



The Spokin Word

Volume 51 Issue 8 September 2013

CYCLING TO THE GRAND CANYON

When I first suggested leading a self-supported cycling tour in Arizona and Utah in late July and early August, many questioned my sanity and thought that we would surely perish in the desert from heat! However, we probably spent more time being cold than hot on our recent 11-day, 700-mile trip. It's all about elevation. It was quite hot when we started in Page, AZ (4400 ft) and in Zion National Park (3700 ft), but we soon climbed to Bryce Canyon (7900 ft), Cedar Breaks (10600 ft), and the northern rim of the Grand Canyon (8500 ft) where we typically had high temperatures in the 70s and lows of around 50 degrees.

The scenery was a constant source of wonderment to our group of 10 cyclists from the east coast. We were constantly amazed by towering rock formations, amazing colors, wildflowers along the roads in such a dry climate, and the ability to see cliffs and peaks dozens of miles in the distance. It was awe-inspiring to cycle through each of the national parks that we visited and it is hard to describe their beauty with words or pictures. When I think of Bryce Canyon I recall the countless hoodoos and other bizarre rock formations as well as our fantastic hike down the Navajo Trail.



The freezing climb to Cedar Breaks in 50F rain didn't spoil the beauty of the herds of buffalo and sheep next to the cedar forests or the endless amphitheater when we finally reached the peak. The descent into Zion National Park was one of the most memorable of my life - racing down 3 miles of switchbacks with towering cliffs in every direction. Cycling down Scenic Drive in Zion was the thrill of a lifetime. Last, but not least, was the northern rim of the Grand Canyon. Who can describe the beauty of Bright Angel Point or Point Supreme with canyons as far as the eye can see? It was hard

to believe our eyes as we watched a powerful thunderstorm work its way up the Grand Canyon toward us!

Our group of 10 included 5 from Hampton Roads: Robert Shanks, Thom Sare, Mike DeSantis, Dennis Ramsey, and myself. See my photos at <http://www.flickr.com/photos/63272856@N08/sets/72157634994142006/>

Paul Gordy



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TBA's Mission

The purpose of the TBA is to promote and encourage the use of the bicycle as a means of recreation and transportation; to develop a physically fit, self reliant, well informed citizen; to uphold and support the rights of bicyclists; to encourage the use of facilities for bicycling on public lands; and to provide information in the interest of bicycling safety.

President's Corner

This past week TBA proudly co-sponsored a training workshop with the Hampton Roads Transportation Planning Organization (HRTPO).

Titled "Navigating MAP-21," the workshop was funded through a grant by Advocacy Advance and the League of American Bicyclists. It attracted over 50 transportation planning professionals at all levels of government and bicycling advocates from southeast Virginia eager to learn better ways to get funding for their bicycling and walking projects.

What is "MAP-21?" Simply stated it is the federal Transportation Funding Authorization Bill passed one year ago by Congress. It was a sweeping overhaul of several programs which govern how federal transportation funds distributed to the states can be used.

For bicycling, the bill shrunk the pot of money that can be spent and added new competition. This has a direct impact for many projects locally, which will now see much longer timelines for completion. Three key ones that are high up on TBA's list include the Elizabeth River Trail in Norfolk, extensions to the Dismal Swamp Canal Trail in Chesapeake, and the South Hampton Roads Trail which crosses the entire region.

How can you help? This is an election year— so please attend candidate forums being held in your city. Talk with your state and local candidates and let them know that you want these projects supported. Ask them "if elected, will you support project (your favorite local pro-

ject) through a combination of federal, state and local funding?

You can count on TBA to continue to do its part in raising community support for these and many other projects through our advocacy and outreach programs.

2013 TBA Calendar

Sept 11, 2013 General Membership Meeting, 6:30—8:30 pm, Virginia Beach Central Library

Sept 27-29, 2013 Eastern Shore Getaway, Best Western Hotel, Chincoteague, VA

Nov 13, 2013 General Membership Meeting, 6:30—8:30 pm, Virginia Beach Central Library

BIKE DONATIONS NEEDED

Since 1998 the Virginia Beach United Methodist Church has run a bike ministry where they recondition donated bikes for transportation by the working poor. The church is currently handing out over 200 bikes a year.

The program is in need of donations of adult sized bikes. Receipts for tax purposes can be provided. If you can help please contact Dave Moore at Moo7587@aol.com or 757.407.2560.

VOLUNTEER OPENINGS

TBA currently needs volunteers for:

- **ride leaders—all paces and distances**

For more information contact Bruce at president@tbarides.org or call 757.647.3987

JOIN TBA

To join TBA as a new member, or to renew your existing membership, simply visit www.tbarides.org. There you will be able to quickly join or renew using a credit card, or you can print a TBA membership form and mail it back to us. **Join today— every voice counts!**

Registration is:

- \$30 for Families
- \$25 for Individuals

TIDEWATER BICYCLE ASSOCIATION

P.O. Box 66522

Virginia Beach, VA 23466-6522

www.tbarides.org

Affiliations:

- Virginia Bicycling Federation
- The League of American Bicyclists
- Adventure Cycling Association
- USA Cycling
- Virginia Cycling Association

SEPTEMBER GENERAL MEMBERSHIP MEETING

TBA's next meeting will be held on Wednesday, **Sept 11, 2013** at the Virginia Beach Central Library.

Come at 6:30 pm to socialize; the meeting starts at 7:00 pm.

Our speaker is Jay Paul from Richmond. Jay is a life-long cyclist

and established bike advocate who has used 25 years of insurance experience to bring cyclist accident insurance to market, underwritten by Zurich.

Guests are always welcome!

September Touring Schedule

(Helmets are required for all advertised rides)

Monday, September 2nd

B Pace 8:00 am 50 miles Smithfield

TBA ride from the W. Branch Reservoir in Suffolk through Isle of Wight and Surry counties with a stop at the Smithfield Bakery at the 35 mile point. See TBA website for cue sheet, directions, and more information.

From: Western Branch Fishing Station, Girl Scout Rd, Suffolk

Leader: Paul Gordy, 403-5914 or blueridgecyclist@gmail.com

Saturday September 7th

C Pace 9:00 am 35 miles Chesapeake

Corn Maze Ride. Ride to Bergey's Breadbasket to do the Corn Maze. To avoid Mt. Pleasant Rd. we will ride short distance on dirt track. Ice cream/lunch after emerging from Maze.

From: Great Bridge Cyclery

Leader: Fran Adams 467-2775 C 287-6593 bikalot@cox.net

Sunday, September 8th

C/D Pace 4:00 pm 12-15 miles Va Beach

TBA new rider orientation ride. We ride for fun on mostly quiet residential streets. Come discover the fun of group riding and socialize with fellow cyclists. Optional dinner afterwards at Tijuana Flats (Tex Mex); dinner & drink usually under \$10 pp.

From: Tijuana Flats, 4224 Virginia Beach Blvd at Thalia (Willis Furniture)

Leader: Bruce Drees, 647-3987, president@tbarides.org

Friday-Sunday, September 13-15

8th Annual Skyline Drive Weekend

Join this TBA ride and enjoy a weekend of stunning views and challenging climbs on the beautiful Skyline Drive. We will use Big Meadows Campground (MP51) as a base camp and you can cycle as little or as much as you like with some scheduled rides. See the TBA website for more information.

Leader: Paul Gordy, 403-5914 or blueridgecyclist@gmail.com

Sunday, September 15th

C/D Pace 2:00 pm 12-15 miles Va Beach

TBA "guilt free" ice cream ride. We ride for fun on mostly quiet residential streets. Bring \$ for optional Carvel ice cream at the end of the ride.

From: Food Lion parking lot next to Carvel, 3746 Vir-

ginia Beach Blvd

Leader: Bruce Drees, 647-3987, president@tbarides.org

Saturday, September 21st

B Pace 7:30 am 65 miles Smithfield

TBA ride from the W. Branch Reservoir in Suffolk through Isle of Wight and Surry counties with a lunch stop at the Smithfield Bakery at the 50 mile point. Cue sheet, map, and directions on TBA website. (Similar to my usual 50-mile route, but expands the loop to include Bacon's Castle.)

From: Western Branch Fishing Station, Girl Scout Rd, Suffolk

Leader: Paul Gordy, 403-5914 or blueridgecyclist@gmail.com

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Ride Classification Legend

A Pace = 19 to 21 mph (few if any stops)
B Pace = 16 to 18 mph (some stops)
C Pace = 13 to 15 mph (stops each 10 to 15 miles)
D Pace = 10 to 12 mph (or slowest rider; several stops)
All Paces rides = Each rider is given a cue sheet and can proceed at his/her own pace.

NOTES TO ALL RIDE LEADERS AND RIDERS

1. All proposed rides will be scheduled through the Touring Director by submitting an e-mail to touring@tbarides.org. Ride information needs to be submitted by the 9th of the month prior to the month of the ride!
2. **All ride leaders must be TBA members.**
3. Ride pace classifications are a ride's planned physical effort, not overall average speed.
4. If the ride's weather is in doubt, contact the leader before you go. He/she may have cancelled.
5. A Ride Roster will be completed by the ride leader on all scheduled TBA rides. Be sure all riders sign the assumption of risk.
6. Non-TBA rides are published at the discretion of TBA as a courtesy for our members. They may be edited for length and content. TBA assumes no liability whatsoever for the conduct and safety of rides sponsored by other businesses, organizations and individuals.
7. A responsible adult must accompany members who are under the age of 18.
8. Blocking traffic (posting road guards) as a group crosses intersections or makes left turns is against state law.
9. **Helmets are required on ALL TBA Rides!**

September Touring Schedule

(Helmets are required for all advertised rides)

Saturday, September 28th

B Pace 8:15 am 65 miles Williamsburg

Join this TBA ride as we bike the "Old 55-mile Williamsburg Road Race Course", a scenic route with little traffic and a few rolling hills. Lunch afterwards at Pierce's BBQ in Williamsburg is optional. Cue sheets and maps provided. Call or email for more information or directions.

From: Meet at Waller Mill Park in Williamsburg (\$2 parking fee - gate to park opens at 8am)

Leader: Paul Gordy, 403-5914 or blueridgecyclist@gmail.com

Eastern Shore Getaway Sept 27-29, 2013

The 36th Annual Eastern Shore Getaway Weekend will take place September 27-29, 2013. This is a weekend at Chincoteague Island of casual cycling on flat roads, dining in Island restaurants and social camaraderie.

Our accommodations will be at the Best Western Chincoteague at a reasonable group rate. They are holding 15 rooms for us on a first come-first serve basis. **Make your own reservations by calling them at 757-336-6557 and tell them you are with TBA.** Then let us know you are coming so we can add you to our list.

The weekend's schedule starts on Friday evening when groups form up to find dinner. Saturday morning, we drive to Snow Hill and bike to Berlin MD (think Julia Roberts in Runaway Bride) 40+ miles with cue sheets. Saturday evening we bring goodies to share at the Wine and Cheese in motel lobby with dinner afterwards or just go to the Creamery for home-made ice cream. Sunday morning- motel breakfast followed by a bike tour of Assateague Island looking for the wild ponies and maybe a tour of the lighthouse. Bus tours are also available into restricted area at 10:00 a.m. for \$12.00. Call 757-336-3696.

This weekend is a great social event of meeting, greeting, eating and bicycling and most important the riding is at whatever your pace or level can handle. Questions – call Fran and Fred Adams at 757-467-2775 or email Bikalot@Verizon.net.

I Like to Drive My Bicycle

By Kelley Howell

How many times have you heard or read someone say that the road is ruled by the law of physics? Fortunately, cycling advocates made sure that our traffic law is actually underpinned by principles that are a lot less discriminatory than how big or fast a vehicle is. Our traffic law is actually built on six principles that apply to all drivers of vehicles - whether you are driving a bike, a pedalcycle, a scooter, a motorized wheelchair, or a motor vehicle such as a car or motorcycle.

1. First come, first served

Whatever vehicle you operate - a bike, a car, a motorized wheelchair -- you are entitled to the lane width and space you need to operate safely. That means that you need reasonable maneuvering space to the left and right of you, as well as space in front and in back of you. Other drivers must yield to you before moving in to your space.

2. Drive on the right

All vehicle drivers - cars, bikes, scooters, motorized wheelchairs, etc. - must drive on the right. When you travel against traffic, on the left or in the middle of a road, for instance, you can't see the street signs and traffic signals. Also, other drivers aren't expecting you so they don't look for you.

3. Yield to crossing traffic

If you are on a minor road, alley, driveway, or parking lot you must yield to the traffic on major roads. Yielding means that you only move on to a major road when traffic has passed, when it's safe, and by obeying all traffic control devices whether they are signs, signals, or markings.

4. Yield when changing lanes

If you want to move to another lane, you must yield to the traffic already in that lane. Based on the first come, first served principle, yielding requires you to look behind you and in front of you to make sure traffic is clear.

5. Speed positioning

In general, fastest moving vehicles are in the lane closest to the center line. Slower moving vehicles to the right of them. Stopped or parked vehicles are next to the curb. This is the principle that undergirds rules against passing on the right.

Since bicycles are narrow vehicles, they can sometimes share lanes if the lanes are wide enough to share with another, wider vehicle. Thus, if a lane is 14' or wider, then you can safely share the lane with cars. You need at least 2 feet to your right and at least 2 feet to your left to maneuver safely, so only ride alongside cars if you have good clearance.

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Advocacy Corner

with Kelley Howell

In this column, we'll be talking to some of the people who do advocacy work in the cycling community. Advocacy is the activity individuals or groups undertake to promote a cause and/or activity in order to change public perceptions, shape the terms of public debate, and influence public policy.

Advocacy can be overtly political: attending town meetings, lobbying representatives, writing white papers to advance policy solutions, and so forth. It can also operate beyond the confines of conventional politics. Here, advocacy focuses on promoting an activity. This type of advocacy work tends to be about widening the circle of enthusiasts and members, convincing a broad public to see the activity in a positive light, and shaping the public agenda so that people are talking about why the activity creates a better society for everyone.

I will talk to people who do all kinds of advocacy work, whether they are involved as official advocates or do quieter, behind-the-scenes work. This month, I spoke with Scott Troy who I first "met" on the TBA Facebook page. We'd been discussing vehicular cycling strategies we've both used in the urban byways of Norfolk as well as the suburban arterials of Virginia Beach. Recently, Scott decided to start a group called Common Courtesy Cycling Nation (<https://www.facebook.com/cccyclingn2013>). It made me wonder: why does anyone decide to get involved and do something? My interest piqued, I decided to learn more. Here's what Scott had to say:

KH: So Scott, can you tell Spokin' Word readers what your elevator pitch is for Common Courtesy Cycling Nation (CCCN)?

SDT: I'm working to create a national cycling organization dedicated to improving common courtesy between bicyclists and motorists as we Share The Roads & The Responsibility. There needs to be less finger-pointing by both cyclists and motorists, more education and more ways to find common ground.

KH: Everyone who reads Spokin' Word is a cyclist and we all have our own stories about why we ride. How did you get into cycling? What kind of cyclist would you say you are now and have you done other types of cycling in the past? (E.g., recreational, sport, transportation, etc.?)

SDT: I had a fancy orange banana seat bike at age 5 and a beach cruiser at 12. I'd hop on that cruiser and ride 5 miles to the beach almost every day in junior high. Still, I'd have to say that I re-

ally got into cycling my last year in college at VCU ('91-'92). I bought a red, steel Bridgestone RB2 road bike from a professor and spent all year riding around Richmond. I also started following bike racing – Greg Lemond, Tour de France and the Tour de Trump/Dupot. I'd grab that bike and go everywhere – through Shockoe Bottom out into what used to be the country – for hours. I had that bike until I turned 30. I wish I'd never sold it.

Right now I am recreation road cyclist. I ride 3 to 5 days a week 15 to 50 miles at a time for exercise. I'll also head into Ghent (about 7 miles) once in a while to see friends and hangout. I think it is important to point out that I lived and rode all over Chicago for 15 years. For 3 years when weather permitted, I commuted to work by bike in Chicago. I saw cycling lanes and infrastructure grow by leaps and bounds. And, I saw drivers in Illinois start to get it.

KH: Do you think there's a connection between how you got into cycling and why you are active around cycling issues?

SDT: Not so much. I got into cycling for 2 reasons: 1) I love to be active; 2) I wanted something I could go do by myself. I became active for many reasons – close calls when I am out riding, cyclists doing dumb things, drivers not understanding cyclists' rights. It's also because so many people want to point fingers rather than take responsibility. My theme for CCCN is Share the Road and the Responsibility. I am tired of hearing from motorists things like "all those bike riders are scofflaws," "idiots, in the way, slowing me down," "they should get off the road." And, I tired of listening to cyclists complain that cars just don't get it. Both cyclists and drivers can do a better job of following laws, listening to each other and Sharing the Road. I am looking for common ground and it is not on the right-hand shoulder of the road. It's smack in the middle of the lane and in the middle of this important discussion of how we can all best share the roads.

KH: What are your overall goals with this initiative?

SDT: Better Education for motorists and cyclists. Safer roads for everyone. Better laws to protect cyclists if they are ever hit by a motorist. It baffles me how there's a 2-foot passing law in VA

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Advocacy Corner (cont. from pg 5)

but, if you hit me from behind while I am riding my bike legally that it is somehow my fault. We need a 3-ft passing law and a due care law.

KH: There's a lot of talk about making our area more cycling friendly. What do you think our cities in the region are doing right?

SDT: Sharrows in Norfolk are a great start. Bike lanes, where needed, like Shore Dr are a good idea. Virginia Beach's Share the Road PSA campaign is great. More signs for Share the Road and Bikes May Use Full Lane are popping up around the area. Allowing bikes on light rail is super.

KH: What would you like to see happen that's not happening – whether this involves government, the private sector, advocacy groups?

SDT: We need more education for drivers and cyclists. Here's my big idea: teach bike education in elementary, middle, and high schools. Teach our children the safest places and ways to ride from an early age. The grades I suggest are 3rd, 6th and 9th. I know teachers are busy and budgets are tight, and adding bike education may seem silly. But, let me explain: Starting good habits early and reinforcing them will make our kids better cyclists and motorists.

I see parents teaching kids and riding with their kids in unsafe and illegal ways. Parents just don't know because they were never taught the rules in school or driver's education class. Knowing where to ride and why cyclists ride where we do will make everyone aware of bike safety before they ever earn a driver's license. There will be less friction between motorists and cyclists. Most importantly, they will know that cyclists belong on the roads and that cyclists have the same rights and same responsibilities as motorists.

KH: And finally, for all the cycling advocates in the region, what is your golden nugget of advice?

SDT: We need to listen to each other and work together. There is no one size fits all solution. I am adamant about all cyclists being able to ride on all roadways and take the lane for safety. However, some communities and areas of a city may be better suited to bike lanes than sharrows. Let's keep an open mind.

Pedaling for a Cleaner America Plans Fall Events

Here is your chance to help create unity around the idea that our cycling roadways should and can be free of litter. Pedaling for a Cleaner America was established earlier this year with the support of the Board of the Tidewater Bicycle Association, Keep America Beautiful, HR Green and Adventure Cycling Association. Here is why: There are 51.2 billion pieces of litter on our roadways, costing us \$11.5 billion annually. Clean, safe roads lead to more vibrant communities. This campaign brings communities and cyclists together around our common interest to have safe, clean neighborhoods and roads to travel on.

Several "Pedal Up to Clean Up" Events have been held so far, including litter cleanups on Norfolk Avenue in Virginia Beach, the Berkley Bridge in Norfolk, outside Smithfield and several places along the Trans America Trail between Williamsburg and Raphine in the Blue Ridge Mountains.



The idea is to convene at a place near where we will be picking up litter. Either park our bikes or cars and go to the cleanup spot with trash bags, gloves and safety vests on, picking up lit-

ter along the way. Supplies and refreshments are provided and it will take less than an hour. It looks and feels good to do this! Afterward, some of us do a ride from the spot.

Here is where the Hampton Roads Pedaling for A Cleaner America Team will be this fall:

Sunday, September 15th, 1pm: CHESAPEAKE, Near Poindexter Avenue and the Jordan Bridge: Meet at the Elizabeth River Boat Ramp Park at 1400 River Oaks Drive, at the eastern end of the Bridge. Best access is via Truxton Avenue.

Sunday, October 20th, 1pm: PORTSMOUTH, Cavalier Drive: Meet in Cavalier Manor Park, near the intersection of Cavalier Blvd. and Tazewell Street.

Sunday, November 17th, 1pm: SUFFOLK: Site to be determined. If you have a recommendation for a site that needs some attention and is a favorite cycling route, let us know.

To sign up or if you have questions, contact John Deuel, jdeuel@me.com or 284-7041.

However, if the lane is too narrow to share and less than 14' wide, a cyclist should control the lane. You control the lane by riding in the center of the lane (or slightly to the right of center). Controlling narrow lanes is legal in all states. Remember that, in Virginia, the law against impeding traffic **only** applies to motorized vehicles. Cyclists cannot, by definition, impede traffic.

If you happen to be traveling faster than the speed of traffic, you can overtake but must do so on the left - the same as all other vehicles which must pass on the left.

6. Intersection positioning

At intersections you must position your vehicle to avoid conflicts with others. If you are turning right, you position your vehicle to the right. If you are turning left, you should be positioned to the left of the center of the lane. If you are going straight, then you position yourself in the center of the lane.

Next time you wonder about the correct way to drive your bike or your car, just think of these six principles and ask yourself if you are following them. You might not know every single part of the traffic code, but you can always remember these six principles. Teach them to yourself, your friends, your kids. Remember the vehicular cycling mantra:

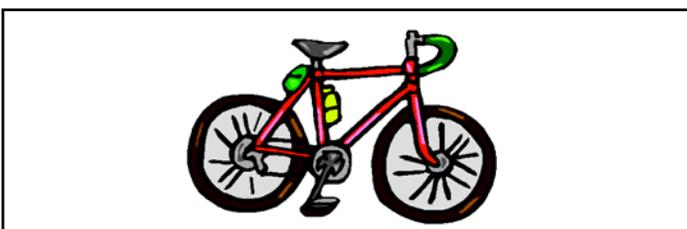
Cyclists fare best when they act and are treated as vehicles on the road

Feeling Creative?

At its August meeting, TBA's Board of Directors voted to move the Weekly Repeat Rides to the TBA website—leaving more room for you to share your cycling stories and interests with your fellow members. Articles may be of general interest or may report on an upcoming or recently completed event are always welcome.

If you have ideas, but need help in writing or researching an article, please let me know. Pictures are also a great way to communicate your story so please forward them along with any article. Front page articles can be 350-500 words and shorter articles appear elsewhere in the newsletter. Thanks for sharing!

Tim Whited, editor (editor@tbarides.org)



TBA Officers and Committee Chairs

Board		
President	Bruce Drees	president@tbarides.org
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Director	Vacant	
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Touring	Paul Gordy	touring@tbarides.org
Tour de Cure	Mike Rogers	mikerogers53@cox.net
TBA CLAMS	Joe & Polly Frease	pfrease@cox.net

TBA Board Meetings

TBA Board Meetings are open to all current members of TBA. If you would like to address the Board on a topic please send your request in writing to Bruce Drees president@tbarides.org. You can contact any board member to learn the date, time, and location of the next scheduled board meeting.

Bike Box Rental

The club has purchased two hard shell bike boxes for traveling.

They are available to club members to use with a \$50 deposit and \$15 weekly fee. First come, first served basis. Make your reservation now with Kim Aldridge: Cell 615-6106, work 436-9300 or Kim@BallanceElectric.com

THE BACK PAGE

STAY HYDRATED!

Here are some facts about WATER and the human body:

- 1. 75% of Americans are chronically dehydrated.
- 2. In 37% of Americans, the thirst mechanism is so weak that it is often mistaken for hunger.
- 3. Even MILD dehydration will slow down one's metabolism as much as 30%.
- 4. One glass of water will shut down midnight hunger pangs for almost 100% of the dieters studied in a University of

Washington study.

- 5. Lack of water is the #1 trigger of daytime fatigue.



- 6. Preliminary research indicates

that 8-10 glasses of water a day could significantly ease back and joint pain for up to 80% of sufferers.

- 7. A mere 2% drop in body water can trigger fuzzy short-term memory, trouble with basic math, and difficulty focusing on the computer screen or on a printed page.

- 8. Drinking 5 glasses of water daily decreases the risk of colon cancer by 45%, plus it can slash the risk of breast cancer by 79%, and one is 50% less likely to develop bladder cancer.

OR CURRENT RESIDENT

Tidewater Bicycle Association
 P.O. Box 66522
 Virginia Beach, VA 23466-6522

