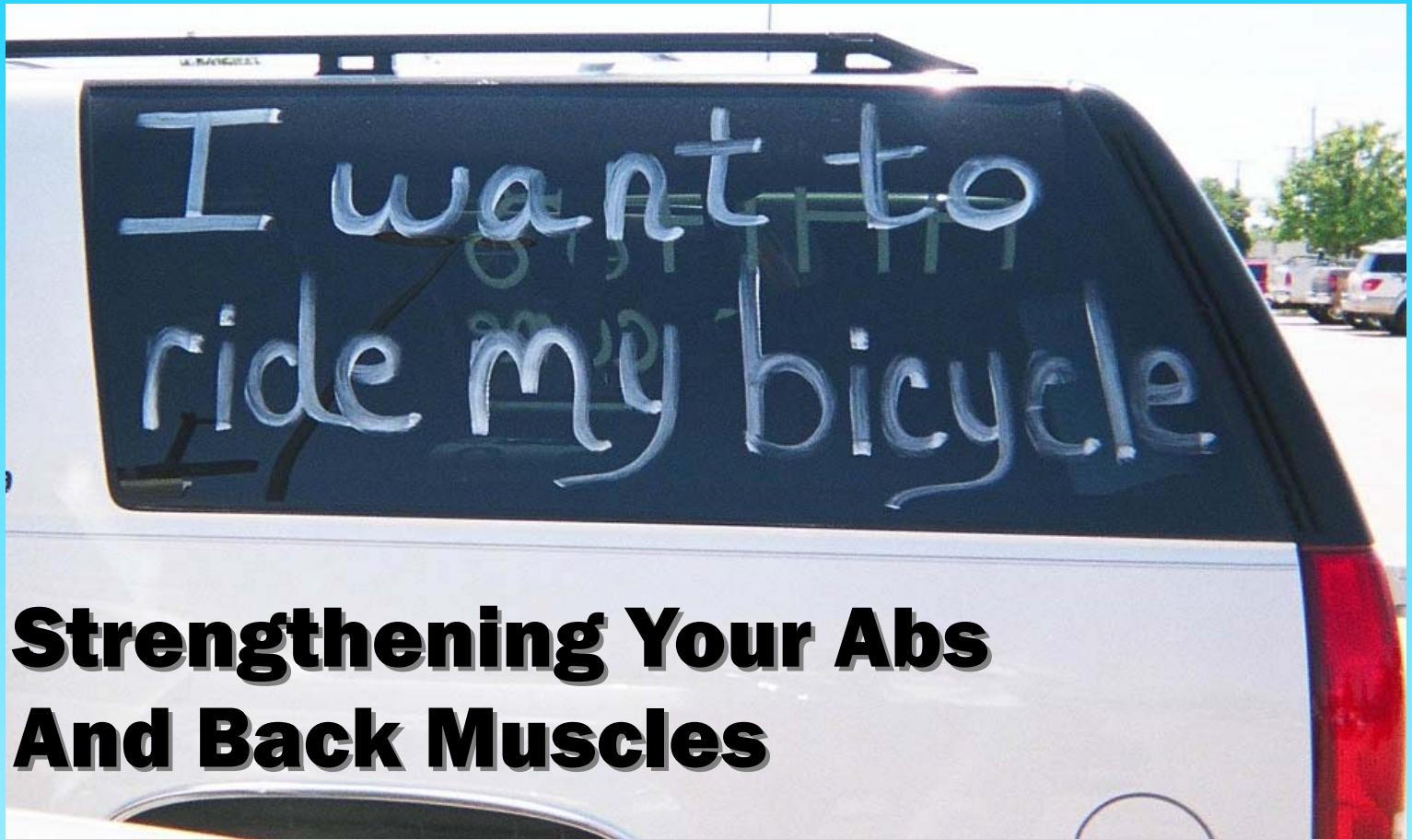


# **Rides, Rallies & Tours**

The Ultimate Guide For Serious And Leisure Road Cyclists

November – December 2002



## **Strengthening Your Abs And Back Muscles**

## **How To Enlarge Your Fat Burning Range**

## **Fueling The Athlete**

## **Six Month Road Test**

**Cannondale 2001 R1000 Si (Double)**





Cooling their wheels.  
The largest attended ride in the United States.  
Hotter'n Hell 100 – Wichita Falls, TX  
Over 7,000 riders – Aug 2002



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# Introducing Rides, Rallies & Tours Magazine

Welcome! We hope you like our new magazine.

*Rides, Rallies & Tours* is a new national magazine published every other month **containing no advertising** completely focused on meeting the information needs of serious and leisure road cycling enthusiasts. Unlike other publications which really focus on the racing aspects of road cycling, *Rides, Rallies & Tours* focuses its editorial to help serious and leisure riders of all ages properly prepare for and enjoy the complete bicycling experience.

Biking for most cyclists is more than simply riding and staying in excellent shape. Meeting new people, being a member of a club, traveling across various states to enjoy an organized ride, learning about bicycles, improving your fitness and all the other aspects of bicycling combine to provide a complete experience and lifestyle sought by many. We intend to bring you all of these plus the fitness and nutrition aspects in issues packed with in-depth and informative articles. Although our look may not be as flashy as other bicycling magazines, we do believe our articles are second to none.

How are we supported if we do not accept advertising? We are solely supported by our subscribers exactly the same way as a very well-known consumer product testing magazine. There are plenty of magazines with advertising, and plenty of vendors with websites providing information. However, both of these vehicles can be biased in their information. We have chosen to provide a magazine completely dedicated to unbiased content for our subscribers.

## **Want To Contribute?**

Become a member of our field editors by simply contributing an article. Send us your articles and pictures telling us about your experiences, your bicycle club, tips, great rides or other information of pertinence. If you would like your pictures returned, simply include a postage-paid envelope for the same amount of postage required to send them to us. If you are a professional experienced in fitness, sports nutrition or other areas of value to bicyclists, please feel free to send us articles and related pictures. All we ask of everyone is to not submit a self-serving vendor-centric article. If you need more information about submitting an article to us, simply email us at [editor@rrtmag.com](mailto:editor@rrtmag.com) and we will respond to you.

## **Electronic Magazine**

*Rides, Rallies & Tours* will only be published as an electronic magazine that is emailed to you in order to keep your subscription cost as low as possible. The magazine will be emailed to you as an Adobe Acrobat PDF file attached in your email and sent to you. You will be able to copy the PDF to your PC or Mac hard drive, print it and use it to create a complete electronic library of your issues (which can be electronically searched for information, too). The Adobe Acrobat Reader is provided at no charge by Adobe, and is available for download from the *Rides, Rallies & Tours* website.

# Introducing Rides, Rallies & Tours Magazine

If you have not used the Adobe Acrobat Reader product before, we suggest asking one of your fellow cyclists who has used it to show it to you and help you. The Adobe Acrobat Reader is a free product providing access to many documents from many different sources.

Why will we not print and mail issues of our magazine to you? The simple reason is cost. At a low subscription cost and no supporting advertisers it is simply not feasible to produce a printed magazine and mail it to you. Believe it or not, we are learning the majority of our readers prefer the electronic version since they can keep their issues stored on their home computer. We love printed magazines, and we know there will always be printed magazines. However, except for only one or two exceptions, we also know they will always contain advertising to support the cost.

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## **Subscribe Today!**

Best Regards,  
*Susan Law*  
Publisher

P. S. Your opinions count. Email us the good, the bad, the ugly and your wants for future issues to [editor@rrtmag.com](mailto:editor@rrtmag.com)

## Strengthening Your Abs And Back For Recreational Cycling

By Lorri Lee Lown



**Tricep Extension**



**Seated Bicep Curl**

**M**any recreational cyclists complain of back and neck pain related to their riding. Sometimes this is an indicator of poor bike fit. For example, with many of my clients, especially women and men with narrower shoulders, I've found that riding with a bar that's too wide can contribute to pain in the shoulders and upper back. A good rule of thumb here is to ride a bar that's no more than one inch wider than your shoulders (measured from the acromioclavicular (AC) joint on one side to the AC joint on the other side). But once you're certain that your bike fit is perfect, you may still find pain or discomfort when you ride. By following a basic strength training program, you can prevent injury, minimize pain, and reduce fatigue while riding.

Since cycling requires that you maintain a posture of flexion at the waist and extension at the shoulders, it's extremely important to strengthen the core muscles of the back and abdominals to support this posture. If you were to sit with your arms extended in front of you, not holding onto anything, you'd find that your shoulders & back would fatigue very quickly. Now imagine doing this on the bike, with only minimal balance points for your hands and seat, for an extended period of time. The need to strengthen the core muscles of the back and abdominals (along with the contributing muscles of the neck, chest and arms) becomes more apparent as you increase your daily & weekly mileage.

In proper riding posture, you should bear most of your body weight on your legs, with support from the core muscles (primarily back and abdominals) and with balance points at the bar and saddle. When you ride longer distances, you may find that you feel discomfort in your back, neck, shoulders, arms, hands, and seat. This is a good indicator that you're placing too... Subscribe to Rides Rallies & Tours Magazine at [www.rtmag.com](http://www.rtmag.com) today to read the entire article.

# Biking Shorts – Are They Well-Made?

By Devon Johnson

One of the most important pieces of equipment while riding is of course, biking shorts; but it is also a tough decision to make. Finding the right pair of shorts can mean a big difference in a comfortable, long ride; and one which makes you feel like standing up the whole way.

The cost of biking shorts ranges from a low of about \$25 to well over \$100, and up to \$150 for bib shorts. If you buy two to three pairs of biking shorts, you can easily invest \$150 to \$200. While many of us would like to own more than one pair, some of us cannot afford the cost.

Several questions immediately arise after you return home and remove the shorts from the shopping bag.

To learn the complete results of these tests, subscribe to Rides Rallies & Tours Magazine today.

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## Test Results – Men's

Manufacturer: Pearl Izumi (Attack Short)  
Price Paid: \$59.99 (Purchased 09-01)  
Fit:  
Chamois:  
Shrinkage:  
Comfort:  
    Short distance:  
    Long distance:  
Seams:  
Buy them again:

## Test Results – Women's

Manufacturer: Pearl Izumi (Ultra Sensor)  
Price Paid: \$79.99 (Purchased 03-02)  
Fit:  
Chamois:  
  
Shrinkage:  
Comfort:  
    Short distance:  
    Long distance:  
Seams:  
Buy them again: Yes!

# Fueling And Hydrating The Athlete In You

By Lona Sandon



Whether you are new to cycling or have been at it for a while, you need to understand some basics about nutrition in order to perform your best. You cannot live on one single nutrient or food alone. Protein is not the magic bullet nor is carbohydrate the evil villain that it has been made out to be in recent past. You need all nutrients for a balanced eating plan and improved physical performance. In most cases, you can get all these nutrients from just plain food. Can you name the six essential nutrients? Let's go back to the basics.

The six essential nutrients include carbohydrate, protein, fat, vitamins, minerals, and water. All work synergistically to make the body function and each has it's own special purpose. Carbohydrate is the main energy source for the brain, body, and muscles, especially during exercise. The brain requires 100 grams of carbohydrate per day to function properly. Muscle requires a constant supply to replenish stores for the next day activities. The amount needed to prevent fatigue will depend on your exercise intensity and duration. For the individual who trains daily, 5-6 times per week, you should be getting about 60-65% of your total calories from carbohydrate or 3-5 grams of carbohydrate per pound body weight.

Weekend warriors in most cases will be fine with the lower level because they are not... Read the complete article by becoming a subscriber of Rides, Rallies & Tours Magazine. **The cost of an annual subscription providing you with 6 issues is only \$18 per year (\$30 for a two-year subscription). To subscribe, please mail your check to us to us along with your email address to the following address (we do not use credit card processing due to security concerns):**

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# Fueling And Hydrating The Athlete In You

<b>Food Category</b>	<b>Daily Servings Active Women</b>	<b>Daily Servings Active Men</b>
<b>Whole grains/cereals (complex carbohydrates)</b> <ul style="list-style-type: none"><li>- cooked oatmeal</li><li>- cold cereal</li><li>- bread</li><li>- bagel</li><li>- cooked rice or pasta</li></ul>		
<b>Fruits (simple carbohydrates)</b> <ul style="list-style-type: none"><li>- piece fruit</li><li>- canned fruit or applesauce</li><li>- fruit juice</li><li>- raisins, dried apricots, banana chips</li></ul>		
<b>Vegetables</b> <ul style="list-style-type: none"><li>- leafy lettuce salad</li><li>- cooked carrots, peas, green beans, chopped tomato</li><li>- vegetable juice</li></ul>		
<b>Dairy/Milk</b> <ul style="list-style-type: none"><li>- non-fat or low-fat milk or yogurt</li><li>- natural cheese</li></ul>		
<b>Meat/Meat Substitutes</b> <ul style="list-style-type: none"><li>- meat, poultry or fish</li><li>- peanut butter</li><li>- cottage cheese</li><li>- egg or egg substitute</li><li>- beans</li><li>- nuts, seeds</li></ul>		

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# 6 Month Review: Cannondale 2001 R1000 Si (Double)

By Ron Brown



In February 2002, I purchased a Cannondale 2001 R1000 Si (Double). A step up for me from my older, steel-framed bike, I chose to go with the stiff aluminum-framed Cannondale. After roughly 6 months of consistent daily riding we have enough performance results to share with you. For those of you looking to purchase a new bike in the \$1500 dollar range this review should help. The component setup and technology used on this bike is almost identical to several of the 2002/2003 models.

Let me start by saying that this is a really good-looking bike. A beautiful viper red paint job with yellow decals offering a basic, yet sharp-looking paint/logo scheme. Coupled with the nice, stiff frame it enables you to really dig in on sprints and monster climbs. Not only is this a high quality 6061-T6 aluminum frame, but Cannondale frames are made by hand right here in the United States. It's nice to know you can have affordable, quality hand-made bikes right here in the U.S.

This bike provides a very cost-effective combination of components for a smooth ride. The forks on this bike off-set some of the stiffness of the frame, with the Slice Si fork providing a little give for the road. Cannondale keeps...

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*Ron Brown is the editor of Rides, Rallies & Tours Magazine.*



Chances are good, I either have that bicycle part, or have tried it.  
One of the riders in the Hotter'n Hell 100 parked at the finish line – Wichita Falls, TX.



# Great Winter Rides

November through March is a great time for leisure and serious road cyclists provided you live in certain areas of the southern United States or Hawaii. The outdoor temperatures are very pleasant, humidity is not a problem and you can ride in the morning or afternoon. But what if you live in the colder areas of the country where it is too cold to ride and snow or ice covers the roads? Take a vacation!

Many road cyclists transport their bikes throughout a state or a region, yet few consider planning a vacation or long weekend that includes some road cycling. There is no supporting research data, but this seems to be especially true for serious road cyclists in the 40 - 60 age group. Why? No one knows though it could certainly be related to work commitments, or simply wanting a vacation requiring very little physical exertion.

Whatever the reasons, more road cyclists residing in colder climates should at least consider combining some vacation time during the months of November through March with participation in an organized road cycling event in a warm area of the country. Today's bike racks and cases make transporting your bike quite easy and safe to almost any destination in the world. Give it a try!

We did some serious Internet searching for you...

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# How To Enlarge Your Fat Burning Range With Heart Zone Training

By Sally Edwards

*The statistics are alarming – 16 million people in the United States and others around the world suffer from obesity. Alternatively, obesity is the cause of as much as 90% of the preventable Type II diabetes. Needlessly, the American population is epidemically killing itself when it could be monitoring life with new Heart Zone Training technology.*

*Until recently, there have been very few training models that meld heart rate training with weight loss. In her special report, “How To Enlarge Your Fat Burning Range With Heart Zone Training,” Sally Edwards says “The secret, for most individuals who want to lose fat more readily, is to expand their fat burning range with Heart Zone Training.” As the author of five books on training with heart rate monitors, Edwards has outlined a concise process that will reverse America’s degenerative diseases in three steps. The following article is excerpted from Edward’s special report “How To Enlarge Your Fat Burning Range With Heart Zone Training.”*

## INTRODUCTION

Weight management is a complex process. Success in gaining, losing, or maintaining weight is dependent on a combination of emotional, physical, and mental factors. One key to attaining all of these factors is learning the process of change fueled by positive motivation. One of the most important influences a person can have on their personal health is the expansion of the fat burning range, or the exercise intensity best suited to burn fat, long-term, for them. Appropriate physical activity is central to long-term success in both weight gains and losses. Fueling the body in accordance with its energy needs is essential. In addition, dealing with emotional issues that influence eating and exercise decisions is an important part of any weight control regimen.

## BACKGROUND

### Fat is Burned in Every Heart Zone

Heart Zone Training is a physical and emotional program

Zone Number	Zone Name	Zone Percentage of Max Heart Rate	Example of One Individual: Max HR = 200 bpm	Calories Burned In 30 minutes of Cycling
Zone 5	Red Line Zone	90%-100%	180-200 bpm	High Performance
Zone 4	Threshold Zone	80%-90%	160-180 bpm	Fitness Improvement
Zone 3	Aerobic Zone	70%-80%	140-160 bpm	Better Aerobic Capacity
Zone 2	Temperate Zone	60%-70%	120-140 bpm	Improved Health
Zone 1	Healthy Heart Zone	50%-60%	100-120 bpm	Healthier Heart Muscle

that leads to a healthier lifestyle. The training system is based on exercising in five different heart ranges each 10% of maximum heart rate. After taking a simple and easy test, a person’s maximum heart rate is estimated and the five heart zones are set, according to the chart below:

Fat burns in each of these five heart zones. Read the complete article by becoming a subscriber to Rides, Rallies & Tours Magazine.

# Bicycle Touring

## So Close To Mexico City Yet So Far From Anything

By Tim Travis

Tuesday, September 10, 2002  
(Sent From Amecameca, Mexico)

Tim and Cindie Travis are currently on a bike tour taking them from Prescott, Arizona to South America. As their tour progresses and time permits, Tim writes letters documenting their progress, challenges, sites and experiences along the way. It is an exciting touring adventure with great insight into a journey most of us will probably never attempt. We thought our readers would like to read one of Tim's accounts as they ride from Toluca, Mexico to Mexico City, Mexico. At the end of the article, we provide some insight into how Tim connects to the Internet to manage their website. We have edited Tim's letter to accommodate our editorial requirements. Please visit <http://www.downtheroad.org/JOURNAL.htm> to read the original letter, and other letters documenting their tour.

As the title suggests we have been riding around the world's largest city, but have not yet gone there. Since Toluca we have been exploring the urban and rural areas just south and east of the city. Even though we have been about an hour away from the capital (by car), we have found this area amazingly remote in places. We have been close enough to pick up a wide variety of FM radio stations and have been to a few locations that some of the 22 million Mexico City residents like to visit on the weekends. We learned to spot them by their new cars and stylish "city" clothes. Yet, away from these few weekend spots we saw rural Mexico with life going on nearly the same as in the time of the great-war to gain independence from Spain. We did not expect to enter and cross the Mexican wilderness so close to Mexico City but I loved every kilometer of it.

One reason for this areas remoteness is its ruggedness. We have either been climbing epic 5,000 ft. mountains that thin the air and destroy the legs or we have been descending 5,000 ft. ear popping plunges that make the hands throb from squeezing the brake levers. I am quite sure that Mexican road building standards differ from the ones in the USA in terms of the percent of the grade al-

lowed. These roads can be very steep. Once, when we were stopped at the top of a particularly steep decent, I envisioned this road covered in snow and that I had skies strapped to my feet. I was sure that if you looked hard enough you could see moguls and the double black diamond signs warning you of a very long hard run. The weather was just as extreme as the altitude. At the higher altitudes it was damp and cool with large stands of fresh smelling pines. Long sleeve jerseys were the standard daytime riding clothes and heavy jackets and long pants were necessary in the evening. Once we got to the bottom of the mountains it was warm and nearly tropical. Sweat poured from our bodies while we labored up steep grades or just sat in the shade. Sleeping at night was difficult due to the heat and bugs. Even the tent felt hot.



Tim progressing on a 5000 ft. climb in the moun-

From Toluca we...Read the complete article by becoming a subscriber to Rides, Rallies & Tours Magazine.



That's what the tag wrapped around the Tootsie Pop that I picked up at a local century ride said. Who the heck are Velo Girls? Days later, I ate the Tootsie Pop. Then I hit the website and found out and rushed to ride with them!

The Bay Area Velo Girls™ Cycling Club, based in Burlingame, California, was founded in March 2002 by Lorri Lee Lown, a local cyclist who had been looking for an all-woman's road cycling club. She'd found that most clubs, if not all, were primarily male-dominated and highly competitive. They were basically a bunch of guys who rode hard enough to drop even a strong woman anytime one showed up. Intimidated and unsatisfied, Lorri decided to create Velo Girls!

Velo Girls is a community of supportive, encouraging, and friendly females who love recreational bicycling for the pure joy of it. The club offers a variety of monthly rides, including beginner rides with basic skills clinics, regular club rides, and advanced fast-paced group rides with pace line practice.

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Recently voted Best Bike Club in the first annual CitySports Magazine Best of the Bay Reader's Poll.

A group of cyclists is gathered on a street, possibly at the end of a ride. The scene is bright and somewhat overexposed, particularly on the right side where a large, white, glowing area obscures some details. The cyclists are wearing various colored jerseys and helmets. The street is paved and shows some shadows. The background includes trees and utility poles under a clear sky.

**Great Ride!  
The End**