AUVCILLIC MOTULE Explore. Compete. Live. Magazine **Explore. Compete. Live. Training For The Red Bull X-Alps** Training & Pregnancy Adventurer-Part 1 **What is Adventure Racing? Bike Trailers Gear That Fits** Water Shoes/Sandals **Melanie McQuaid Expedition Training** September 2009

Surf & Run Challenge Costa Ríca: Quepos to Savegre Ríver Valley to Domincal January 19 - 23, 2010

www.surfandrun.com

stage race meets surf camp in a multi-sport event race each day (5-10 km) on rainforst trail or beach. followed by surf.stand up paddle.yoga







Adventure never stop seeking

Planning a winter getaway just got easier



Features

- Adventurer Corner-Greg Kolodziejzyk
- 11 What Is Adventure Racing?
- 18 AR: Origins & Future
- **26** Water Shoes Reviewed
- **25** X-Alps Athlete: Honza Rekmanek
- **33** Training and Pregnancy
- **36** Expedition Planning Part II
- **38** Bike Touring Tips & Trailers
- 41 Off The Sofa and Into The Woods
 - 4 Editor's Note
 - **5** Contributors
 - 17 Athlete Profile
 - 49 Kid's Zone
 - 52 It Happened To Me

contents

Departments

- 30 Training
 Gear That Fits
- **44** Navigation Challenge
- **47** Gear Closet

Cover Photo:

Red Bull X-Alps Race 2009

Photo: Olivier Laugero/Red Bull Photofiles

This Page: Q50 Ultra - Patagonia Photo by Marcos Ferro

editor's note



Running on the Aran Islands, Ireland

Summer of Adventure!

The past few months have been filled with some great events...Primal Quest, TransAlpine, Wulong and Leadville just to name a few. I personally spent 2 weeks in Ireland hiking, biking and running throughout the country just to fly back in time to catch a flight the following morning to Outdoor Retailer to check out some great gear for Spring 2010.

We will be sharing all of these products with you in the coming months either on our site, the publication or both.

If you have not already...visit our site, follow us on Twitter, become a fan on Facebook and look in the coming weeks as we will be adding a link to sign up for our email newsletter. We are adding this to offer our readers more info and something that you can forward to your friends to tell them about AWM. In the coming months...there will be more contests as well.

www.adventureworldmagazineonline.com

Clay Abney Editor-in-chief



Editor-in-Chief

Clay Abney

Managing Editor

Dave Poleto

Online Content Manager

Jacob Thompson

Contributing Writers

Jacob Thompson • Branndon Bargo Cynthia Engel • Jim Bastis Jason W. Heflin • Patrick Long Mark Manning • Amanda Jones Troy Farrar

Contributing Photographers

Jim Bastis • Branndon Bargo Olivier Laugero • Jacob Thompson Daniel Norris • Marcos Ferro Greg Yetter

Adventure World Magazine is dedicated to the preservation our natural resources by producing a GreenZine. "Of the approximately 12 billion magazines printed annually in the U.S., over 95 percent are printed on 100 percent virgin paper. That results in more than 35 million trees being cut down each year." (statistic courtesy of Socialfunds.com)

Adventure World Magazine is published five times a year by No Boundaries Media, LLC, Pittsburgh, PA. AWM is only available online at www.adventureworldmagazineonline.com.

The opinions and the advice expressed herein are exclusively those of the authors and are not representative of the publishing company or its members.

Copyright©2009 by No Boundaries Media, LLC. All rights reserved. Reproduction in whole or part without written permission is expressly prohibited.

Adventure Sports are inherently risky and can cause injury and death. Consult your physician prior to beginning any fitness program or activity and where possible, seek out a qualified instructor. No Boundaries Media, LLC will not be held responsible for your decision to live adventurously.

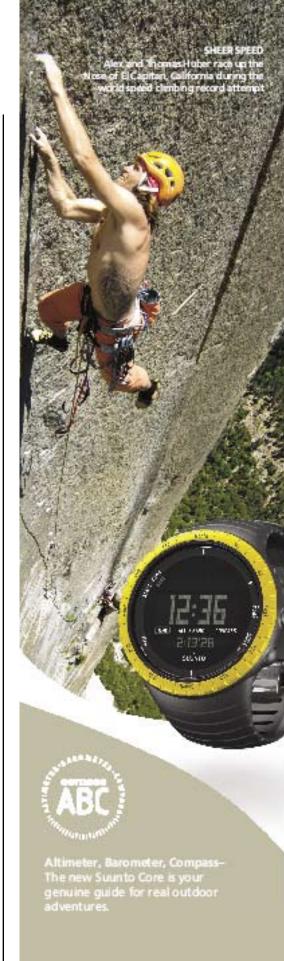
contributors



Patrick Long lives in Saint Louis, Missouri with his wife and son. Patrick works in the software industry and has held positions as a technical writer, Web developer, project manager, and in sales and marketing. Patrick has written two novels, as yet unpublished, and his professional goal is to become a published novelist. Patrick had a blast in his first-ever foray into the world of adventure racing and is preparing to once again participate in a series of four trail runs this Fall.



Branndon Bargo is the owner of Live Adventure a company that does leadership and team building work with Fortune 500 companies, students and athletes. He just returned from a 6-week trip to Africa this summer where he went on his own expedition to climb the 3 highest mountains in Africa using a bicycle and kayak to get to each mountain. Follow him at www.onebloodinitiative.org and www.live-adventure.com









Presented By:



PureSport.us

ADVANCED HYDRATION
WITH PROTEIN

www.USARAnationals.com

Lewis and Clark Ozark Adventure Race

November 7 • Springdale, AR

urbanadventurerace.com • 2010 Qualifier

Huntsville Hammer

November 14 • Huntsville, TX

texasadventureracing.com

2010 Qualifier

Texas Dare • December 12 • Texas
www.texasdare.com • 2010 Qualifier

Adventurer Corner



He has his place in history -- Greg Kolodziejzyk currently holds two records in the Guinness Book of World Records. Greg is an ultraendurance athlete, 12 time Ironman finisher and has qualified to compete at the Ironman world championships in Hawaii. He has completed over a dozen marathons and qualified for Boston marathon twice. No person has ever traveled farther under their own power in one day on land or water than Greg. He owns two Guinness World records for human powered distance: in July of 2006 he pedaled his human powered vehicle 647 miles (1041.24 km) in 24 hours, and in September of 2008, Greg pedaled his human powered boat 152.3 miles (245.16 km) in 24 hours.

A page in the Record Books was something he dreamed of from a young age. But, his journey has taken this adventurer to the absolute limits of human power. And, he hopes his journeys will bring attention to some important causes in Canada and across the world...

obesity and the environment!

Currently, nearly 2 out of 3 North Americans are overweight or obese and this epidemic is costing Canadian tax payers nearly 5.8 billion dollars a year in health care. One of the major causes of the obesity epidemic is our sedentary lifestyle and our increasing reliance on the automobile. Canada burns 2.5 million barrels of oil per day, and in the process, we are damaging our environment beyond repair.

"I want to inspire people to get active. Not only is using your human power good for the environment, but most importantly, it's good for YOU!" --

His next goal: 3000 miles across the Pacific Ocean by human power!!

Greg now plans to turn his passion for human power to the sea in a challenge he calls "Pedal the Ocean". Greg will set out to accomplish what no person in history has ever done: to pedal 4500

km across the Pacific Ocean from Canada to Hawaii in a specially designed human powered boat that he calls "WiTHiN" - in less than 40 days. WiTHiN will be a fully faired self-righting pedal powered boat capable of high speed in good conditions and maintaining way in adverse weather conditions. The boat will be performance optimized for continuous power output and weekly provisioning requirements. WiTHiN will incorporate modern materials and technology to ensure a lightweight craft without compromising safety and overall performance. WiTHiN -Prototype is a proof of concept boat based on a 2- man kayak hull that will enable rapid development of the technology required to make WiTHiN viable.

We had a chance to catch up with this inspiring adventurer and athlete, here's what he had to say about his past and upcoming adventures:

What made you decide on your 40-day row?

It's actually changed from a record attempt to a world first with a new route that has never been 'human powered' before - Across the Pacific ocean from Canada to Hawaii by pedal powered boat.

What accomplishment in your athletic career are you most proud of?

Probably qualifying for Ironman World Championships in Hawaii. I trained like a madman for 4 years to get to the point where I was able to place 4th in my division at Ironman Arizona and finally earn a slot to compete with the best in Hawaii. I am also very proud of my first 24 hour human powered distance record in Eureka, California because it took 2 years of very intense training and 1 failed attempt in Alabama before I achieved success. It would have been SOOO easy for me to give up on either of those two challenges and I didn't. I just kept plugging away and I think that is the kind of attitude it takes to accomplish a dream, and it's more important that brains, physical ability, finances or support.

What sparked your passion?

When I was 8 or 9 years old I remember reading a National Geographic article about a group of people who cycled their '10 speed' bikes from Alaska to South America. I could not believe that a bicycle could go that far. I swore to myself that one day I would pursue something like that.

What piece of gear changed your life/ or is your must have when on the water/biking?

My 'must have' as I cross the ocean is wine. I enjoy a glass of wine at the end of every productive day, and I will continue to do the same



as I cross the Pacific.

What adventurer do you admire most?

I think Colin Angus. He has this 'just get off your ass and get it done' attitude that I really admire.

What do you hope people take away from your adventure/ quest?

I am so passionate about human power is that I think it sends a crucial message. Currently 60% of North Americans are overweight and the health care costs associated

with this issue cost Americans over \$58 billion a year! A leading cause of this problem is obviously our sedentary lifestyles. We've been evolving as animals on this earth for 3 million years living VERY active lifestyles. In fact, a University of Maryland study found that early man used to walk the distance of a marathon every day of his life. That would be considered a 'normal' environment for the animal called a human being. Now the average Canadian walks a mere 500 feet (200 meters) per day. It's way out of line!

When we stray too far from our natural, active environment, we create other problems - possibly even worse than weight gain. According to a study done by Duke University, after 10 weeks, exercise was as effective in controlling depression as depression medications. And after 10 months, exercise blew the doors off the medication.

It is my hope that Americans and Canadians will become inspired by what I am able to demonstrate using human power, and perhaps start to incorporate a bit more human power into their own lives.

What is a "day in the life of Greg" like while you are training?

Right now I am training for a 90-mile trail ultramarathon, so I am running a lot. A lot, a lot. The biggest training days by far though, are when I train for a 24-hour cycling record attempt. They peak at 16 hours - so I'm out the door before sunrise, on my bike all day long and not home again until after dark. But I LOVE IT!

What records will you set after

your current journey?

Since I have the 24 hour human powered LAND, and WATER record, I want to complete my human powered triple crown and go for the 24 hour human powered FLIGHT record.

What clothes/other necessities will you take on your 40 day quest?

100 days worth of food, electric desalinator powered by solar panels, GPS, marine radio, satellite telephone, repair kit, spare parts, iPod, backup iPod, backup backup backup iPod, backup backup backup ipod, an ipod, laptop, medical kit, rescue / emergency kit, etc... - too much to list here!

Will you have a support crew?

I am planning on crossing with a safety boat. The crossing is solo and unsupported, so the safety boat is only there is case of an emergency. I will need to have all of my equipment, tools, food, water, etc... onboard.

Greg has gone from successful software entrepreneur to world-

renowned athlete. And, it doesn't sound like he is slowing down anytime soon. He is also currently enjoying helping motivate others to achieve their dreams. Greg's motivational speech titled "Bold!" is an insightful commentary about the kind of attitude that it takes to accomplish a dream. Greg has lived his life by the words of German Poet Johann Wolfgang Von Goethe "What you can do, or dream you can do, begin it, for Boldness has genius, power and magic in it." Greg hopes his spirit is contagious and believes his message is vital.

One final thought from Greg: "Check out our new website http://www.pedaltheocean.com. It shows the new route, the new expedition boat and the the charity I will be raising money for."



ultimate corporate adventure

The North America Challenge October 15-18, 2009 / Warren County, PA

"I have had the opportunity to do some very exciting and unique things in my life, and the Challenge ranks right up there with the best!"



Join some of North America's finest companies as they go head-to-head in a true test of mind, body and team spirit in the North America Challenge. Teams from American and Canadian companies will compete in a series of diverse physical and mental challenges where intelligence, strategy and teamwork count. This ultimate adventure is designed specifically to create high-performance teams for business.

Over the past four years, competing teams have raised over \$1.8 million for St. Jude Children's Research Hospital.

For more information visit: www.northamericachallenge.com or call 1-866-774-7099

PAST PARTICIPANTS INCLUDE: CISCO, VOLVO, MOTOROLA, LUFTHANSA, ACCENTURE, SUBARU, DELL, HP, PROCTER & GAMBLE, BP, TURNER BROADCASTING, BECHTEL, DIMENSION DATA, ROYAL BANK OF CANADA, KEN BLANCHARD, TYCO AND MORE.









an IMG event



What is adventure racing? Not many people have any idea. In fact, when I try to explain it, the response I usually get is a blank stare or a nodding of the head in such a way that I know they have no idea what I'm talking about.

So when our son, Thomas, told us he was coming to New Hampshire from California, along with his three teammates, to race in the "Untamed New England" Adventure Race, we jumped at the chance to see him again and to also see what adventure racing is all about close up. Off we go, my wife (Ann) and I, to northern New Hampshire to take a look.

Even though our son is a veteran racer, with him living on the west coast and us on the east, we just have not had the opportunity to see him perform in person. I've seen the pictures, but pictures do not tell the real story.

Thomas and his teammates "Track Me 360" from northern California raced against some 50 plus

teams through the untamed parts of northern New Hampshire, Vermont, and Maine. The teams came from New Hampshire, Connecticut, North Carolina, Pennsylvania, Vermont, Massachusetts, Virginia, New York, Maryland, Maine, New Mexico, Arizona, the United Kingdom, Portugal, Australia, South Africa, and the Canadian provinces of Ontario, Quebec, New Brunswick, and Nova Scotia.

Ok, so it's a race through the wilderness of New England, you might say - now I get it. Well, no, I don't think so. It is not just a race; it's a test of all of a person's physical and mental capacities.

First, when you enter the race the only information you get from the race committee is when the race is, where the starting line will be, and when to be there. In this case it was up on the cliffs of the Balsams Resort in Dixville Notch, New Hampshire. The pre-race literature also tells you to bring your mountain bike, paddles for kayaking and canoeing, your climbing gear to get

up and down the side of a mountain, a sufficient amount of food, clothing, repair kits, medicines, and orienteering skills because you are going to be out in the wilderness for almost three days of nonstop racing.

Once you arrive at race headquarters on race day, all you get from the committee is a set of topographical maps made specifically for orienteering. These maps show accurate and detailed terrain variations and are used by the racers to plot their path to each checkpoint they must pass to stay in the race. So, with about an hour or two before race time, you have the maps, but they don't show the checkpoints. You get a separate set of instructions that gives you certain coordinates for the checkpoints that must be found on the orienteering maps.

When we arrived at the starting line, all we saw were the race teams huddled over their maps trying to find the checkpoints. If you don't do a good job with your orienteering, you will mark your maps



wrong and ultimately find yourself off course and lost in the wilderness. Someone on the team must be able to orienteer if you have any hope of competing. The team that won this event had one of the world's best with them.

Second, you will need both physical stamina and mental toughness because you will be riding and trekking up and down mountain sides, and paddling down and up two separate rivers for more than 60hours and 200 plus miles. You will only sleep for two or three of those nearly 70-hours. Your competitors are not sleeping either. First one to the finish line wins. Sleep deprivation is part of the equation. Pain is a given. You will probably fall off your bike or trip while climbing through the brush somewhere along the race route. You will be wet and dirty. Your gear will be wet too. You will feel the sun and rain, the cold of the night and the heat of the day. You will ride and trek through the night and meet up with moose and all other types of wildlife. Don't forget the bugs and poison oak and ivy. Your lungs will hurt and your heart will pound.

All of this is done in a four-person unit where team dynamics play a major role. Can you put your personal needs aside for the good of the team? Will you be able to keep up? Will you be able to put up with the lack of sleep and the hurt that is all part of the experience? If you can, then maybe you can be an adventure racer.

Here's what this "Track Me 360" group of adventure racers did: once they got their maps and instructions, they head to the side of their rented van to begin planning out their route of attack. The race will start in about two hours at 12-noon on a bright and sunny day in the parking lot of the Panorama Club up at the Balsams in Dixville Notch, New Hampshire.

We watch all of this and will shortly follow the race from start to finish. The race committee gives fans,

parents, and loved ones a guide with mapped out locations where we can catch a glimpse of the racers. They give these guides to us after the race begins.

There is no starting gun or flag. One of the committee members makes sure all the teams are ready and pronounces the race has started. My son points out that there is no need to rush out of the parking lot. He tells us that most of those teams racing out of the lot are novices that will use up a good amount of energy right at the start and be easily caught later in the race.

After making sure their maps are in order, "Track Me 360" poses for a picture and then confidently rides out of the parking lot and into the woods of the Dix Grant region.

We jump into our car and head to the first viewing point. We turn off Route 26 and onto a dirt road used by logging trucks. We climb into the forest. This is truly tough going for a four-wheel vehicle let alone a mountain bike. After a few miles, we catch up to the racers as they climb a steep and dusty road all the while checking their maps to see if they are going the right way. They continue to ride their bikes up and down these trails and back roads used by the loggers.

After a good number of riders pass us, we take off again. This time, to find the area where the riders will leave their bikes and enter the Androscoggin River. We wonder why we haven't seen Thomas and his teammates yet. Where is "Track Me 360?"

Down out of the woods, the teams swoop to the side of the river in

Errol where they enter the water. We cannot believe it when "Track Me 360" comes speeding into the launch area. How did they do that, how did they pass so many teams so quickly?

Now the racers paddle down stream on a river that has a class II white water rating. It is a 16-mile trip down river to the Pontook Reservoir. We've moved to the bridge that crosses the river on Route 16. We cannot believe our eyes when we see a number of the teams tossed into the water by the rapids. Their canoes are swamped and their packs and equipment are dumped into the river. Some teams are now fishing themselves out of the water trying to recover as best as they can.

The Androscoggin River flows right along the roadside of Route 16. You could watch the racers pretty much all the way down to the reservoir. "Track Me 360" stays dry and is proceeding nicely down stream. Unbeknownst to us, they've lost one of their paddles in the rapids and must depend on just two of the three team members in the canoe for paddling power.

Once we watched "Track Me 360" move down the river, we drove down to the reservoir. It is late afternoon now and the leaders are out of the water. They are wet and shivering in the early evening coolness. With a change into dry clothing they are back on their bikes and headed down Route 16 through Berlin and on into the town of Gorham. The leading

teams are gone when "Track Me 360" gets to the reservoir. The lost paddle has set them back and they've lost some time. We watch

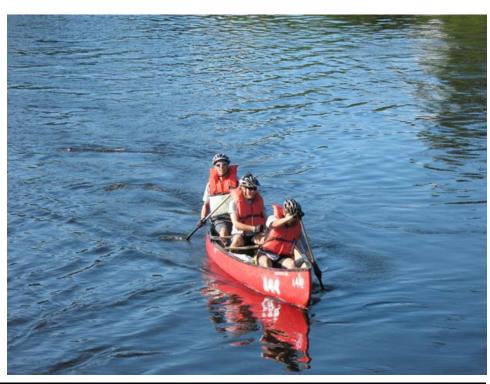
"Track Me 360" get settled. The lost paddle doesn't seem to faze them. They change into dry clothing and get their biking shoes and helmets back on and off they go on the next leg of the journey.

It's growing darker. We tell our son and teammates we will see them the next day. We drive into Berlin, grab a bite and head back to our hotel room at the Balsams. On our way, we see two rather large, what we initially think, dogs. As I slow down, out of the woods comes this huge female moose to gather her two calves. It was quite the sight. We continued the drive with extreme caution.

Night is really upon the racers now, but that doesn't stop them from leaving their bikes and starting their first trek up through the Crescent Range of the White Mountains. This trek goes on through the night. In the dark, the racers search for the checkpoints. This is where the team's orienteering skills really come into play. There are bonus

points for teams that are willing to look for other checkpoints, but these points will come with a price - the price of using extra time that will get them out of the woods later in the day. "Track Me 360" finds two additional bonus check points. It is already daybreak and the racers are still up in the mountains winding their way down into the town of Jefferson where they jump on their bikes again and ride into Lancaster. That's where they will put into the Connecticut River. We caught sight of them when they left the wilderness up in Jefferson and rode down into Lancaster.

The race is taking its toll. At this point in the race just two teams remain on the so-called, "pro track." All of the other teams, including "Track Me 360" have not reached this checkpoint in the allotted time. All others have been "short tracked." What this means is that the remaining teams are still in the race, but if the two teams on the "pro track" finish the race, they will be either first or second no matter





what the remaining teams do.

It is at this point that some of the more inexperienced teams are really showing the effects of the race. A serious number of these teams elect to pass on the Connecticut River run. There can't be more than a dozen four-person teams left in the race. "Track Me 360" is not one of the two front running teams, but they stay on the official short course and in the hunt.

It is late afternoon and the teams start paddling upriver 14-miles. After "Track Me 360" puts into the river, we took the opportunity to catch a bit of lunch out of the back of our car.

Halfway through the river trip, they take their boats out of the water on the Vermont side at the Guildhall Dam. We have been waiting for four hours to catch a look at them. The level of the river is unusually high and the current is extremely fast. It has been tough paddling against this current and it doesn't

look like most of the teams will get to the next checkpoint before dark. They portage their boats through brush and across a road before getting back into the water to complete this part of the race.

It is dark when they reach the checkpoint in Groveton. We are surprised to see that "Track Me 360" has moved ahead of a number of crack teams that passed the Guildhall Dam earlier than they did. Thomas tells me they made some strategic portages along the way after the Guildhall Dam.

You can see the fatigue. They've been racing now for nearly 30-hours. They are wet and it is getting colder with the onset of evening. For some, their equipment has failed or is lost. This transition back on their bikes comes slower, but they climb back on their bikes and head across Route 110 with their blinking tail lights and helmet head lamps the only sign someone is out there in the dark. They ride into Stark where some of the racers

grab their first bit of shuteye on the walkway of a covered bridge. Its 10 p.m. Thomas tells me they are going to try and catch some sleep. We say goodbye and head back to the hotel room this time coming across a different moose and her calf.

Sleep is over in one or two hours and back on their feet they are. This time they must trek north and west up into the Percy Peaks Wilderness. It is a serious trek that will keep them in the wilderness through the night.

It is mid-afternoon when they leave the woods after an orienteering loop through the bogs and backcountry around Dummer Pond. Now comes a ride back up along the Androscoggin River, over the bridge at Seven Islands, near Millsfield Pond Road, into Errol and up over into Maine's Grafton State Park. This is a ride of some 35-miles. Team "Track Me 360" arrives at this checkpoint in late afternoon. They have now been out on the course for about 54-hours with less than two-hours of sleep. They are dirty, wet, and tired. Food and water is always an issue. What is surprising is the good humor the team seems to be sharing. They have a two-man team from Great Britain riding along with them now.

They get out of their biking gear and put on their climbing gear where they all must climb up to the ridge where a designated team member must rappel back down and then climb back up the side of Table Rock. Once this is done successfully, the team heads back down to their bikes for a 30-mile ride to the finish line. This is not just a straight ride to the finish. It must be done back through the woods and up and over a ski slope where checkpoints

must be found and identified before heading back up the road leading to the Panorama Club.

The weather has been beautiful up until this point, but now dark clouds are forming. Team members look up into the sky. They know rain is coming.

We talk with our son. It's now 6:30 p.m. He thinks they can finish the race by midnight or at least by 1:00 a.m. "Track Me 360" is in a good place. We watch them ride away and head back to the hotel.

They've been out now for almost 60-hours when they leave the paved road and take a new set of trails to the Balsam's ski lodge. They are somewhere on the side of a serious rise when the rain finally comes. They head for some cover under a grouping of tree limbs. They also grab their raingear from their bikes. The rest of the trip is going to be really rough.

Back to the hotel, we go for an hour or two of sleep before heading up to the finish line for what we expect will be a midnight arrival of "Track Me 360." It is a rainy and dark night. The rain continues to come down. We've donned our golfing rain suits. There is thunder and lightning. The finish line tent is leaking. The committee is tired. We all take a look at the Untamed New England website where all the teams are being tracked. Although many of the teams that started have faulted, "Track Me 360" appears to be still in the running. They are somewhere out there in the dark. Not too far, yet not too close. Even those two "pro track" teams are having trouble. One of them has missed some key checkpoints.



A number of us at the finish line stand up on a ridge to look out into the darkness and try to locate the racers by the lights on their helmets shining in the night. We are up there with another watchful parent. Midnight comes and goes. We sit in the car in the darkness getting out to check anytime there appears to be some news. It is now four o'clock in the morning. Daylight is starting to show through and the birds begin singing. The rain has eased up. One of the committee members seems to think something is wrong since there is no movement of the teams on the website tracking system. Suddenly she receives a call; EMS is bringing one of the teams in with all of them suffering from hypothermia. It is not "Track Me 360". They are still in the race. Then, in comes a second rescue vehicle with one of the "Track Me 360" team members. She is down with exhaustion. The fatigue and pain has caught up with her. The dream ends for "Track Me 360." The team is now officially out of the race just two or three hours

from the finish line.

When the remaining three riders arrive at daybreak, you can see and feel the disappointment. So close yet so far. My wife and I feel the disappointment as well. Certainly as parents, but also because we watched it all take place.

So what is adventure racing? You've got to see it to believe it. It is like nothing else. It's mankind at his or her best. All pretenses and veneers are wiped away. The true character of an individual shows through. My son refers to his teammates as "family." I guess he is right. After you share something like this with someone where all self-propriety is dismissed and you spend this amount of time with each other under some of the most adverse conditions then you must be family. Maybe even more than family?

I can't wait to watch the next race.











ATAK 2 PANT

The ultimate orienteering pant that was designed for high performance athletes. Designed for serious bushwhacking, with ripstop nylon on the front shins, a Hydro Quick gusset and upper bum panel, side leg zips and featuring our AirLite fabric that is super light, extremely breathable, and ultra tough, this pant is unbeatable!

AXIS GEAR
built for adventure

Sugguested retail \$89.99 con

athlete profile

Melanie McQuaid

Location: Victoria, BC

Age: 36

Occupation: Pro triathlete http://www.racergirl.com

Sports: Triathlon and Cycling

Athletic Background: I was a Swimmer for a short time in high school and took up running in grade 11/12. I was injured from running when I went to University so I took up cycling in my second year. I became a pro mountain bike racer at 23 and pro triathlete at 28.

Athletic Goals: Win a fourth XTERRA World Championships title and a third National Series title

Athletic Highlights: Winning XTERRA World Championships for the third time and spending a season with the Mel's Rad Racing Team. Being part of a team of athletes to mentor and encourage is fantastic. Have it be my own team is icing on the cake. http://www.melrad.com.



Favorite Workout: I like to ride mountain bikes hard and fast with really great riders. We have an incredible Sunday mountain bike crew with ex professional mountain bike riders and talented up and comers that starts as a friendly gathering, becomes a ferocious competition and finishes with post ride treats at the smoothie bar.

What Motivates You?: Striving to be better than I am today as an athlete and helping others to get better each day as their coach. I like to see the positive attitude and motivation of new athletes as it reminds me that limits are only placed on you by yourself. I hope to spend my entire life at a high level of fitness as I think pushing yourself physically is good for the body and mind.

Favorite Fuel: I eat organic foods focusing on local produce and meat as much as possible. I like to eat a variety of healthy foods and cook creative organic meals, sometimes supplemented with dark chocolate and wine. ;)

Favorite Indulgence: Dark chocolate with sea salt. MMM! Quails Gate Old Vines Foch Family Reserve. MMM!

Typical Workout: A good run workout I like to do is on the trails locally around Elk Lake. Two laps is about 20km and I will run 3km warmup then 4x3km at steady/hard pace with 1km of base pace between, warm down about 2km at base pace. Running at a challenging but not 100% effort will train you to be more efficient and more comfortable running faster.



We caught up with Troy Farrar, president of the United States Adventure Racing Association, to talk about the history of AR and where the sport is headed.

How did you get started in Adventure Racing?

I got interested in the 90's after seeing the first Eco Challenge. We saw it and said wow, that's something we have to do. Financially and job wise it was not possible at the time so I decided to produce an event that was accessible for the average weekend warrior. All of my friends said, "You are crazy, no one will sign up for 24 hours of tromping around in the woods!" That was all the challenge I needed, so I put my head down and started designing my first course and we started Terra Firma Promotions.

So you started as a race director?

Yes, but we were also racing in a lot of the events that were out there. You need to understand this was during the birth of AR in the US. In those days there were only 10-15 adventure races a year around the

country.

So how did the USARA fit into this picture?

While designing my first course, I started calling the few other race directors to talk about things like insurance and the possibility of banding together for buying power. We realized that Adventure racing was in it's infancy and the same learning mistakes were being repeated around the country. By forming an association we could share information which would help eliminate many of the repeated mistakes. We also recognized the need to develop event safety standards to protect the racers before someone was seriously injured. After lots of brainstorming and dialog with some of the other national governing bodies, we formed a board and the USARA was born.

Give us a brief history of the USARA.

When the USARA started we had 3 main functions: to provide insurance and guidance to the race directors, provide safety standards and insurance for the racers and

promote the growth of AR. I would like to expand on each of these functions if that's ok?

Sure go ahead.

If you asked most racers in the early days, what role the USARA played, they would answer insurance. Insurance was just a small piece of what we were doing but it was an important piece. By providing good coverage for the events and by banding together we were able to get the insurance prices lowered which resulted in lower entry fees. We have been able to improve that coverage over the years and have learned that all insurance is not created equal. So it is important that we have strong coverage that takes care of a racer quickly in the case of an injury and also protects the race directors. Our goal is to take care of both the competitors & the race directors.

Providing guidance for race director is still one of the most important things to the USARA. The USARA developed a race director's kit which includes everything from planning an event, ecological stan-

dards, how to pick proper check points, to what information should be on an entry form. We provide free consulting for 30 – 40 events a year which is huge. Through this consulting we are able to proactively prevent problems in these events, something most racers are not aware of, but certainly enjoy the benefits of. It is very important for the growth of AR that both existing and new events are produced at the highest standards possible.

Safety Standards are another crucial piece of the USARA. These standards have been developed by experts in their fields and are important for the protection of the racers. We have a compliance committee that addresses non compliance of the standards.

Finally, the growth of Adventure Racing is a top priority and that started with our first board. I have had the pleasure of serving on the board with some of the real pioneers of the sport. People like Don Mann, Dan Barger and Tracyn Thayer. A lot of the current racers may not recognize these names but these were the forerunners that built AR in the US- both as race directors and racers. I believe they deserve our thanks.

So thats how it all started? What else has the USARA been up to?

We have been able to do a lot and I feel like we are just getting started. A couple of the big things were the addition of the USARA Adventure Race National Championships and the USARA National Ranking System.

Tell us a little more the AR National Championships.

A lot of people think of the USARA

Adventure Race National Championship as 1 race but that's not the full extent of it. The Nationals are really a series of 40 qualifying events across the country culminating in the National Championship. It has been exciting to watch this event grow through the years. I am really proud of the race directors of the qualifying events which have stepped up and truly given back to the racers. Each qualifying event pays \$400 of the winning team's entry fee into the National Championships – I challenge you to find any other sport that has a system like this. It's great to see these race directors giving back to the teams that come out and participate in their races each weekend. Our sponsors have really stepped up too. A partnership with Salomon helped us to provide each winning team member with a \$100 regional champion jacket. Zanfel has also been a great partner providing and additional \$100 to each winning team. We have been fortunate to have such great sponsors who really support our sport. For me personally, the greatest thing about Nationals is watching the best teams in the country line up and race against each other, I mean last year we had 82 teams from 29 different states – now that is awesome.

How about the National Ranking system?

The USARA National Ranking System was developed purely for the racers and it has been a huge success. It has helped teams acquire and keep sponsorship which is huge. I also think it is important that we recognize the teams that are out there doing well and it has been a good measuring stick for teams around the country. We send out top 10 certificates each month

and then crown the # 1 team in the country after the National Championships – its great stuff.

So what is on the horizon for the USARA?

We are currently working on growing the population of collegiate racers. We launched Collegiate Nationals 3 years ago and see that as an untapped market which is very important. We feel it is important to groom the next generation of competitors at an early age. AIX Group stepped up and provided a \$3000 team sponsorship for the winning team at Collegiate Nationals - what a terrific prize! As a matter of fact, the team that won this years Collegiate Nationals, Team SOG / AIX, is currently the # 1 ranked team in the country.

What are some of the current trends in adventure racing?

We have seen a huge growth in the short sprint races which is very healthy and a natural progression for the sport. These short races allow beginners to get their feet wet without being overwhelmed. The sprint races are also a great source for growing the pool of racers.

So are all of these sprint races hurting the longer events?

Interesting question, I think just the opposite but I need to expand a little. The sprint races are providing a pool of new racers. A portion of these new racers will graduate up to 24 hour or expedition length events but they need some help getting there.

A lot of clubs are doing a great job giving them the needed skills and training to take the next step but this burden also falls on the race directors. I have heard some race

directors complaining that they do not get enough teams signed up for their longer events but are not doing anything to improve the situation. When we started Terra Firma Promotions, we were traveling around the state providing 5 or 6 free navigation / adventure racing clinics per year. These clinics gave racers the confidence to try their first longer event. In effect we were creating and nurturing the racer pool. I just do not see that happening very much anymore. I am hopeful that more RD's will start helping in the growth process of the inexperienced racers which would definitely grow the pool of 24 hour plus racers.

Any last thoughts you would like to share with the readers?

Sure. I know everyone is competitive and wants to do the best that they can which is a great goal...but I think the most important thing to remember is the journey. The father of adventure racing and creator of the Raid Gauloises, Gerard Fusil, always stressed the importance of the journey and I totally agree with him. In the end, it's the journey through God's beautiful places with our great friends that we will remember.





"I've done cool events all over the world, from Croatia to Thailand but it's stuff like this that fulfills and stays with you. I mean running though thick remote jungle and desolate beaches with members of an indigenous tribe? Truly a venue your soul will never forget! " - Mark Matyazic

"An amazing adventure 3 day run across the Panamanian islands, through jungles, across mountains, rivers, mud and all forms of nature...a life changing experience." - Jaime Fink

"This race is perfect... It allowed the fastest competitor a great challenge with the terrain and for the slowest competitor a race they could get their fill of a challenge but still finish... It was a challenge for me. I loved every minute of it. For me this was a PR, a double PR. I have done a marathon and such but never have I run two days in a row, never three days in a row with mileage such as this and defintely not in this terrain. ."

- Angela Brown

"The trip was absolutely amazing. I had the best birthday vacation ever! Definitely looking forward to next year.. got to meet some great new friends and build strong bonds!! Thank you for setting the whole trip up! Im sooo happy I got to go!!

- Jenny Paal

Panama Island Run



water shoe/sandal review

We tested 9 pairs of sandals over the summer and here are our results. Whether you are looking for a pair for a late season trip to the Caribbean or stocking up for next year, the below sandals and water shoes have something for everyone!



Chaco Z/1

MSRP: \$95

A simple design is often the best design, and the Z1 demonstrates that concept perfectly. Chaco has a modern classic on their hands with this design. The Z1 does not have the toe strap for those who like the option of wearing a sock if the temp drops. With a Vibram sole and a good arch built into the footbed you are assured an ergonomic fit and good grip on wet surfaces.

www.chacousa.com

Salomon Tech Amphibian 2

MSRP: \$85

This shoe is a true water shoe, blending elements of a trail shoe and a sandal nicely. With full coverage all the way round the foot, the Tech Amphibian 2 provides protection from sticks, stones, and other sharp objects hiding just below the surface. The internal stitching is hidden away nicely. This feature helps prevent blisters for those times you're on the water all day.

www.salomon.com



Columbia Hydratooth

MSRP: \$80

These sock-like water shoes may win the award for most foot protection. With a stiff toe guard and solid materials all the way around, you won't be worrying yourself with hazards in the water. The lacing system consists of a simple drawstring for a dialed in fit. A removable Techlite insole allows you to dry it separately after a trip, preventing funky smells from settling in.

www.columbia.com

continued...



Merrell Waterpro Ottawa

MSRP: \$90

The Waterpro Ottawa has a grippy sole and encloses your entire foot, giving you the piece of mind during those tricky portages. With a stiff heel and rubbery toe guard you can free your mind up for paddling. When the day is done and your boat is on the roof rack these kicks are stylish enough to hit the town for a celebratory drink.

www.merrell.com

Vasque Watergate Tech

MSRP: \$110

This water shoe sports a Vibram sole, toe guard, open heel for breathability, and an antimicrobial footbed. The feature that is going to wow your friends and fellow paddlers however is the lacing system. A dial on the tongue is turned clockwise which tightens the entire shoe down for a perfect fit.

www.vasque.com





Teva X-1 Evolution

MSRP: \$90

Combining a water shoe with the styling of a skate shoe and then wrapping it in camouflage might just be the statement of the year. The Gnar provides a good grip on slippery surfaces while maintaining your sense of style on the water and on the town.

www.teva.com

continued...



Keen Cimarron

MSRP: \$100

The Cimarron is like armor for your feet. A foamy rubber encapsulates your toe, heel and the sides of your feet, keeping you safe on the water. Keep the drawstring lacing system tight to avoid blisters, and utilize the deep lugs on the sole when climbing boulders to scout your next section.

www.keenfootwear.com

Ahnu Reyes

MSRP: \$89.95

This close-toed water shoe uses charred bamboo in it's construction to aid in the antimicrobial factor. The QuiteLight lacing system is actually a webbing strap rather than a lace. It synchs down for a snug fit and has twice the strength of conventional laces. The Reyes also performs nicely as a light hiker for those days when you want to get out of the boat and explore.

www.ahnufootwear.com





The North Face Futaleufu

MSRP: \$70

Like a throw back to earlier sandal designs (only 2 in this review), this sandal contains a hydrophobic upper with a Vibram outsole. This is a good choice if you prefer that open feel in a sandal and performs well both in the water and out whatever your choice of activity.

www.thenorthface.com





We stand for wildlife, thriving pines, hiking, fishing, boating, biking, climbing and camping out. We think that educating people is the key to land protection, and believe that when people know how to take care of their lands, they will forge the path to protect them.

Because when it comes to healthy lands, we're all in this together.



Just 11 days, 23 hours and 54 minutes after leaving the centre of Salzburg, Austria, USA athlete Honza Rekmanek finished in third place for the 2009 Red Bull X-Alps, an adventure race where the only permitted forms of transport are hiking and flying with a paraglider.

Measured over a straight line, the route is 818km but throw in difficult alpine passes, glaciers and inclement weather systems and the actual distance covered is much greater.

The American athlete was one of 30 participants from 23 different nations that began the race on July 19, 2009. Negotiating seven mountain turnpoints in Austria, Germany, Italy, Switzerland and France before landing on the float in Monaco, the event is for experienced paragliders and hardened endurance athletes only.

"In my mind this is the Perfect Game," said Honza, "It combines hiking and flying through spectacular mountains. With a good flight you can catch up to someone who is two days ahead of you."

Usual tactics involve hiking to high mountain take off positions and using thermals to stay aloft and paraglide long distances.

When unable to fly, they must carry their entire kit, which weighs up to 12kg. No motorized transport is allowed but they can have one supporter each to provide food, supplies and navigational advice.

Such a challenging race means the athletes are on the edge 24 hours a day, and that extreme decisions and exploits have to be made in order to stay ahead of the opposition.

"It is a game of tactices and not brute force yet great stamina is required," said Rekmanek, "It goes on nonstop for half of a month."

"I landed safe but with only a

few minutes to spare before the gust font, the avalanche in the sky reached the field where i landed," he said,"I felt very upset with myself for not appreciating how fast the storms were approaching my location. I have certainly learned from this experience.

Rekmanek is actually a student of meteorology. Even he admits this still only takes some of the mystery out of how the air behaves.

We interviewed Honza prior to him competing in this year's Red Bull X-Alps event. This is what he told us:

What made you decide to do this type of competitive event?

It is in my mind "The Perfect Game". It combines hiking and flying through spectacular mountains. With a good flight you can catch up to someone two days ahead of you. It is a game of tactics and not brute force yet great stamina is required. It goes on nonstop for half



a month!

What accomplishment in your athletic career are you most proud of?

Finishing 9th out of 30 in my first Red Bull X-Alps in 2007, especially after giving everyone an inadvertent one day head start due to terrible food poisoning.

What sparked your passion?

As far as I can remember I have wanted to fly like a bird. Though still far from it this is as close as we can get.

What piece of gear 'changed vour life'?

A paraglider. It allowed me to fulfill my childhood passion for flight in a way I could hardly have imagined.

What adventurer do you admire most?

John Silvester, for pioneering many extremely committing cross country paragliding routes in the Himalaya and the Karakorum.

What has been the most dangerous encounter you have had on your quests?

Fighting to get down and land ahead of a very fast approaching line of thunderstorms in the Alps in 2006. I landed safe but with only a few minutes to spare before the gust front, the avalanche in the sky, reached the field where I landed. I

felt very upset with myself for not having appreciated how fast the storms were approaching my location. I have certainly learned from this experience.

Most outrageous moment?

Gaining 2000 feet in a thermal eye to eye with an Andean Condor in Chile.

What do you hope people take away from your adventure/ quest?

Entertainment and a greater appreciation for what modern paragliding flight can deliver.

What is a "day in the life of Honza" like while you are training? How many hours do you train? How do you train for this event?

Depends on which day. Given that I am juggling being a new Dad, a husband, a student, a teaching assistant, a researcher, an athlete and a fund raiser it is hard to do any of those to a level I'd like. I try and run usually 5 or 9 miles two or three times a week. I try and fly





and practice landing in precarious places at least twice a month. I once ran a marathon on a whim but my knee protested for a few weeks afterwards.

How do you relax?

Long walks carrying my son.

Who or what really inspires you?

Watching birds fly and take full advantage of their morphing wings.

Do your studies in meteorology assist you in with these competitions? How?

They take some, but only some, of the mystery out of how the air behaves.

What 'must have' gear will you take on your journey?

Wing, harness, reserve, helmet, tracking equipment, clothes, shoes, poles, food and water.

Tell us about your support crew.

Dave Hanning played this role in 2007. He played it well and really

got into the spirit of the race. His support allowed me to get as far as I did. Hopefully we will be even more dialed in and get to Monaco this time around.

Any part of this trek you particularly dread?

Any part I am forced to backtrack due to a silly navigational error. I hope to keep these to a minimum.

How important is the fundraising part of the process?

Given that more than \$10,000 is required to do this race right fundraising is a crucial and time consuming part of the whole preparation.

How can our readers help support your trek?

Log into www.honzair.com for info about joining X-Alps Team USA. Any level of support is greatly appreciated.

Do you have any advice for other adventurers who want to take on an epic journey like this?

Be very honest with yourself regarding your flying skills and your stamina.

Photos provided are from the 2007 event.



"THE PERFECTLY BALANCED COMBINATION OF TWO OPPOSING CONCEPTS - CUSHIONING AND AGILITY -IS THE MOST DIFFICULT PROBLEM TO SOLVE IN TRAIL RUNNING SHOE DESIGN, THIS IS OUR MOST BALANCED ACHIEVEMENT THUS FAR."

- CHRISTOPHE ALBOKNET PRODUCT MANAGER - SALOMON TRAIL RUNNING FOOTWEAR.













XT WINGS



Gear That Fits

by Cynthia Engel

Gear fit is all that it's cracked up to be. Really.

This is coming from a classic female Gen X'er. You know, we're the ones who will never fall for those marketing "ploys" and always look at advertising and product development with a half cynical perspective because "all they're really doing is creating some new scheme to get more of our money and I'm way too smart to fall for that". On top of that, with all the new women's specific designs coming out, I was pretty sure that all they really did was make it look girly, but used the same design anyway.

Well guess what? I was wrong. Yep. Finding gear that fits can make all the difference in comfort and performance, regardless if you are an elite athlete, a weekend warrior or a recreational outdoor enthusiast. In fact, if you are a recreational outdoor enthusiast, all the more reason. Why make your playtime harder when it can be easier? It took me trying some women's specific gear from a friend before I could know what I was missing. And once I realized that, it opened up an entirely new world for me; a world where my biking technique improved instantly because I could control my bike better; my xc ski technique and speed improved immediately because my ski flex was appropriate for my size; my feet were more comfortable in my running shoes because my socks fit me better. When you think about it, gear's intention is to function as an extension of our bodies, so it makes sense that they would be designed to fit our bodies. So here are some recommendations for the next time you are in the market for new gear, male or female, and like me, are finally willing to let go of the self-righteous Gen X attitude and phase in gear that is designed to fit.

General guidelines for any gear buying adventures:

- Take your time.
- Find a shop that knows the gear well and wants to spend the time making it fit.
- Test your gear as much as is feasible.
- Support your local gear shops they tend to have specialists in the sport as employees.

Bikes

Spend as much time as you can testing bikes to find one that fits you. Work with a shop that is willing to work with you on checking out specific bike fit by using plumb lines to check the alignment of your knee and foot and then the fit of your torso relative to your handlebars and your knees. They should also be willing to trade out components such as your seat tube, your stem, and the handlebars when you purchase it to ensure a perfect fit. Your seat can slide back and forth to help the process and even the angle of the brakes can be adjusted to match the size of your hands so the reach for them is comfortable. Ensuring ideal bike fit is important because a poorly fitting bike will lead to shoulder and neck pain, knee problems, foot problems, numbness in the legs and crotch, wrist pain, and many other issues. In addition,



having a bike that is too small or stretches you out too much makes it difficult to develop the finesse on a bike that makes riding easier and more fun.

Shoes and Socks

Just like with bikes, spend time testing your shoes. Go to a shop where the employees use the shoes they sell and can tell you about them. The shop employees should be willing and able to take a look at your gait and give you some suggestions on ideal shoes based on the way your bare foot strikes the ground and rolls up again. Go for a quick run outside the shop with them. Some shops may even have video analysis where you and the shop staff can verify proper fit through the use of treadmills and video. Take the time and make an investment in an ideal pair. Once you do, then you know and you can watch for them on sale and buy multiple versions of the same shoe. So an investment in the beginning can save you money in the long run if you are willing to take the time a n d work with



best interest in mind. Every couple years or so, shoe manufacturers will tweak things, so if you are buying a newer version of the same shoe, be sure to ask the shop if the company has changed anything since the previous model. If so, it's time to do it all again! And plan to retire your shoes after 300-400 miles if you are running in them consistently.

Socks are an underappreciated and critical component of the whole shoe fit, comfort and performance equation, so be sure to only use socks that fit your foot like a glove, are the appropriate thickness and wick appropriately for your activity. The correct combination will prevent blisters and keep your feet feeling happy. Happy feet because of proper fitting shoes and socks are more likely to lead to a happy person attached to them.

Packs

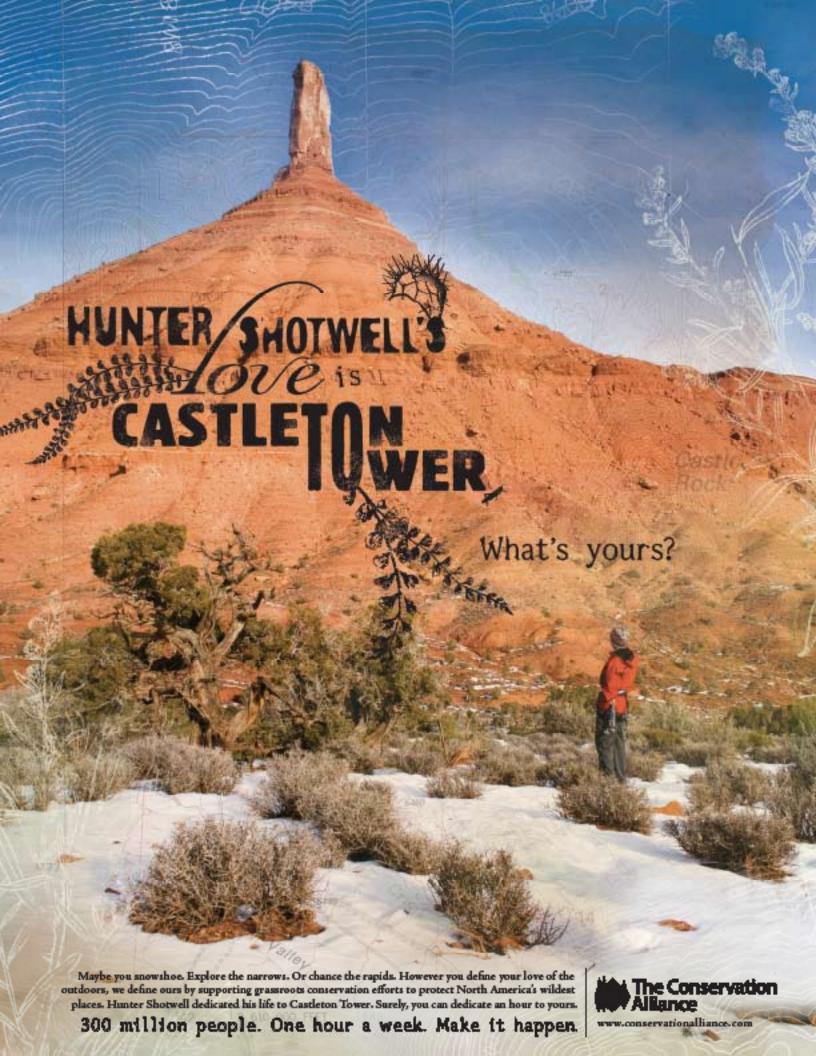
As with shoes and bikes, find a shop willing to spend the time to work with you to find the ideal fit. The staff should be willing to watch you walk with a weighted pack to ensure the shoulder straps hug your shoulders and back appropriately, that the pack sits against your body rather than falling back off your body, and that the length is accurate such that the hip belt sits at your hips and supports the primary weight of the pack. Walk around for a while with the weights in it. You will potentially be wearing this either for a long time or often and it is most definitely an integrated extension of your body. So it is important to find a pack that fits well; it will keep you balanced on the trail and able to carry more weight because it is distributed across the body correctly.

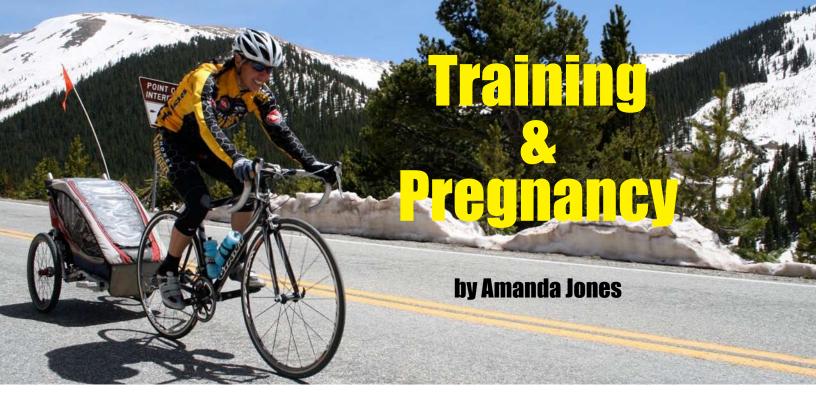
Women's Specific Gear

If you are a woman, seek out the women's specific gear and try it. Some gear makers are unfortunately still under the illusion that if they make it pretty, that makes it women's specific. However most have truly done extensive research into the biomechanics of a woman's body and are adjusting the designs of their gear accordingly. As I've mentioned before, the difference is remarkable. I see so many women using their husband's or partner's old gear, from bikes to packs to parkas. Because in the past, we were relegated to simply making the smaller men's sizes work for us regardless if it really fits or not, we are now in a unique position of truly feeling the difference between poorly fitting gear and and a piece of gear that has been engineered to work with our body's biomechanics. There is still a lot of room for more, but the gear list is growing and the outcome is pretty impressive.

Conclusion

The list of how to go about ensuring a good fit for specific types of gear is almost endless. Ultimately, however, it comes down to learning about your gear purchase, taking your time, and finding a shop that is as committed to that gear fitting you well as you are (if not more). You will appreciate the time and energy you put into your new gear purchase because they will last longer as a result and you can now play in comfort, which inevitably leads to fun. Enjoy!





Pregnancy is a time of joy for many women. But, along with that can come many discomforts! Believe it or not, Mayo Clinic experts say that exercise can help ease or even prevent discomfort, boost your energy level and improve your overall health. Exercise also helps you prepare for labor by increasing your stamina and muscle strength. Being in good shape may even shorten your labor and speed your recovery.

New mom and endurance athlete, Sari Anderson agreed, "I definitely think my active lifestyle made the recovery much easier and quicker," she said," I went for a 50-mile road ride the day my water broke. And, after spending a week in the hospital with our preemie, I was ready to get back outside and train."

Many pregnant women choose to stop exercising while pregnant, afraid that basic exercise might be harmful to the baby. Exercising while pregnant is actually a great way to help both the mother and the baby both physically and mentally. "Since I had kept in good shape throughout the pregnancy, I was able to run and bike within three weeks of birth," said Anderson, "Although I felt a bit sluggish, I was able to race in the Beaver Creek Vertical Ascent when my daughter was eight weeks old and then the six day Abu Dhabi Adventure Challenge adventure race at five months."

The Mayo Clinic recommends for most pregnant women, at least 30 minutes of moderate exercise on most, if not all, days of the week. But even shorter or less frequent workouts can help you stay in shape and prepare for labor. Ultra runner and mother of 4, Anita Ortiz, said exercise continued to be an important part of her daily regiment while pregnant.

"I just did less and was a bit more careful of the terrain, but once I was pretty far along I stayed away from technical trails where I might trip," said Ortiz, "Early on, I did everything the same, and as I got bigger and more cumbersome I

scaled back the distance."

Ortiz was literally active until the last minute of her pregnancies! "I ran on the actual date each of the kids were born (the last set of twins too!!)," said Ortiz.

Experts recommend walking as an exercise for beginners. It provides moderate aerobic conditioning with minimal stress on your joints. Walking is a great low impact cardiovascular workout that improves your circulation and your muscle tone. Ortiz says keeping certain parts of her body strong were particularly important to her.

"Make sure your core is strong before you get pregnant," says Ortiz "Then keep up the core work, it will help with the pregnancy and help you get your flat tummy back quicker!"

Also, if you already have an exercise regiment, remember to give yourself permission to rest. Your tolerance for strenuous exercise will decrease as your pregnancy progresses.



"My regiment stayed the same most of the pregnancy however I was so exhausted in the first trimester that sometimes it would take all my energy to get dressed to train and then I'd pass out on the couch," said Anderson, "This phase passed with the first trimester and the second and third trimesters I felt much better and kept on a good training schedule."

Other good exercise options include: swimming, rowing and cycling on a stationary bike. Swimming is a very effective low impact cardiovascular workout. It allows the feeling of weightlessness and takes stress and pressure off of your already aching joints. Strength training can also work, as long as you avoid lifting heavy weights. Get creative - consider hiking, rowing or dancing.

"Throughout the pregnancy, I con-

tinued to train 4-6 days a week for 45 minutes to 4 hours," said Anderson, "I continued the endurance but trained at an easier, more comfortable pace. And if I got tired, I either headed home early or went easier."

Medical experts say you'll need to proceed with caution if you have a history of preterm labor or certain medical conditions, including: diabetes, high blood pressure, heart disease, or placenta previa.

If you're not sure whether a particular activity is safe during pregnancy, check with your doctor.

"I had a wonderful doctor that understood the level of training I was at before the pregnancy," said Anderson, "She recommended training at a level so I could talk and not worry so much about my heart rate."

And, unless you've made special preparations, your doctor may discourage underwater and high-altitude activities, such as scuba diving, hiking at high altitudes, water skiing, downhill skiing, in-line skating. As you get larger, you're more likely to fall. Although you're not likely to hurt the baby, you may risk joint, bone and muscle injuries.

"One activity I was cautioned to stay away from was downhill skiing on the resort due to collisions with other skiers," said Anderson," I backcountry skied often in order to have as much space as possible."

As important as it is to exercise, it's also important to watch for danger signs. Stop exercising if you notice: Blurred vision, Dizziness, Nausea, Fatigue, Shortness of breath, Chest pain, Abdominal pain, Vaginal bleeding. If you don't feel better quickly after you stop exercising, contact your health care provider.

Drink fluids before, during and after exercising to prevent dehydration, which can cause serious problems with your pregnancy. A precaution Anderson took seriously, "My husband and friends thought of me as a camel before being pregnant, but while pregnant I needed water and food at least every 30 minutes," said Anderson.

Pay attention to your body temperature while exercising. Pregnant women are more likely to overheat when working out due to hormonal fluctuations, and this can be dangerous to the baby. If you get too hot, stop working out.

Mayo Clinic experts say you're more likely to stick with an exer-

cise plan if it involves activities you enjoy and fits into your daily schedule. You don't need to join a gym or don expensive workout clothes to get in shape. Just get moving. Try a daily walk through your neighborhood. Vary your route to keep it interesting.

Exercise can be more interesting if you use the time to chat with a friend. Better yet, involve the whole family.

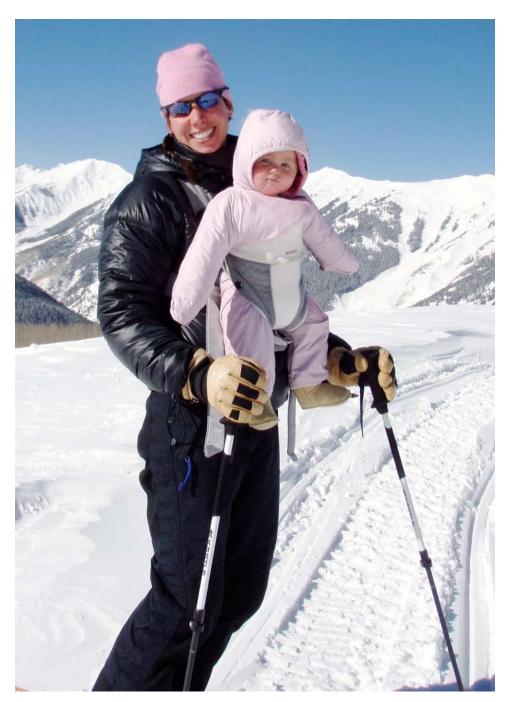
"Make as many plans as possible with friends so it's a lot harder to back out," advises Anderson, "Once I got going, I always felt great and was very relieved I got out for some activity."

Try a class to get motivated. Many fitness centers and hospitals offer classes designed for pregnant women. Choose one that fits your interests and schedule. Prenatal yoga classes are also a good option for the mother-to-be. This form of exercise has both physical and mental benefits for the mother. It is low-impact and still keeps your muscles toned and improves balance and circulation, all while keeping stress off of your joints.

Anderson was back on her feet within weeks after giving birth... literally!

"I started hiking and running at 2 weeks postpartum and was able to mountain bike at 3 weeks," said Anderson, "Due to a lack of time, sleep and having to get home to nurse, my training was often shorter than before being pregnant but I made a point of getting the most out of every workout."

Anderson says after a few months she had a new set of challenges!



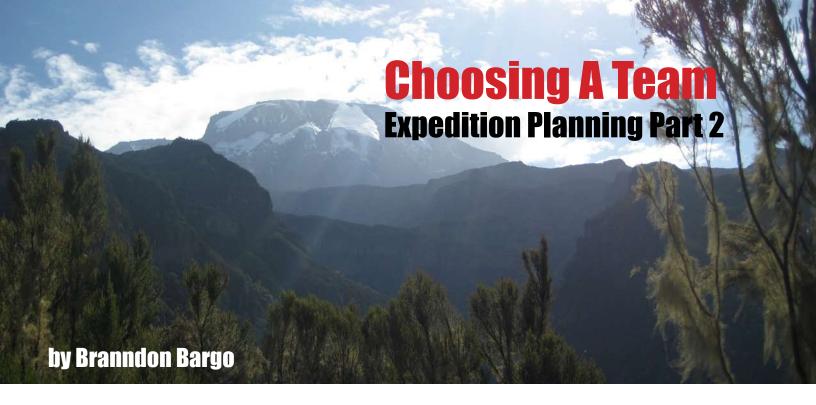
"Baby feeding, sleep deprivation and lack of time," she said," This often meant that my training window would be shorter but I would train with 'quality not quantity' motto.

Not everyone may have the determination and athletic prowess as Anderson, but her advice fits the lifestyle of many women.

"This is a great time to take some time off as most of us don't rest often enough," she said. At the same time, "The more active you stay throughout the pregnancy, the easier it will be to get going again once your baby is born," she said.

And some final advice from our athletes...Ortiz shares her must have item for pregnant athletes, she says try "One of those wide pregnancy belt/bands to support your tummy as you get bigger!!!!"

And, Anderson says above all... "Enjoy it!"



Expeditions are extremely exciting to plan for, and when we are dreaming up our ideal location it is hard to imagine it ever being a negative experience. We can put up with difficult weather, or physically demanding situations, but what truly makes an expedition a miserable experience is whom we choose to team up with on our trip.

Choosing team members is perhaps the most important decision to make when planning and preparing for an expedition. Sir Ranulph Fiennes, named by the Guinness Book of Records as the greatest living explorer said, "Human beings are not ideally designed for getting on with each other-especially in close quarters. On many expeditions there is no way out, no means of transport, so a situation of forced togetherness exists that breeds dissension and often hatred between individuals and groups."

I agree with Sir Ranulph that it is extremely difficult in an expedition to get along with each other, and that it may be the most challenging aspect of an expedition; but, I disagree with his comment that we are "not designed for getting on with each other". We as people are meant to live in community. To prove my point try living in isolation for a month and then see how great it is to finally see a human face, or any living thing for that matter. So the challenge then is to learn how to work effectively, efficiently, and hopefully in harmony with the team you have chosen.

Three steps must be considered when choosing a team. First, before all other considerations your team must have similar technical abilities and similar fitness. Going on an expedition is stressful enough that you do not want to create more stress by taking care of someone because they are not able to pull their own weight. This mistake often happens because we are in need of a teammate so badly that we are willing to settle for someone that is not as capable, but then become frustrated when they are slower than the rest of the team. If we choose a teammate knowing this,

we must live with the decision.

The second step in choosing a team is setting guidelines, parameters, a philosophy to live by, or rules that are not to be broken. These could all fall under one heading which could be called the embarkation phase. There are four phases of teamwork known as the embarkation phase, turbulence phase, buyin phase, and ownership phase. You will never get your team to the ownership phase which requires open communication, and high levels of trust until you first set the parameters and rules to live by in the embarkation phase.

Examples of parameters would be what level of risk is our team willing to take, is it alright if one of our members does not summit the mountain, or is it ok if we drop a teammate so that we can finish a race? What process will we choose in making decisions? Will it be a group decision or a team leader decision? It is these types of questions that many times are not asked in the beginning by a team, but

are assumed. These assumptions lead to confusion, frustration, and ultimately a poor and ineffective team.

The third and last step in choosing a team is knowing yourself. How can you know what team you would like to choose or be a part of if you do not know your own strengths and weaknesses? In the book, Forever on the Mountain by James Tabor, he writes about the worst mountaineering accident on Mt. McKinley in which seven men died in a snow cave because they could not figure out who was leading, what leadership style to take, and in the end perished because they could not get along.

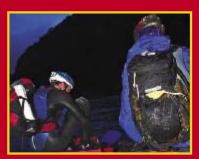
To keep things simple I like to think of four basic personality styles. The first style is the dominator personality which is determined, driven, confident, direct and demanding. The second style is the motivator. They are impulsive, sensitive, high energy, and optimistic. The third style is the stabilizer which is a person that is steady, modest, sincere, agreeable, and dependable. The last style is the analyzer which is precise, detail oriented, logical, cautious, accurate, and predictable.



The first thing all should know is not one personality type is better than the other. The dominator and motivator like to move fast, and make fast decisions. The stabilizer and analyzer like to make slow decisions and process everything before they move on. The motivator and stabilizer are people oriented, and the dominator and analyzer are task oriented. Knowing this information about yourself and your teammates helps tremendously before choosing a team. If you know that your teammate is an analyzer and you are a motivator you know that he is considering all the information and is looking at all possible outcomes, but you just want to get the job done. Before, if you did not know this information you may get frustrated and annoyed. Now knowing what his personality type is, you can use each others strengths and fill in the gaps where both of you may be lacking.

If you are intentional about knowing yourself and knowing your team and you follow the three steps in choosing a team your expedition should be an unforgettable one. Make sure it is not unforgettable for the wrong reasons.

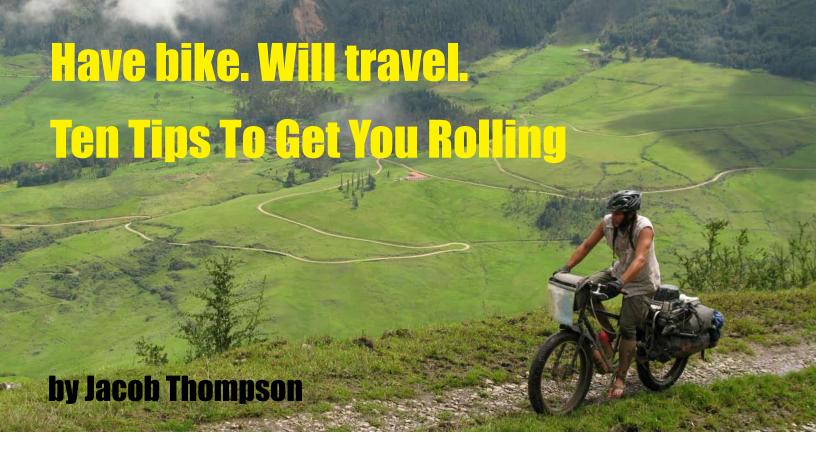






Bringing the Adventure To You... Every Month!

www.adventureworldmagazine.com



Even in today's wayward economy, you can have the adventure of a lifetime, without spending your life savings. On a bike tour, the journey truly is the destination, and if you are prepared, you just might find yourself exactly where you want to be. A few tips to get you on your way:

1. Bring the right bike.

The bike you bring will determine where you can go, if you plan to ride only pavement, you can get away with a roadbike, while anybody looking to get off road is going to want a mountain bike.

When choosing the bike parts, you really don't want to be a weight weenie. Top of the line, light components are largely intended for racing and do not necessarily last longer than a season.

2. Bring the right gear.

Everybody has a different idea of bike touring. While I always prefer to be fully self supported, a buddy who toured across the states said if he did it over again, he would bring only a credit card: eat at restaurants and sleep at hotels.

Self-supported touring doesn't necessarily mean carrying an unreasonable amount of weight. On short tours of a month or two, an ultra-light setup could work perfectly; however, any tours over four months will benefit from having a more substantial setup.

Aaron Teasdale put together a great write-up on ultralight bike touring, complete with a thorough packing list: adventurecycling.org/features/ ultralight.cfm

For a packing list and thoughts on gear suitable for an extended expedition: ridingthespine.com/gear/gearlist.html

3. Plan your route.

Route planning can mean the difference between riding on a highway with cars blasting by you or along a quiet frontage road lined with pine trees. It's worth doing a little research before heading out.

Adventure Cycling Association has spectacular maps for touring in the U.S. They have catalogued over 38,000 miles of routes and designed maps especially for cyclists. Turn by turn directions and elevation profiles are just a few of the many features that have made their maps a cyclist's best friend.

International bike tourists have to get a little more creative. In many regions of the world, maps are difficult to come by and are far from precise. A lot of countries have Geographic Institutes with quality maps, but these are generally only found in the capital city.

At the very least you have Google Maps, and Google Search.

4. Training: Ride your bike, of course.

Actually, I'm not sure you can train

for a bike tour. No matter what, the first few days are going to be rough. Your best bet is to engage in a bicycle lifestyle; commute to work by bike, get the groceries with your bike, run your errands by bike, etc.

5. Resources en route:

One of the best things about bike touring is that the people you encounter inevitably feel sorry for you and want to help you with something, anything. Finding camping options in bigger cities is difficult, but after sitting in a central park for a few hours, you just might have a free place to stay. Another option is taking advantage of the hospitality networks that have become so popular. Head over to the public library for free internet and check out couchsurfing.org, hospitality-club.org, and warmshowers.org.

6. Test Ride.

Can really help you dial in your packing. However, keep in mind that just hopping on a fully loaded touring bike takes some getting used to, so don't let it discourage you.

7. Take care of yourself.

Rest when you need to and don't ride too hard. The beauty of the bike tour is that you don't have to rush back, well, anywhere. Enjoy. Good hygiene. Yes, it is important, so change your shorts and wash up when you can.

Nutrition: You might feel like you're doing yourself a favor by packing a bunch of "ultralight" Top Ramein, but there is just not enough calories to sustain you. Eating a well balanced diet is key to enjoying your ride. Once you exhaust your calories and hit the wall, cycling is not as fun as it used

to be. Snack often.

Electrolytes: are also key, especially in hot climates. After 2-3 hours of riding, you really want to get some salts in your system.

8. SPOT MESSENGER with Roadside Assistance.

Not only do you get piece of mind when you take the road less traveled, they now offer roadside assistance for an extra 30 dollars a year.

9. Bike trailer vs Xtracycle vs. Panniers vs Extrawheel.

No shortage of options for carrying gear.

Panniers are the traditional choice and models that accommodate front suspension are also available. A wide variety of companies offer compatible bags, though Ortlieb is definitely the recommended choice.

Xtracycle: The most versatile and useful method to carry gear. Rides smooth, and mountain bikes extremely well when loaded. Perfect choice to start your bicycle lifestyle, as well.

Xtrawheel & BOB Trailer: Nice because you can detach the trailer and ride your bike without all the gear. Doesn't ride as smooth as an Xtracycle.

10. Go with an organized tour.

Certainly not for everyone. Group dynamics can be tough, and the prices can be steep. But, the potential for these rides are huge, as you would be traveling around the country with a dozen other cyclists.



Adventure Cycling Association offers the most affordable tours. They have trips for many of their routes, including two that cross the length of the U.S. and plenty of other shorter stretches if you have limited time.

Trek Travel offers high end trips catering to a wide variety of cyclists, from competitive athletes looking for a training vacation with a famous cyclist like Levi Leipheimer to pampered rides through wine country.

3 Bike Trailers Tested

This summer we decided to park the car and utilize bike trailers to accomplish our errands along with a 4-day trip from our offices in Pittsburgh, PA to our nation's capitol. All of the ones we tested (both single wheeled and two wheeled) had their plus and minus points. The two wheeled model performed better on road than off, lending itself to being a bit sluggish. The single wheeled trailers performed well off road but were more limiting in their cargo space. Whichever trailer you find works best for you, it will definitely open up new paths for you to explore!

Extrawheel Voyager

It is what its name implies...an 'extrawheel'. A thirteen year old traveling with us used this trailer and he rode like he was riding without pulling anything even though he was carrying clothes for he and his younger brother along with some of the smaller group gear. It was the lightest trailer in our test and performed well both on-road and off even when crossing over the eastern continental divide where the trail became washed out. We recommend utilizing the optional waterproof bags (we hear some models come with mesh cargo nets) as they not only keep your gear dry, but they also are less likely to get snagged by branches. MSRP: \$369 www.extrawheel.com





BOB Ibex Plus

The most expensive trailer in our test proved to be well worth the price tag. So many features about this trailer made it the favorite of our team for off-road touring adventures. The solid construction, rear shock and ease of attachment made for a smooth journey. The main downside was the storage space available and was a litle heavier than the other trailers in the test. There is an optional waterproof bag that fits nicely into the walls of the trailer. MSRP: \$399

www.bobgear.com

Wandertec Bongo

We tested the Bongo as a prototype and just from the recent pictures we received...the enhancements that we were going to suggest have already been addressed. The model we tested had one strap across the platform which was great when using a single waterproof bag but proved challenging when adding additional items to the load. As you can see... there are more than adequate straps with the fianl version. The simple wooden flatbed trailer will accomodate bags, boxes or both. We found the only 2-wheeled trailer in our test best suited to paved road use. Comes in 2 sizes.

MSRP: \$349-\$359. www.biketrailershop.com



Off The Sofa And Into The Woods

"The Fat Adventurer Series"

by Patrick Long

Of all places, it started in a bar.

When you hear the words "adventure race" you probably don't envision guys eating fried cheese sticks and pizza while drinking beer on stools in a smoky brew house. It was a sports bar, though, so we could say we were at least surrounded by the aura of physical activity.

My buddy Rick explained to me that he wanted to do something special to celebrate his upcoming 40th birthday. "It's called an adventure race," Rick said.

"What's an adventure race?" I asked, devouring another cheese stick. Although my question may have made me sound clueless. I actually did have an immediate idea of what this would entail. I was being recruited by a former activeduty Marine who was a life-long athlete and still remained physically active. The previous year he had a gone on a grueling mountain climbing expedition in a high-wind sub-zero environment in which exposed skin gets frostbit in seconds. He did that at the request of his brother, who formed that expedition to celebrate his own 40thbirthday. They are some kind of family.

On some level, it made sense that he asked me to be part of the team he wanted to form. We were old college basketball teammates, which meant that we were athletes in far better than average physical condition. Then again, that was 15 years earlier.

I had been sporadically active over the years, including working out with Rick at times and playing in basketball leagues and other weekend beer leagues. Once in a while, I actually even went jogging. However, on that evening in June 2008, I had been on a sustained inactive streak and I weighed close to 300 pounds, probably just over 300 thanks to those last couple of cheese sticks and the half of a meatheaping pizza I had just eaten.

I had a job that either had me sitting at a desk or traveling and eating mostly on the run or eating out with clients. I am married and middle-aged with a young son and the joyful responsibilities of family. So, like so many others, I don't have tons of free time to do extensive physical training. The rest of the time, when I wasn't working or spending time with my family, I enjoyed my couch potato sessions. Just to give you some perspective, I am 6'5" tall, so at 300 pounds I wasn't as overweight as that may sound at first. However, make no mistake – I was big and heavy and out of shape. I'm just trying to give you an idea of the starting While it was difficult at first, I was able to get active pretty quickly despite the high numbers on the scale, which was good because I really needed to do so for many reasons.



So I drank some more beer, ate another cheese stick, and listened to Rick's proposal.

Rick explained that the adventure race he had looked up consisted of white water rafting, mountain biking, hiking, and orienteering in the mountains of West Virginia. I had never been mountain biking or white water rafting, hadn't hiked in nearly 30 years since I was an 11-year-old Boy Scout, and didn't quite know what orienteering was (I wasn't much of a Boy Scout). Rick continued to explain that this was a 24-hour adventure race, which meant we would be doing all those things continuously for 24 straight hours – no sleeping – no pizza – no beer. That all sounded certifiably insane to me.

"Okay," I agreed.

I don't know why I agreed. I don't know why I didn't think about it more. For some reason, I just said yes right there on the spot. I never envisioned myself being any kind of endurance athlete. I never expected that in my life I would run anything even similar to a marathon or a half marathon or attempt a triathlon or any such type of event. And, I really never thought I would attempt anything as crazy as a 24-hour adventure race, especially since I had never even heard of such a thing before. And yet, after my first wipeout on my mountain bike, which was a head-on, face-first collision with a tree (the tree won), I kept going. After more wipeouts, including a second headon collision with a tree (that tree won too), I kept going.

For some reason, I said yes. I was



in, even if I had no idea what I was getting myself into at the time. Now, I only said yes after being assured that we were only in this for the experience and our goal was simply to finish the race. I was also assured that we would not be competitive and we were just concerned with completing the challenge.

It was my own fault for believing that. My former active-duty Marine buddy is just a little more gung-ho than the average Joe and just happens to be the most competitive person I have ever known. This is a guy who plays ping-pong ferociously and gets blood-thirsty playing video games. After 20 years of watching him brutally chastise teammates for their Pictionary drawings, I can only blame myself for foolishly believing that competitiveness wasn't a factor.

Rick informed me that he wanted to form a 4-man team. And, he had asked our buddy Phil and his brother Stuart (the same brother who took him on the mountain climbing expedition), to join the team. For some reason, they said yes too.

Team "Midlife Disaster" was born!

We had nearly a year to train and get ready. It began simply enough. I dusted off my exercise bike in the basement and started riding and lifting weights. I lost 20 pounds in the first month and started jogging. Rick and I ran a local 5K, or I should say Rick ran it and I walked/jogged it at a remarkably slow pace. But we kept training and did a series of trail runs put on by a local county parks department. I was down 40 pounds after the first couple of months.

In what turned out to be a very wise decision for many reasons, we learned of a local 8-hour adventure race and decided to do that as a "warm up." This was only a few months off, and it gave us something to focus on in the shorter term, along with a chance to experience adventure racing and learn

the ins-and-outs before attempting the ultimate objective of the 24hour race – or decide that we were nuts and had no business attempting the big one.

Not only did we have to prepare physically, but we (mostly Rick) did a lot of research and compiled a list of clothing and equipment that would be necessary, much of it was required and the rest was highly advisable. Since most of the race would consist of mountain biking, we bought mountain bikes (pretty smart thinking on our part, huh?). Of course, along with bikes come bike helmets and water bottles and bike tools and bike lights. And for some, even special bike shoes, although I chose to keep on my regular shoes since I wasn't worried about being competitive. On the other hand, Rick bought clipless pedals and special shoes. This should have been a sign revealing the true level of competitiveness of the 'team'. Perhaps I was wearing blinders.

If you are new to adventure racing and considering doing one, I will advise you to be prepared that it is somewhat of an investment (not trying to deter you - because you will discover it to be an experience of a lifetime – just advising you to be prepared). In addition to buying mountain bikes, which by themselves are a healthy investment, and bike accessories, we had to acquire space-age-fabric underwear and hydration packs (never thought I'd carry a big plastic bladder on my back, yet I can now proudly say that I have done so for dozens of hours). I kept hearing the term wicking and had to keep buying clothes that wick, which at first seemed to mean socks and other

clothes that cost more than regular socks and clothes, but eventually I learned that wicking meant something else. If you don't know what wicking means, sign up for an adventure race and you will soon find out too.

We learned a lot about eating. I already considered myself somewhat of an expert on the subject but I discovered that cheese sticks and meat-heaped pizzas were not good adventure racing foods. Who knew? Proper eating during training, the few days immediately before a race, and eating during the race itself to sustain your energy were all vital aspects of the learning experience.

After months of running on tracks, roads, and trails, along with mountain biking and exercise bike riding and other training activities, we were all in noticeably improved physical condition and feeling good. I was running distances that I hadn't run in years and wearing clothes that hadn't fit in years. We had done our research and acquired our clothing and equipment, and now it was time for our first big test. A new frontier, the 8-hour adventure race, was upon us, and it was time to embark on a new and unique journey unlike anything I had ever done before. This would be a true adventure (race).

This is the first article in the Fat Adventurer series.



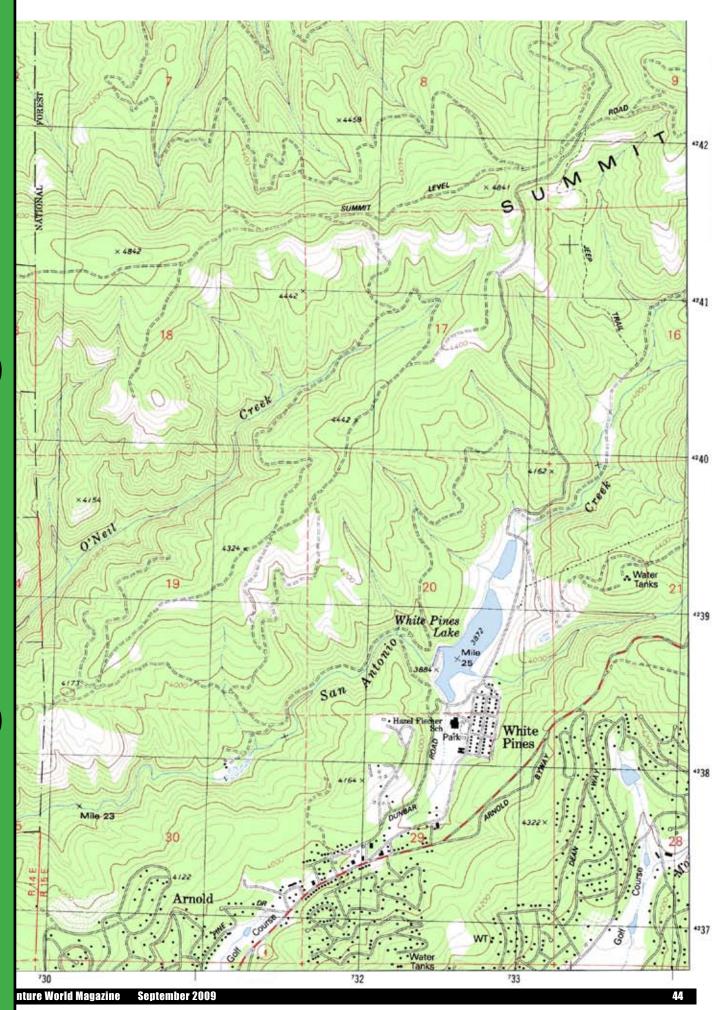
Don't miss out on any of the great issues of AWM.

There are 2 great ways to continue the adventure:

Subscribe online at www.adventureworldmagazine.com

or

Join the USARA where your membership includes a subscription to AWM. Visit www.usara.com.



Adventure World Magazine Navigation Challenge: Round 9

Try your navigation skills from the comfort of our own home with this online navigation contest. Answer all the CP questions in order by following the instructions below. E-Mail your answers to info@adventureworldmagazine.com True North and Grid North are assumed to be identical on this 1:24K map.

This month your team is in Dorrington, CA for the Ninth round of the Adventure World Magazine Navigation Challenge, brought to you by www.ARNavSupplies.com and the new Tabletop Adventure Race Navigation Challenge Book.

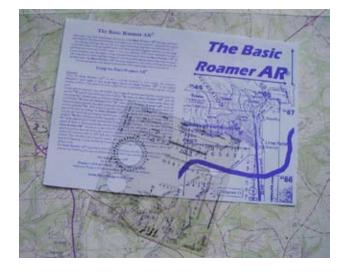
Checkpoint	Instruction	Question
Start	You will start at the school building in White Pines	What is the name of the school?
CP 1	Find the northern most building in the same grid square as the school.	What is the UTM of this building?
CP 2	From CP 1 Plot a bearing of 55.5 degrees for 0.62 mile.	What is at this location?
CP 3	Travel directly north to the power transmission line.	What is the UTM of the nearest pylon?
CP 4	Follow the power transmission line WSW to the unimproved road.	How many contour lines were crossed?
CP 5	From the road follow San Antonio Creek upstream to the 4000' elevation point.	How far is it in miles from the road to the 4000' elevation point?
CP 6	From CP 5 find the nearest Jeep Trail and follow it to its northern junction.	What is the difference in elevation between CP 5 and CP6?
CP 7	Follow the ridgeline to the highest point marked on the map.	What is the elevation of this point?
CP 8	From CP 7 plot a bearing of 101 degrees From CP 6 plot a bearing 239 degrees	What is the elevation of the intersection of these two bearings?
CP 9	Find UTM 0731880 4240170	If you travel in a straight line from CP 8 to CP 9 how many contour lines would you cross?
CP 10	Travel by road and trail back to the school.	What is the shortest distance in miles to get to the school?
Finish	Email your answers to: info@adventureworldmagazine.com	



WWW.ARNavSupplies.COM

The Basic Roamer© AR

As the Official Navigation Tool of the USARA, the design of the Basic Roamer© AR has been carefully considered for US Adventure Racing and has over 20 major features. Originally developed for rallying in Europe this tool is now customized and available for the US Adventure Racer. Rally navigators must make split second navigation decisions at very high speed and any errors can be very costly to crew, car and team. With these challenges in mind it is easy to see how the Adventure racing navigator can benefit from the Basic Roamer© AR. www.BasicRoamerAR.com.







Adventure Racing Rotating Map Holder

A lightweight, rotating design with a quick release mounting bracket the rotating map holder is designed to fit almost any bike, it is built strong enough to withstand the rigors of any adventure race or bicycle orienteering event. The solid construction will not flex or flap on rough roads and will hold most flexible map covers or just the map itself http://www.arnavsupplies.com/products.html Positioned for easy reading it will make bike navigation much easier. Proven in many races and successfully used in 2006 USARA National Championships.

The Adventure Racing Waterproof Pedometer

Now you don't have to guess or time your travel to the next CP, you can know exactly how far you've gone. Most pedometers fail completely when they get near water. We've developed one that actually works when wet. It even survived the full course at Primal Quest.

Check out the full line of navigation products from AR Navigation Supplies including: Waterproof Map Cases, Racing Compasses, Waterproof Pens, MYTopo Maps, Nav Practice Guides & More!



gear closet



Specialized BG Pro Mtb Shoe

A great shoe just got better. Specialized redesigned the buckle this year giving it a lower profile. The shoe boasts a full length carbon midsole that is both light and stiff. The BG (Body Geometry) foot bed and shoe features solve a lot of the problems encountered while riding, making this a comfortable shoe. This is a light weight, durable shoe that will not disappoint the serious rider. MSRP: \$260

www.specialized.com

Louis Garneau Titan Carbon Helmet

The Titan carbon is a good looking helmet with plenty of air vents to keep you cool out on the trails. The Titans main feature is the Spiderlock Elite, which is a single handed adjustment dial that allows a rider to make changes while on the fly. For safety there is a titanium frame ring with a carbon reinforced bridge strengthening the helmet during the occasional crash. A comfortable helmet that looks good. MSRP: \$169.99

www.louisgarneau.com



Sidi D6 Carbon SRS



What they say about Italian shoes is definitely true. I slipped on the Sidi D6's and would have sworn I just put on my favorite pair of shoes. I take that back, these Sidi's are more comfortable than my favorite pair of shoes. In addition to comfort, there are lots of little features that make this a great shoe. The full carbon soles are removable and replaceable as well as the tread. If either wears out before the shoe, just pick up a new set and you are still in business. The shoes also have a polymer locking system that is integrated into the velcroe straps to prevent slipping. Overall this is a super comfortable shoe packed with functional features that set it a notch above the rest. MSRP: \$429.99

www.sidiusa.com

gear closet



Louis Garneau Carbon T-Flex Mtb Shoe

The Carbon T-Flex is a soft and comfortable shoe right out of the box. The carbon sole provides plenty of stiffness for the high mileage cyclist. The shoe includes an easy to use buckle and velcroe strap closure system. The heel and toe have molded protection to endure those common scrapes and scuffs. The Carbon t- flex is a well built comfortable shoe. MSRP: \$199.99

www.louisgarneau.com

Specialized S-Works Helmet

Specialized S-Works Helmet

This is the lightest helmet in the world, and that's a fact. I put it on and was amazed. Within a couple of minutes I was looking around the office for the helmet because I forgot I had it on my head. Another great feature is a wind tunnel tested in line venting system that keeps your noggin cool in the hottest of climates. The S-Works helmet also looks great. Amazingly light, amazingly packed full of features, amazing helmet. MSRP: \$230



www.specialized.com



Alite Monarch Butterfly Chair

Coolness with only half the legs! The user's legs complete the chair. This compact little chair is one of the most unique products I have seen in a while. It packs down to nothing, just a hair bigger than a compact umbrella, assembles in 30 seconds and is comfortable enough to sit in all day. Plus you can have bomber balancing contests with all of your buddies. Perfect for camping, concerts in the park or even your living room. A definite must have for the gearophile. MSRP: \$59.99

www.alitedesigns.com



Stalking The Drum

What You Need:

1 drum Blindfolds for each player

How To Play

This needs to be played in a large outdoor space. One person has the drum and the others spread out in opposite directions of each other and put their blindfolds on. The drummer then beats the drum every so often and can move around a little but he should stay in the area where he started. The blindfolded players have to use their sense of awareness to try and walk toward the drum. As the players get closer to the drum, the beats should be quieter and less often. The goal is for all the blindfolded players to make it to the drummer without taking off their blindfold!



The Go Outside mission is to promote an appreciation of the outdoors and healthy lifestyles in children through positive outdoor experiences, physical activity and education.





KaZAM Bike

MSRP: \$99.95

Balance first, pedal next is the Kazaam approach to riding a bike and it works. Your little one will start by pushing their Kazaam around, learning

balance and steering. Training wheels just teach kids to ride bikes with training wheels. Once the training wheels are removed the kids have to learn a whole new set of skills to ride a bike. However once they master a push bike, the transition to a pedal bike is easy because they already have all of the needed skills. A unique feature of the Kazaam is the foot rest which is handy and helps develop the balancing skills needed to ride a bike. Forget the miniature bike with training wheels, get your kid a Kazaam.

www.kazambikes.com



Crazy Forts

MSRP: \$49.95

One of the coolest toys I have seen in a long time. Throw out those couch cushions, or at least put them back on the couch. Crazy Forts takes living

room forts & tents to a new level. There are a million possibilities and your child's imagination is the only limiting factors. Build the structure, throw on a blanket and have fun. They even have lights that can be incorporated into the structure. Stop shopping this is the Christmas gift that will excite any child.

www.crazyforts.com



www.tripsforkids.org (415)458-2986 national@tripsforkids.org

You can change the lives of children. Start or fund a Trips For Kids program.

Many kids never leave their own neighborhood to enjoy the beauty of nature. That's why we started Trips for Kids, a national non-profit organization that provides mountain bike rides and environmental education for disadvantaged youth. You can start a Trips for Kids chapter in your area. We'll assist you, at no charge, by supplying bikes and helmets, and support based on 20 years of experience.

Or make a difference by donating money, bikes or equipment (new or used).

All donations are tax-deductible.

























ON THE HORIZON

Coming up in future issues:

Feature Articles:

- Snowshoe Training
- Dealing with Injuries
 - Training and Pets
 - Adventure Travel
- Green Gear and Companies
 - Cross Training Options

Gear Reviews:

- Adventure Travel
- Winter Biking Apparel
- Snowshoes And More!

If you have anything that you would like to read about or just have suggestions or comments...email us at info@adventureworldmagazine.com



National Ranking System

Presented by



September 5, 2009

	TEAM NAME	POINTS
1.	SOG Knives/AIX	. 310.00
2.	Berlin Bike	. 221.00
3.	HTO\Trakkers	. 184.00
4.	Eastern Mountain Sports	. 167.00
5.	halfwaythere.com/RottenCheeseburgers	150.00
6.	Shake-A-Leg Miami	. 132.00
7.	Checkpoint Zero/Inov-8	. 131.00
8.	Alpine Shop	. 127.00
9.	Vignette	. 122.00
10.	WEDALI	. 108.00



National Ranking System

Presented by



October 5, 2009

	TEAM NAME	POINTS
1.	SOG Knives/AIX	310.00
2.	Berlin Bike	. 221.00
3.	Eastern Mountain Sports	211.00
4.	HTO\Trakkers	. 184.00
5.	WEDALI	. 152.00
6.	halfwaythere.com/RottenCheeseburgers	150.00
7.	Shake-A-Leg Miami	. 132.00
8.	Checkpoint Zero/Inov-8	131.00
9.	Alpine Shop	. 127.00
10.	Vignette	. 122.00

it happened to me!

Chased By A Bear!

Story by Nancy Sathre-Vogel

"Go, Davy, go!" I screamed in terror. "He's chasing you! Pedal fast!"

Only moments ago, the 300 pound black bear had been standing a mere four feet from my side. Now, I stood, rooted in place, and watched it chase my ten-year-old son down the road

"Go, baby!" I shouted. "Pedal!"

My husband and I, along with our twin sons, were pedaling the Alaska Highway in British Columbia that July day in 2008. As a family, the four of us had cycled over 11,000 miles through three countries and had never had a problem. We had pedaled 1,500 miles through bear country in Alaska and Canada, and had seen a wide variety of the animals. But always, they either ignored us and continued grazing, or turned around and fled when they saw us. This bear, however, was different.

It had been a long day on the road. After cycling sixty miles, we were tired and looking for a suitable spot for our tent. My husband and other son were a kilometer or two ahead of Davy and me as we pedaled wearily on our heavily-laden bikes.

"Look!" I cried. "A bear! Over there! See him grazing in the ditch?"



"Wow!" Davy murmured in wonder. "He's huge."

Bears, in general, are afraid of humans and do their best to stay away. As we traveled through the Yukon and British Columbia we had grown accustomed to seeing bears grazing quietly in the ditch on the side of the road

Motorists frequently left the safety of their vehicles to get better photos of the bears. I often marveled at how close people got to the animals, and yet the bears seemed uninterested in them. Motorists, however, had the safety of their vehicles to retreat to. As bicyclists, we had no cover at all. I vowed to stay well away from any wild ani-

mal I encountered.

Davy and I pulled to the opposite side of the road and stopped a respectable distance away — I had a good telephoto lens and had no need to get close. I had just pulled my camera out of my handlebar bag when the bear came up to the road and lumbered toward us. We froze

"Holy cow!" I exclaimed quietly. "He's coming this way. Bears aren't supposed to come toward people!"

A few moments later, the bear turned and headed back down into the ditch thirty feet away, apparently unconcerned with our presence.

Our hearts resumed beating and we began breathing once again. I stashed my camera and we readied ourselves to take off.

All of a sudden, the bear leaped up onto the road right beside us. My heart skipped a beat or two as I struggled to maintain my composure.

"It's OK, Mr. Bear," I said calmly and quietly. "We're just leaving. It's OK."

The massive beast plodded to within four feet of my side and stood still. I gazed into his cold, black eyes. Blades of grass stuck out on either side of his grizzled face.

I panicked as my mind replayed all I had read. "Stay calm and talk quietly to the bear as you slowly back away," the books had said. The problem was that I was straddled on my bike and couldn't back away.

The bear ambled toward the trailer I hauled behind my bicycle, where I carried all the food for the four of us, and sniffed. I had no way of knowing how hungry he might be. He came back to stand by my side. Mr. Bear and I stood staring at each other for nearly a full minute. He wouldn't back away and I couldn't. I played through every scenario I could think of to get away, but there just weren't any that would work. I became more and more certain with each passing second that it was time for me to meet my maker, but I figured I could save my son. Davy was standing twenty feet away – straddling his bike and looking back at me.

"Davy," I said quietly. "Ride away

slowly, honey. Just start pedaling very slowly and ride away. Please, sweetie."

Davy stood his ground, unwilling to leave me.

"Honey, go!" I pleaded. "Please!" My son hesitantly turned around and began pedaling slowly. The bear followed.

"Go, Davy, go!" I shouted. "Fast!"

Davy quickly gained speed as he pedaled furiously.

I pondered my options. On the one hand I was relieved – I was free. The bear no longer stood by my side, threatening me. I could easily retreat and wait for the bear to move on. On the other hand, my son was up ahead being chased by an angry bear.

A split second later my decision was made. I shifted into my highest gear and my adrenaline-fueled legs quickly brought my bike up to heretofore unknown speeds. I blasted past the bear and caught up to Davy.

"Keep going!" I urged as the bear chased us at high speeds. "Pedal, sweetie! Keep going!"

The two of us sped frantically down the road. Our legs pumped furiously, our hearts pounded, and our breath came in raw, jagged gasps. We watched in our rear-view mirrors as the bear fell farther and farther behind.

"Mom, I think we're safe now," Davy said when it had become obvious the bear would not be able to catch us

"Not yet, sweetie," I panted. "Not yet. Keep going."

The bear was merely a black speck in the distance before I could bring myself to slow down.

"We did it, Davy!" I shouted triumphantly. "We did it!"

Davy and I stopped our bikes sideby-side in the middle of the road and clung to each other, trembling.

"We're safe, sweetie," I murmured.
"We did it."

Nancy Sathre-Vogel is a modernday nomad and vagabond who travels the world in search of beads and other treasures. Her preferred mode of transportation is a bicycle, although she's been known to travel in car, bus, plane, boat, donkey cart, elephant, and camel. She is now pedaling the length of the Americas because her eleven-yearold sons have decided they want to get the Guinness World Record as the youngest people to cycle the Pan-American Highway. Although there are times when she questions her sanity, she somehow keeps going, knowing that treasures await in countries far and wide. You can read about her and her travels at www.familyonbikes.org. Emails are always welcome at familyonbikes@gmail.com