



Freewheelin'

June 2004

Teddy Tour 2004

Marion Perry

It was another year for the winter campers. The night-time temps were low – guesstimate: around -14°C . The days were crisp; the riding was great, and there were more close encounters with the bison than usual.

Ron and I left Thursday afternoon to enjoy camping in the North Unit of Theodore Roosevelt National Park. That night the water bottle in my tent iced up, and those left outside were solid by morning. At ride time Friday, we were joined by the Kearny family. Out of the van came parts for a tandem (ridden by Dad with Marin as stoker) and two bikes

Once the bikes were re-assembled, everyone climbed to Scoria Point and enjoyed the view. Then Ron and I headed for the Oxbow. We sought shelter from the wind below the outcropping while we drank our tea. "Holy shit!" exclaimed Ron.

I turned around thinking he had spilled hot tea on himself.

"No! There!"

He was pointing right in front of me as a parade of bison passed 3 metres in front of the rock I was on. There was nowhere to go. The outcrop was at our backs; the bison were on the trail coming up from the river. Hearts in mouth we waited, and they passed.



The Kearny's load 4 people, a tandem and 2 bikes inside the van, Teddy 04

After a suitable delay, we returned to the top of the outcrop to watch the bison head into the hills. Looking down the road we saw 2 cyclists - Tamela and Karen!

Saturday's clockwise loop around the South Unit seemed familiar to some of the Kearny family. Adam has faint memories of riding in a trailer behind Dad years ago. Perry and Shelley have vivid memories of little Adam getting out to help push the trailer up the hill to Wind Canyon.

We rounded the corner after Wind Canyon and were almost at the Lookout when we saw bison on both sides of the road. We waited, and waited, and ate our lunch, and waited. Just when we thought they were at last going to cross to one side of the road, one old bison sauntered toward the guard rail and began to use it to scratch his arm (leg?) pit. Finally we were ferried through, cycling on one side, then the other, of a generous stranger's van. After climbing Buck Hill, we returned to camp, met the Kearny's at the Americinn, enjoyed their shower, and set out for Trapper's Inn in Belfield. It was closed for renovations, so it was Applebys in Dickinson for supper.

Sunday, we rode to Wind Canyon again. The bison were just beyond the turnoff for the Canyon, so we did not zoom all the way down the hill. On the return trip, we were just beyond the prairie dog town when we met another small herd of 5 bison – 3 young ones actually ran in the same direction we were riding showing more interest than we were comfortable

In this issue

| | |
|---|---|
| Teddy Tour 2004..... | 1 |
| Mickelson Trail | 2 |
| Dear Mr. D. Railler..... | 3 |
| Gone With the Wind..... | 4 |
| The Golden Triangle Ride, Velda's Return..... | 4 |
| Spring Ride Report..... | 6 |
| Toy Talk..... | 7 |
| Road Food..... | 7 |
| Drink Before You're Thirsty..... | 8 |

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with. We spread ourselves across the road and rode very slowly. Fortunately, they lost interest and we made it back to the campground.

Every Teddy is different and the same. The Easter Bunny found us. We saw deer, antelope and turkeys, but no wild horses. Next year Easter's early again – March 27th. Winter camping anyone?

George S. Mickelson Trail, April 2004

Marion Perry



Rochford Trailhead, Mickelson Trail, S.D.

The plan – follow the Teddy Tour with a loaded tour of the George S. Mickelson Trail, a converted rail bed in South Dakota that extends from Edgemont in the south to Deadwood in the north.

Easter Sunday we drove 4 hours from the South Unit of Theodore Roosevelt Park to Deadwood. As we approached the Gulch, snow squalls made visibility difficult. By morning, the Black Hills were white – a beautiful snow-covered Christmas card scene.

Although the snow was melting by Monday noon, we revised our original plan. Add high elevation to the cold nights at Teddy, and I knew that I could not carry enough gear on the bike to stay warm at night. What's more, commercial campgrounds near the Trail were closed. We decided to drive to a National Forest campground, set up a base camp and drive to trailheads for day trips.

April 12th we walked to the historic mine sites at Deadwood, picked up a map of the Black Hills National Forest and drove to the Rochford trailhead at mile 82.6 of the trail. (Mile 0 is in the south end; mile 108.8 is at Deadwood.) There was a National Forest Campground shown on the map 8 miles from the trailhead. About a mile out of Rochford the road turned to gravel and followed a creek. Ever notice that when road conditions deteriorate, and you're not sure where you're going, distances increase? After at

least 20 miles (well, 8), and numerous wild turkeys and deer crossing the road, we were beginning to voice our doubts about the existence of the Black Fox Campground, when voilà: a beautiful treed site beside a rushing trout creek with a biffy not far off. Paradise!

After lunch we drove back to Rochford Trailhead, paid our trail fees, (\$2 a day, \$10 a year) and set off north.

Except for occasional patches in the shade, the snow had melted. The limestone "crusher dust" type surface of the trail was soft. Think of riding a stationary bike with the tension cranked up to the most difficult setting. Our tires sank and displaced water and "dust" as we rode. Eventually we let some air out of our tires, and the going was a bit easier. The trail runs along creek valleys through the hills. We passed the sites of former mines and ore crushing plants, a meadow and a pond – the remains of a town site, and a building shingled with the tops of cyanide containers. After 2 hours (including stops) we had gone 7.4 miles and decided to return to the trailhead. Elevation on rail beds is deceiving. As soon as we turned around, we realized that we had been climbing the entire way. After forty-five minutes, we were back at the trailhead.

Tuesday, we spent the day in the car exploring the tourist traps of South Dakota including Wall Drugs, Mount Rushmore and Crazy Horse Monument. The trail passes right by the Crazy Horse Monument although we did not cycle that section.

Wednesday, we were back on the trail, headed south from Rochport. It was warm enough to wear shorts. The leaves of the aspen were new green against the dark conifers. The elevation varied as we passed old mines and the sites of former mining towns, passed over bridges and through tunnels.

Thursday we decided to move camp back to the South Units of Teddy, rather than go further south as we wanted to be in Regina for the maintenance clinic on Saturday.

The Mickelson Trail does not match the KVR for scenery. Along the entire trail, there are more than 100 converted railroad bridges and four hardrock tunnels, but the views such as those once afforded by Myra



Mickelson Trail Trestle



Mickelson Trail

Canyon are missing. To appreciate whether we were on an original trestle or a rebuilt bridge, we got off the bikes and looked over the side. However, the Mickelson Trail is well-maintained trail – the surface, at least the parts we cycled, is consistent – firm (except when wet) “crusher dust” limestone – no 20 km of washboard or deep sand to navigate. The

Mickelson Trail would lend itself well to day rides as there are 14 trail-

heads along the route. It's best cycled later in the spring or fall unless you like heat.

April Maintenance Clinic



Dear Mr. D. Railer,

I got drenched on last Wednesday night's ride and so did my bike. Everything's covered with grit. I don't own one of those fancy chain cleaners. What to I need to do to keep my chain clean and in good condition after riding in the rain? Are there any other parts of the bike that need to be lubed?

*Sincerely,
Wet on Wednesday*

Dear WOW!

This wet weather can really be hard on a bike as well as the rider! Let's go over some good maintenance points to bear in mind after your bike gets a soaking.

Be sure to lube the chain frequently. A good oil-based lube will last longer than silicone or wax-based lubes such as White Lightning but will be more likely to stain your clothing and produce those distinctive "chain tatoos" recognized by fellow cyclists around the world. A product I personally recommend is White Lightning Race Day. Regular use of such products tend to produce "self-cleaning" chains as the wax base "sheds" along with accumulated crud. An annual cleaning will remove the wax residue which will indeed build up on chain cogs and components. Specially-made chain cleaners are available from bike shops or MEC. They work well if used properly. I like the one Bob has - ask him about it. It is rare nowadays for chains to need removal for cleaning. The new narrow chains don't really like having their rivets popped very often!

Be sure to lube the front and rear derailleurs with either a liquid or spray product suitable for bike use. I love the Canadian Tire brand silicone spray and use it liberally and frequently on derailleurs, brake pivots, and other moving parts except the chain. Be careful the spray does not drift to the wheel rims. I usually hold a rag behind the component as I spray.

Brake pads tend to become clogged with grit while riding in the rain. The "Round Regina" ride was particularly noisy in that regard! It may be necessary to remove the wheel and check for small imbedded stones or metal in the pads. This will very quickly grind away the rim surface and lead to expensive repairs. Brakes should be quiet!

A quick "hose down" after a messy ride is a good way to prevent problems. Avoid the use of pressurized sprayers such as in a car wash. They can remove all

lubricants from components such as hubs and headsets. Never use spray cans of tire cleaner on your wheels! They leave a slippery silicone residue on your rims which will leave you with ineffective brakes.

Dan Railler



Gone With the Wind, June 6, 2004

Marion Perry

Originally this ride was full with a waiting list, but on Sunday, June 6th, showers as well as wind were in the forecast, and there were only 7 riders. We set out from the Legislative Buildings and headed toward Saskatoon on Highway 11. 'Speedy' Gomez, 'Fast Back' and 'Coordinated' Keall led the way on thoroughbred road bikes. Keall's blue cycling shoes, and blue and orange helmet matched the frame of his Steve Bauer, although the fashion statement was later spoiled when he donned purple-kneed tights. Working to keep the first three in sight, 'Prepared' Perry followed on her Marinoni Turismo encumbered by panniers and a handlebar bag.

"Don't you want to put those panniers in the van?"
"No thanks, I'm training for the Rockies."

At the Regina Beach Road, the showers got serious for a bit, and Perry was happy to pull the gortex out of her panniers when the van was nowhere in sight.

The 'Knicker-Knees', Baldwin and Kessler, detoured to pick up food on the way out of town, and were reported to have stopped for a picnic before lunch. The seventh cyclist, 'Knobby' Kiloh rolled right along on his first ride of the year.

During lunch at Chamberlain, it rained hard. With only an hour to the proposed stopping time, only Back, Keall, and Perry resumed riding. At 2 o'clock, there was only 40 km to go for a century – 162 km or 100 miles. Back negotiated an extension on the quitting time, and the trio continued to the magical 100 mile mark.

This was not one of those wind rides where you spin effortlessly the entire way. At times there were good tail winds, but not always. The showers were intermittent, but not a problem. It was a great ride.

Thanks to Ron Keall, our organizer, and Mike Bileski, our professional driver.



The Golden Triangle: Velda's Triumphant Return

Velda Back

Yes, that pretty much sums it up. It was time to return to the land of the Flat Tire Tour. Back in the summer of 95 Ron, Marion & I headed to the mountains to combine the Golden Triangle and the Icefields Parkway into a 2-week joyous introduction into the wonderful world of loaded touring. Sparing you the long version, the final summary included 13 flat tire, 5 of them in a 30 km stretch near Golden, and 1 long hot hill climb out of Golden the following morning. Makes me want to question my rational thought processes in that I did not quit cycling right there and then.

I joined the Elbow Valley Cycling Club (Calgary) for their 21st annual version of the Golden Triangle Tour on the May long weekend. We began at Castle Junction, halfway between Banff and Lake Louise, following highway 93 up to cross the Continental divide, down to the Kootenay River, up to the Sinclair pass and finally a screaming downhill into Radium. The second day we travel to Golden following the Columbia River. The final day we climb out of Golden on the TransCanada Highway through the gorge, then drop to the bridge, and then we climb up to the entrance to Yoho National Park, and continue climbing to Field where we have lunch and then we climb up to the Spiral Tunnels and then we climb up the Continental Divide, at which point there is a marvelous downhill into Lake Louise and back to Castle Junction. Sound like a lot of hard work doesn't it? Did I mention the forecast? Saturday was listed as 100% chance of precipitation with temperatures hovering around 0: snow was a real possibility. By Monday it might improve to about 10 Celsius. Pack the Gortex, booties and fleece. I opted out of the camping; the Hostel seemed a much better choice. Let the adventure begin.

Storm Mountain Lodge, top of the Continental Divide. Really, top of the first hill already! That really didn't seem that tough.

Day 1, hour 2: I have already used every possible gear on my bike. Coasting along at 28 kph, maybe I should start pedaling. No wind, no snow.

A bear, a bear, a bear (it was really only 1 bear), what to do? Follow the other cyclists, and sail on by. The bear seemed to be quite happy munching on the grasses in the ditch. The deer spotted on the next day seemed a much bigger concern. He looked like he wanted to prance across the highway directly in my path.

Checking my mirror, "What the heck is that?" A recumbent? A really, really low recumbent. Heck, this guy must be sitting 4" off the ground, really great for staying out of the wind, not so great when caught in city traffic.

Next day, a triple. Man, just try to catch that after it passes you. Gear up, power up, just long enough to find out it's a Thorn, out of England, residing in Calgary. The second stoker is a 10-year-old girl. she had those 2 big men in front just cruising.

The Lions Club is catering breakfast; they hand you a plate and start with 2 pancakes and ask how many more would you like. They have been catering this event for many years.

Several tandems, several kids on tandems, the eldest rider was 78, the youngest rider was 8. Or perhaps the youngest really was 78? Yes, I am pretty sure he passed me while climbing. One mother made a pact with one of her kids before the tour: 'no whining'. Somewhere climbing back up alongside the Kicking Horse River, the mother was having a tough time keeping her end of the deal.

Overheard at one of the fuel stops: "The head winds are slowing us down." It must have been gusting to 8 kph. HA, come to Saskatchewan, I'll show you what a head wind is.

Golden has an RCMP bicycle patrol, helmets are the law and they have the resources to enforce it in town and on the trails in the parks. It was great to see that.

The unofficial uniform of this tour was either a MEC Microft jacket (any color) or a MEC Bernoulli Jacket (preference is yellow with either blue or black accents) and MEC Gortex fronted tights. Do not try to identify someone as 'the guy in the blue helmet with a green Microft jacket. That could apply to anyone of 20 people at any given time.

Fuel stop, oh the glorious fuel stop, with complete facilities. And if this is the spread for the morning break, lunch will truly be a very fine thing. The EVCC definitely know how to cater to cyclists.

The forecast was wrong! If I had wanted snow I would have had to head towards Calgary. And I don't think that the 10 drops of rain on the final day really counts as rain either. We had a lot of clouds on the first day, but they dissipated as the day wound down. Sunday and Monday had me searching for the sunscreen. By Monday, the tights even got packed in the pannier.

I will just park my bike on this side of the highway, and run across the highway to the scenic viewpoint.



Golden Triangle Rest Stop: Elbow Valley Cycling Club

AAARRRGGGHHH, apparently the cycling muscles are nicely warmed up, but the walking muscles have completely seized. More stretching!

And it's not the first hill out of Golden; it's not even the second, or that steep section after the bridge. But somewhere in the middle, where you lose the gradient of the hill against the grandeur of the mountains, you drop back down into your granny gear, and climb some more until you drop down into Field for the lunch fuel stop. The sun is shining, the temperature is hovering around 11 degrees, but feels more like 20, there is no wind and the grass makes for a welcome break from the saddle.

Last fuel stop, I started at the front end of 327 riders today, I am now in the last 20. Was it all the pictures I stopped to take? Or perhaps I really am just a flatlander, delayed by the beauty of the mountains. Regardless, I now can have as many boxes of Smarties as I want, the support crew is anxious to clear out the remaining food.

I really hope those car seats are nice and soft and cushy, my tushy seems a little..... well let's not go there.

A hill, who allowed them to put another stinking, rotten, sneaky, steep little bugger of a hill.....granny gear, one more time.

I hear that train a coming, rolling round the bend... it's great to be in the mountains, on a bicycle, with 326 new friends.

Spring Ride Report

Marion Perry

Three words: wet, windy and cold describe the spring rides. It's been great to see some new faces on Wednesday Nights and we hope to see you on some other rides when the weather warms up. Participants on the longer rides have been the veterans who have the experience and the clothes to cope with the wind, rain and cold.

Here's the summary:

- **Lumsden for Lunch:** windy but tolerable. Lunch at the Herb Garden was great.
- **Impromptu Friday Night Loaded Tour to Lumsden.** It was a windy ride out, and rather chilly at night. John Allen drove out to cook breakfast with us, and Velda rode out for lunch at the Herb Garden.
- **Impromptu Wind Ride:** This was supposed to be the Grand Coulee Loop, but only Ron showed up, and my son didn't have to work, so we rode east out 33 for 100 km with the wind at our backs. At Francis we decided to phone Murray to give him time to drive to us. There is no cell service at Francis, but there is a phone booth. We had no change so Ron went across the highway to the service station, and I ducked into the phone booth to get out of the wind. That's when I read the notice on the phone, "No coins, credit card only." Neither of us had a credit card. Thanks heavens it's still possible to get a human operator and reverse charges. From now on, I'm riding with my Visa.
- **Brian and Donna's Ride and Potluck:** We headed out 48. While the front riders were stopped to give everyone time to re-group, the wind picked up, and lightening was seen in the black sky. Riding back required a definite effort to counterbalance the list caused by the side winds, but the rain held off and the potluck was great.
- **Bikefest:** 6 Freewheelers, Marg and Shannon from Manitoba, and Kim, the mountain biker, made up the Recreation Sector of this event. Saturday a.m. we headed out in a light rain to Katepwa for coffee, and returned for lunch. In the afternoon we rode to the Echo Hill for the climb. After supper we could opt for lectures and/or a marshmallow roast followed by popcorn. Guess which option most Freewheelers chose. The Sunday ride was Balcarres for pie, and one of the few nice sunny rides of the spring. The proprietor of The Bistro on Broadway opened early for us on Sunday, and we feasted yet again.
- **Victoria Day Weekend, Moose Jaw:** We met at Max the Moose and cycled to Briarcrest and back. After supper at Nits, it was back to the campground and into the tents. It rained all night. In the morning, it was windy and raining, not a day for the Buffalo Pound Ride so we packed up for home.
- **Bring a Buddy Ride** – Well, Ron tried, twice,

but to no avail. Terrible weather, no buddies.

- **Night Ride** – Cancelled, too dangerous to ride in the rain after dark.
- **Round Regina Ride** – There were 10 riders; it rained the whole time; we had to negotiate some slimy mud towards the jail, and to detour onto the highway because of impassible mud between Uplands and Armour Rd, but it was a wonderful ride followed by the Stedwill's usual wonderful chilli lunch and a soak in the hot tub.



Fording the Ditch: Round Regina, 2004



Round Regina Riders, June 2004

Back: Kathy & Robert Stedwill. Middle: Noreen Hetherington, Lorraine Reynolds, Sharon Baldwin, Peg Kessler, Ron Keall, Don Wilson. Front: Velda Back

Purple Tights and Red Panniers

A web journal for this ride has been set up. We hope to update it from the road. If you want to check it out go to:
[Http://purpletights.crazyguyonabike.com](http://purpletights.crazyguyonabike.com)

The ride is from July 4-15.

"Toy Talk"

A celebration of the latest and greatest gadgets, toys and junk related to cycling, bike repair or camping.



"Toy of the Week"

By Ron Keall

This week, let me introduce you to the official club headlamp, the PETZL TIKKA. I have long been an advocate of the headlamp, despite constant harassment and abuse from my daughters and rude unnamed club members. I started my headlamp collection with a very clunky green monster which held 4 AA batteries and had to be cinched so tightly to one's head that it soon caused a major headache. I then progressed to the Petzl Micro which held 2 AA batteries and boasted an adjustable and focusing beam. It was good but did stick out quite far from the forehead and offered a rather feeble light. Two years ago I thought I had reached headlamp perfection with my purchase of the Petzl Duo - another 4AA headlamp, but with the battery pack on the back of the head, making for a pleasant, balanced feel. It boasted two beams in the same head - one micro light suitable for cooking, reading and setting up a tent in the dark and a honkin' Halogen lamp which would light up the forest for a good 200 meters! Featuring a completely waterproof case, an adjustable and focusing beam and spare bulbs built in, this little baby was a winner!

Imagine my chagrin when I spied the newest in the Petzl line, the TIKKA, in the summer MEC catalogue. I knew I had to have it! Weighing in at a scant 2.6 ounces (as opposed to the Duo at 10.6) it fits in the palm of your hand and is incredibly comfortable to wear. Though not completely waterproof, the electronics are sealed and if it gets a dousing only requires a drying out of the battery compartment. It can be adjusted on your forehead to slightly different angles for reading or hiking and thanks to the LED technology, is able to deliver over 150 hours of light! For anything but serious spelunking or bear patrol, the TIKKA can't be beat.

(Addendum: there is now a "new and improved" version of the Tikka with adjustable light levels! What am I to do?!)

Look for future articles on camping stoves, cycling jackets, bike repair tools, the GPS, MP3 players, panniers, tarps, tents, sleeping bags, bike lights, candle lanterns, the list is endless! Whoever suggested this newsletter feature didn't realize the monster they were releasing! Feel free to join in the discussion. What's YOUR favourite toy?

Road Food

Making Beef Jerky

By Marion Perry



I have always enjoyed Velda's homemade jerky.

Before Teddy this year, I dug out the recipe that we had received at a workshop long ago and made two wonderful batches using bottled teriyaki sauce and a lime mesquite marinade. Unfortunately, I forgot about BSE and the closed border. My wonderful jerky, a whole roast, was confiscated. If you're not travelling to the U.S., you may want to try this. It does not require a dehydrator.

Use lean round or sirloin roast. Cut slabs along the grain (approximately one inch thick). Partially freeze the slabs to make slicing easier. Slice across the grain (1/8 to 1/4 inch thick). Place sliced meat in marinade for at least 12 hours in refrigerator. Use your favourite marinade or this basic jerky recipe:

Mix together:

- 4 tsp salt
- 1 tsp pepper
- 3 tbsp BBQ sauce
- 3 dashes liquid smoke
- 3 tbsp brown sugar
- 1 tsp garlic salt
- 1 tsp chilli powder
- 1/4 tsp cayenne pepper
- dash Tabasco
- 2 tbsp Worcestershire sauce
- 1/2 cup water

Drain meat. Put a toothpick through the end of each slice and hang from oven racks, or use a bamboo skewer and place several slices on it, arranging them so they hang down between the wires of the rack. Turn oven on to lowest setting propping door open with a wooden spoon. Time for drying will depend on amount of meat (8 to 12 hours). Meat should crack but not break when done. Store in airtight containers.

Jerky Stew (serves 4?)

I haven't tried this recipe, but it could be varied to suit personal tastes easily by anyone with a dehydrator.

Beef jerky broken into bite size pieces (equivalent of 1/4 lb fresh beef per person)

2.2 lb dried frozen mixed vegetables

8 oz. Dehydrated sliced potatoes (purchased, apparently potatoes don't dehydrate well at home, but if you are adventurous, go for it and let me know the results)

1 envelope dry onion soup

2 tbsp flour, other dried veggies, pepper, (salt if you think the onion soup mix doesn't already make this too salty)

Rehydrate jerky and vegetables. Return to heat and simmer until veggies are nearly cooked. Mix onion soup and flour. Add and simmer 5 min. longer. Season to taste.

Drink Before You're Thirsty

Why?

- Making sure you're not dehydrated to begin with i.e. prior to exercise is more important than either fitness or heat acclimation in determining your tolerance to exercise in the heat.
- The first place that fluid is lost from is your blood. With less blood to pump throughout your body, your heart has to pump more frequently to maintain the same rate of blood delivery to the muscles. Your heart rate increases even though your power output is constant, placing unnecessary stress on your heart.
- The body also tries to preserve blood flow to the muscles, meaning there is less blood going to the skin to dissipate heat. Elevated body temperature will ultimately cause fatigue by actually decreasing the ability of your brain to activate your muscles.
- When dehydration gets even worse, the water loss from your muscles themselves will cause cramps, spasms, or worse.
- The average cyclist can easily lose over 1 kg of sweat every hour.

How much?

- Individual differences such as fitness, acclimatization to heat, genetics play a role, as do the temperature, humidity and level of activity.
- Check your urine, it should be light, straw-coloured, not yellow.
- Don't have to pee? Drink more!

What?

- Try out different drinks in different situations and see what works best for you. For Wednesday nights and short rides, water's great. On longer rides, especially in hot weather, one bottle of water and one filled with sports drink provides options and avoids sticky situations when you want to cool down by spraying yourself. Consider where the next water source will be. You may need to carry more than 2 bottles.
- In addition to getting water into your system, the overall goal is to get about 40-60 g of carbohydrates into your body each hour during exercise. For reference, 60 g of carbohydrates works out to about one large water bottle of Gatorade. Your body can't seem to absorb more than 60 g per hour, and cramming more carbohydrates in may just simply

cause gastric distress

- You can personally alter are the sweetness of your drink and also the rate at which you drink it
- Fluid enters your bloodstream fastest with a carbohydrate concentration of ~2-8% (for reference, Coke is about 10% and Gatorade about 6%). If it's a hot day, you'll generally have a decreased tolerance for sweetness, so dilute your drink
- Electrolytes tend to improve taste and also help improve absorption of carbohydrates, so it's generally a good idea to include moderate amounts of electrolytes (mainly sodium) in your drink (Coke has almost none. Most sport drinks will have the appropriate ballpark amount already.)

When?

- Make sure you're hydrated before you ride
- During the ride, drink at least every 15 minutes, one bottle an hour.
- Post-ride

Hydration Pack?

For long hot rides, I prefer my hydration pack. I drink more – smaller amounts more often, and it's easier to drink when climbing and I don't want to take my hands off the handlebars for long. My pack has a large opening allowing me to add ice easily. It's insulated; the contents stay cold longer.

Some people find riding with a pack on their back uncomfortable. Hydration waist packs are also available. Try on before you buy. Another caution, hydration packs may run dry before you realize it, and it's hard to track how much you are drinking.

If it's very hot, I also carry 2 water bottles, one for pouring on my head to cool off, and one with Gatorade – since I don't like the stuff, but do drink it on hot or long rides for all the reasons given above.

Bottles?

A water-soaked sock around filled water-bottles will keep them cool. Check with Bob for this technique. A disadvantage of bottles is that on muddy rides, the mouth piece gets dirty. Nalgene bottles with a flip top cap are available.

Bottom Line?

Drink before you're thirsty!

Scientific facts quoted from: Hydrate or Die! by Dr. Stephen Cheung, Ph.D. <http://www.pezcyclingnews.com/?pg=fullstory&id=1325>