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Surprising Facts About Idaho's Motorcycle Fatalities



Editor's Note: This article appeared in Idaho STAR's newsletter and is republished here for your interest. 10% of the 62 fatalities were dual sport and off-road riders, and 69% of all the fatalities were age 40 or older.

Fatal crashes involving motorcycle riders in Idaho from 2009 and 2010 have been reviewed and here are the preliminary findings. You may be surprised at what you read. (Please note that this analysis is a work in progress and more information and data will be added as it becomes available.)

There were 34 fatalities in 2009 and 28 fatalities in 2010 included in 59 reports (three reports include two victims. Five of these 62 fatalities were passengers. The following chart is a sampling of causation factors. Some crashes include more than one factor. While it is possible that some of the single vehicle crashes may have been affected by an unreported animal or other vehicle, there is no data, physical evidence, or statements within the reports to support such occurrences. (Note: It is a coincidence that the totals for Single and Multi-vehicle fatalities match the yearly totals.)

| Single Vehicle Fatalities - 34 | | Multi-vehicle Fatalities - 28 | |
|--------------------------------|----|--------------------------------|-----|
| Rider Error | 27 | Rider Error | 16 |
| Questionable RE | 1 | Possible RE | 1 |
| Run-off Corner | 22 | Driver Error | 11* |
| Wild Animal | 3 | Possible DE | 1 |
| Positive Alcohol/Drug Test | 10 | Rider Violated Driver's ROW | 3 |
| Medical | 1 | Run-off Corner - Head on Crash | 3 |
| Equipment | 2 | Rider Rear-ended Rider | 3 |
| | | Positive Alcohol/Drug Test | 4** |

*One of the 11 fatalities that were driver error had contributing line-of-sight issues. The signal operation at that intersection has since been changed.

**One of these was an intoxicated automobile driver and one rider was under the legal limit at .01.

Of the total 62 fatalities, 43 were identified as rider error, 1 was possible, and 1 is questionable. This means up to 45 out of 62 were due to rider error. Ten of the fatalities are without question the fault of another vehicle operator. (NOTE: This analysis does not include detailed information on serious injuries, levels of injury, or other involved crashes. There may be additional reports or information not yet available that would indicate the other driver to be at fault in some crashes.)

It should be noted that 18 of the fatalities were out of state riders (16 riders, 2 passengers) and none of their endorsement information is known at this time. Of the 43 Idaho riders involved in fatal crashes:

26 had their motorcycle endorsement

17 did not have an endorsement

2 of the riders had no driver's license at all

2 were riding on suspended licenses

7 had taken a rider training course and 1 of those did not pass the course

In three of these crashes, the rider survived but the passenger did not. It is commonly believed that motorcycle fatalities are generally young men on



sport bikes and/or riders not wearing helmets. Here is what the data tell us on these topics:

| Ages of the Fatalities | | Types of Motorcycles | | Helmet Use | |
|------------------------|----|----------------------|----|----------------|----|
| Under 20 | 1 | Cruiser/Tourer | 45 | Wore a Helmet | 23 |
| 20-29 | 9 | Sport Bikes | 8 | Novelty Helmet | 2 |
| 30-39 | 9 | Dual Sports | 2 | No Helmet | 36 |
| 40-49 | 14 | Off-Road | 4 | Unknown | 1 |
| 50-59 | 16 | Total | 59 | Total | 62 |
| 60-69 | 10 | Gender | | | |
| 70-79 | 2 | Male | 58 | | |
| 80-89 | 1 | Female | 4 | | |
| Total | 62 | Total | 62 | | |

**Of those 36 without helmets, 4 incident reports indicate severe head trauma. Of those 23 with helmets, 4 incident reports indicate head trauma. Actual causes of death were not available.*

Primary conclusions from this initial analysis:

- We (riders) may be causing our own crashes at a far greater rate than we had ever assumed (≈69% – 73% rider error)**
- 69% of victims are over 40 years old and 48% are between the ages of 40 and 59**
- Corners are the biggest killers (≈40% run off corner)**
- 39% of involved Idaho licensed riders did not have a motorcycle endorsement**
- Drugs and alcohol contributed in many cases (≈19% alcohol/drug involvement by riders)**
- Drivers violating riders' right-of-way is also a contributing factor (≈16% – 18%)**
- Only 14% of involved Idaho licensed riders had passed a rider training course**

While we can't say with any certainty what would have prevented any of these fatalities, we encourage all riders to take steps to avoid ending up in

one of these crashes. Here are some tips to help you do that:

- Visually scan well ahead to find trouble early
- Give yourself plenty of space and following distance (even when riding in a group)
- Wear good quality protective gear (we believe all your parts from head to toe are worth protecting)
- Be visible (bright colors and retro-reflective materials)
- Practice and improve your emergency skills like braking and swerving (taking a rider training class is a good start, but on-going practice is the key)
- Ride your own ride. Exercise your freedom of choice - don't let peer pressure lead you to do something you know is risky (riding too fast, wearing poor/no protective gear, drinking and riding, etc.)

Idaho STAR's brand new course – the PRECISION RIDING CLINIC!!

You can check it out at <http://idahostar.org/starprc.asp>
The Precision Riding Clinic (PRC) is designed for fully-endorsed riders with a minimum of 2 years or 10,000 miles of current street-riding experience.



Trail Food 101

by
Jim Eldridge



Phil with his morning Mountain House Bacon and Eggs and Tom with a bit o' java.

This is a topic that probably has a million different opinions as everyone has different tastes (literally,) but I will just try to explain what has worked for me and some of the other basics I have seen riders use for eating on the trail. The meals I outline will work just as well for a typical weekend ride or a week long backcountry excursion since most are not perishable.

First The Super Simple Techniques:

One of the simplest techniques might be to just throw a case of PowerBars in the saddlebag and call it good, but that might get old real quick.

Another convenient option is to pack a bunch of backpacking style freeze dried meals from Mountain House, Backpackers Pantry, etc. But they are expensive, can take up a lot of room, and for breakfast and lunch when you are

typically looking for something quick, they take time to prepare.

Then there is the famous RWC strategy of buying MREs on eBay and living off one MRE per day since they contain so many calories. This works good for him and is certainly a technique that fits what I consider to be the basic food packing criteria for a backcountry trip. (To credit Ryan, he also owns a food dehydrator and comes up with many other meal options, which I will touch on later.)

The Criteria:

My priorities when packing meals are: Simple to prepare, relatively inexpensive, can survive the pounding of multiple days of off-road riding, doesn't take up a lot of room or weight per meal, and finally has some resemblance to a balanced nutritious diet that actually tastes good. Note my cooking system is basically a Pocket Rocket stove with one 3½ cup covered pot and a small drink cup. Thus my meals have to work with this setup. The stove is nice because it is small and, unlike a JetBoil, has the ability to simmer your food, which is critical with some of my dinner options.

Breakfast:

This is probably the easiest meal for me as I like oatmeal. Oatmeal is quick, cheap, and warms you up on those cold mornings. I have used the instant packets (two per meal) of which the Apple Cinnamon is my favorite. Lately I have been making my own variations by mixing ½ cup instant oatmeal with ¼ cup powdered milk, some raisins or other dried fruit such as cranberries or diced apricots, some chopped walnuts, and maybe some cinnamon and a touch of salt and sugar depending on your tastes. Place



everything in a Ziploc bag and at camp just dump the bag contents into 1 cup of boiling water and simmer for a couple minutes until thick. I add to this a cup of tea (teabags take up very little room) for my morning caffeine fix and I am done. Note that for efficiency I boil all the water at once, pour off all but 1 cup into my teacup and then mix the oatmeal into the pot.

I also tend to pack some Tang drink powder if I feel like "orange juice" in the morning, but most of the time it does not get used.

Typically, I pack a couple cereal bars as a backup in case it is pouring rain, and I don't want to cook or if I oversleep and only have a minute to power down some food before everyone hits the trail.

Lunch:

This meal is most often eaten on the trail vs. at camp, so for me, not having to dig out the stove or other cooking items is key.

Peanut Butter and Jelly sandwiches are the staple here. They keep for several days and are very quick. Yes, they tend to get a bit smashed bouncing around in the bags, but still taste the same. Add to this an apple or orange and some trail mix or other snack if you are still hungry and you are set. Note bananas are a great nutritious food source, but tend to get beat up quickly in your bags and you end up with a big black messy mush - trust me, not a pretty sight. Thus unless the first few days are mainly pavement and the weather is not too hot, I tend to avoid them as trail food.

I have seen other riders bring hard cheeses, salami, and crackers as their core lunch or as snacks if you like "meat" with your meals.

Snacks:

Energy bars, trail mix, or dried fruit are the typical choices here because of their high calorie density. Also jerky or beef sticks are good protein options. Cookies or multi-grain crackers also work if you protect them from crushing. I also pack some Emergen-C powdered drink mix packets, which are quick to mix for a fizzy fruit drink that also helps for an afternoon energy boost with 1000mg of vitamin C and other minerals.

Dinner:

This is probably the hardest meal to plan, but also where you can have the most variety. In general you have more time to prepare dinner than other meals as you have made it to your destination, have set up camp, and are winding down after a good day of riding.

For the first night if you know there will be a campfire, nothing beats a good Hot Link or Brat Sausage (or 2) toasted over the fire. Freeze them at home in a Ziploc bag and they will be ready for the flames by dinnertime. I would not trust them for night two unless the weather is cool and they are the pre-cooked variety.

Dinner is where I have used the freeze-dried Mountain House bags, but since these get expensive as your main go-to-meal, I will often just carry one as a backup or extra "emergency" meal if traveling far from civilization.

I have found dried soup mixes like Bear Creek Chunky Potato are a good option. (Note you need a stove with ability to simmer for this.) You can add protein such as diced dry salami or sausage, or foil packet ham, salmon, tuna etc. For the vegetables, I like to pack a Ziploc full of carrots



and maybe some broccoli flowerets, which can be eaten raw while your other meal is cooking. (Again, I only have one pot and raw veggies are better for you anyway ...)

The combination of meat in the form of a foil packet or small cans of tuna, chicken, etc mixed with some starch side dish packets of rice, noodles, or dried potatoes is a good filling, hot meal that I see a lot of riders use for dinner. The packets are what you find at the grocery store with such names as Knorr/Lipton Rice Sides or Pasta Sides. You can also buy your own bulk dried potato, minute rice, or pasta (couscous is quick cooking) and then mix in a sauce packet from the same Knorr, etc companies. Or you can create your own combination of powder and spice mixes, but that takes more planning.

And of course those instant ramen noodle packs you used to buy by the case back in college are also an easy, cheap, and filling option that packs well on the trail.

Nightcap:

For those who like to indulge a little around the campfire, it is hard to go wrong with a basic metal or plastic flask filled with your favorite beverage. Glass of course is a bit risky for off road use ...

If mixed drinks are more your favor, one rider has demonstrated that the combination of Country Time Lemonade (the powder packs well) combined with some vodka makes a very refreshing combination.

Food Dehydrator:

As a means to add variety to your trail meal options as well as save some cash, a food dehydrator may be a worthwhile investment. I personally do not have any experience with these, but have heard great things from riders like RWC who has made everything from dried fruit rollup snacks to just-add-water dried spaghetti with meat sauce. If you like to experiment and/or have access to seasonal fruit or garden veggies in bulk quantities, this might be a great way to go.

Where to buy:

I have to say, this is where the bulk food section at WinCo is a must visit. Not only do they have a huge selection of dried fruits, nuts, dried potatoes, grains, rice, spices, powdered milk, oatmeal, etc, etc., but their prices are SO much cheaper than the other grocery store chains, or that I have been able to find anywhere online. Only exception to lower prices I have found is sometimes Costco where I tend to buy things like dried raisins and cranberries, snack bars, and the Bear Creek Soup mentioned above. Big Lots also has some deals. Although I do not have one near me, several riders have found bargains at the Grocery Outlet. For convenience, Amazon.com has some of the mentioned foil or can meat packs and Knorr Sides packets for what seems to be reasonable prices with their \$25 free shipping.

Example of typical weekend ride meal plan (Fri Dinner – Sun Lunch):

Breakfast

- 2 Ziploc bags of oatmeal with dried fruit, nuts and powdered milk



- 3 Teabags (extra one typically caffeine free as an option for night drink)
- 1 Small plastic container of Tang drink powder
- 2 Cereal bars as backup

Lunch

- 2 PB&J sandwiches
- 2 Apples or Oranges

Snacks

- 1 Quart size bag of Trail Mix - typically nuts, seeds, raisins, M&Ms variety.
- 2 PowerBars, granola bars, or other energy bars (no chocolate coating which melts ...)
- 2 Emergen-C powder drink packets

Dinner

- 1 Packet Lipton Cajun Sides Rice and Beans.
- 1 Ziploc with Dry Potato Soup Mix - 2 servings worth is typically plenty.
- 1 5oz can of chicken (for Cajun rice)
- 1 Ziploc with several slices of salami or pepperoni (for soup)
- 1 Ziploc with about 3-4 raw carrots peeled and cut in half

Place all the smaller bags into one gallon size heavy duty freezer Ziploc to keep food organized and for added protection from punctures.

Other Considerations:

Depending on the ride route, the group will typically stop for fuel sometime around midday and often use this as an opportunity to grab

lunch at some fast food joint or even at the gas station convenience store, so this could reduce your need to pack some meals. Or if the fuel stop is late in the day, one could also grab dinner or some evening beverages at that time which again reduces the need to pack all meals.

Ride Destination: Eastern Oregon Desert

by
Ed Udlinek

A large portion of my life has been spent in Eastern Oregon, so I have covered a lot of ground there and still have a lot left to explore. I'll cover some of my favorites here to give you an idea of what can be found if you get off the beaten path.

The majority of Southeastern Oregon is BLM ground, so you can ride for hundreds of miles off-road, unhindered by No Trespassing signs. I usually hit the dirt west of Nyssa and ride for hours.

A couple of years ago a few of us rode from Nyssa to Juntura on dirt, and we camped at Chukar Park. It's a nice little BLM campground that sees very little use.



Setting up camp at Chukar Park BLM Campground near Juntura, Oregon. Tom Tolle (seated left), Ryan Cantrell (seated middle facing the camera), Jim Eldridge and Heath Hiatt (standing right in background), and Khris Reed (squatting foreground with back to the camera).

Northeast of the campground you can see wagon ruts carved into solid rock by wagons using the Ontario to Burns freight road circa 1884-1913.



Wagon track ruts carved into the rocks along the Ontario to Burns freight road.



Close up of the wagon ruts.

Don't forget to stop at the Oasis Café in Juntura for some great food and homemade fudge.



Heath Hiatt and Jimmy Eldridge at the Oasis Café in Juntura.

Crowley Road really gets you out in the middle of nowhere. Head west out of Vale to Harper Junction and turn south onto Crowley Road. It is 90 miles of dirt between HWY 20 and HWY 78. Some of the things you'll see:



Mail boxes seen along the Crowley Road.



Petroglyphs that can be seen along Jordan Craters Road just north of Jordan Valley, Oregon.



Robber's Roost seen along the Crowley Road.

On Highway 95 headed south into Oregon, a few miles before Jordan Valley, you will come to Jordan Craters Road that heads west. Along this road you can check out some petroglyphs.

Jordan Craters Road turns into Blowout Reservoir Road, and the right (north) fork of this road is Birch Creek Road. Birch Creek Ranch, which is on the Owyhee River, is at the end of this road.



Birch Creek Ranch on the Owyhee River.

Hole In the Ground Ranch is just upriver from Birch Creek.



Hole in the Ground Ranch is found upriver from the Birch Creek Ranch.

Hattie Harrell's "Island Ranch" is downriver from Birch Creek.



Hattie Harrell's stone ranch house.



About 30 miles South of Jordan Valley is Three Forks on the Owyhee River, located about 6 miles west of the Idaho-Oregon border. From Jordan Valley you can get to Three Forks of the Owyhee either by following Juniper Mountain Road south to Fenwick Ranch Road or by taking Three Forks Road that heads south off of Highway 95 about 15 miles southwest of Jordan Valley.



Three Forks on the Owyhee River.

Don't miss seeing the warm springs at Three Forks.



Warm springs at Three Forks on the Owyhee.



You will also have a spectacular view of the Owyhee River Canyon from the overlook.



Overlook into the Owyhee River Canyon.

There is a lot to see in Southeastern Oregon, so ride out there and check it out before they designate it wilderness. I'll end this pictorial journey with one of the strangest sights I've come across in the Oregon desert.



Coyote with 6-pack of beer!

Ride Destination: Mackay Hill Mine District

by
Jim Eldridge

The hills above Mackay Idaho contain one of the most elaborate collections of mining ruins that I have found in my few years of exploring this state. In 1879 copper was discovered in these hills, and for the next 50+ years various mines were dug into the mountain so the area is littered with old buildings and equipment that span this large time period.



Thus you can see ruins from the late 1800's as well as buildings and equipment used in the 1960's and 70's when they switched to a leach process for copper extraction.



Aerial Tramway Head House and Sign.



Site 10 sign. Top of the loop at the tramway and leach pits.

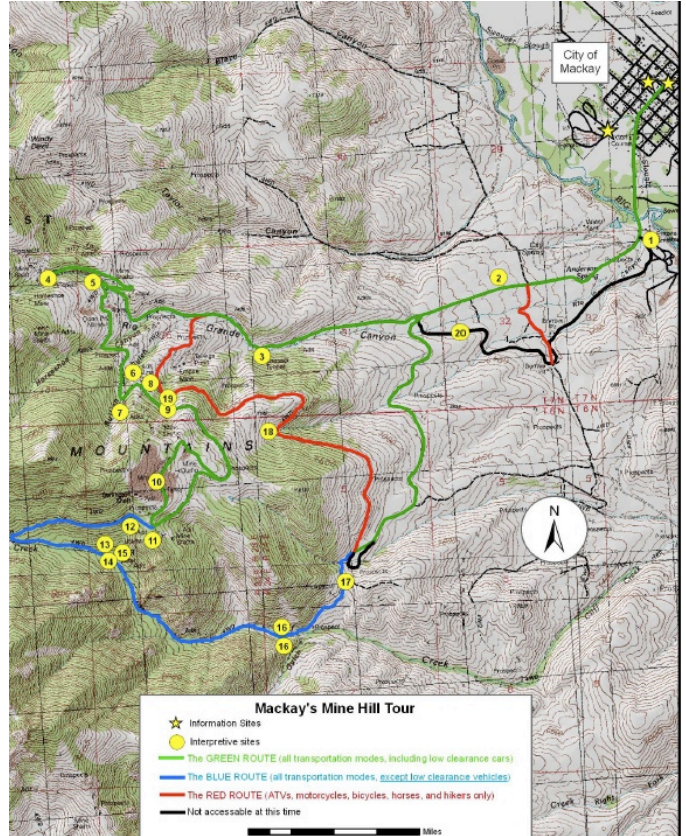
Admittedly, not many artifacts are left from the earliest years as some of it was reused for newer mines or destroyed. This is probably why the state has turned this area into a historic district and is in the process of preserving what is left.



Air compressor facility at the Cossack Tunnel for operating the miner's tools and machinery

The good thing about being a historic area is that they have added some signs explaining the history and what a site was used for which does add to the experience. But note many locations only have a number so it is critical you print out the guide to sites link at the end of this article. (Yes I printed it out, but FORGOT it back at basecamp ...)

The trails are also well maintained and there is an area trail map you will also want to print out. The minor downside is this does distract a bit from that deep down "adventure" feeling that many of us get from exploring areas few people ever get to see. In this case, it's worth it.



A larger version of this map is available online in the references at the end of this article.

Because of the slow commercialization of the area, my guess is at some point they will add more and more trail and building entry restrictions, and like Bayhorse Mine in Challis, they will probably start to charge a fee to enter the area. But at the moment anyway, it is still free, there are very few restrictions on what buildings you can explore, and



they allow ATVs to roam around the mountain in a fairly elaborate and fun trail system that ranges from the basic dirt/gravel pseudo-loop made for cars to some trails that are honest level 3+ stuff for ATVs only (and DS bikes of course!!). There are typically ways to avoid the level 3 stuff and still see the site for those who want to keep it to level 1 and 2 ride.



Site 18: Renovated Shay mining railroad trestle bridge.

We spent a good half day exploring the area, and although I felt I did see everything, I also feel I could have spent more time at some of the sites as there are so many things to check out.



Example of old machinery and parts found in the buildings of the mid mountain area.

You do have to be a bit of a "gear head" to fully appreciate some of the sites that still have all the engines, pumps, trucks, piping, etc. laying around, but that is part of the fun and where the extra time would come in for those with such interests.



View of Empire Mill facing south.

Although there is a ton of stuff to check out, the scenery, especially at the top and in the back areas of the tour is also worth the trip.



Site 4 area. Anderson Cabin is a restored typical miner cabin in the back area of the loop.

Where to eat and fuel up:

There is no food in the mining district, but on Hwy 93 in Mackay is an excellent burger joint appropriately named "Burger Time" to grab some lunch. Mackay also has a couple major gas stations to top off - Sinclair and Chevron if I recall correctly.

Making it a multi-day stay:

The Mackey area also offers other local ride opportunities that I will not get into in this article. Pahsimeroi Valley, Burma Road to Copper Basin, and Craters of the Moon are a few day rides that come to mind.



How to get there:

Unfortunately Mackay is not a day ride opportunity as the quickest all pavement route via Mountain Home over to Arco on Hwy 20 and up Hwy 93 to Mackay is 450 miles round trip. It could be done as a quick weekend getaway or a scenic, although rushed, loop opportunity if you leave Friday after work.

My suggestion would be to take an extra day to make it a more memorable 3+ day loop such as: Leave Friday afternoon and take dirt via Blacks Creek up past Trinity Mountain over to Featherville and maybe stay at Baumgartner or Worswick Hot Springs for the night. Saturday continue over Dollarhide Mountain and drop into Ketchum. From Ketchum take Trail Creek road and drop down to Copper Basin area and spend Saturday night in Copper Basin. Sunday do the loop if you have never done it and then continue NE out of the area on Burma Road to Hwy 93. Drop down to Mackay grab an early lunch in town then do the Mine Tour. Either stay in the Mackay area or push down to Arco or even Craters of the Moon and stay at their campground. Monday explore Craters of the Moon and then your choice of routes home, the quickest being pavement to Mountain Home and freeway to Boise.

More Info Online:

http://www.blm.gov/heritage/adventures/menu/featured_site_id.html

<http://mackayidaho.com/mackayminehilltour.asp>

Direct links to trail map and site descriptions:

<http://mackayidaho.com/linked%20docs/Newminehillmap.pdf>

<http://mackayidaho.com/linked%20docs/MineHillTourSites.pdf>

Why does my Riding Gear Keep Shrinking??

by

Craig O. Olsen, M.D.

Recently, I have noticed that my riding gear is shrinking—especially around the waistline. Come to think of it, the waistbands in my other pants are also getting tighter. Initially, I thought this problem was limited just to me, but then I was persuaded to believe that this is a much more common problem among riders. This is so prevalent that the Aerostich Company has tried to address it with one of their more novel products, Riding Suit X-Pander, that sells for a mere \$170.00 per ounce. [1] Do note their warning to not ride in rainy or damp conditions after using this product!



GEAR XPANDER WASH

Shrinkage? This concentrated wash-in treatment softens the internal fiber structure at a sub-molecular level. Perfect for gear that somehow shrank over the winter. Provides up to one full size increase. Uses only two capfuls in the washing machine, so supply will last for years. After washing immediately wear damp for 20 minutes to allow the momentarily elasticized fibers to re-conform to your (ahem..) current girth before putting it in the dryer, which causes them to 'set'. For all Nylon, Polyester and other synthetic fiber textiles. Not for electric garments. Expanded suits should not be worn in rainy or damp conditions (fibers go back to original size within minutes. A choking/breathing hazard). From H. Held Industries. 5 oz bottle.

#LIF \$847.00

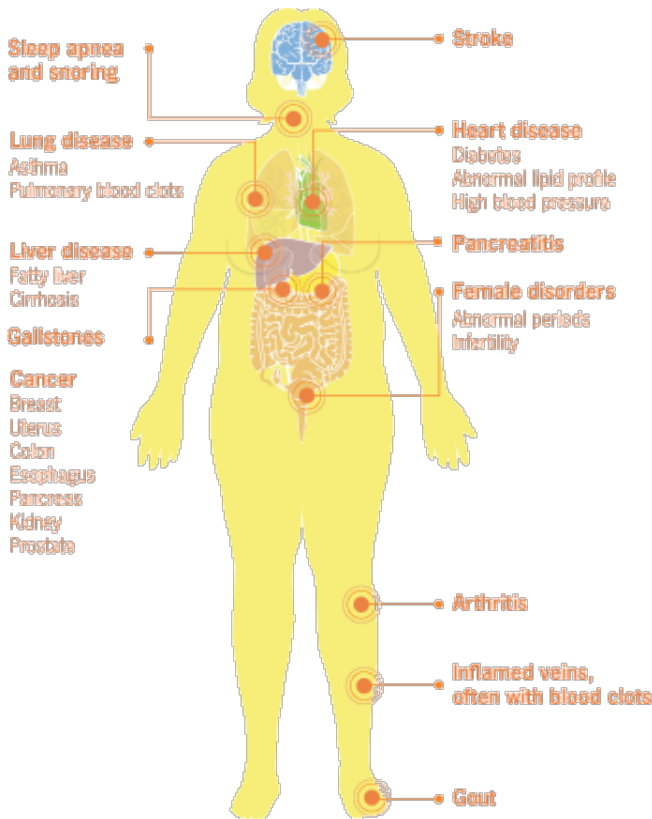
All joking aside, this topic deserves more serious consideration. According to the Centers for Disease Control and Prevention (CDC), being overweight or obese is a national health crisis that will soon surpass smoking in the U.S. as the biggest single factor in early death, reduced quality of life and added health care costs. It is responsible for more than 160,000 excess deaths per year in our country, and the average obese person costs society more than \$7,000 a year in lost productivity and added medical treatment. [2]

A determinate of obesity is the body mass index (BMI), the body ratio of muscle to fat. Adults with a BMI of between 25 and 30 are considered overweight. Those with a BMI over 30 are obese. Those with a BMI of 40 or more or who are 100 pounds or more over their ideal body weight are considered morbidly obese. A BMI calculator can be found in the references at the end of this article. [3] Sadly, based upon this definition, over 60% of Americans are overweight or obese with some variation between ethnic groups. 69% of all adult males and 52% of all adult females in the U.S. are either overweight or obese. [4,5]



Why take up the topic of weight reduction in our newsletter you might ask? In addition to your riding gear fitting better, there is the matter of better bike performance. Less weight equals better performance. We spend a good deal of time and money acquiring light-weight, compact riding and camping gear and packing light so that our riding experience will be more enjoyable and less work. Bike racers will pay large sums of money for titanium parts, carbon fiber bodyworks, and the newest, most lightweight gear to keep their overall weight down since lowering total weight is the same as having more horsepower. The same is true for us.

However, this is not the most compelling reason for weight reduction. That reason is our health. Our life expectancy is inversely proportional to our weight. Overweight and obesity are strongly linked to type 2 diabetes, coronary artery disease, hypertension, stroke, certain types of cancer (colon, esophagus, pancreas, kidney, uterus, breast and prostate), dyslipidemia (high cholesterol and triglyceride levels), liver and gallbladder disease, sleep apnea and respiratory problems, osteoarthritis (degenerative changes in joint cartilage and underlying bone) and gynecological problems (abnormal menses and infertility). Weight reduction significantly reduces the risks associated with as well as developing all of these disorders [6].



Overweight and obesity result from an energy imbalance that involves eating too many calories and not getting enough physical activity. Body weight is the result of genes, metabolism, behavior, environment, culture, and socioeconomic status with behavior and

environment playing a large role in causing people to be overweight and obese. [2] Weight reduction is achieved by eating more healthy and getting sufficient exercise.

While there are a multitude of diets and books written about them, the simplest rule to remember is that the higher our insulin level goes after a meal, the more fat we are going to produce. Foods that increase our insulin level (specifically, white bread, rice, sugar, etc.) stimulate the body to store more fat. High insulin levels also antagonize the production of growth hormone and various other beneficial hormones and stimulate the production of proinflammatory hormones that ultimately cause the aging and demise of our cells. This has to do with glycemic index that ranks foods according to the amount and types of sugars they deliver to our bodies. [7]

For example, in 1822 the average American diet included the equivalent of approximately 2 teaspoons of sugar daily. By 1995, this had increased to about 40 teaspoons daily, and in 2005 the average American diet included 56 teaspoons of sugar daily! The majority of these foods are carbohydrates with a high glycemic index. [8]

The common theme in most diet books is a calorie-restricted diet. Diets by themselves have a poor track record with 85% of people who lose weight after following a specific diet gaining it back within 2 years. 75% of the weight lost from dieting is from fat while 25% is from muscle. Appropriate exercise coupled with healthier food intake will result in more appropriate weight reduction while maintaining muscle mass.

A low glycemic load Mediterranean-style diet leads to both weight loss and a long healthy life.





The Mediterranean-style diet incorporates the basics of healthy eating plus regular exercise that characterizes the traditional life and cooking styles of countries bordering the Mediterranean Sea. This diet is also loaded with antioxidants that neutralize free radicals causing shortened cell life. Research has shown that the traditional Mediterranean diet reduces the risk of heart disease and overall cardiovascular mortality, reduces the incidence of cancer and cancer mortality, and reduces the incidence of Parkinson's and Alzheimer's diseases. [9]

Another adjunct to weight loss is to more critically examine the fluids we drink. Assume you drink a glass of orange juice every morning (the equivalent of 13 teaspoons of sugar), drink a few cans of soda pop later in the day, and have a couple of beers after work. If you eliminated these beverages and had water (or at least diet soda) instead, you would lose 20 pounds in about 3 months without making any other changes in your diet or level of activity. Each serving of the above beverages contains about 140 calories, and at 6 servings per day, that comes to 840 calories. To lose 20 pounds of fat at 3,500 calories per pound, divide 70,000 by 840 to get 83 days, or just under 3 months. If you give up one soda, beer, or juice per day, you will lose 15 pounds a year with no effort. [10]

Foods with fewer calories for a given volume also fill you up better. 4 ounces of mixed nuts has 680 calories; 4 ounces of steak has about 180 calories; and 4 ounces of carrot sticks has about 46 calories. They are all approximately the same size. In this regard, soups can be beneficial for weight reduction since they are bulkier and heavy for the number of calories they contain. 2 cups of Campbell's Condensed Tomato Soup has 160 calories while 2 cups of white rice has 412 calories. [10]

Eating smaller amounts more frequently can also facilitate weight loss by decreasing carbohydrate cravings and lessening the insulin spikes that trigger fat deposition in our bodies. Studies in both adults and children have shown that more frequent smaller feedings (5-6 times per day) result in less weight gain and lower cholesterol and insulin levels than in similar subjects eating 2-3 meals per day. [8]

Regardless of whether you are overweight or not, dietary changes alone will likely not result in weight reduction or prevent unwanted weight gain. To achieve either of these goals, dietary changes need to be coupled with appropriate exercise. When physically inactive ("couch potato" mode), our bodies consume and store as many calories as possible, and they hold onto body fat at all costs. Exercise signals the body to begin burning energy rich fat ("mobile mode") in order to supply our muscles with the fuel (glucose) needed to accomplish the work. After approximately an hour of moderate exercise, this fat burning switch continues to remain on for another hour and a half before turning off (reverting back to "couch potato" mode). If you exercise for an hour 5 days a week, the body stays in "mobile" mode for about 15 hours a day. For the average size person, burning about 300 calories in physical activity is enough to trigger this response. That is equivalent to walking 3 miles (about one hour at a moderate pace). Swimming, running or

bicycling are just as effective. Of course, the more strenuous activities allow our bodies to burn those 300 calories quicker. [11]

Losing weight is not nearly as easy as it is to gain it, but the benefits are surely well worth it. Not only will our riding gear fit, our bikes will function better, and most importantly, our internal engines (bodies) will run more efficiently and longer with fewer adverse side effects. Losing weight takes real commitment and significant dietary and life-style changes; and that is not easy to do. Oh well, just remember the Possum Lodge Man's Prayer from the Red Green Show: "I'm a man, but I can change, if I have to, I guess." [12]

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Twelve Things my Motorcycle Has Taught Me.

Editor's Note: A long-time experienced rider and senior member of our club, Jim Carney, shared these insights with me several months ago. Though the author remains unknown, I feel the thoughts are appropriate to our readership.

I refuse to tiptoe through life, just to arrive at death safely!

1. The only good view of a thunderstorm is in your rear view mirror.
 2. Four wheels move the body; two wheels move the soul.
 3. I'd rather be riding my motorcycle and thinking about God than sitting in Church and thinking about my motorcycle.
 4. Life may begin at 30, but it doesn't get interesting until about 95 mph.
 5. Midnight bugs taste just as bad as noontime bugs.
 6. Sometimes it takes a whole tank of gas before you can think straight.
 7. A bike on the road is worth two in the shed.
 8. Young riders pick a destination and go; old riders pick a direction and go.
 9. When you are riding lead, don't spit.
 10. Catching a yellow jacket in your shirt at 75 mph can double your vocabulary.
 11. Only riders know why dogs stick their heads out car windows.
 12. I've never seen a motorcycle parked outside a psychiatrist's office.
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