

The Spoke'n Word

Volume 44, Number 2

Narragansett Bay Wheelmen, PO Box 41177, Providence, RI 02940-1177

April/May 2014

nbwclub.org



Follow Wolfgang's wheel ... don't miss this opportunity for members ... take advantage of the members' early-bird registration in April for the 43rd TFCE (The Flattest Century in the East) on September 7. Don't wait.

Bike to Work Day May 16 2014

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SUPER CYCLE SHOPS

Support your local bike shop. They not only support the NBW but also promote safe bicycling for all. Some of these shops give a discount on parts and accessories to NBW members. Show your valid NBW membership card (your mailing label).

BIKEWORKS

79 Swansea Mall Dr
Swansea, MA 02777
508-677-0710
www.bikeworksma.com

BLACKSTONE BICYCLES

391 Mendon Rd
Cumberland, RI 02864
401-335-3163

BRUMBLE BIKES

49 Beach St
Westerly, RI 02891
401-315-0230
www.brumblebikes.com

NBX NARRAGANSETT BIKES

3480 Post Rd
Warwick, RI 02889
401-739-0393
www.nxbikes.com

EAST PROVIDENCE CYCLE

414 Warren Ave
East Providence, RI 02914
401-438-2453
www.EastProvidenceCycle.com

GREENWAY CYCLES INC.

579 Washington St
Coventry, RI 02816
401-822-2080

LEGEND BICYCLE

181 Brook St
Providence, RI 02906
401-383-3070
www.legendbicycle.com

NARRAGANSETT BIKES INC.

1153 Boston Neck Rd
Narragansett, RI 02882
401-782-4444

NEWPORT BICYCLE

89 Dr Marcus Wheatland Blvd
Newport, RI 02840
401-846-0773
www.newportbicycleri.com

PEDAL POWER BICYCLE SHOP

879 West Main Rd
Middletown, RI 02842
401-846-7525
www.pedalpowerri.com

PROVIDENCE BICYCLE INC.

725 Branch Ave
Providence, RI 02903
401-331-6610
www.providencebicycle.com

and

150 Lambert Lind Highway,
Warwick, RI 02886
401-773-7733

SCOTTEE'S WESTPORT BICYCLE

1125 State Rd
Westport, MA 02790
508-636-RIDE (7433)

Dan Ibbitson

SHELDONVILLE BICYCLE REPAIR

277 Hancock Street
Wrentham, MA 02093
508-384-0665 (shop)
508-954-2364 (cell)

SIROIS BICYCLE SHOP

893 Landry Ave
No Attleboro, MA 02760
508-695-6303

W. E. STEDMAN CO.

196 Main St
Wakefield, RI 02880
401-789-8664
westedman.com

TEN SPEED SPOKES

18 Elm St
Newport, RI 02840
401-847-5609

TRAVIS CYCLE INC.

1 Oak St
Taunton, MA 02780
508-822-0396

UNION CYCLE

77 Pleasant St
Attleboro, MA 02703
508-226-4726

VICTORY CYCLES

155 Black Plain Rd
Exeter, RI 02822
401-539-7540

WeeBIKE.com

Balance Bike & Merino Wool Specialist
Warwick, RI
401-654-0029
NBW member discount promo code:
NBWSAVE20

YESTER'YEAR CYCLERY

330 Hathaway Rd
New Bedford, MA 02746
508-993-2525

YOUR BIKE SHOP

459 Willett Ave
Riverside, RI 02915
401-433-4491

and

51 Cole St
Warren, RI 02885
401-245-9755



MOVING?

If you're planning to move, please let us know. The US Post Office will not forward your newsletter to you. Email your new address to our Membership Chair, Ted Shwartz at:

membership@nbwclub.org

or mail: NBW Membership, PO Box 41177, Providence, RI 02940-1177

The Spoke'n Word is the official publication of the Narragansett Bay Wheelmen and is published in January, April, June, August, and October each year. Contributions must be received by the 5th of the month before the month of issue and will become the property of the newsletter. Submissions may be edited as deemed appropriate by the editor, Monica Foulkes
email: editor@nbwclub.org

MEMBERS' PASSWORD HAS CHANGED

NBW website: nbwclub.org
Members' page access (case-sensitive):

User name: rider14

Password: 99Arrows

NBW email discussion list:
<http://groups.yahoo.com/group/nbwclub/>

Cover: Mattapoissett Ride, 2013
Wolfgang and Rebecca leading.
Who is that wheel-sucker?
Photo: P. Martens

Want your photo in the Spoke'n Word?

The Editor <editor@nbwclub.org> welcomes your photos of our club's activities for the newsletter. I do the conversion to black/white. Digital files are easiest, but I'll take prints and scan them for you. Some hints:

- Shoot in high resolution.
- Sharp focus—there's only so much I can do in Photoshop to sharpen your shot.
- Action! Try for riders moving (easiest if they're coming towards you or going away), or candid shots of cycling interest. Tell me who your subjects are, if you know.

Email me your *original* JPG file.

Old prints of early NBW rides are especially desirable. I will scan and return your prints.

See our website for membership application and brochure:
nbwclub.org

President's Message



Spring - Goodbye to the "C" Bike

This has been a harsh winter for riding. The "A" bike was parked away in early December. The "B" bike, full-fendered, made it through January, and then the conditions just got too ugly. Out came the trusty "C" bike, fixed, fendered and fatty pot-hole proof tires. Even that was not enough. My "C" bike, known as "The Truth", suffered and needed a full overhaul mid winter. I

thought the whole idea of "C" bikes was they could make it through the winter unscathed?

If tradition held to form, our Spring Opener will have been one of the last days of cold riding. We can all agree, it's time to be back on our bikes. It's time to be back on our "A" bikes, time to get off the "B" bikes, and say goodbye to the "C" bikes for a long time. Thanks once again to our Spring Opener hosts, **Rob and Helen Foulkes** of East Providence Cycle.

Many years ago, our previous Touring Coordinator, **Gil Peel**, instituted a change to our weekly ride schedule. He decided to have a series of winter rides in January that would repeat in February. His idea was to lessen the load on the arrowers, given the likelihood of rides being impacted by bad weather. It was a great idea. Nevertheless I think we owe a shout out to the full winter arrowing team:

Tony Rizzotti, Pete Bissell, Ed Holden, Mark St Amour, Abbey Courchaine, Luke Brissette, Wolfgang Peti, Rebecca Page, Chip Kent, Cheryl Payne, Stephen Bonin, Monica Foulkes, Ray Foulkes, Bladimir Rodriguez and Flavio Salas. If conditions had been nicer, more of us might have enjoyed the benefit of their work.

One of the toughest parts of hopping back on your bicycle in the spring is getting back into your cycling form. We have a few club members who might welcome that challenge more than others. Hopefully we are going to see **Mike Miller, Karyn Mumma, Don Chiavaroli, Bernice Stone and Raul Silvia** returning soon to their bicycles and Sunday club rides.

The NBW home territory is Rhode Island, Southeastern Massachusetts, and Eastern Connecticut. Our membership covers 14 states, and as of this week we had club members reading our weekly email in 26 states, Japan & India (our members travel). Whatever we are doing it seems to work. One area where it is not working as well as I would like is the Connecticut area. Our Connecticut rides are beautiful, they cover more rural riding than most of our RI and MA rides. If you think the CT rides are not worth the drive, you may be surprised. On the other hand, we also have problems finding arrowers from the CT area. We need help here. If any CT members would like to learn how to arrow, then please contact me (president@nbwclub.org) and I will arrow a ride with you. There is no better way to learn an area than to arrow it, and local arrowers come up with the best improvements to rides.

Safe riding,
Ted

NBW Officers etc.

NBW OFFICERS (Terms begin February 1)

President: Ted Shwartz, president@nbwclub.org
Vice President: Elizabeth Masterson, vicepres@nbwclub.org
Treasurer: Rick Schwartz, treasurer@nbwclub.org
NBW-Treasurer, PO Box 41177, Providence, RI 02940-1177
Secretary: Kate Imbrie, secretary@nbwclub.org

NBW BOARD OF DIRECTORS

Past Presidents: Todd Wise, Janice Velozo, Ray Foulkes
Membership Secretary: Ted Shwartz, membership@nbwclub.org,
PO Box 41177, Providence, RI 02940-1177
Rides Coordinator: Don Chiavaroli, touring@nbwclub.org
Advocacy Chair/LAB representative: Matt Moritz, advocacy@nbwclub.org
Volunteer of the Year 2011: Bonnie Riebman
Volunteer of the Year 2012: Jack Williamson
Volunteer of the Year 2013: Rod Breault

OTHER CLUB FUNCTIONS

TFCE Committee co-chairs: Larry Shwartz, Ted Shwartz
Arrowers/Paint coordinator: Chip Kent, arrows@nbwclub.org
Ride starters: Raul Silvia, Rod Breault
Maps/rides database: Monica Foulkes, maps@nbwclub.org
Ride schedulers: Bob Paiva, Raul Silvia, Don Chiavaroli
Ride scouts: Bob Paiva, John Satterlee
Ride liaison w/police depts: Don Chiavaroli
Webmaster: Monica Foulkes, webmaster@nbwclub.org
E-mail discussion list moderator: Ted Shwartz
Special rides/events coordinator: Don Paiva, events@nbwclub.org
Map creators: Bob Paiva, Ted Shwartz, Gil Peel, Garrett LeBonte
NBW merchandise sales: Mike Emma, sales@nbwclub.org
Social events organizer: Margaret Vigorito
Interstate liaison: Bob Melucci, interstate@nbwclub.org
General information: Bruce Masterson, info@nbwclub.org
Spoke'n Word editor: Monica Foulkes, editor@nbwclub.org
Contributing writer: Gary Stafford
Cartoonist: Bob Paiva

WELCOME New Members

Geoff & Kim Allsup, East Falmouth, MA
 Jim & Barbara Bentsen, Millville, MA
 Richard & Cynthia Clauson, Greene, RI
 Alan S. Cohen, Norton, MA
 George & Diana Cunha, Bristol, RI
 Frederick L. Ferguson, Milford, OH
 Baylor & Jordan Fox-Kemper, Providence, RI
 Donald L. Gantz, Boston, MA
 Stanley & Stacy Grass, Sandwich, MA
 George P. Hayes IV, Riverside, RI
 Ann M. Heath, Johnston, RI
 Joseph A. Hoffman, North Attleboro, MA
 Monique & Kevin Jankowski, Mansfield, MA
 Thomas Manley, East Freetown, MA
 Kevin G. Martin, Wrentham, MA
 Richard Mason, Middletown, RI
 Benjamin W. Moore, Wrentham, MA
 Brian & Karen Pearson, Fall River, MA
 Jane L. Ralph, Grantham, NH
 Randy Reed, Rehoboth, MA
 Mark J. Rollins, Westerly, RI
 Melanie Ryals, Newton, MA
 Erika M. Sosa, Hallandale, FL
 Steven R. Verre, Plymouth, MA
 Susan, Frank & Trevor Vogel, North Kingston, RI
 Joseph & Lynn Wagner, Douglas, MA
 John Ward, Wood River Junction, RI
 Kathleen R. Zeller, Bristol, RI

NBW CYCLING JERSEY

RED
 Short sleeve
 Specify men's or women's cut
 when ordering
 Men's sizes: M, L, XL, XXL
 Women's sizes: M, L, XL, XXL
\$55, incl tax.
 Add \$3 postage
 (for 1 or 2 shirts or vests)



NBW CYCLING VEST

BLUE
 No photo; same design
 as jersey
 Unisex sizing: M, L, XL, XXL
\$45, incl tax. Add \$3 postage
 (for 1 or 2 shirts or vests)

NBW CYCLING SOCKS

Sizes: S, M, L, XL
\$6 per pair.
 Add \$1.50 postage
 (for one or two pairs)



NBW CAP

Lightweight summer cap,
 baseball style with visor.
 One size.
 White or Blue (specify color)
\$12 Add \$1.50 postage



Make check payable to "NBW" and mail with order to:
 NBW/Mike Emma, 33 Clifton Rd,
 Bristol, RI 02809

Please include your email address in case Mike has a question
 concerning your order.

Questions? Email to: sales@nbwclub.org

*All club clothing is sold at cost and made in the US. Jerseys and vests are made
 by Canari, CA. Socks made by DeFeet, NC.*



From your webmaster ...

nbwclub.org

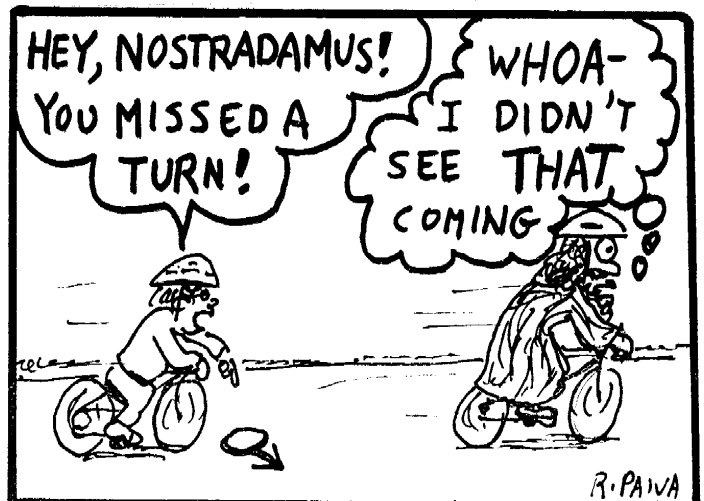
Members' password has changed

To access the members' section of our website you need:

Username: rider14
Password: 99Arrows

You will need the new password information to register for
 TFCE during members' early-bird registration in April.

Remember: the current password information is always printed
 on the inside front cover of this newsletter.





NARRAGANSETT BAY WHEELMEN

THE FLATTEST CENTURY IN THE EAST

43rd Annual—September 7, 2014

2000 RIDERS • LAB SANCTIONED
29, 53, 68, 100 MILES

The Narragansett Bay Wheelmen's annual one-day tour through the scenic coastal shoreline, forests and marshlands of southeastern Rhode Island and Massachusetts.

TFCE has become the largest century in New England. It is a social and recreational tour to be enjoyed by all cyclists.

SAFETY

This is a recreational ride, not a race. Obey all traffic laws, lights and signs. The police have been advised to cite any rider not following the vehicular laws. Wear a helmet and carry plenty of water and a spare tube. REMEMBER—Think safety first.

WHEN

Sunday, September 7, 2014 ... **RAIN OR SHINE!**
Check in begins at 6:30 am and closes promptly at 8:30 am. The course opens at 6:45 am and riders must return by 6:00 pm

WHERE

Ride starts and finishes in Dartmouth, MA. Directions to the start will be sent with your confirmation e-mail.

REGISTRATION

TFCE is limited to 2,000 riders (last year it was filled by the first week in May). The fee for registration is \$27.50 per person for NBW members and \$40 for non-members.

All registrations will be processed on-line; a small servicing charge will be added by Active.com for on-line registration.

Registration for NBW MEMBERS ONLY will open on April 1st. A link to the on-line members' registration site will be available in the Members' section of our website, nbwclub.org. You must begin from the Members' web page, accessed by password. For the current members' password, see the inside front cover of your *Spoke'n Word*.

Registration for NON-MEMBERS will open May 1st. A link to the on-line registration site will be available on the club website: nbwclub.org

Registration covers map and cue sheet, marked route, TFCE magnet, T-shirt, refreshments at three checkpoints and SAG wagons. Restroom facilities will be available at the start and the checkpoints.

TFCE MAPS and cue sheets will be available on-line as soon as the route has been finalized—no later than 1 week before the ride—**only at: nbwclub.org**. Maps and cue sheets will **not** be available at Active.com. All registered riders will be emailed to let them know when the maps become available. Maps and cue sheets will also be available at check-in on the day of the ride.

No refunds will be given.

T-SHIRTS

Every registered rider will receive a T-shirt designed especially for this ride. XXL size is available for an additional \$3.

SAG WAGONS

Sag wagons are available for first aid and irreparable breakdown. Attention is given last to riders who simply wish to be transported back to the start. Both bike and rider should be in top shape.

SPORTS MASSAGE

Massage therapists will be available for a nominal fee from noon to 5:00 pm.

FOOD

Food will be available for purchase after the ride.

HOTELS

www.umassd.edu/southcoast/tourism

More information at: nbwclub.org

Questions: tfce@nbwclub.org

HELP WANTED

*For the
43rd annual NBW-TFCE
The Flattest Century
in the East*



Volunteers are needed for:

- Registration
- T-shirt distribution (start late morning)
- Check points
- Parking detail
- SAG drivers

Volunteers are required to work a minimum 4 hour shift.

Please contact:

Ted Shwartz, nbwpresident@gmail.com



We are looking forward to seeing our crew of familiar volunteers and new volunteers as well.

There's a special VOLUNTEER-TFCE ride and a TFCE volunteer t-shirt. Also, all volunteers can attend our annual banquet free.

Advocacy Column

Matt Moritz, advocacy@nbwclub.org

You may remember 2010 through 2012 as the years of seemingly endless calls for bicycle users to support and squash various amendments related to Federal funding for non-highway development. Unfortunately, 2014 is likely to be a similar year. Before 2012, surface transportation was funded on a series of continuations of the prior 5-year authorization, and at every renewal attempts were made to attach amendments that would reduce funding for various programs. This led to debate about whether the federal government should be allocating monies to pedestrian and bicycling projects, road-side landscaping, non-interstate road projects and more.

In 2012, a 2 year authorization named MAP-21 was passed that cut the amount of funding available for Safe Routes to Schools, and other "alternative" transportation modes by 60%; "alternative" in the sense of any spending not focused on highway safety, bridge rebuilding and constructing more automobile infrastructure. All of these labels, of course, ignore the fact that at some point in our movements nearly all of us need to get in the front door of school, business or home, and we can't do that inside an automobile.

Fast forward to 2014, with the prior transportation act due to expire, the silly season is due to begin once again with all of the old debates again rehashed. Several proposals for a new transportation act have been submitted, but as of this writing none has seen the light of day that is likely to pass and become law.

In the interim, RIDOT Director Lewis and other DOT directors are warning that the Highway Trust Fund is extremely likely to become insolvent in October unless Congress acts now. State DOTs across the country will likely be conservative in 2014 and 2015 about federally funded road projects, since their ability to finance construction. For most road projects delivered by RIDOT, for example, 80% of project costs that are paid by the federal government may become unavailable.

A proposal that will get a lot of discussion this year is the idea of raising the Federal Gas Tax, which has been constant at 18.4 cents of every gallon sold for the last 20 years. It is largely because of this that the Highway Trust Fund is bankrupt. While project costs have escalated due to inflation, the Gas Tax has not kept pace. On top of the ever-decreasing purchasing power of the gas tax, add in mandates for higher fuel efficiency and a drop in the total amount of miles driven every year since 2008, and this source of dedicated revenue for roadways is in serious danger.


Fiscal responsibility is a driving mantra of many in Congress, especially over the last decade. There is also a long-standing aversion to honesty on how our infrastructure is built and financed. As you can imagine, any proposal that involves raising the gas tax is facing a tough battle from ideologues, never mind lobbyists for the various industries.

You may be thinking that there is no way that you could support a higher gas tax. After all, if fuel becomes more costly, you might alter your driving habits by driving less, combining trips, joining a carpool, or undertaking any of the other conservation-minded actions suggested repeatedly since the oil crises of the 1970s.

I find it a compelling argument that the only federal funds that are meant to be used on our roads are the ones collected from the gas tax. When I ride down a state road in poor condition, I wonder when was the last time it was repaved, and when the money will be available for that project, behind all of the other critical problems like structurally failing bridges. In all of those cases, I remember very much where most of the money for that would come from. If funding becomes continually less, not only will our roads continue to deteriorate, but projects will need to be reduced. Wide, rideable shoulders on state highways would no longer be affordable. Repaving of multi-purpose trails like the East Bay, Washington Secondary and Blackstone Paths could stop, as those pots of money get smaller and smaller.

Lastly, as an advocate for people moving about their lives safely, using their preferred mode of transportation, be it bike, buggy or by foot, it is important to recall that less than 1% of all federal money spent on surface transportation is allocated to making our roadways safer, more convenient and just plain usable for people moving on foot or by bicycle. This despite over 10% of deaths related to motor vehicles are of people walking and bicycling, and rates have been increasing since 2009.

Hopefully when you see the calls for action in 2014, you'll make your voice heard for a sustainable transportation system that is fully funded and includes allocations for making our streets safe for all of us, no matter what our means of conveyance.



Bike to Work Day
Friday May 16th

Providence:
Rhode Island Bike Coalition and the City of Providence will be holding a commuter breakfast and expo at Burnside Park from 7 am to 10 am. Program is still being determined. Check ribike.org closer to the date.

Newport:
Bike Newport is preparing their Bike to Work Day program. Tentatively they have the following planned. Check bikenewportri.org for the latest.
6-9 am Commuter Breakfast, 4 pm Press Conference—focus on bike support/infrastructure/amenities. 5 pm City Ride, 5:30 pm Party in the Park. All events will take place in Eisenhower Park/Washington Square.

BikeFest RI, in its second year, is the bike festival for all things bicycle for all of Rhode Island. Food truck, live demos, exhibits from local shops and manufacturers, live music. Date is May 17th—see flyer on next page.



BikeFestRI

May 17th, 2014
Saturday
10am-4pm

Featuring:
BMX Demos
Live Entertainment
Bicycle + Bike-Gear Expo
Kids' Zone – incl. Balance Bikes
Local Cycling Information + Resources
Safety & Repair Demos, Food Trucks, and more!

Come & celebrate the possibilities of all things bicycle!

325 Public St. Providence, RI



www.bikefestri.com

For more information, contact: info@bikefestri.com

Woonasquatucket River Greenway

From the Woonasquatucket Watershed Council ...

Things are happening on the Woonasquatucket River Greenway! Two new spurs are open at Donigian and Merino Parks, as well as a new bridge near the fish ladder at Rising Sun Mills. Trail cleanups are planned for April 26 and May 10.

Photo of new bridge taken last fall, before the bridge deck was poured and paved.





Annual Memorial Day Weekend In Southern Vermont

Friday, May 23 to Monday, May 26, 2014

at the Blue Gentian Lodge, Magic Mountain Rd,
Londonderry

Enjoy Green Mountain scenery, quaint Vermont villages and stores.
Mapped loops vary from 23 to 78 miles; most rides are hilly.

Single, double or triple occupancy, with private baths.
A common gathering room, game room, hot tub, heated swimming pool.
Weekend includes 3 nights lodging, 3 breakfasts, 2 dinners (Sat & Sun).

Total cost \$229 per person with double occupancy (\$375 for single room, by request)
Reservations: contact Ken or Lisa at the Blue Gentian, 802-824-5908 and tell them you are with
the NBW bicycling group.

Questions: contact NBW member Ray Naughton, email raynaughton@cox.net or tel: 401-781-6963



NBW New Year's Ride

Bill Gajda and Janice Velozo again hosted our annual ride on New Year's Day. A sunny mild day drew lots of riders, and there were only bits of snow around.



NBW Special Events Committee announces

The 7th Annual Maine House Getaway Long Weekend



Thursday May 15 - Monday May 19, 2014

Accommodations:

- Located on the shores of Lake Christopher – mountain & lake views
- Accommodates 24-31 people
- 9 bedrooms & 7.5 baths
- Updated fully-equipped kitchen facilities
- 10 x 10 steam room
- Beautifully landscaped yard w/200 feet of lake frontage
- 2 boat docks, use of canoes, kayaks & windsurfer
- Gas grills & picnic tables
- “Endless” biking opportunities for both road and mountain bikes

Meals: Family style – with attendees sharing in meal preps and clean up

Location: Bryant Pond, Maine (SW Maine) – approximately 4-hour drive from Providence

Cost: Queen size bedroom: \$170 per person
Men or Women dorm style bedroom: \$150 per person
(includes 4 nights stay, 4 breakfasts & 3 dinners)

\$50.00 deposit required

Make check payable to: **Narragansett Bay Wheelmen (NBW)**
Mail check to: **Donald Paiva, 81 Harris Street, Riverside, RI 02915**

For more information contact Don Paiva at donpaiva53@cox.net, or 401-433-3463

LATEST UPDATE: Only a few Men or Women dorm style bedrooms remain at \$150 per person.

NBW Beginner/New Rider Rides



Leaders: Sue and Larry Rollins

Sue and Larry are continuing in the tradition of NBW's John and Bonnie and will lead a group of beginner/new riders on the short loops of selected NBW rides this spring. They will answer any questions beginners or new members may have about the NBW, our bike routes, equipment, riding techniques, maintenance, etc. There will be occasional stops to regroup, if necessary.

You don't need to register for these rides, but you do need to wear a helmet, carry water (and bring a spare tube). Plan to arrive about 30 minutes before the 10:00 am ride start to assemble your bike and locate Sue and Larry.

See the ride schedule for directions to the start locations of these rides—schedules are also on our website at nbwclub.org/rides. Maps will be handed out at the ride start, but you can also print them from our website. Rides will be arrowed.

As long term NBW members, Sue and Larry are experienced ride leaders for the AMC and now are transferring those skills in an effort to welcome beginners and new members to NBW. They have completed recreational touring trips in the US and Canada and have a combined total of 40 years' bicycling experience between them.

April 20	Westport—13 miles
May 18	Plymouth Century (Seekonk)—21 miles
June 22	Tiverton—19 miles
July 20	Rhody Roundup—approx 24 miles—NOTE: This ride is tentative at the time of printing. See the June issue for firm listing.

Letter to the Editor

Dear Editor,
I would like all the members of the NBW to know that I feel we belong to an extraordinary organization.

I say this because, ever since I broke my hip last summer, when practicing for the Senior Olympics, I have received staunch support and encouragement from the many, many friends I have met in the Casual Riders group.

They visited me in small groups at the Rhode Island Hospital in Providence, where I underwent surgery, and later came in larger numbers to the Rehab Center in Westerly where I recouped for four weeks. When I finally left there these same supporters visited me at my home either with lunch or to take me out for lunch.

The phone calls of good wishes continue and I feel humbly grateful for all the attention, generosity and caring of my special friends, especially as I only live in Rhode Island during the summer months.

I have lots of very happy memories of rides with NBW members in a variety of geographical locations and

hope that eventually I might be able to ride again. In the meantime I have renewed my membership, knowing that I want to do whatever is possible for and with this outstanding group of merry athletes!

Finally, may all who read this note of appreciation enjoy a safe, healthy and fabulous New Year.

Very sincerely,
Pat Grabel



NARRAGANSETT BAY WHEELMEN MEMBERSHIP FORM

NOTE: This is a release form with legal consequences. Read it carefully and mail the entire page with appropriate signatures and your check, made payable to Narragansett Bay Wheelmen (NBW), to the address below.

RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK, INDEMNITY AND PARENTAL CONSENT AGREEMENT ("AGREEMENT")

IN CONSIDERATION of being permitted to participate in any way in Narragansett Bay Wheelmen Inc. sponsored Bicycling Activities ("Activity") I, for myself, my personal representatives, assigns, heirs, and next of kin:

1. ACKNOWLEDGE, agree, and represent that I understand the nature of Bicycling Activities and that I am qualified, in good health, and in proper physical condition to participate in such Activity. I further acknowledge that the Activity will be conducted over public roads and facilities open to the public during the Activity and upon which the hazards of traveling are to be expected. I further agree and warrant that if, at any time, I believe conditions to be unsafe, I will immediately discontinue further participation in the Activity.

2. FULLY UNDERSTAND that: (a) BICYCLING ACTIVITIES INVOLVE RISKS AND DANGERS OF SERIOUS BODILY INJURY, INCLUDING PERMANENT DISABILITY, PARALYSIS AND DEATH ("RISKS"); (b) these Risks and dangers may be caused by my own actions, or inactions, the actions or inactions of others participating in the Activity, the condition in which the Activity takes place, or THE NEGLIGENCE OF THE "RELEASEES" NAMED BELOW; (c) there may be OTHER RISKS AND SOCIAL AND ECONOMIC LOSSES either not known to me or not readily foreseeable at this time; and I FULLY ACCEPT AND ASSUME ALL SUCH RISKS AND ALL RESPONSIBILITY FOR LOSSES, COSTS, AND DAMAGES I incur as a result of my participation or that of the minor in the Activity.

3. HEREBY RELEASE, DISCHARGE, AND COVENANT NOT TO SUE the Narragansett Bay Wheelmen, their respective administrators, directors, agents, officers, members, volunteers, and employees, other participants, any sponsors, advertisers, and, if applicable, owners and lessors of premises on which the Activity takes place, (each considered to be one of the "RELEASEES" herein) FROM ALL LIABILITY, CLAIMS, DEMANDS, LOSSES, OR DAMAGES ON MY ACCOUNT CAUSED OR ALLEGED TO BE CAUSED IN WHOLE OR IN PART BY THE NEGLIGENCE OF THE "RELEASEES" OR OTHERWISE, INCLUDING NEGLIGENT RESCUE OPERATIONS; AND I FURTHER AGREE that if, despite this RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK, AND INDEMNITY AGREEMENT I, or anyone on my behalf, makes a claim against any of the Releasees, I WILL INDEMNIFY, SAVE, AND HOLD HARMLESS EACH OF THE RELEASEES from any litigation expenses, attorney fees, loss, liability, damage, or cost which any may incur as the result of such claim.

I HAVE READ THIS AGREEMENT, FULLY UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND WITHOUT ANY INDUCEMENT OR ASSURANCE OF ANY NATURE AND INTEND IT TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW AND AGREE THAT IF ANY PORTION OF THIS AGREEMENT IS HELD TO BE INVALID THE BALANCE, NOTWITHSTANDING, SHALL CONTINUE IN FULL FORCE AND EFFECT.

Participant's Signature (only if age 18 or over): _____ I HAVE READ THIS RELEASE _____ Date: _____

Family Member's Signature (only if age 18 or over): _____ I HAVE READ THIS RELEASE _____ Date: _____

MINOR RELEASE

AND I, THE MINOR'S PARENT AND/OR LEGAL GUARDIAN, UNDERSTAND THE NATURE OF BICYCLING ACTIVITIES AND THE MINOR'S EXPERIENCE AND CAPABILITIES AND BELIEVE THE MINOR TO BE QUALIFIED, IN GOOD HEALTH, AND IN PROPER PHYSICAL CONDITION TO PARTICIPATE IN SUCH ACTIVITY. I HEREBY RELEASE, DISCHARGE, COVENANT NOT TO SUE, AND AGREE TO INDEMNIFY AND SAVE AND HOLD HARMLESS EACH OF THE RELEASEES FROM ALL LIABILITY, CLAIMS, DEMANDS, LOSSES, OR DAMAGES ON THE MINOR'S ACCOUNT CAUSED OR ALLEGED TO BE CAUSED IN WHOLE OR IN PART BY THE NEGLIGENCE OF THE "RELEASEES" OR OTHERWISE, INCLUDING NEGLIGENT RESCUE OPERATIONS, AND FURTHER AGREE THAT IF, DESPITE THIS RELEASE, I, THE MINOR, OR ANYONE ON THE MINOR'S BEHALF MAKES A CLAIM AGAINST ANY OF THE RELEASEES NAMED ABOVE, I WILL INDEMNIFY, SAVE, AND HOLD HARMLESS EACH OF THE RELEASEES FROM ANY LITIGATION EXPENSES, ATTORNEY FEES, LOSS, LIABILITY, DAMAGE, OR COST WHICH ANY MAY INCUR AS THE RESULT OF ANY SUCH CLAIM.

Parent/guardian signature (only if participant is under the age of 18): _____ I HAVE READ THIS RELEASE _____ Date: _____

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- 1) Individual Family 2) New Renewal 3) One year (\$15 individual or \$25 family) Two year (\$25 individual or \$30 family)

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The Athlete's Kitchen

Copyright: Nancy Clark, MS, RD, CSSD, August 2013

Caffeine: Performance Enhancement in a Mug

Whether you are looking for a hit, boost, pleasing stimulant, or excuse to socialize with your friends, coffee is the go-to beverage for many athletes. Coffee-drinkers enjoy the way a cup of morning brew enhances their feelings of well-being and their ability to accomplish daily tasks. An estimated 80% of us drink coffee daily. Why, we are more likely to drink coffee than eat fruit! Thank goodness moderate coffee intake is typically not associated with health risks.

For athletes, caffeine is a proven performance enhancer. In their new book *Caffeine for Sports Performance*, sports dietitians Louise Burke and Ben Desbrow and exercise physiologist Lawrence Spriet address all-things-caffeine that an athlete might want to know. Here are just a few tidbits that I gleaned from this comprehensive resource. Perhaps the information will help you add a little bit of zip to your workouts.

Note: No amount of caffeine will compensate for a lousy diet. If you choose to use caffeinated products to enhance your sports performance, make sure you are also fueling wisely!

- A cup of pre-exercise coffee can help most athletes work harder—without realizing it. Caffeine has been shown to enhance performance by about 1% to 3%, particularly in endurance sports. For example, cyclists who consumed caffeine prior to a 24-mile (40-km) time-trial generated 3.5% more power than when they did the ride without caffeine.
- Athletes vary in their responsiveness to caffeine, from highly effective to negative. Some of the side effects associated with too much caffeine include higher heart rate, anxiety, “coffee stomach”, irritability, and insomnia.
- The recommended performance-enhancing dose of caffeine is about 1.5 mg/lb (3 mg/kg) body weight. This can be consumed 1 hour before the event, and/or during the event (such as a caffeinated gel or defizzed cola every hour). For example, triathletes commonly consume caffeinated gels before each segment, to distribute the caffeine throughout the event rather than have a big pre-race jolt that might make them feel shaky and unable to concentrate. Some athletes delay caffeine intake until fatigue starts to appear, and then they ingest 0.5-1 mg/lb (1-2 mg/kg) body weight.
- Caffeine's ergogenic effect maxes out at about 200 to 250 mg caffeine. (This is much less than previously rec-

ommended.) More is not better. Experiment during training to learn what amount (if any) works best for your body!

- Because the amount of caffeine in coffee and tea varies, elite athletes commonly use caffeine pills or commercial products to ensure the desired intake. A comparison of the caffeine content in 16 ounces of coffee from 20 coffee vendors ranged from about 60 to 260 mg. Even when the researchers purchased the same brand of coffee (Starbucks Breakfast Blend) on six consecutive days, the caffeine content ranged from about 260 to 565 milligrams per 16 ounces.



- Research suggests the caffeine content of espresso also varies. A customer might get served 0.5 to 3.0 ounces of espresso (depending on the barista's generosity) with a caffeine range of 25 to 214 mg. In general, the larger vendors (such as Starbucks) offer a more consistent product. But this means you don't know what you will be getting if you plan to purchase a pre-exercise espresso or coffee.
- Energy drinks are a popular source of caffeine. A study of 500 college students in North Carolina reports 51% drank at least one energy drink in an average month in the semester. Sixty-seven percent used the energy drink to stay awake; 65%, to increase energy; and 54%, to drink with alcohol while partying. Of the party-drinkers, 49% consumed 3 or more energy drinks. That makes for a wide-awake drunk who may believe it's OK to drive a car...
- Caffeinated chewing gum is popular among (sleep deprived) soldiers. The gum effectively boosts physical and mental performance and helps maintain reaction time, vigilance, and ability to think clearly. The caffeine in chewing gum gets delivered quicker than via a pill (achieving significant levels in the blood in 5 vs. 30 minutes) because it gets absorbed through the cheeks, not the gut.
- Caffeinated colas offer not only caffeine but also a hefty dose of sugar. Colas, taken later in an event, can provide a much-needed source of fuel so the combination of caffeine + sugar can provide a nice boost! Hence, some athletes claim defizzed Coca-Cola is their preferred sports drink despite having only 35 mg caffeine per 12-ounce can.
- Caffeine is only a weak diuretic and is no longer considered to be dehydrating. A novice coffee drinker can become tolerant to the diuretic effects of caffeine in 4 to 5 days of regular caffeine intake. Even high doses (3 mg/lb; 6 mg/kg) have no significant effect on urine production in coffee or tea drinkers. Hence, there appears

Continued ...

to be no hydration-related reason for athletes to avoid caffeinated beverages.

• Caution: Consuming caffeine might contribute to negative effects. For example, let's say you are running, rowing, or swimming in more than one competitive event in a day. If caffeine helps you go harder in the first event, will that "fry" you for the second event? Can taking another dose of caffeine counter that fatigue? With a weekend tournament, will too much caffeine on the first day ruin your sleep, so you are unable to perform as well on the second day? More research is needed to answer those questions but for the moment, these situations provide good examples of why advice to use the smallest effective dose of caffeine is sensible.

• In 1984, caffeine was banned by the International Olympic Committee (IOC) and the World Anti-Doping Agency (WADA). But in 2004, WADA reversed the ruling. New research indicated the amount of caffeine needed to reach the threshold dose was detrimental to performance. Although caffeine is no longer banned by WADA, it is on the banned list for NCAA, the governing body of collegiate sports. Collegiate athletes can be cited for doping if their caffeine level is higher than 15

micrograms/ml urine. (A normal urine caffeine level is between 1-2 micrograms). Unlikely but possible.

• Youth athletes should be fully mature and eating an optimal sports diet before even considering the use of caffeine. Again, no amount of caffeine will compensate for lousy fueling practices.

• For even more helpful tips and tid-bits, get a copy of Caffeine for Sports Performance. You'll actually stay awake while reading it; this book is not a snoozer!

Boston-area sports nutritionist Nancy Clark, MS, RD counsels both casual and competitive athletes. Her private practice is in Newton, MA 617-795-1875). For information about her Sports Nutrition Guidebook and her food guide for marathoners, cyclists, and soccer players, see www.nancyclarkrd.com. For online education, see www.sportsnutritionworkshop.com

Common Sources of Caffeine

For a 150-pound (68 kg) athlete, the recommended dose of caffeine is about 200 mg one hour before exercise. That's the amount in a large mug (16 oz) of coffee. No problem for most coffee-drinkers!

Local Events Calendar

Updated calendar posted at nbwclub.org
These are not NBW events; we publish as a service to local organizations, subject to available space.

April 5 - AMC Bicycle Repair and Information Workshop. 9:45am-3:30pm, Concord Trinitarian Church, 54 Walden St, Concord. Advance reg: AMC member \$30, non-members \$35; at the door \$40. To register www.amcboston.org/bicycle/workshop/reg.php
For more information: valerie.paul@gmail.com

May 17: BikeFest RI. 10 AM to 4 PM at The Met School, Providence. A bicycle festival for all things bicycle in RI. See announcement elsewhere in this issue. Info at: bikefestri.com

Jul 16 - Carl's Pool Ride. 10 AM Bocce Club Parking Lot, Diamond Hill Rd, Woonsocket, RI. 30 mile ride through MA and RI. Rain or shine. \$25 registration/donation includes Family Style Chicken Dinner at 1 pm. Proceeds to benefit New Bedford Transition House. Contact: Bob Melucci, 401-762-2921, rjmelucci@me.com

Jul 27 - 26th Cycle for Shelter, Northern Essex Community College. 3 fully-supported and arrowed routes of 20, 62, 100 miles, with tech support. Routes wind along beautiful Merrimack River. 91 cents of every dollar raised goes directly to life-saving programs for homeless families. More information at www.emmausinc.org/

Aug 2-3 - 35th Annual Pan-Mass Challenge. To support Dana-Farber Cancer Institute through the Jimmy Fund. 13 routes ranging from 25 to 190 miles over one or two days. Fundraising minimums range from \$500 to \$4,300. See www.pmc.org for more information.

Aug 9 - DKH/Deary Memorial Race, Walk and RIDE. Putnam, CT. 30 mile Team Time Trial, 15 or 30 mile Recreational Ride, as Road Race and Walk. An annual event to raise funds to financially assist people dealing with cancer. Info/Registration: www.daykimball.org/cycling, www.BikeReg.com, facebook page is Cycling for Cancer Care Cathy's Ride. Quick info: cathysride@gmail.com office: 860-928-7141

Classified Ads

Complete listing, with photos, posted at nbwclub.org

2005 Stumpjumper: 26" MTB. Virtually brand new. Fox F80 auto sensing shock 100 mm. V brakes but disc upgradeable. XTR rear derailleur. M4 aluminum frame. Original price \$1,600. Sell price \$450 or best offer. Contact: cyclingsessions909@gmail.com

From the Touring Committee REMEMBER ...

- * Use hand/voice signals when passing other riders, turning or stopping.
- * Watch for sand on the road – especially on corners.
- * Eat before you are hungry and drink before you are thirsty.
- * Check your helmet for fit or damage. Take it to a "Super Cycle Shop" if you have any doubts.
- * Inspect your bike before and after each ride to check for worn, broken or loose parts. Take it to a "Super Cycle Shop" if you have any doubts.
- * Volunteer to arrow a ride. See Chip Kent <arrows@nbwclub.org>
- * Before a ride, become familiar with the map. Check for arrows 150 ft. before an intersection.
- * Share the road with motorists and pedestrians.
- * Enjoy the scenery, smell the roses.

HELP!

The Touring Committee is still looking for a Police Liaison a small but important club job see full description on page x.

Cycling Sessions

Gary Stafford, cyclingsessions909@gmail.com

Hopefully the winter that never ended has ended by the time you read this column. As warmer weather gradually begins to thaw the ground, and a brutally cold winter passes, more riders get outside after spending time inside on trainers or taking Spin classes to try to stay in shape until the weather improved.

As the seasons change, so does the way we measure our rides, our bodies and our challenges. One of the biggest recent changes from when I started riding is the ability to record via GPS, using bike computers or phones your ride as a map, providing location, speed, elevation, and even heart rate if you have a chest strap and power for those with power meters.

For coaching clients as I do, the detail is incredible as it provides metrics on climbs, efforts, and races. With tools and understanding, you can relive their training experience and learn the athlete's physiology.

For the casual user, seeing a map of the ride on their computer after the ride provides a tangible way to remember the experience and even use the uploaded file on a Garmin to do the course again. A positive response loop begins and you ride more and more and get healthy, faster and fitter. Hopefully happier as well!

With the proper approach, these tools enrich the experience we have all come to love—*MapmyRide*, *RidewithGPS* and *Strava* to name a few. *Strava* provides you with shared routes and shared segments that provide a challenge to best your own time and ride for KOM against your friends.



As with all things, too much focus on the new gadgets can turn the experience into a two dimensional experience, lacking in mindfulness and freedom.

It is always important to reassess the reason you got into cycling and compare that drive to where you are now.

Is the ride all about the experience, the moment, the camaraderie? Has the experience changed to chasing *Strava* segments just to claim KOM?

An extreme usage of this approach leads you to ride courses that either have segments that you think you can

beat, or create segments to become KOM, can indicate an altered approach to the experience.

Once you change the experience to a chase for some intangible title, you might not feel the same way about what you are doing anymore. There is a difference with self-awareness and self-absorption.

Enjoy the challenge, of course. Challenge your friends, sure! But respect the activity in its totality. I am guilty of KOM chasing too from time to time!



A careful balance of the tools with the feeling of the wheels spinning, the concentration on the next hill, the beautiful countryside that surrounds your playground of your ride will always provide a richer experience.

Just like when you got a new HD television, maybe at first you marveled at how sharp and clear the picture was. You might have realized you were missing the program that it was showing to you as you marveled at it. But I am sure you began to watch the show again.

The same can happen with all of the new tools we have to use nowadays. I can certainly say that I marvel at them. They help me with my goals. They provide a richer experience. But always make sure that you are living the story too.

Gary Stafford has a website (blogspot) where he posts some writings and lots of info; there's also a linked Twitter account. <http://cyclingsessions.blogspot.com/>



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che of this lone cyclist.

Charlemont, MA— I was beginning to ponder the old adage that Misery loves company. I found myself about three-quarters through my ride and I was suffering ... badly. On this stretch of road it didn't take long to come to the conclusion that while she may love company, Misery most certainly would not pass up the opportunity to wreak havoc on the psy-

It was probably sometime in late August that I decided that I wanted to climb Mt. Greylock. I'm really not sure who or what planted that seed, or why all of a sudden I had this need to climb the tallest peak in Massachusetts, but I grabbed onto that idea and was determined to see it through. Alpe d'Huez or Passo dello Stelvio it is not, but the climb up Mt. Greylock should prove to be formidable.

Fast forward two months to October, and I find myself at the Mohawk Trail Campground in Charlemont, Massachusetts. Located in the northwest corner of Mass, this campground would serve as the launching point of my ascent.

October is probably not the ideal month for such a venture, but it was my only option for getting the climb in this year. The road to the summit is closed to auto traffic on November 1st, and having vehicle access to this road was a requirement. The only way that my loving and understanding wife Shannah would allow me to undertake this ride was if she and my 5 year old son Timmy could meet me at the summit. This requirement, combined with a very busy September and October, sealed my fate that October 26th would be the day that I climbed Greylock. Driven by some unknown need, it didn't matter that my monthly mileage total for October would be less than half that of August, or that late the October weather would most likely play a major factor; I was in Charlemont and ready to begin the ride.

The morning of the ride, I followed my usual routine, albeit camping-style. I woke early, enjoyed some cowboy coffee next to the fire, followed by my pre-ride staple of oatmeal. Post breakfast, I unloaded my bike from the car and prepped it for the day's event. Once that was taken care of, the only thing left to do was to get dressed...ah, but what to wear? It was a touch above 40° at the cabin, overcast skies, with the sun occasionally making a cameo. It would surely be colder at the summit, but I had a long climb and descent before I would even reach Mt. Greylock. I decided on a sleeveless base layer, summer weight jersey, arm warmers, light tights, and my favorite Wollie Bollie socks. I topped this off with a hard-shell jacket, light wool gloves, and a winter cycling cap. Setting out, I had no idea if this would suffice, but I had a secret weapon in my clothing arsenal...my own personal SAG wagon driven by Shannah and manned by Timmy. I always thought that Timmy had the potential to be a great soigneur, and this would be his first major test. They would meet me at the summit with extra clothing and water.

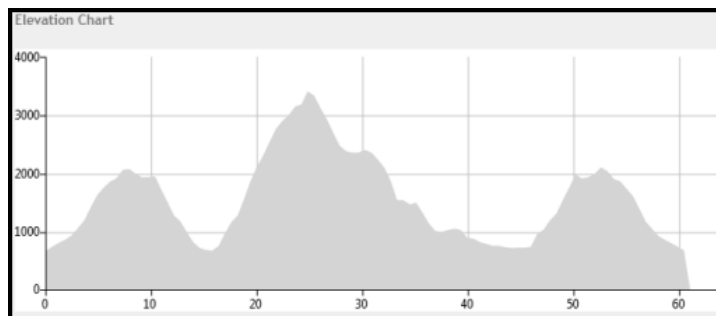
And so began the ride...an 8 mile climb right out of the shoot along the Mohawk Trail. It quickly became apparent that it

was going to be a long, cold day in the saddle. I passed through a town named Florida that didn't quite live up to its stately name-sake. The heat generated from climbing was going to be a welcomed addition on this day, but I dreaded the descents, especially in my current wardrobe.

The initial climb was matched nearly mile-for-mile with a long descent, through the famous Mohawk Trail hairpin turn, into the town of North Adams. In my typical damn the torpedoes style, I had decided to attack Mt. Greylock from the northern slope via Notch Road. Reputed to be the tougher of the two roads to the summit, it seemed like an excellent idea in August. After nearly 16 miles and 1600 feet already climbed, I hit the lower slopes of the mountain and began the climb.

Notch Road begins in a neighborhood, but it quickly gives way to a less populated stretch before reaching the mountain proper. The remaining ribbon of road from here to the summit was recently repaved and was a joy to climb, at least initially. That feeling of joy was soon replaced by a daunting, nagging thought that I had another 8 miles to the summit. I was able to counter that thought by how well I was still feeling. The lower slopes of the mountain, though at times very steep, all seemed manageable. My legs were feeling ok and my mind was mostly clear and focused on the goal at hand.

Similar to the need that seemed to have appeared out of nowhere in August, I was suddenly struck with a feeling of despair about 3 miles from the summit. My mind raced with thoughts of failure, of getting off my bike and taking a break, or worse yet, walking the remaining miles to the summit. They lingered for several minutes, but as quickly as they appeared, I was able to silence these doubts. It was just my mind that was screaming; my legs were still good, plugging away in my 36x28 gear.



I just needed to silence my mind, and fortunately, this was not new territory for me. I've been here before and I have a simple mantra that I use to quell these uprisings of despair and uncertainty..."You've got this". "You've come all this way...you've got this." "You're well past the halfway point...you've got this." "The hardest, steepest slopes are behind you...you've got this."

And so it went for the next several minutes until the road eased up a little and turned for the final time toward the summit. And at that moment, my SAG wagon appeared out of nowhere to cheer me on that final stretch and provide me with some much needed gear. I was more than happy to see them, and it provided a great lift, but I am grateful that they did not arrive sooner, especially when I was trapped in my own mind. Looking back, there was probably a 50/50 chance that my wife would have offered me a lift and a

Continued ...

Greylock, continued ...

50/50 chance that I would have taken it. Of course, this would have been countered by an 80-90% chance that my son would not have let me in the car. Who knows how it would have played out, but I'm glad we did not have to find out.

Reaching the summit was great, though my stay was short. It was cold and windy. According to my wife's car, it was 32°. I was not dressed for this, so after a quick photo or two, I topped off my bottles, donned booties and mitts, got some hugs, a few words of encouragement, and was off. Little did I know that this was where the suffering would begin in earnest.

Almost immediately after leaving the summit, I began to get cold. According to the course profile, it was basically downhill for the next 18 miles or so. Despite wanting to go fast and enjoy the downhill, it was nearly impossible. I was beginning to shiver at an alarming rate, impacting my ability to remain stable on my bike. My desire to stay upright and not hit the deck quickly outweighed my need for speed and I did my best to keep my velocity in check.

I was exiting the mountain via the south, on Rockwell Road. Despite being a descent, there were several small uphill runs along the way. These proved too short to provide any warmth; their sole purpose was seemingly to weaken my rapidly deteriorating legs. Maybe it was the short stay at the top or the freezing descent, but it became apparent that my legs were not what they were only a short time ago. My quads were twinging with every down stroke of the pedals, the fore-bearing of perhaps bigger cramps to come.

Once the slopes flattened out a bit, the chill of the wind was not as biting and I was able to slowly work my legs loose. Unfortunately, the groundwork had been set, and with at least 25 miles to go, I had my work cut out for me.

The next several miles wound through Cheshire, into Adams, and finally back into North Adams. It was somewhat surreal entering these towns from the desolate roads of Mt. Greylock. I suddenly found myself navigating city streets, traffic lights, pedestrians; I had grown accustomed to this type of riding back home, but this felt very different after having spent so much time alone on the climb and the subsequent descent. As before,

I found my mind cleared of all thoughts except despair as I approached the final climb of the day. At almost 7 miles in length, this was going to be a major test after all of the miles I had already covered. This climb is broken into a few sections, and I tackled each one individually as a way to ease my mind. One of the sections ended at the sharp hairpin turn that I had negotiated on my way into North Adams. As I struggled up to this turn, I was once again greeted by my wife and son, and once again their encouragement buoyed my spirits...if only their cheers could have had the same effect on my legs.

At this point, half of the final climb remained in front of me. As I came out of the hairpin, the road seemed to launch up at

an even steeper grade. Perhaps it just was an illusion brought on by the turn itself, the countless miles that I had already climbed, or the sheer exhaustion that had set into my legs and seemingly every part of my body, but the road seemed to climb straight up into the heavens.

Unlike the scenario on Greylock, where my mental fatigue greatly outweighed the physical, no mantra or positive thoughts were going to pull me out of this situation. I was going to have to call on whatever reserves I had left to make it up the remaining section of this climb. I knew that if I could make it to the top, I would be greeted by a 7+ mile descent back to camp.

What was left of the climb was a study in determination. Given how far I had come and how close I was to camp, failure to complete the route was no longer an option. Despite the cramps that were now ravaging my lower extremities, I pressed on. Slowly, but determined, I navigated my way up the slopes toward the pinnacle.

Finally I reached the summit; no joy, no celebration, no sense of relief in reaching the top. I'm not sure if I really expected to feel those emotions at the culmination of this climb or not. In fact, I'm not sure I felt anything but pain and a deep desire to get back to camp and get off of my bike.

I stopped briefly to zip up my jacket and once again don my lobster mitts for another long, cold descent. The ride was all but over at this point. I just needed to survive a few more brief uphill lumps as I made my way back down to camp, back to some ice cold chocolate milk and then perhaps another cup of cowboy coffee.

These were the thoughts that carried me through the remaining miles. Despite being downhill, they were still filled with more pain and suffering, as my legs continued to convulse with cramps.

Upon reaching the cabin and the closest thing that would pass as a comfortable chair, my immediate thoughts were that I had gotten in over my head, that the level of suffering I had endured was unneeded, and that I would probably never undertake this ride again. Then came the chocolate milk, and my feelings began to change... maybe I wasn't in over my head, maybe the suffering and pain, while not absolutely necessary, was somehow a good thing. I wasn't yet ready to sign up to do the ride again, but my feelings were absolutely changing with each passing moment

The pain slowly dissipated with each sip of my chocolate milk and then, with each

sip of my coffee, they continued to do so, perhaps even more rapidly than before. By the time I had finished my lunch, I was certain that I would do the ride again, just maybe not in late October. By early Monday morning, after having relived the adventure to a few of my friends at work, it became apparent that I would do the ride again, and if it had to be in late October, so be it.

At this point, a few more days removed, I find myself almost yearning to tackle this ride again. Perhaps all of the suffering, the pain, the cold fingers and toes, were overshadowed by the sense of accomplishment; the sense of pushing myself beyond what I thought was possible. Or maybe, just maybe, on one of those long and seemingly endless slopes, I found out that I love Misery's company as much as she appears to love mine.



You Breathe How?

Contributed by David Baldwin

Try this: take one deep, full, relaxing breath, and let it out. Chances are, you took that breath through your nose. Imagine breathing through your nose and sending that feeling of relaxation through your body with every breath you took while riding. Not possible? Read on.

The first question most people have at this point is: "**Why on earth would you do that?**" Two reasons: sustainability and pleasure.

Sustainability: Current training wisdom calls for significant training at 70-85% (or higher) of "maximum heart rate" (whatever that is). Clearly this produces results, which is why so many training guides recommend it. But we can pay a price, over time, for short-term performance gains. To support these extreme efforts, the body uses the "fight-or-flight", sympathetic nervous system. It pumps out adrenaline, elevates the heart rate, and shifts to short, rapid, upper chest breathing.

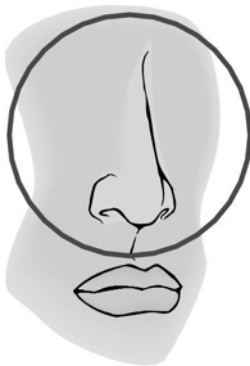
This aroused state is effective, but not meant to be sustainable.

Breathing through the nose, on the other hand, activates the parasympathetic nervous system, which regulates functions like digestion and sleeping. With proper training, it allows the body to put out progressively more effort while remaining settled in the calm, parasympathetic mode. The result is performance gains equivalent to those achieved with conventional training, but without the same wear and tear on the physiology.

Pleasure: when you took that deep, relaxing breath, mind and body expressed the same intention together. The result was a feeling of relief. By breathing through the nose, and following the body's lead as to how fast it can go without strain, you keep the connection between mind and body intact during exercise. The result is surprising levels of calmness and well-being, in the midst of intense effort. The body is *stimulated to improve*, rather than *exhausted and forced to recover*.

The second question is: "**How is this possible?**"

Anyone who has ever tried breathing through their nose during exercise will liken it to breathing through a straw. It is hard, uncomfortable, and almost impossible to keep up for very long. Well, it turns out that nasal breathing during hard exercise is like anything else worth doing—it takes practice. You don't train for a century by riding one on the first day. The good news is



The Nose

that you absolutely can develop your ability to do this, with a few weeks of applied effort. The bad news is that you have to dial down your exercise intensity—at first—in order to get there.

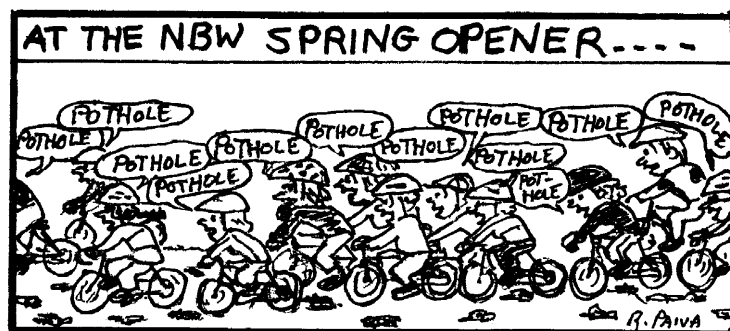
This can be a bit frustrating early on, for two reasons: one, there is the natural, almost irresistible, urge to go faster. Two, most of us are so used to pushing past the "level of comfort" that it takes some time just to (re-)learn what that feels like. Over the course of my own practice, I had to repeatedly lower the limit of exertion, insisting on higher levels of comfort, before the shift from comfort to strain became a bright line.

Another thing that is happening is that the diaphragm itself is learning to work more fully and efficiently. You are breathing into the lower lobes of the lungs, where there is more blood, and hence better oxygen exchange. This—big surprise—takes practice. The upside is, you discover lung capacity you never knew you had. You may be perplexed (as I was) to find yourself breathing *less* hard and *less* deeply (because more efficiently) at the end of a ride than at the beginning.

In the interest of brevity, I have not gone into a lot of detail about technique here. We have not touched on, for example, the pivotal role of Darth Vader breathing in the success of this approach.

There are some resources available for finding out more about the origins, science, and technique of nasal breathing. The seminal work in this country, John Douillard's "Body, Mind, and Sport" can be found on bookfinder.com. The technique is starting to gain traction in the bodybuilding community, of all places, thanks to the efforts of Joe Weaver, a long-time practitioner with his own website: rippedat60.com.

I would be happy to talk or correspond with any Club members who want to know more. I can be reached at david@baldwin.com, or just buttonhole me on a ride (let's see, does "buttonhole" apply to Spandex?)



From the Touring Committee

Don Chiavaroli, touring@nbwclub.org



Well, I don't know about you, but I am sure glad that winter is finally over. Although we all expect some club rides to be cancelled due to unrideable conditions in the winter, this year, it seemed like several storms came on either Saturday or Sunday and the roads were either snow covered or there was too much ice.

Below normal temperatures also managed to deter all but the hardest riders from getting out as well.

That is all behind us now and we can look ahead to milder and maybe even warm sunny days as we move into spring. Longer distance rides are now starting to populate the ride schedule and the first century of the season is the Plymouth Century in mid-May. The Plymouth Century, a perennial favorite, has, in past years, been rainy. However, the last two times we scheduled it in May, I was out of town on tour and the weather here for the century was delightful. This year, again, I will be unable to ride it in May, so perhaps the trend of good weather for this ride will continue.

Speaking of rides, beginners rides will restart in April, led by Sue and Larry Rollins. Look for their article elsewhere in this issue of *The Spoke'n Word*.

A note of thanks and recognition go out to two volunteers who have worked on or with the touring committee. Tina Williams, who has been on the Touring Committee since at least 2004, is stepping down. Tina represented the South County area on the committee and was very knowledgeable about the area, road conditions etc. She developed some of the rides in that area and arrowed many of them as well. On behalf of this and previous committees, I extend a heartfelt THANK YOU for all her hard work.

If you have tried to read one of the old hand drawn NBW maps, you know why we arrow the roads, these maps are real hard to follow. Many will agree, that if you miss an arrow and have to rely on the map to get you back to the start, it will not be easy. You might ask why, with all the digital technologies around us are we still using hand drawn maps? The answer is that the maps we use have just the right amount of information to hopefully get you back, with text that is big enough to read and it all fits on one piece of paper, most of the

times. There is no one software package that we have found that does all this and to create one of the newer digital maps is a big task.

Garrett Labonte has stepped forward and volunteered to update a few of the older maps that were confusing, and to create the maps for new rides. It takes a lot of work to get it right and Garrett has been doing a great job. The next time you pick up an NBW map and it is not hand drawn, it just may be one of Garrett's new creations. So if you see Garrett at the ride start, be sure to give him a big THANK YOU.

Finally, I am still looking for someone who would like to take over the duties of Police Liaison for the club. Take a look at the "Help Wanted" article in this issue. If you would like to give something back to the club for all that it offers, the gift of your time volunteering in this capacity would be perfect.

Want to arrow a ride?

Chip Kent is our new Arrowers/Paint Coordinator. You will see him frequently at rides and can reach him to volunteer to arrow a ride by emailing him at: arrows@nbwclub.org

Chip provides the paint, map and instructions



Thanks to our most recent ARROWERS:

Jan 5 & Feb 2
Swansea-Touisset
Wolfgang Peti, Rebecca Page

Jan 12 & Feb 9
Simple Arrow
David Baldwin, Chip Kent

Jan 19 & Feb 16
Triboro Tour
Cheryl Payne, Stephen Bonin, Ted Shwartz,
Monica & Ray Foulkes

Jan 26 & Feb 23
Wickford-Kingston
Tony Rizzotti

Mar 2 Fish Road Mark St Amour,
Abbey Courchaine

Mar 9 The 'Ville' Ride Bladimir Rodriguez, Flavio Salas

Mar 16 Westerly Ed Holden

Mar 23 EP Cycle/Spring Opener Tony Rizzotti

Mar 30 Lakeville Tour Mike Miller

NBW RIDE SCHEDULE

Last minute changes are announced via our website - nbwclub.org - and our email list - <http://groups.yahoo.com/group/nbwclub/>. Informal mid-week rides are also organized via the email list. In case of rain on Sundays, "show'n go" start (no starter, no maps) at 2 PM. "Show'n Go" ride repeats the following Saturday at the same time as first scheduled.

March 30, 2014

♥ **Lakeville Tour**

15/25/40 miles

Sunday 10:00 AM *Map No.* 47 *Arrower:* Mike Miller

Route Lakeville, Freetown, Acushnet, Rochester

Directions Start at Assawompset School, 232 Main St (Rt. 105), Lakeville, MA. Take Rt. 44 E to Middleboro rotary, take a right on Rt. 18 for 4 miles to the traffic light at intersection of Rt. 18 and Rt. 105. Turn left, and the school is just ahead on your right.

Drive Time 40 minutes from Providence

Description Flat, easy ride along the cluster of ponds in the area between New Bedford and Middleboro. This ride is known for its cranberry bogs and lack of hills.

April 6, 2014

Great Grandma's Farm Ride

15/23/50 miles

Sunday 10:00 AM *Map No.* 49 *Arrower:* Luke Brisette

Route Lincoln, Burrillville, Uxbridge, Pascoag, Chepachet, Glocester, Smithfield

Directions Start at McDonalds at the Lincoln Mall on Rt 116 in Lincoln, RI. Take Rt 146 N to the exit signed Rt 116 S/Mall exit (Note: the Mall is only 1/2 mile west of this exit so don't go far on Rt 116 whichever exit you take!) Follow Rt 116 for 1/2 mile; the mall entrance is on the right at the light.

Drive Time 15 minutes from Providence

Description This challenging, but lovely, ride, designed by Luke Brisette, was the winner of our 1998 design-a-ride contest. It's a good hilly workout (especially Burlingame Rd!). The ride is named for Luke's great grandmother, whose old farmhouse on Buxton St. still stands. The ride travels back roads, with ponds, reservoirs, farmland, and country homes. On Stone Barn Rd note the actual stone barn. Enjoy a rest stop at White Mills Community Park at E. Wallum Lake Rd. in Pascoag, the historic Smith Appleby House on Stillwater Rd, the two fascinating houses that everyone sees from Rt. 295 in Smithfield, and Monster Head Rock on Mattity Rd. on the 23 mile loop. Food stops are at Slatersville Plaza, Pacoag Center, Chepachet (Rt. 44), Smithfield (Rt. 116 and Log Rd.) and McDonalds at the end of the ride.

April 13, 2014

Diamond Hill One

13/32/50 miles

Sunday 10:00 AM *Map No.* 129 *Arrower:* Rod Breault

Route Cumberland, Wrentham, Franklin, Norfolk, Medfield, MA

Directions Start at Diamond Hill Park, Diamond Hill Rd (Rt. 114), Cumberland, RI. Directions: Take Rt 95 North, then Rt 295 South. Take Exit #11, Rt. 114, Cumberland. At the end of the ramp, go right onto Rt. 114 North (Diamond Hill Rd). Follow Diamond Hill Rd north, going straight through the first set of lights (Nate Whipple Highway). The Park is 1-1/2 miles on the right, opposite the Ice Cream Machine.

Drive Time 20 minutes from Providence

Description This ride travels north from Diamond Hill. The terrain is rolling-to-hilly as we pass by old farms in Wrentham on our way to Franklin. The long ride features a section of Medfield that is noteworthy for its beautiful houses. There is also an ice cream store across from the park (open in season).

April 20, 2014

♥ **Westport**

13/25/44/50 miles

Sunday 10:00 AM *Map No.* 111 *Arrower:* Frank Frain

Route Westport, Dartmouth

Directions Start at WESTPORT MIDDLE SCHOOL, 400 Old County Rd, Westport, MA. Take I-195 E through Fall River to Rt 88 South (Exit 10). Head south on Rt 88 for about 4 miles to Old County Road (traffic light intersection). Turn LEFT on Old County Rd. Middle School is on your left, about 1/4 mile, as you begin to go down the hill. Park rear left of the school.

Drive Time 30 minutes from Providence

Description This ride is considered to be one of the club's best, rolling down the Westport waterway to scenic Horseneck Beach. Easy riding past rural farms. 50 mile extension by Gil Peel.

April 27, 2014

BikeWorks Swansea Ride

16/26/50 miles

Sunday 10:00 AM *Map No.* 160 *Arrower:* deWispelaere/Sutton

Route Swansea, Dighton, Freetown

Directions NEW START: Start at the SWANSEA MALL, 161 Swansea Mall Dr, Swansea, MA. Take Rt 195 East to Massachusetts exit #3 (Swansea Mall). Take Rt 6 East to Rt 118 North (Swansea Mall Dr). Turn left at the first light on Rt 118 into Swansea Mall. Park to the right, along Rt 118.

Drive Time 15 minutes from Providence

Description A nice quiet ride, designed by BikeWorks and modified by NBW. The 16 mile ride is good for beginners, meandering through Swansea and Rehoboth. The 26 mile ride continues over to Dighton. The 50 mile ride crosses the Taunton River into Assonet, Lakeville and Berkley. Be sure to stop at the BikeWorks store (across Rt 118 from the Mall) after the ride for shopping and refreshments.

May 4, 2014

Mystic Metric

15/30/63 miles

Sunday 10:00 AM *Map No.* 59 *Arrower:*

Route Ashaway, Mystic, Stonington

Directions Start from the car pool commuter lot in Ashaway. Take Rt 95 S to exit 1 (intersection of Rts 3 and 95; 37 mi south of Providence). Take Exit 1 then turn Left on Rt 3 North. The commuter parking lot is on the right.

Drive Time 45 minutes from Providence

Description This ride starts through North Stonington cow country and old farms, travelling beautiful country roads to Mystic and the Stonington coast before returning via Ashaway. There are hills, but John Satterlee revised the route to skip the three big climbs on the previous route - and avoids the Navy Sub Base and the casino, too!

May 11, 2014

♥ **Westport REPEAT**

13/25/44/50 miles

Sunday 10:00 AM *Map No.* 111 *Arrower:* Frank Frain

Route Westport, Dartmouth

Directions Start at WESTPORT MIDDLE SCHOOL, 400 Old County Rd, Westport, MA. Take I-195 E through Fall River to Rt 88 South (Exit 10). Head south on Rt 88 for about 4 miles to Old County Road (traffic light intersection). Turn LEFT on Old County Rd. Middle School is on your left, about 1/4 mile, as you begin to go down the hill. Park rear left of the school.

Drive Time 30 minutes from Providence

Description This ride is considered to be one of the club's best, rolling down the Westport waterway to scenic Horseneck Beach. Easy riding past rural farms. 50 mile extension by Gil Peel.

Repeat of Apr 20 ride.

May 18, 2014

♥ **Plymouth Century**

21/56/100 miles

Sunday 8:00 AM *Map No.* 122 *Arrower:* J. Harbutiak & Crew

Route Rehoboth, Taunton, Bridgewater, Plympton, Plymouth, Middleboro, Lakeville, Dighton

Directions Start at the Seekonk Towne Centre (Ann & Hope plaza), 140 Taunton Ave (Rt 114A), Seekonk, MA - across from Tasca Lincoln/Mercury at the intersection of Rts. 114A and 44 in Seekonk. Coming from Providence on I-195E, take the first exit after the Washington Bridge and follow Route 44 to Route 114A. (It's the first light after you cross into Seekonk.) The shopping center is on the left. Please park around the periphery of the parking lot first, then fill in towards the stores. DO NOT park in the bank lot or the Post Office lot. If we park around the periphery then fill in just 3 rows toward the stores there is near 120 parking spaces. Let's not aggravate the store owners.

Drive Time 10 minutes from Providence

Description We get to Plymouth by traveling relatively flat terrain, through farmland and past cranberry bogs. Tourists could stop in Plymouth for a look at Plymouth Harbor and the Mayflower (if they have time!). The ride back takes us through the rolling hills of Miles Standish Park. The short loops of this ride are good rides for beginners.

100 mile riders start at 8:00 am, all other riders at 10:00 am

May 25, 2014

Foxboro 55

23/36/55 miles

Sunday 10:00 AM *Map No.* 166 *Arrower:* Don Chiavaroli

Route Attleboro, No Attleboro, Wrentham, Franklin, Norfolk, Foxboro, Mansfield, Norton

Directions LATE BREAKING NEWS - 3/14 - ELECTRONIC NEWSLETTER ONLY - NEW START
We have had to move the start to the WAMSUTTA MIDDLE SCHOOL, Locust St, Attleboro.
Take RT95 North from Providence to Exit 3A (Route 123 East) in MA. Stay straight on Thatcher Street at the second light. Go .5 miles and bear right over the rail road bridge. Go .5 miles then turn right onto South Main at the T. Go left at the next light onto Locust Street and travel .8 miles. The Wamsutta Middle school will be on the left.

Drive Time 20 minutes from Providence

Description This ride takes us from Attleboro to Foxboro and back, through towns we often ride in but in opposite directions. Although the 36 and 55 mile loops cross busy Rt 1, all crossings are at traffic lights. These scenic loops ride the back roads of Plainville and Cumberland. The 55 miler goes north through Wrentham, Franklin, Norfolk and Foxboro, just north of Gillette Stadium. As you cross Rt 1 in Foxboro, look right to see the lights high above the stadium. On the 36 miler use caution on South St (Rt 1A) in Wrentham. On the 23 miler use caution on Kelly Blvd when turning left to the Fish Hatchery.

May 26, 2014

***Memorial Day Show'n Go**

Monday 10:00 AM *Map No.* 111 *Arrower:*

Route

Directions

Drive Time

Description Repeat Westport Ride, map #111 (use arrows from May 11 ride)

June 1, 2014

Oneco Pond Ride

17/31/41 miles

Sunday 10:00 AM *Map No.* 3 *Arrower:* D Rajotte/SRodrigues

Route Escoheag, Sterling, Oneco, West Greenwich

Directions NEW START: Sterling Memorial Library (formerly School), 1183 Plainfield Pike (Rt 14A), Sterling, CT.
From Providence: Take Rt.6 West to Rt.295 South. Take Exit 4 Rt.14/Plainfield Pike and go West on Rt.14 for 19 miles (you'll cross the Scituate Reservoir - Rt.102 joins and leaves Rt.14 - stay on Rt.14). At the CT line bear Left at the fork on Rt.14A for 1 mile (don't miss this turn). Library/School is on the Left.

Drive Time

Description This is basically the old Beach Pond Ride, with a new start because RI closed off Beach Pond. Scenic, rural rides around the SW RI border and into CT. Expect some hills. Rt. 49 runs along Ekonk Hill, a high open ridge with superb views. Bob Paiva has extended this ride into the Plainfield CT area, with a short extension to Gibson Hill Road to include a food stop.

June 8, 2014

Fall River Fifty (aka Chourico)

19/27/47 miles

Sunday 10:00 AM Map No. 159 Arrower: St Amour/Courchaine

Route Fall River, Assonet, Lakeville, Berkley

Directions: Start at Bristol Community College (BCC), Elsbree Street, Fall River. From Rt. 24 in Fall River take the President Ave Exit (exit 5) to the rotary. Take first Right off the rotary. Take a Right on Elsbree St at the 1st light. Enter the LAST PARKING LOT ON THE RIGHT, at the far end of the college buildings.

Drive Time: 30 minutes from Providence.

Description: This scenic ride starts from the highlands of Fall River and meanders through forests, mill towns, lakes and cranberry bogs. Its rolling hills will keep your heart at an elevated state, and after a cool coast down near the waterfront in Fall River one can take a left up President Ave and return to the start. A little short cut will lead one up the infamous Weetamoe St for a little more pain.

♥ Beginners will love these rides.

* Holiday Show'n Go

** Special Event

HELP WANTED

The Touring Committee is seeking someone to volunteer to be the **Police Liaison** for the club. Don Chiavaroli has been this liaison since 2004 and it is time for another member to step forward.

Duties of the job:

- Send out a letter to the police department in the starting city or town one month before the club ride.
- Communicate back to the touring committee in the event that the local PD advises of any conflicts.

What you will need to do this job:

- Personal computer with MS Word and a printer.
- Access to the internet and e-mail (to make sure police chief listing and address are current and to communicate to the touring committee).
- Adobe Acrobat (free download) so you can print the maps.

How much time is involved:

- Letters to the police departments in each community that we have done a ride in the last 10 years are already set up. All you have to do is update the dates, start times, expected number of riders, check to make sure that the address is current, print out the letter and the map, address and stuff the envelope, and put the letter into the mail one month before the ride. It will require 1.5-2 hours total time commitment once every 8 weeks or so (which is way less time than it takes to arrow many NBW rides!)

Think you can do this? Send an e-mail to Don Chiavaroli at touring@nbwclub.org and we can get you started!

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Mailing label is valid membership card - includes membership number and expiration date - is your membership about to lapse?
 Deadline for the next issue of The Spoke'n Word is May 5 2014

Tentative Future Ride Schedule - subject to change - comments to Don Chiavaroli, touring@nwclub.org

Month	Date	Map#	Ride Title	Ride Start	Distances (miles)	Arrower
Jun	Sun	1 3	Oneco Pond Ride	Sterling, CT	17/31/41	D Rajotte/SRodrigues
	Sun	8 159	Fall River Fifty (aka Chourico)	Fall River, MA	19/27/47	St Amour/Courchaine
	Sun	15 95	TriState Century	Smithfield	25/55/60/70/100	
	Sun	22 105	Tiverton Fifty	Tiverton	15/30/50	Mike Emma, Don Paiva
	Sun	29 32	Providence Bicycle Ride	Providence	10/35/57	Bladimir Rodriguez
Jul	Fri	4 105	*July 4 Holiday Show'n Go	Tiverton, RI		
	Sun	6 117	Purgatory Chasm	Uxbridge, MA	20/30/54	Bladi, Chip & Crew
	Sun	13 54	South Shore Century	Middleboro, MA	27/54/75/100/125	
	Sun	20 168	Rhody Roundup - 2014	TBA		TENTATIVE
	Sun	27 52	Mattapoisett Ride	Mattapoisett, MA	15/30/50	Mike Miller
Aug	Sun	3 92	Taunton-Sharon Tour	Taunton, MA	15/30/50	
	Sun	10 41	Century of the Century	URI Kingston	18/35/55/75/100	
	Sun	17 153	Wareham-Manomet Ride	Wareham MA	22/35/47	
	Sun	24 167	Alfredo's Ride	Cumberland		
	Sun	31 89	Seekonk Southern Ride	Seekonk, MA	15/28/50	
Sep	Mon	1 92	*Labor Day Show'n Go	Taunton, MA		
	Sun	7	**TFCE			TFCE crew
	Sun	14 156	Hope Valley Ride	Richmond	18/29/42/58	
	Sun	21 97	For Pete's Sake Ride	Smithfield	20/27/52	
	Sun	28 81	Cranberry 55	Raynham, MA	14/28/56	
Oct	Sun	5 74	Fall Foliage Tour	Glocester	20/40/64	
	Sun	12 130	Cape Caper Ride	Bourne, MA	22/48/62	
	Mon	13 81	*Columbus Day Show'n Go	Raynham, MA		
	Sun	19 61	Mystic Seaport	Richmond	19/33/47	
	Sun	26 16	NBX Fall Ride	Warwick	15/25/32	
Nov	Sun	2 131	The 'Bridge' Ride	Burrillville	15/30/50	