276 Turnpike Rd, Westboro.....	508-836-3878
Marblehead Cycle	
25 Bessom St, Marblehead.....	781-631-1570
Papa Wheelies Bicycle Shop	
653 Islington St, Portsmouth.....	603-427-2060
Quad Cycles	
1043 Massachusetts Ave, Arlington.....	781-648-5222
Sirois Bicycle Shop	
893 Landry Ave, North Attleborough.....	508-695-6303

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

Letters to the Editor - Continued from page 7

is substantial, and there are financial consequences as well.

But infrastructure is not something which appears overnight. No magic wand is available. There will always be competition for funding, and it's a given that constant effort must be maintained to obtain separate bike lanes, bike and pedestrian bridges, dedicated bike signals, and so on. While one might view each year's additions as too few or not sufficiently interconnected, the incremental nature of road repair and construction is a reality, so increased infrastructure for bicyclist specific needs, or multi-use bike and pedestrian needs, will necessarily also be incremental.

Finally **Education**. CRW is a club whose members are active and regular cyclists and Safety Corner is often written for this audience. However, in the context of all cyclists, education has a different meaning. From the League of American Bicyclists: Education is "Giving people of all ages and abilities the skills and confidence to ride."

It is necessary in our world to provide a beginning rider a minimum amount of training so that s/he can maintain balance, ride pretty straight, turn to look around or check mirrors, ride while watching out for a neighborhood dog or traffic signal, and so forth. However, it is unreasonable to expect all, or even most cyclists to be able to bunny hop a curb or pothole.

Among other things, many cyclists who commute are riding bikes which weigh 40 lbs and are carrying backpacks to work and panniers of groceries home. While awareness of one's surroundings is important, there should be no expectation that any bicyclist can get out of the way of a motor vehicle.

Moving forward, club members can help improve conditions for our membership and cycling in general by doing the following things:

- 1) Join MassBike. CRW will be rolling out a discount program soon. Every club member should join. <http://www.massbike.org/membershiphub>
- 2) Contact your elected officials both at the city/town and state level and tell them that you support infrastructure for separated bike lanes and dedicated bike traffic signals.
- 3) Tell your local police that you want drivers who hit pedestrians and bike riders prosecuted for driving to endanger or involuntary manslaughter, etc., in all cases where it is appropriate (which believe it or not is mostly!)
- 4) Contact DA Marian Ryan (Middlesex - (781) 897-8300) or DA Dan Conley (Suffolk - (617) 619-4000) to bring charges against the perpetrators in the killings of Joe Lavin (Porter Square Cambridge), Amanda Philips (Inman Square Cambridge), Marcia Diehl (Cambridgeport), Antawani Wright Davis (Dorchester), and Rick Archer (Boston.) ⚙️