

News from the Road



Leaving the Cold Behind by Nan Horvath

What do you do when it's a cold, snowy February day? If you are retired, you head west where there are warm temperatures, and – best of all – sunshine every day. I had this new Specialized Tricross bike to take along so I would be able to ride on- or off-road. How can you go where there is sunshine and not bike? So Bruce and I loaded up the van with my new bike and his mountain bike and we headed to Lake Havasu, Arizona to spend a week. We drove approximately 500 miles per day, getting to our hotels in time to take a short ride anywhere we found a place to ride. Oklahoma City had a new bike trail along the river near Brick City, which is a restored historic area, and we enjoyed a ride there.

Our timeshare resort in Lake Havasu had easy



access to a wonderful 19 mile bike trail into Sarah Park, which had both on- and off-road riding.

This area was so bike/walk friendly that we only put a total of 14 miles on the van. A nice change from our long drive!

We then headed north to Saint George, Utah to visit Zion, and the Valley of Fire. We found biking in Saint George, and also a very cool Mexican Cafe where all the locals eat. We biked a local trail in the desert with some signage that we found interesting. The west seems to be big on bike trail signage. We stayed in Saint George 2 days before heading to a timeshare in Las Vegas.

The timeshare was located about 15 minutes outside Vegas, and we found some wonderful riding. Who needs Vegas when you have biking? Bruce rode a very hilly route through the Red Rock Canyon, and I did a shorter route. I'm just not into hill climbing, so when the hills get steep I just turn around or take a different route.

There are many miles of both road and mountain biking outside Vegas. We rode an awesome (but rough) bike trail, which was a converted railroad bed. This trail was used to deliver material during the construction of the Hoover Dam. They removed the rails and railroad ties but left the base. The view was wonderful and



riding through five tunnels was fun, but the muscles in my arms hurt the next day because I was so tense while riding. We also road a trail that runs along Lake Mead, where the water was the color of the sky.



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May 2009

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Letter from the Editor

Now that the weather has gotten nicer, and there's a good chance that we won't have any more snow until the fall, I hope everyone has been able to get out for a couple of good rides! I wanted to take a moment to thank everyone who took the time to submit information for publication in *News from the Road*. Please keep the articles coming. If you're not comfortable writing something, contact me and I can help you put something together.

You may wonder what kind of information you should submit, so here are some suggestions. First, everyone has their own reasons for riding. Some of us ride because it makes us feel like kids again, others ride for the social aspects, and still others ride to reduce their carbon footprint and for health reasons. This month Julie Maurey shared her reasons for riding. Please consider sharing why you ride. There's no reason why we only profile one person per month, we

can do more and all submissions are welcome.

Other topics that you can write about include biking trips and daily bike journeys. This month Nan Horvath and Chuck Radgowski both shared memoirs of their travels with us. Mark Yahraus wrote about commuting to work by bike, something that many of us may think about doing, but that few actually follow through with. Have you taken your bike somewhere fun recently? Tell us about it!

Of course, there's also the monthly information and club news. Don't forget that CTC club membership is from May 1-April 30 each year, so if you haven't renewed your membership yet, now's the time. Don't forget about Sunday in June. Have you signed up for it yet? Do you want to volunteer? Volunteers are still needed. If you're available to help with the event, please contact ride coordinators Matt Sobel at matthew.sobel@case.edu or Ray

Kirchner at raylroad@oh.rr.com.

In addition, readers have submitted product reviews, information about upcoming rides, introduced us to other experts who share their advice, such as in the monthly coaching corner and much more. If you have information to share, drop me a line at hawkeyefan4411@sbcglobal.net or vangilder_2@hotmail.com.

Stay safe on the road, and keep those submissions coming!

Sarah

Sarah VanGilder

Editor



I Ride, Therefore I Am...

CTC Members Share Why They Ride

Health

By Julie Oki Maurey

I ride for my health, both physical and mental. There are endless health benefits of exercise, reduced risk for diabetes, heart attacks and strokes to name just a few.

“One famous rider put it simply and accurately, “It’s not about the bike.”

My mental health is also greatly enhanced while bicycling. It is countless

the number of times I get on the bike and immediately feel relieved of stress, anxiety or worries.

I also ride because I like the people I've met and the friends I've made. These include other riders, their spouses, family and friends. I appreciate those riders who have encouraged me to be a better rider, those who call to see if I want to join them for a non-club ride on the road or off-road, and those who understand that I have other interests (culinary, art, theatre, music) and who want to get together to share in those experiences. One famous rider put it simply and accurately, “It's not about the bike.”



Above: Julie Oki Maurey

The Cleveland Bike Commuter by Mark Yahraus

What would your reaction be to someone who just told you that they rode their bicycle to work that day?

- Are you out of your freaking mind?
- No way! It was 30 degrees this morning!
- Isn't that dangerous in rush hour traffic?
- What time did you have to get up to do that, 4:30?
- Wow cool! Me too!

Well, all are typical (and for some folks I deal with, repeated) reactions I get when I say, "I rode my bicycle to work today."

"If you do a good job of route planning, bicycling can be just as safe—and certainly more enjoyable—than driving a vehicle to work."

I know other cyclists. I know motorcyclists. I know people that use public transportation. But I only know one other person who regularly rides their bike to work. Why is that? I see a few between my house in Willoughby and work on the Cleveland-Garfield Heights border. Not many, but a few, including the occasional glimpse of Rick Smith, the cartoonist behind Yehuda Moon and the Kickstand Cyclery. (BTW: Yehuda is a self-portrait). So the purpose of this and future submissions (assuming they aren't rejected by the editorial staff due to lack of readership) is to get more of you to think about, try, and eventually learn to enjoy cycling to work.

I won't dwell on the reasons why you should ride to work: the obvious savings on gas, not having to make time to ride, reducing your carbon footprint, greater interaction with the neighborhoods, etc. You'll either decide there are

good reasons to do it, or continue to make excuses why you can't or won't do it.

There are lots of ways we could start, but let's kick it off with route planning. Planning the route for commuting to work by bicycle needs to be approached differently than that for group or training rides. Bike commuting tends to be a solitary activity, so one doesn't have the safety benefit a large group of riders provides in terms of visibility. So you should do some scouting to develop a route that reduces the time spent on highly trafficked roads – especially during rush hour.

In my case I have different routes for going to work and coming home. The morning ride starts well before rush hour, departing the house at 5:35 a.m. There aren't many cars out and I could pretty much ride anywhere (outside of the middle of Route 2) without much concern. As a result, the morning route is pretty direct, utilizing roads that closely follow the freeway: Lakeland Boulevard, the North Marginal, Waterloo, etc.

Another resource to consider when route planning is public transportation. My morning commute utilizes the bicycle rack mounted on the front of every Greater Cleveland RTA bus. I ride 12 ½ miles to a bus stop, pay \$2 and have RTA take me and my bike the next 10 miles (mostly uphill and through a couple rough neighborhoods). My stop is about ½ mile from work. The bus ride gives the sweat a chance to dry and provides time to read, listen to the iPod or even write an article on bike commuting (like I am now).

The after work route is entirely different – leaving in the heart of rush hour at 5 pm. Using the bus is significantly slower due to increased traffic and ridership (more people = more stops = a long bus ride). When my company was in a different location I used the bus both to and from work because the route I used included a "Freeway Flyer" bus. For the new location I had to work out a route that kept me as safe as pos-



sible without making it so circuitous as to add significant time to the commute. This may not be an issue if your commute isn't that long to begin with, but mine is 20 miles by car and 22 by bicycle, so every mile saved helps.

Using Map My Ride was a great help in working out an initial route plan. Then I did some scouting in my vehicle during the times of day I'd be riding to get a feel for the traffic and neighborhoods I'd encounter. Once you think you have a good plan, it's time to try it on a bike – say on a day during the weekend – to determine how long the ride will take, and identify any road hazards that you might have missed during your vehicle reconnaissance (such as traffic pinch-points and poorly maintained pavement).

If you do a good job of route planning, bicycling can be just as safe – and certainly more enjoyable – than driving a vehicle to work. Here are some internet resources that can help you get started in planning your bicycle commute:

Map My Ride

<http://www.mapmyride.com/>

Cleveland Bike to Work Week

<http://www.clevelandbikes.org/pages/events.htm>

Using your bicycle with Laketran

<http://www.laketran.com/maps/fix/bikes.aspx>

Using your bicycle with the Greater Cleveland Regional Transit Authority

http://www.gcrtc.org/ro_bike.asp

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Our next stop was five days in Fort Worth, Texas. We love this area. We rode a trail that runs along the Trinity River, and it has more than a few interesting river crossings. We started in a location that allowed us to ride several days going in opposite directions each day. There are ramps that go down to a dam type of structure. If you go down the ramp too fast and don't make the turn, you go right off the dam and into the river! Of course you would not be able to use the ramps at all if the river is up.



Another great thing about our start location was the BBQ place across

the street that had specials each day and \$2.00 Shinner Bock after 2:00 p.m.

From Fort Worth we spent a week in Branson, Missouri, which was not

"We live in a beautiful country and we are both glad we are able to enjoy it."

bike friendly. We drove up to Springfield to find some biking. We found a trail, but decided opt out of riding because there were 40 mph winds. Instead we spent several hours in the largest Bass Pro Shop in the U.S. We left Branson a day early because they were predicting snow, and we sure didn't want to stick around for that!

Next we headed to Hot Springs, Arkansas. Hot Springs was not bike friendly but we loved this city and the area. There were lots of hiking

trails, but the surface was too soft for riding so we chose to enjoy the city and hike. We took a day trip to Little Rock and rode a trail along the Arkansas River. The crossover is called the Big Dam Bridge and it is beautiful. It is the longest walk/bike bridge in the U.S. at this time.

You may wonder if the only thing we did on this six week trip was bike. Well, we did do lots of other things like hiking, sunset boat rides, Vegas shows, enjoying the wonderful cities we visited, visiting gardens, museums and of course eating too much. We live in a beautiful country and we are both glad we are able to enjoy it. Of course we came back to Ohio just in time for what we hope was our last snow.

It's great to be retired, but I do wish I had the riding ability I had when I started riding at the age of 50. See you on the road!

Renew Your CTC Membership

As a reminder to all members, it's renewal time again! Your Cleveland Touring Club membership runs from May 1-April 30. You can renew your membership in one of two ways:

1. Members who register for *Sunday in June* (SIJ) receive a \$6 discount. You can register for SIJ and at the same time renew your membership. All 2008-2009 members should have received a SIJ registration form in the recent mailing, but if you need another, you can print a copy from the CTC website at <http://www.clevelandtouringclub.org/>

[pdfs/Advance%20Entry%20Form%202009.pdf](http://www.clevelandtouringclub.org/pdfs/Advance%20Entry%20Form%202009.pdf)

2. If you would to renew your membership only and do not want to register for SIJ, please complete the membership form enclosed in your packet, or access and print one from the CTC website at http://www.clevelandtouringclub.org/pdfs/2009_membershipA.pdf.

If you choose to ride with the club, please be sure you are a member. Non-members are not covered by club insurance. It is policy that if you

are riding with the club, you must be a member.



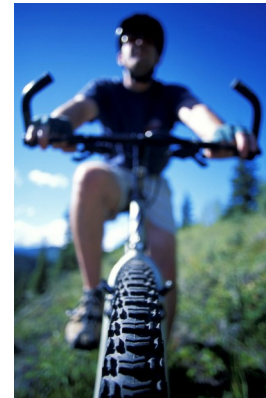
New! CTC Teen Rides by Nan Horvath

We know there are CTC members with teenagers who would be interested in riding with other teens. If you have a teenager, age 13 or older who would be interested in doing a CTC ride, here is his or her chance: our first ever teen ride.

CTC members and their teen riders are invited to join the new Teen Ride at 1 p.m. on Saturday, May 9, 2009 at the Lampson Road trailhead on the Greenway trail. Directions to the

site are available on the CTC website. Mileage for the ride will depend on rider ability, but plan on doing between 10-25+ miles on the trail. Please note that teens should come with a responsible adult.

Treats will be shared at the end of the ride at the Lampson Road trailhead. We look forward to seeing the next generation of CTC riders!



Mark Your Calendar: Upcoming Rides

CTC Bluegrass Ride Weekend

The Bluegrass Ride Weekend is the weekend *after* Memorial Day (Saturday and Sunday, May 30 and 31, with an optional day on Friday, May 29) and is on the CTC regular schedule for the year. This ride is an alternative to the Horsey Hundred, which is held on Memorial Day weekend and sponsored by the Bluegrass Cycling Club.

You will ride through the picturesque rolling hills of the elite horse farm territory in the Lexington/Georgetown region. Base campo will be set up at the historic Kentucky Horse Park campground near Georgetown Kentucky. All rides leave

directly from camp.



Bill Maury created a website for the Bluegrass Ride Weekend that is accessible at <http://sites.google.com/site/bluegrassweekend/>. Check it out for all the details, including directions to the camp. If anyone has questions or wishes to discuss details about the ride, please contact Bill.

www.centurycycles.com/for/nightrides

Lake Metroparks Memorial Sunset Bike Ride

Kick off Memorial Day weekend on Friday, May 22 from 6-8:30 p.m. with a 25-mile, flat terrain sunset bike ride in Northwestern Lake County. Start and finish at Veterans Park in Mentor and enjoy after ride snacks. Fee includes snack, map and support van. For more information or to register, visit www.lakemetroparks.com.



Century Cycles Night Rides on the Towpath

Century Cycles' Night Rides on the Towpath Trail are scheduled throughout the spring, summer and fall. All rides start at 8:00pm at the store at 1621 Main Street, Peninsula, Ohio 44164. The full schedule and details can be found at:



COACHING

Proper Fueling for Performance by Robert Panzera

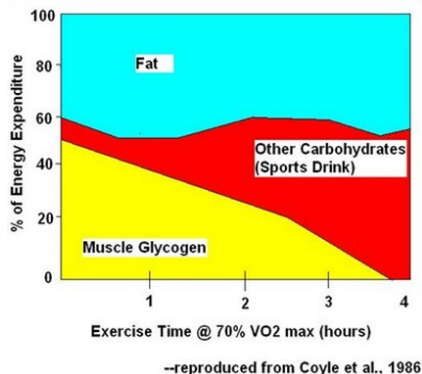
Many cyclists, from novice to experienced, eat too little and not often enough. Worse yet, many cyclists eat too little while riding and overeat when they stop. These nutrition techniques rarely maximize fitness, health, and performance.

Eating more before and during rides with likely increase your performance (and mood). Early season is a good time to “train” cycling nutrition habits—i.e., learning how and when to consume the proper amount and types of calories.

Glycogen Depletion On-The-Go

When training for bouts of three hours or more, your body may deplete most or all of your muscle glycogen—the muscles main source of fuel—so secondary sources of carbohydrates will be required.

The following graph depicts how various fuels are used to attain 100% of your energy when exercising:



As you can see, muscle glycogen (yellow) starts off providing nearly 50% of your fuel at time zero and is almost depleted after three hours. Note: the exercise bout is 70% of VO₂ Max, which many would consider a “recovery” pace. The graph makes an excellent point of showing that you can substitute the energy loss from depleted glycogen with carbohydrate ingestion (red).

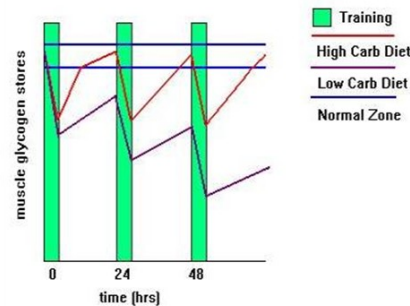
Cyclists can fend off a “bonk”—the

point where muscle glycogen is depleted and other secondary carbohydrate sources are not readily available—by eating while riding. A high-carbohydrate, but easily digestible food like maltodextrin—the main ingredient in many sport drink mixes and energy bars—does the trick. For high intensities, or for longer events (such as over 4 hours), cyclists should use early training months to “train to eat,” so their bodies can handle large amounts of calories prior to rides and digesting calories at high intensities.

Glycogen Depletion Day-to-Day

The next graph shows what happens to muscle glycogen over repeated bouts of exercise over repeated days:

Graph developed by WST. Information adopted from McArdle et al., 2007.



Training load is the same over a 3-day period. Athletes ingesting a high carbohydrate diet (red line) can almost completely replenish their glycogen stores for the next exercise bout. Athletes ingesting a low carbohydrate diet (purple line) are unable to replenish their glycogen stores, and start the next exercise bout at a deficit.

To prevent glycogen depletion on-the-go and day-to-day, utilize the following tips:

Breakfast

For long days in the saddle (i.e., over four hours), try to shoot for 700 to 1000 calories total at breakfast from the following:

Consume plenty of carbohydrates. Whole-grain oatmeal is a high-carbohydrate, moderate-protein, moderate-fiber food.

Consume some protein. Protein satiates your morning hunger and provides nutrition to rebuild your muscles.

Drink plenty of water or include small amounts of juice or sports drink (i.e., calories, hydration, electrolytes).

Avoid loading up on fat, because it takes longer to digest and requires more water to absorb. Note: restricting too much fat is not a good idea, because fat is necessary for normal bodily and hormonal function.

On the Bike

Consume 200 to 300 calories per hour. Energy bars consumed with energy drinks provide a complete nutrition profile—carbohydrates, proteins, electrolytes, even a little fat, and are easily consumable at hard paces. “Real” food is a more satisfying choice, but usually only digestible at more moderate paces.

Eat “real” food. Bring along sandwiches—e.g., PB&J, or ham and cheese—and healthy, savory cookies, like Fig Newman’s (i.e., Paul Newman’s brand, which is wheat- and dairy-free.)

Eat a little at a time and use water—minimum one bottle per hour—to help dissolve and digest the food.

Lunch

Don’t eat very little while you ride, then sit down and gorge yourself. Your body will have trouble absorbing the nutrients in a timely and useable fashion, you will most likely make poor nutrition choices in desperation, plus further riding will be much less enjoyable, as you will feel heavy and sluggish.

Continued on next page

Proper Fueling for Performance continued from previous page

Don't restrict calories, but make healthy choices. Bad choices might be heavily fried food, extremely salty food, corn syrupy sodas, and large amounts of processed bread.

If you stop, eat lunch. Don't avoid lunch because you may not be feeling very hungry—you will pay the price later when you run out of fuel while riding.

Post-Ride Recovery

Eat about 300 calories immediately upon riding completion. Choose a well-balanced snack (i.e. mostly carbohydrates and a little protein).

Better yet: eat 300 calories during a half-hour cool down spin. Start recovery eating while cooling down on the bike before you become distracted by chatting with ride buddies, showering, changing clothes, e-mailing, talking on the phone, cruising the internet, etc.

Drink plenty of water. Try for at least one 16-ounce water bottle in the first hour, if not more.

Eat another 300 calories, one hour after you eat your immediate post-ride snack.

Dinner

Eat dinner and eat well. Choose a

balanced diet leaning heavily toward whole grains, fruits, vegetables, and a bit of protein. The food pyramid is an excellent place to start: <http://mypyramid.gov>

Conclusion

Many cyclists who attend Cycling Camp San Diego, whether they have 2 years of experience or 20 years of experience, are usually amazed at the quantity of food Ride Leaders consume during a typical ride and throughout the week at sit-down meals. The idea is not only to eat for the day's training, but to also eat for the following day's (and week's) training. Riders that take the tip to "eat, eat, eat, and eat well" always finish camp feeling stronger and more fit. Others that disregard the tip usually have trouble completing the rides on the final days.

Apply (and experiment with) these nutrition tips during training, and you will most likely finish rides feeling less empty, more powerful, and most importantly, in a better mood.

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Robert Panzera is a Level 2 USA Cycling Coach, NSCA Certified Strength and Conditioning Specialist, and owner and operator of Cycling Camp San Diego (CCSD). CCSD is designed to provide a venue of warm weather training miles in the off-season for serious touring and elite racing cyclists. For more information about Robert Panzera and CCSD, visit

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Product Review

Egg Beater C pedals by Ed Enyedy

I've ridden with SpeedPlay pedals ever since I first got clipless pedals; the "X" series for road cycling and the "Frogs" for mountain biking. The free floating nature of SpeedPlay pedals have kept my knees free of pain, but I've been looking for better mountain bike pedals with a more definitive locking action.

Last fall during servicing of my bike at Spin, I pointed out to Suz the Egg Beater C pedals that were on display. Lo and behold, at Christmas they appeared under the tree, along with

a new pair of cycling shoes. Both the mountain bike and the tandem were outfitted with Egg Beaters, so I could use a common shoe. I should mention I rarely ride off road these days, and my mountain bike serves more as a commuter or bad weather set of wheels.

The Egg Beaters installed easily into the new shoes. Two release angles are available, 15 and 20 degree. I chose the 15 degree to lessen knee rotation. With four sided entry, clipping in is easy and quick, important on the tandem where I have to hop on and quickly begin pedaling in sync

with Suz. The pedals do not have the same float like the SpeedPlays. The first time out I had minor knee pain and it took a couple of rides to get the cleats at the perfect angle. Since then, my knees have been pain free in all conditions - high rpm spinning, grinding up a long hill, or charging out of the saddle.

I like these pedals and would recommend them to other riders. They function well, are comfortable, look cool, and are a great value (per Suz). They have a two year warranty, so I'm expecting many more great miles with them.

Biking Adventure Journal by Chuck Radgowski

Florida

January 24, 2009

Rode with the B group, at 18-22 mph for 25 miles. Went to the biggest flea market I have ever seen and bought a night reflective vest (like the highway repair crews wear) for \$3.00. Also picked up fresh vegetables, including tomatoes and jalapenos (really hot). Mostly watched a football game first time in 20 years (wasn't worth paying a lot of attention, sort of boring). It was some kind of big game – the commercials were good and I liked the Doritos ones. If you ask me (no one ever does), way too much hype over adults playing a kids game. I thought the red team played better but they lost.

January 26, 2009

Cold today, in the mid 50's, so I rollerbladed 5- 7 miles and read a novel. Played pool at the senior center – was like I was back in Mentor. Bought a ticket to see a space shuttle launch on February 12, 2009.

January 27, 2009

Still cold (mid 50's) but I am trying to get my sit bones in shape, so I did 1.5 hours. Sixteen miles just knocking around the neighborhood with all my winter gear on. Looking forward to yoga tonight. Hope it warms up soon.

Email Subject: Riding about 110 to 130 a Week, with Rollerblading Interspersed

Just rolling along in the nice weather. I am into a summer riding routine. I have ridden with the St.



Petersburg bike group. Breaks down about the same as CTC, with one extra super fast group 25 to 35. Of course it is all flat, but that is still fast. I ride with the 22 to 25 or the 18



to 23 group depending how I feel. Oh, on weekends only. The daily ride is at 8:30 a.m. Anyone who knows me knows how I complain about early starts. Still doing yoga three times a week to stay flexible.

Space Shuttle launch delayed again. The new tentative date is Feb 27 – it better be worth it. Although hanging out in 70 degree weather isn't that arduous.

February 28, 2009

NASA is scared and has shifted into super slow mode. They say the tentative date is March 12, but if you read the laundry list of stuff that still needs to be OK'd, there is only a slim chance they will launch. Then the next date is mid-April, way too long for me to wait. I need to get moving if I am to see all the stuff I have planned. I gave the ticket to my brother.

Next stop Tallahassee, FL or Mobil, AL on the way to New Mexico. Star Hill in New Mexico or Astronomer's Inn, Arizona.

February 29 – March 7, 2009

Left my brother's house and headed for Route 10, which will get me from Florida all the way to Phoenix. The Garmin is set for shortest route, so instead of taking I275 to I75, I ended up on the Golf Coast Toll Road. The

price for travelling on it is \$1.00 dollar every 10 miles. Well after 40 miles and \$4.00, I finally looked at a map and discovered I was paralleling I75 just 20 miles to the West. So I got off and drove sideways to save further tolls. I now know how to tell the Garmin to avoid toll roads, but I am leery to use the function. What if the alternate route has speed traps? Oh well, on to Tallahassee.

Stayed overnight in Tallahassee then drove through Alabama and Mississippi. Stopped at the biggest store I have ever seen. It is called the Bass Pro Shop Outdoor World. It was like fishing/ hunting mall just for the outdoorsman! Then on into Louisiana. I had been to Orleans previously, so I did not do much till I got to San Antonio Texas.

Travel Lodge right in the heart of San Antonio was \$59.00. The room was a little run down but clean and served breakfast. The Alamo was interesting and the River walk was really nice. Ate Mexican food, and it was inexpensive and good. Lots more to see, but I got a call from Roseanne. Our 17 year-old hot water tank was leaking and had to be shut off, so I started booking towards El Paso. About 180 miles out, Roseanne called and said she had the situation under control and could take showers at her dad's house, so I stopped at Senora Caverns. What a wonderful stop! Senora Caverns is smack dab in the middle of Nowhere, Texas and had the best cave displays of live crystal and stalagmites and stalactites and bacon and soda straws I was really impressed. Camped for just \$11.00.

The next day I set out for El Paso with about a quarter tank of gas. A quarter tank is good for 90 miles, so I figured I was fine – until I forgot about getting gas.

[Continued on the next page](#)

Biking Adventure Journal continued from previous page

“At 40 miles, “cough, cough, sputter, sputter,” then coast. So I got off the road, pulled out the bike and started pedaling.”

So about 50 miles on the road, I looked down and the light was on. I punched up the next gas station on the Garmin and it was 56 miles. For those of you paying attention, you can anticipate what happened next. I slowed down from 85 MPH to 60 MPH and actually thought I might make it. Nope. At 40 miles “cough, cough, sputter, sputter,” then coast. So I got off the road, pulled out the bike and started pedaling.

A few miles down the road was a rest stop, so I pulled in to get water. I explained my lack of gas to a traveler who had a huge motor home with a car on the back. He explained that his wife was using the free Wi Fi provided at Texas rest stops to pay bills and he could drive me to get gas. So I said yes and he drove me to the station. We got gas, drove back to my car, poured it in and the car started. I had not harmed the fuel pump. So I drove back to the rest stop to get my bike and thanked the man for his help. While we were talking, his wife invited me for lunch. So a bad event turned out great. I feel really lucky.

When I was getting near El Paso, I noticed signs for Carlsbad Caverns, so I detoured into New Mexico to see them. I camped at Guadalupe State park for \$8.00. The ground was rock,

so staking the tent was not going to work. I took four big rocks and set them on each corner, which seemed secure enough. NOT! About 4 a.m., a dry thunder storm with winds between 40 - 70 MPH, and lightning, but no rain hit. My tent (with me in it) was picked up and moved six inches to the left. I thought it was a tornado lifting me up and was sure was going to be tossed off the mountain to my death. I did not get back to sleep. When I turned a light on in the tent to start packing up, the tent was filled with a powder that looked like talc.

After packing up and touring Carlsbad, the rest of the trip to Phoenix was uneventful.

Tired. Next, Phoenix/Mesa.

Spring Bicycle Riding Tips

While April showers bring May flowers, they also bring wet roads. Don't let the rain stop you from getting outside in the spring, but be aware that traction on the road changes when the road gets wet. Remember because your brakes are wet, you'll need to plan for more distance when



stopping, and you won't be able to turn as sharply. Look for the rainbow-colored oil patches on the road and then avoid them so you don't slide!

Although the days are getting longer this time of year, you may find dark-

ness creeping up on you if you misjudge the length of your ride that day. Make sure you have a good light on your bike and a red rear reflector. Also, wear light-colored and/or reflective clothing, so that you can be seen easily.



It may still be cool, so dress in layers. Some suggestions for layers:

1. Your inner layer should wick away moisture well,
2. In the middle, wear something to keep you warm, and
3. The outer layer should block the wind, yet still breathe.

Speaking of the weather, although it may not be as warm outside as it will be later this season, you still need to stay hydrated. Bring along a water bottle or two, and drink regularly.



Every season brings changes to the road, in what you wear and what you should have with you, so be prepared. You'll have more fun and maybe you'll end up logging more miles this season than you thought you would!

Cleveland Touring Club

Cleveland Touring Club
3770 Northwood Rd.
University Heights, OH 44118



CTC Club Notes

CTC LIST-SERVE. Many members are missing out on announcements from other club members. To receive updates via e-mail from club members regarding schedule changes, weather conditions, road closures, parties, membership, road maps, *Sunday in June*, scheduled rides, etc... simply send an e-mail to clevelandtouringclub@hotmail.com with a simple request to be added to the List-Serve. You will receive an invitation from the list-serve manager within a few days. Beginning July of 2009 this service will be available to paid club members only.

CLUB DUES. Club membership is annual and starts May 1 each year; so no matter when you sign up with the club, your membership runs

from May 1 to April 30. You can also renew your membership with the Sunday in June form.

RIDER STATUS. All riders who join CTC on scheduled weekday and weekend rides *must* be Cleveland Touring Club members. The standard club liability waiver must be signed by all participants. Guests are welcome, but regular and occasional riders must join the club to receive maps, to be covered by club insurance and ride leadership. CTC ride leaders are frequently updated with membership status.

SUNDAY IN JUNE. Mark your calendar, Sunday in June will be held on June 14, 2009. The event will

Cleveland Touring Club is a group of recreational cyclists who ride mostly in Lake, Geauga, and Cuyahoga counties in the Cleveland, Ohio area.

Our emphasis is on group fun and physical fitness, and our riders include a wide range of ages and riding abilities from the faster riders (all ages), to people in their 20's through 80's.

If you have information to include in upcoming newsletters, please email Sarah VanGilder at hawkeye-fan4411@sbcglobal.net or vangilder_2@hotmail.com

be held in Burton again this year.

This full-service tour offers routes 25, 50, 62 & 100 miles. As a club member you can register for the ride at a reduced rate. Early registration is discounted and closes Saturday, May 30; so don't delay, register today! Go to www.ClevelandTouringClub.org to download registration forms.

