



EBC Bikewriter

December 2004

The Evansville Bicycle Club Newsletter



Happy Holidays



EBC ANNUAL BANQUET

The Evansville Bicycle Club Annual Banquet will be held on January 15 at the Executive Inn. All member/guest reservations must be pre-paid. RSVP to Hope Rold by December 31, 2004. The reservation form is included in this month's newsletter.

The 2005 Officer Election will be held at the banquet. The following is a tentative list of nominations:

President	Mark Oliver
Vice President	Terrell Maurer
Secretary	Diane Bies
Treasurer	Bob Willett
Membership	Jim Niethammer
Statistician	Rusty Yeager
Tour Director	Jay Vercellotti
Website	Bob Wefel
Newsletter	Faye Carter

To nominate someone for any of these positions, contact Dave Ashworth.



South Along the Blue Ridge Trail by Gary Stiler

After signing on for umpteen Tours of This and Tours of That, and after filling my tee-shirt drawer with worthless swag, I decided that it was time for the *Tour de Gary 2004*. My destination was the Skyline Drive and Shenandoah Parkway from Winchester, VA to Ashville, NC. - 450 miles of scenic, self-supported cycling! My plan was to take a bus down to Winchester, cycle 30 miles or so to the park entrance at Front Royal, and then spend about a week and a half rolling along the parkway towards a rendezvous with my wife in Ashville.

I worked all last winter to convert my mountain bike into a touring machine. I took off the front shock and replaced it with a rigid model, replaced the tiny Shimano pedals with a pair of broad platform pedals, and then put on a cushy seat. I then replaced my 26" off-road knobbies with a pair of slicks. The mountain gearing looked about right, but I needed to modify the bar and stem into something a bit more comfortable and upright for a long day in the saddle. My next addition included front and rear racks, panniers, and a handlebar bag. Buying from Ebay auctions definitely helped to keep the price down. I got some high-end, unused Jandd panniers and racks for less than one-third retail. Finally, in late April I loaded up the bike for a trial run to New Harmony and back. The bike wasn't overly heavy the route was flat, and my confidence grew.

Looking towards a June departure, I contacted Greyhound and purchased a one-way ticket from Evansville to Winchester, VA. I loaded up on freeze-dried meals, power bars and packets of GU. I worked on balancing my pannier loads to keep a low center of gravity and made several short trips north of town. I felt physically and mentally ready to go!

On the first Monday in June, Carol dropped me off at Evansville's art-deco bus station. I had the bike and gear neatly boxed and slid it in the compartment under the Greyhound. There were only four other passengers on the bus and I had plenty of room to spread out. We headed south towards Nashville on what I was told would be the first leg of a 20 hour trip.

The old decrepit bus station in Nashville was crowded with travelers. I heard Spanish, Chinese, and several European languages being spoken by my fellow travelers, as well as several dialects of English. Mass confusion reigned. Travelers were yelled at by conductors, pushed into queues by drivers, and herded on and off buses with little regard for civility or courtesy. As a frequent flier - I was appalled!

I finally was allowed to board my bus for Winchester and tried to settle in for a night's rest. The bus was packed. My companions were generally cranky, and the bus driver yelled at mothers and children to take their seats.

About 11 am the next day, we finally rolled into Winchester. I unpacked my bike, put on the panniers and took off for Front Royal and the entrance to the Skyline Drive. My guidebook was Charlie and Elizabeth Skinner's *Cycling the Blue Ridge* (4th Ed.). The book gave me a pretty good overview of where to camp and what to expect along the entire route. I also picked up a Park Service map that easily fit into my handlebar bag map case. The route up from Front Royal to the actual Skyline Drive climbed steadily for a thousand feet. I felt strong and I felt good as I reached the first overlook and continued to climb toward the 3000 foot mark. My plan was to camp the first night at Big Meadows, about 50 miles in. As I rolled along, I could see the Shenandoah Valley to my right and the flats below me to my left stretching out towards Richmond. It became readily apparent to me that this was indeed a ridge trail.

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[Continued from page 2] South Along the Blue Ridge Trail

After my first night, I continued south towards the end of the Skyline Drive above Waynesboro at Mile Marker 105. As I approached the turnoff to the west, my need for ice cream overcame my common sense and I did exactly what the guidebook said not to do. I shot down the steep hill towards town in search of a root beer float. The trip back up to the start of the Shenandoah Parkway was slow and tiring - the float didn't help at all.

As I continued south, I started to think about my pace. As I pushed uphill, the many gaps along the ridgeline slowed me to 5 or 6 mph. I then made up time as I zoomed into the downside of the next gap, lost momentum and again dropped down to the 5-6 mph range. I began to worry about my ability to stay on schedule with an overall speed barely above 12 mph. Everyone said that the toughest part of the trip was yet to come, and that the gaps got deeper and the climbs got steeper the farther south I went. I was getting worried about the 25 mile climb up the Peaks of Otter above Lynchburg. Was it really going to take me 4 hours to climb?

My fourth day out saw me start up towards the peaks. I felt strong, but a bit intimidated. About an hour into the climb, I heard and felt a loud "bang" under my seat. The seat post bolt snapped and I slammed into the crossbar and tipped over. What hurt most was my instantaneous realization that I hadn't a spare.

As luck would have it, a cyclist who had already reached the peaks and was riding back down came by and said that he would take me into town for a quick fix. The guys at the local shop were great, and I was ready to go in no time. I decided to cheat a bit and accepted an offer to get dropped off at the top of the Peaks of Otter rather than back at the bottom. That afternoon I continued on towards Roanoke and treated myself to a soft bed and shower at a roadside motel.

The next day, and for several days thereafter, I rode south towards Mt. Pisgah. The gaps became more and more intimidating and my pace slowed. I rode through thunderstorms and long, dark tunnels. I drank gallons of Gatorade and stopped for every carb-laden dessert I could swallow.

The ride became intimidating as the route south took me through high mountain fog, driving rainstorms and slow climbs. Regrettably, I decided to abandon less than 100 miles from my goal. Well, it was a vacation, wasn't it?

I am already planning my trip for May 2005. It looks like either the Cowboy Trail across Nebraska or the Natchez Trace south from Nashville. I guess that the agony of defeat and my short memory for pain is outweighed by the attraction of more adventure.

If you are interested in joining me, send an e-mail to me at gstiler@sigecom.net. It's never too early to start planning!

Eat to Ride Don't Ride to Eat by Diana Holland

Doesn't it just make sense that if we ride and ride and ride, we should be able to eat whatever we want, as much as we want and not gain weight? Maybe even lose a few pounds? Then, why is it that it doesn't work this way? As a Personal Trainer, I spend my days getting people in shape & leading them down the right path to losing weight. So for those of you, who haven't figured this one out yet, let me shed a little light on the subject.

We have to learn to **EAT TO RIDE**... to eat healthy foods in reasonable portions, just enough to give us energy for our rides, NOT the opposite... **RIDE TO EAT**, ride so we can eat whatever we want. That would be too good to be true! Riding, even 1000's of miles, is not a license to eat unlimited quantities of junk food. The vision that comes to mind is the lunch spread at the Hilly Hundred & hundreds of cyclists chowing down!

So here's the deal: if you eat more calories than you burn off, you're going to gain weight! There are 3500 calories in one lb. of fat. How many calories you burn riding depends on various factors: sex (males burn more than females, men have more lean muscle and muscle burns calories), how much you weigh (the more you weigh, the more calories you burn) the terrain you ride on (of course hills are harder) and how hard you push yourself. The higher your intensity the more calories you burn. Heart rate monitors are great tools for this. Some models even calculate your caloric expenditure. But you can also go by your perceived exertion: rate of breathlessness, overall sense of fatigue, burning in your legs, body temperature, ability to talk, etc. You know when you're working hard & when you're just cruising. Note to self: cruising doesn't burn too many calories.

A very general rule is that we burn anywhere from 500-1000 calories per hour of cycling, depending on all the above factors. For arguments sake, let's say we burn 800 cal/hr on a 33-mi ride, while averaging 16-mph., our ride takes about 2 hrs and we burned 1600 calories. Therefore, we burned just under 1/2 a pound. To lose 2 lbs in a week (which is recommended for permanent weight loss), we would need 4- 33-mi. rides a week. **But** we also need to **NOT** to take those 1600 calories back in, so we can have a loss.

Our meals and snacks should always include protein, complex carbohydrates and good fats. We need to choose something healthy, that gives us energy on our rides and keeps us satisfied. Here's a pre-ride breakfast idea: 2 eggs, a bowl of slow cooked oatmeal, and a small glass of OJ and always water. A poor choice would be two Crispy Cream donuts and a Coke. During the ride, we need water and a replacement drink (if the ride will be longer than 1 hr) and a healthy snack incase we get hungry. A health bar (with protein as well as carbs) would be good choice or trail mix or dried fruit or half a Pb & J. Bad choices would be simple carbs (all sugar) like donuts, cookies, candy, or pop. First of all, those are empty calories (not nutritious at all), secondly they raise our blood sugar, so our bodies must secrete insulin (which is a **FAT STORING** hormone) to lower our blood sugar, next our blood sugar drops way down and we lose energy/power. Not what we wanted on the bike! We want to feel strong and powerful! After bottoming out, we usually crave more sweets, so it's a vicious cycle. Lastly, those sweets usually contain too many calories, so there will be no weight loss. After the ride, within a half hour at most, we need to refuel our bodies. This aids in speedy recovery and gets us better prepared for our next ride). Again a low calorie healthy snack (which includes protein, complex carbs and fat would be good...i.e., yogurt, Endurox (has a 4-1 protein to carbs ratio), a turkey sandwich on wheat, or small bowl of whole grain cereal.

On long rides, like centuries, it is much better to pack healthy snacks and a replacement drink than to buy whatever catches your eye at the convenience mart. It's a numbers game: if you want to lose weight, you need to take in fewer calories than you expend. So, be aware of the number of calories in your food choices. Power foods for cyclists are chicken, fish, turkey, and lean meats baked, broiled or grilled, fresh fruits and veggies. Fruit smoothies are great with some milk or yogurt and protein powder added. Also whole grain breads, cereals, pasta and rice. Lastly, the good fats... i.e. nuts, olive oil, and avocados.

So decide whether you're looking to maintain or lose weight. Try to make smart, nutritious food choices before, during and after your rides. You'll ride faster, feel stronger and look leaner!

Happy Riding,
Diana Holland
ACE Certified Elite Level Trainer

EBC Bikewriter

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Submit all articles to Faye Carter, the Editor, by calling 270 821-2143 or e-mail chiapet@charter.net

The Evansville Bicycle Club, Inc.

New Membership and Renewal Application 2004

Name _____ Age _____

Address _____
City _____ State _____
Zip _____ Phone _____
E-mail Address _____
Signature _____

Individual \$12

Family \$20 +

\$1/child

Release of Liability

Evansville Bicycle Club, Inc. is organized for sole purpose of providing it's members with notification of central meeting points and times. Members freely elect to ride together as a group, following a route of choice. In signing this form for myself and/or my family members I understand and agree to absolve EBC, Inc. and it's organizers or sponsors for all blame for any injury misadventure, harm loss or inconvenience suffered as a result of participation in any ride or activity associated with or sponsored by the EBC, Inc. I further understand that I, as an individual am responsible to abide by all traffic laws and regulations governing bicycling and take full responsibility for my actions.

Make Checks payable to: Evansville Bicycle Club, Inc.

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