



WheelPeople

Newsletter of the Charles River Wheelers

December Highlights

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On the roads of New England since 1966

Volume XLII, Number 12 • December 2018



Come join CRW for our 52nd Anniversary Holiday Party

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

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

SafetyCorner



by John Allen

Close Passes and Group Riding Dynamics

CRW century rides attract groups of riders from outside the club whom I, from my slower perspective, see as holding to two rather opposite paradigms: that of pro racers in pacelines, and fear of overtaking motor traffic. Slower riders like me often find ourselves being passed at an uncomfortably close spacing – often without the standard warning, “on your left.” Riders in search of their personal best – er, personal fastest -- will sometimes squeeze past me even when a motor vehicle is also passing: slowing down for a few seconds would be out of the question.

While the most common crash cause in pacelines is wheel overlaps, the close

passes are annoying and can be hazardous. What if I had to swerve 12 inches to the left to avoid a pothole? What if the person being passed is not as steady on the bicycle as I am?

I try to manage the situation, checking in my rear-view mirror and putting out my arm with a “don’t pass” signal, which also gives me more space if riders do pass. If I fail to notice the riders’ approach and do get buzzed, I call out “too close.”

My Facebook friend Serge Issakov has another more gentle explanation for the close passes, which I find intriguing.

Safety Corner - *Continued on page 2*

Board Election Results

The votes are in and CRW has four new board members. We got through the election with no voting machine failures, allegations of voter fraud, missing ballots that mysteriously appeared or legal challenges so thanks to Jack Donohue, who should offer his expertise to the state of Florida.

Our four new members are Dan Gomez, Lisa Najavits, Eli Post and Andre Wolf. Lisa, Eli and Andre will serve three year terms and Dan will assume the vacant Board seat and serve a two year term. They will join returning Board members John Allen (2019) Steve Carlson (2020), Larry Kernan (2020), Mary Kernan (2019) and Linda Nelson (2019). The numbers in parenthesis indicate term expiration.

Thanks to all who participated in the voting. In January, look for email and information in Wheelpeople about some great activities the Board has planned for 2019. We'll also be publishing an updated list of all the volunteer opportunities available to club members, many of which don't involve leading a ride or working at a century rest stop. Have an idea or suggestion? Please feel free to reach out to any Board member. ☺

Safety Corner - Continued from page 1

Serge indicates "I ride in groups like that, so I get both sides." He describes a sort of domino effect.

The problem is that reacting to obstacles (like slower cyclists ahead) with the same timing/distance as when riding solo does not work for those at the front of the group, and there is no feedback, so no learning occurs. It's a conundrum I can't figure out how to solve.

Those at the front of the group see the slower cyclist(s) ahead, and usually adjust and pass reasonably, but this does not give those following enough time and space to do so as well. I'd love to have an aerial drone view of a group passing slower cyclists to demonstrate the dynamics more clearly.

Actors on a stage have to learn to be dramatic as compared to ordinary daily life. They have to talk louder and exaggerate their physical gestures so the audience can hear and notice. I think riders at the front of a group need to have a similar change in mindset, but it's rarely there.

People are creatures of habit. Riding habits, including passing habits, are formed and reinforced mostly while riding solo. Nobody consciously calculates the distance or time to reach the slower cyclist ahead and moves over to pass at some number of feet or seconds prior to reaching the slower cyclist. It's all subconscious. When you're "close enough" you look back (maybe), move over and within a

few moments you're passing. It's like hitting a baseball - the timing is all subconscious. That's why it's so hard to get cyclists to remember to use different timing when riding at the front of the group.

Let's say a cyclist normally moves over to pass about 100 feet and/or 3 seconds before overtaking a slower cyclist. He's done this for years without incident. Now he's coming upon a slower cyclist while riding at the front of a group. Two at the head of a group riding double-file do this at the same time.

The problem is reaction time and closing speed. Let's say the cyclists are riding 20 mph. Assuming each cyclist plus following distance is 10 feet, that means each cyclist is about 1/3 of a second behind the cyclist in front. That is, 3 cyclists (in one line within the group) cross the stripe every second.

If the slower cyclist they will be overtaking is moving at 15 mph, the closing speed is 7 feet per second. So even if each subsequent cyclist reacts within 1/3 second and follows the cyclist ahead perfectly, the distance to the slower cyclist is shrinking at 7 feet per second. Within 3 seconds, the 10th cyclist in line will be upon the cyclist (rough numbers). There will be braking, unexpected slowing and possibly wheel touching and a crash.

The obvious remedies are for those at the front to move over much earlier than when riding solo, and for cyclists further back in the group to look ahead and move over when the

cyclists at the front move over, not wait until the cyclist in front of them moves over.

That still requires that the cyclists at the rear of the group look ahead, so, let me take Serge's idea one step further. Better is to have communication backward and forward in the group, so the cyclists at the front make the decisions about lane position, but the ones at the rear merge out at the same time or earlier. That requires a level of group coherence which is usual with French randonneurs, in CyclingSavvy course rides – also common with racers on training rides here in the USA. When and how it might become the standard practice on our Centuries remains to be seen. And it doesn't work well if the group is of more than about six riders, or twelve if double file.

A colorful and entertaining description of this practice may be found here on YouTube: <https://www.youtube.com/watch?v=kpzUATxktwQ>. Clearly, this practice isn't just for people who ride in full Spandex kit!

It is easy enough to adopt this practice when riding with a group of friends. Propagating it through the club and onward to the guests on our Centuries is a greater challenge, I'll admit. ☺

Recurring Rides

For a full description of these rides see the [CRW website](#).

Hanson Sunday Ride

Times and Routes: 10:00 am 32 miles

Ride Type: Arrowed, Cue sheet, GPS, Map

Description: The Hanson Sunday Ride is your chance to ride on roads that are not common for CRW and take in terrain so gorgeous that you might wonder how you have missed it. The HSR is full of cranberry bogs, lakes, farms, woods, and the flattest terrain in Massachusetts. We meet at the Shaw's Supermarket Plaza, Hanson, MA Use 470 Liberty St Hanson Ma.

Leaders: [Mike Togo](#)

Start: Shaws Plaza Shopping Center-Hanson

Ride Information: [33 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. If interested, contact the [Wednesday Wheeler coordinator](#).

Coordinator: [Helen Greitzer](#) ☺

December Rides

As of the date this issue was posted, there were no scheduled December rides on the calendar. Please check the website for last minute organized rides.

You Can't Be Too Fit

Dramatic results in a new study from the Cleveland Clinic show that:

- You can't be too fit: Elite athletes who do tremendous amounts of exercise have a much lower risk of dying than non-exercisers.
- Exercise is healthful: Not exercising is worse for your health than smoking, diabetes or heart disease. The vigorous exercisers had nearly a 500 percent reduced risk of death during the study period, compared to the non-exercisers (*JAMA Network Open*, Oct 19, 2018;1(6):e183605).

More than 120,000 patients, average age 53, were given an exercise stress treadmill test between 1991 and 2014 and were followed up at the Cleveland Clinic. The researchers used the stress test results to classify their fitness level as low (the bottom 25th percentile), below average (25th to 49th percentile), above average (50th to 74th percentile),

high (75th to 97.6th percentile), and elite (above 97.7th percentile). By January 1, 2018, 13,637 of the participants had died.

The study results were overwhelming. The more fit a person was, the less likely he was to die. There was no limit to the increase in benefits from improving fitness to very high levels. The elite athletes had an 80 percent reduction in risk for death. The greatest differences were seen among patients who had high blood pressure in the high and elite groups compared to those in the low fitness group. The lead researcher concluded, "We found that there was no ceiling for benefit . . . with no toxicity at the higher end."

Can Extreme Amounts of Exercise Be Harmful?

This new study counters the findings of earlier studies on elite athletes that suggested they are at increased risk for

irregular heartbeats, increased arterial plaque size or thickened heart valves.

- Even though master athletes may be at increased risk for irregular heartbeats (atrial fibrillation), they can still benefit from continuing to exercise. Compared to non-exercisers, they appear to be at reduced risk for suffering from serious side effects such as clots. See [Irregular Heartbeats in Senior Athletes and Exercisers](#).
- Elite athletes may be at increased risk for larger plaques in their arteries than non-exercisers, but narrowing of arteries by plaques does not cause a heart attack. Heart attacks are caused by plaques breaking off from arteries, and exercise helps to prevent heart attacks by making plaques more stable and less likely to break off. See [Exercisers Have More Stable Plaques](#).
- Vigorous exercisers may be at increased risk for thickened heart valves, but compared to non-exercisers, athletes with thickened heart valves still have stronger heart muscles so that they are less likely to suffer heart failure. See [Exercise to Prevent a Heart Attack](#)

Exercise Reduces Inflammation

Aging is associated with inflammation, an overactive immune system. Your immune system is supposed to kill germs when they attack you, but as soon as the germs are gone, your immunity is supposed to dampen down. However if your immunity stays active all the time, it attacks you in the same way that it kills germs. It can punch holes in arteries to cause plaques, break off the plaques to cause heart attacks, destroy your DNA to cause cancer,

cause various auto-immune diseases and so forth. As you age, inflammation increases to cause loss of muscles and bone, osteoarthritis, loss of cell function associated with aging, and other harmful effects. Exercise helps to dampen down inflammation, and thus helps to prevent diseases and prolong life. One study of 111 women, ages 65 to 70, showed that replacing 30 minutes of sitting time with the same amount of time in light or moderate exercise very significantly reduced markers of inflammation (C-reactive protein and fibrinogen) and diabetes (*Medicine & Science in Sports & Exercise*, July 2018).

Intense Exercise is More Beneficial than Casual Exercise

This new study agrees with many earlier studies that have shown greater benefits from vigorous exercise than from low-intensity exercise:

- The SUN Study on 18,737 middle-aged people showed that those who exercise intensely have half the rate of heart attacks as those who did the same amount of exercise less intensely (*Am J of Cardiology*, Sept 11, 2018).
- Increased time spent exercising intensely gives adolescents a healthier metabolic profile than more time spent just exercising (*PLOS Medicine*, Sept 2018; 15 (9): e1002649).
- Vigorous exercise is associated with a much lower rate of metabolic syndrome and diabetes, compared to low-intensity exercise (*American J of Prev Med*, April 2017;52(4):e95–e101).

Dr. Mirkin - [Cont. on pg. 4](#)



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)

My Recommendations

I think everyone should have a regular exercise program, and it is never too late to start. See [How to Start an Exercise Program](#). Do not start an intense exercise program until you have spent several months exercising at a casual pace.

Socialization usually improves the length of time, intensity and enjoyment of exercise, so it is best to join a group, exercise with your mate, or do your exercise regularly with friends (*Am J Alzheimer's Dis Other Demen*, June 2014; 29(4): 372-378).

CAUTION: *Intense exercise can cause a heart attack in a person who has blocked arteries or heart damage. Check with your doctor before you start a new exercise program or make a sudden increase in the intensity of your existing program.* 🌀

Best of Little Jack's Corner



by Jack Donohue

(reprinted from December 1997 WheelPeople)

A while back I wrote an article on how to snare a mate. Now it's time to provide an update on how to keep her once found.

So, you've followed my previous sage advice and got yourself a sweetie. After the initial period of euphoria, you settle down to the comfortable stage where you start wondering "Do I really want to spend my life with someone who flicks her toenail clippings into the bed." This is a critical period because she is pondering similar questions about you.

Despite the fact you met her on a bike ride, she may in fact have another life. After the Lycra comes off you may be surprised to find she has Other Interests. Her idea of a getaway weekend may not be doing Tour of New England. You should tolerate, nay embrace, these extracurricular activities (at least try to fake it). You may find you develop more scintillating topics of conversation than optimum gear ratios. You should try to schedule at least one non-biking activity per weekend (eating and drinking don't count).

You have to make some adjustments at home as well. She might not agree that her mother's casserole would be great for cleaning bike parts. And she might not think the living room is a good place to air out your sweaty bike clothes, no matter how many sponsors' logos are on your jersey. She may actu-

ally prefer watching Masterpiece Theater to reruns of Tour de France videos.

You can only push love so far. Strange as this may seem, the highest aspiration of your SO may not be to become captain of your crew and designated driver of the support vehicle. "I'll just do this double century, and you can wait for me every twenty five miles or so with power bars and gatorade, and then when we get home after my massage you can make dinner and clean the bike since I'll obviously be too wasted to lift a finger to do anything but open the pop-top on a beer can." Legend has it that there were actually Real Men who could get away with this, but I wouldn't count on it.

It's generally not good form to drop your sweetie while out on a ride. Circling at the top of hills doesn't curry favor either. This is the beauty of a tandem. But failing this, you must at least make it appear that you're happy with the sheer joy of being with her, at whatever speed. Phrases like "Well, I just thought I'd climb the hill a couple more times to work on my mileage while I was waiting for you" may not make her gasp in awe at your obvious prowess, but grit her teeth and wonder what would happen if she rammed her pump into your rear wheel.

Unless of course, you happened to snag a hammerette who can smoke you

on every climb. In this case, you have to avoid being sullen and morose, and making excuses. Another reason to get a tandem -- she can push your sorry butt up the hills, while you take credit for it (have you ever heard anyone say "He's not pedalling"). You can assuage your male ego by rationalizing that you can at least drink more beer than she can. Bet she can't belch the Star Spangled Banner either.

(On a personal note, I did indeed meet my future wife Susan on an Appalachian Mountain Club ride. I did not heed the sage advice in the article, and our first date, which was also a bike ride, was almost our last. But she gave me a second chance, and here we are 35 years later, though I'm still on probation)

So now that I've run out of things to say, it seemed appropriate to recycle some of my old articles. Given they started some 20 years ago, it's doubtful too many will remember them. So, we have the best, or possibly the worst, of LJC over the years. Some are timeless, some are pretty dated, but at least some of you will get the references.

If you've truly got too much time on your hands, or you've run out of Facebook friends, you can binge read the whole enchilada here:

<https://www.crw.org/jacks-corner>

NewMembers

Brad Allshouse		Jacob Levenfeld	
Mark Anderson		David Matsas	
Bob Balfour		Cory Maxemino	Richmond, RI
Brett Bersson		Debra Menz	Stoughton
Peter Biro		Christopher Merrill	Boston
Barry Blatt	Foxboro	Eitan Milgram	
Tim Brightman		Keith Miller	
Eric Brown		Trevor Ness	Hopkinton
John Caban		Kristi Ohlsten	
James Case	Lakeville	Maryellen OLeary	Millis
Christopher Clark	Waltham	Olukayode Oluwole	Natick
Bill Collins	Hollis, NH	Paul Oparowski	Grafton
Richard Coombs	Melrose	Greg O'Neil	Ashland
Deb Cross		Wilson Pizano	
Ellen Dirgins	Sharon	Corey Potoniec	Boston
Brenda Dostie		Maria Ramirez	
Gayle Fulks		Stephen Ray	
Dirk Hackbarth	Brookline	Mark Richardson	
Pauline Haddad	Lexington	Edgar Robertson	
Ron Hagen	Holliston	Lynn Rossinni	
Cindy Hale		Pat Schindeler	
Patricia Hebert		Brian Schulz	Wellesley
Bruce Hurter		Michael Shanahan	Newton Center
David Johnson		Peter Shaw	Lexington
Heather Johnson	Acton	Mark Stockwell	
Wayne Johnson		Fran Storch	Mansfield Center, CT
Craig Jones	Maynard	Gordon Swanson	
Jae Kim	Lexington	Maureen Thomas	
Jacob Krivitsky		Harvey Weinberg	
Joe Krivitsky		Craig Weiner	
Kim Krivitsky		Raymond Yao	
Mark Krivitsky			

October Mileage

237058

Name	Miles	M	C	K	Name	Miles	M	C	K
Chris Roberts	9108	10	7	2	Eric Davis	2458	-	-	-
Jeffrey Zaveloff	8646	9	6	4	John Springfield	2286	6	1	-
Jack Donohue	8596	-	-	4	Douglas Bajgot	2207	2	2	-
Richard Taylor	7599	10	10	5	Jean Orser	2190	2	-	-
Peter DiMarzio	7545	7	1	5	Cynthia Snow	2108	-	-	-
Cory Maxemino	7507	8	1	4	Eric Sansone	2103	1	-	1
Marc Baskin	6986	8	4	2	Arne Buck	2070	3	1	-
Steve Robins	6833	-	-	2	Douglas Chin	2069	2	-	-
Ken Hablow	6705	9	-	-	John Allen	1852	2	-	-
Bruce Ingle	6681	10	4	-	Bill Hanson	1773	-	-	-
Andy Brand	6588	6	-	1	Daniel Ostertag	1689	2	1	-
Cynthia Zabin	5942	-	-	-	Gabor Demjen	1620	-	-	-
Ed Olhava	5877	1	1	-	Gary Smiley	1592	-	-	-
Greg Stathis	5348	8	-	-	Paul Piselli	1583	2	2	-
Doug Cohen	4913	-	-	-	Fred Newton	1508	-	-	-
David Cooper	4807	8	1	-	Cynthia Chin	1456	2	-	-
Henry Marcy	4589	3	1	-	Geoffrey Baum	1397	1	1	-
Larry Delaney	4565	7	5	-	Darrell Katz	1342	-	-	-
Neal Schuster	4518	4	4	-	A J Gemperline	1257	1	-	-
Erik Husby	4475	1	-	-	Nancy Sorenson	967	1	-	-
Carlo Innocenti	4352	7	3	-	Ed Hoffer	913	-	-	-
Bernie Flynn	4111	4	-	-	Pete Knox	811	-	-	-
Marco Munoz	4044	-	-	-	Jeff Luxenberg	602	-	-	-
David Wean	3966	2	-	-	Robert Burkhardt	503	-	-	-
Joe Repole	3917	10	10	-	Bill Widnall	361	-	-	-
Joe Hagan	3835	6	-	-	Mike Hanauer	224	-	-	-
Philip Garrett-Engle	3818	2	1	-					
Mark Druy	3536	5	4	-					
Butch Pemstein	3522	2	-	-					
Bruce Larson	3382	5	1	-					
Walter Frank	3210	1	1	-					
Dom Jorge	3179	1	-	-					
Lisa Weissmann	3129	1	1	-					
Joel Bauman	3059	5	-	-					
Joseph Tavilla	3026	-	-	-					
Clyde Kessel	2986	5	2	-					
Irving Kurki	2871	-	-	-					
Rudge McKenney	2658	2	-	-					
Roy Westerberg	2584	-	-	-					
John Zicko	2570	1	1	-					
Wing Chow	2534	1	2	-					

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
Gardner Gray Jr	2018	978-663-7460
Larry Kernan	2020	339-234-0404
Mary Kernan	2019	781-860-0500
Linda Nelson	2019	617-448-5149
Erik Sobel	2018	857-636-0900
Bob Wolf	2018	781-929-7789

OFFICERS

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

COORDINATORS

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

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

WHEELPEOPLE STAFF

Copy Editor	Jack Donohue	781-728-9621
Graphic Designer	David Cooper	781-483-6960

RIDE PROGRAM COORDINATORS

Vice President of Rides	Mary Kernan	781-860-0500
Wednesday Wheelers	Helen Greitzer	508-878-6988
Wednesday Night Ride	Gabor Demjen	781-444-4508
Wednesday Night Ride	Roger Bonomi	617-686-4073
Wednesday Night Ride	Rudge McKenney	617-332-6242
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	Alan Cooney	617-293-2244
Sunday Fitness Rides	Andrew Brand	617-247-9770
Hanson Sunday Winter Ride	Mike Togo	781-308-1604

INTERNET STAFF

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

These fine bike shops offer discounts to CRW members

- Ace Wheelworks**
145 Elm St, Somerville..... 617-776-2100
- Adi's Bike World**
1754 Centre St, West Roxbury..... 617-325-2453
- Apex Velo**
999 Boylston Street, Newton 617-244-3970
- Back Bay Bicycles**
362 Commonwealth Ave, Boston 617-247-2336
- Belmont Wheelworks**
480 Trapelo Rd, Belmont 617-489-3577
- Bikeway Source**
111 South Rd, Bedford..... 781-275-7799
- Broadway Bicycle School**
351 Broadway, Cambridge..... 617-868-3392
- CK Bikes LLC**
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 Trnprk (Rte 1), Norwood . 781-440-0310
790 Worcester St (Route 9), Natick 508-655-1990
276 Turnpike Rd, Westboro 508-836-3878
890 Commonwealth Ave, Boston 617-232-0446
44 Granite St, Braintree 781-519-6306
66 Needham St, Newton 617-527-0967
- Marblehead Cycle**
25 Bessom St, Marblehead..... 781-631-1570
- Papa Wheelies Bicycle Shop**
653 Islington St, Portsmouth..... 603-427-2060

- Quad Cycles**
1043 Massachusetts Ave, Arlington..... 781-648-5222
- Ride Studio Cafe**
1720 Massachusetts Ave, Lexington 339-970-0187
- Sirois Bicycle Shop**
893 Landry Ave, North Attleborough 508-695-6303
- Travis Cycles**
1 Oak St, Taunton 508-822-0396
722 N. Main St, Brockton 508-586-6394
- Urban AdvenTours**
103 Atlantic Ave, Boston 617-670-0637

CRW GRANTS COMMITTEE

CRW allocates a small portion of its annual budget for financial grants to promote the benefits of cycling. Although it does not intend to limit the purposes and scope of grants, it is principally interested in programs and events that support bicycle usage, advocacy, safety, infrastructure development, and skill development.

A range of cycling-related organizations in New England, including Bikes Not Bombs, CYCLE Kids, LivableStreets Alliance and Bike Newton have been the recipients of CRW's grants in the past. For example, the LivableStreets Alliance of Boston received a for \$4,000 to help promote three of its programs for the Emerald Green bike rides in partnership with the Metropolitan Area Planning Council, the annual 10-in-1 Street Talk to promote cycling and related infrastructure, and its annual Tour de Streets for guided family rides through Boston and Cambridge.

Although there are no established guidelines for the grants amounts, most grants have been in the range of \$1,000 to \$5,000.

If members know of cycling organizations that may be interested to apply for CRW grants, please have them contact Stanley Kay, Chairman of the Grants Committee (stankaylaw@comcast.net), for further details and an application form.