



ENDURANCE FUELS

Linda Fuerster
Certified Massage

The 2008 Joe Lookingbill Denver-Aspen Classic **Best Denver-Aspen Weather Ever!**

By Charlie Henderson, ride leader and safety vehicle driver

The Joe Lookingbill DENVER-ASPEN CLASSIC started at 4:00am on June 28th with nine riders, seven of them being first timers. (14 riders originally signed up.) In my 20 years of either riding or running this event I have never seen better weather. Little or no wind during the long ascent to the top of Kenosha Pass (close to 7000 feet of climbing in 58 miles), light crosswinds across South Park, some normal headwind up the Arkansas and nothing but white puffy clouds at the top of Independence with temperatures in the upper 50's and bright sunshine.

All nine riders finished with the first crossing Independence at 2:55pm and finishing with a fast time of just over 12 hours. The last two showing the true GRIT and DETERMINATION of the randoneuring spirit descended Independence in the dark and made it to the finish at the Woody Creek Tavern. Both are new to long distance riding. Big congratulations to all nine riders for a tough ride well done.

<u>NAME</u>	<u>RUSA#</u>	<u>TIME</u>
Lowe, Mark*		12:08
Feldman, Tim*	4819	13:38
Rupel, Ray		13:38
Khalilinia, Shahin*	3621	15:58
Suave, Robert	3615	16:29
Cochenour, Will*	4527	17:08
Freeman, Gary*	4478	17:10
Groat, David*	5025	18:53
Lyddon, Peter*	5024	18:53

First Coffee Cup Classic - Best Weather Yet!

By John Lee Ellis

4 riders started, and 3 finished the inaugural Coffee Cup Classic (previewed last year in abbreviated form, but this year as a full 300k fun fest).

Tim Feldman writes: "Catherine [Shenk] sent us off with smiles, good wishes and a wonderful full moon. Colorado's dry year continued to shine on us, and the morning's headwind managed to turn around by the time we returned. Summit County and its bike routes were full as were the rivers and reservoirs. Sandwiches were enjoyed twice at the Frisco Safeway & Starbucks control. Returning over Loveland Pass is a tough climb, but Floyd Hill got what I refused to concede to the Pass: my lowest gear. "And lest I forget, the most compelling story is that three of us (Tom, Ray and I) road to the start and back home at the end, eschewing any internal combustion for the day. Ray gets the long commute award at about 31 miles each way, and Tom gets 2nd place. Perhaps we were participating in 'Bike to Brevet Day.' "

Ray Rupel writes: "A great ride! The weather was fantastic. Tom and Tim dragged me around Summit County, dropped me going up Loveland Pass, and then they weren't done torturing me, so they waited for me at the bottom (east side) of Loveland Pass, and dragged me around some more."

Thanks to Catherine Shenk for starting off this brevet ... and creating it!

<u>NAME</u>	<u>RUSA#</u>	<u>TIME</u>
Feldman, Tim*	4819	14:25
Knoblauch, Tom*	3555	14:25
Rupel, Ray*	3112	14:25

*First Coffee Cup Classic

(Please visit: www.rmccrides.com/brevet2008brevetresults.htm for pictures!)



Editors note: This is the second in a four part series from Hammer Nutrition

15 Simple Ways To Improve Your Athletic Performance Right Now ***Fueling Guidelines That Are Easy to Follow and Incorporate***

By: Steve Born

3. Avoid simple sugars in your fuels; use complex carbohydrates only.

You've heard the phrase "garbage in, garbage out," right? Guess what—simple sugars (glucose, sucrose, fructose, and dextrose) are garbage. They're inefficient fuels for exercise, and they're health hazards when consumed regularly in typical dietary quantities. They have no place in your body.

This leads to the question, "Why do companies include these types of sugars in their products?" Most likely because simple sugars are cheap, they sweeten the product, and they allow the label to read, "Packed with XX carbs per serving." But just look at the side panel to find out what you're really getting.

Simple sugars give you energy peaks and crashes, and they also have a severe limitation on absorption. They need to be mixed in weak concentrations for efficient digestion, which means you can only intake about 100 cal/hr. You can consume more, but you can't absorb more. You'll only get sick trying. Complex carbohydrates, however, absorb at about three times the rate as simple sugars. That covers the 300 cal/hr we just mentioned. Plus you get smooth, steady, reliable energy—no peaks and valleys. Yes, complex carbohydrates do contain, as part of their naturally occurring structure, a small percentage of 1- or 2-chain sugars. There's a big difference, however, regarding how your body responds to these sugars when they are "part of the whole" rather than when they're isolated and added to a product as a separate ingredient... big difference.

As far as the fairly recent "multiple carbohydrates" studies are concerned—the research that found that a blend of carbohydrates increased oxidation rates, indicating higher energy production—take a closer look at the studies before you jump on the bandwagon. What you'll notice is that most of the studies' subjects (cyclists) exercised at low intensity, only 50-55% maximum power output, which I think we'd all agree is very much a recovery pace, if that. To be blunt, at a leisurely 50% VO2 Max pace, athletes can digest cheeseburgers and pizza with no gastric issues. So the issue isn't whether the results of these published studies are disputable, but rather if they apply to faster paced, longer duration bouts of exercise. We do not believe this to be the case, which is why we do not recommend the use of multiple carbohydrate sources during exercise.

Look, we're not going into a long physiology lesson now; we just want to save your body, your health, and your performance. If you take the "garbage in, garbage out" concept with any seriousness you'll avoid the glucose/sucrose/fructose/dextrose products and stick with complex carbohydrate fuels.

4. Exercise over two hours requires protein, too.

Carbs alone won't satisfy all of your energy requirements once you exceed two hours or so. Protein will have to satisfy roughly 10% of your energy requirements. You have two choices:

- 1.) Use a fuel such as Sustained Energy or Perpetuem that contains both complex carbohydrates and soy protein.
- 2.) Allow your body to literally feed upon itself (that is, digest your own muscle tissue) to make fuel.

Did you pick #1? Good call!

5. Use soy, not whey, during exercise.

Whey protein is a superb protein when it's used at the right time: after exercise. Do not use it before or during because the added glutamine quickly degrades to produce ammonia. Ammonia build-up is a primary culprit in muscle fatigue, and you're already producing ammonia when you exercise. Don't make it worse.

Now, there is some confusion regarding glutamine and ammonia that we'll clear up. Yes, glutamine does eventually scavenge ammonia. The key word, however, is "eventually." When glutamine metabolizes it increases ammonia initially, but then scavenges more than originally induced systemically, taking approximately three hours or so for it to accomplish this. Again, since you're already producing ammonia during endurance exercise and since ammonia is a primary culprit in fatigue, it seems logical that you'd not want to increase ammonia levels. However, that's exactly what you'll do when you consume glutamine supplements or glutamine-enhanced whey protein during exercise.

Soy or rice gives you the protein you need with minimal extra ammonia production. After exercise, when ammonia production is not an issue, glutamine-enhanced whey protein is great for immune system boosting, muscle tissue rebuilding, and enhanced glycogen synthesis.

6. Use liquid fuels as your main energy source, even during prolonged training and races.

There's nothing wrong with consuming a little solid food on occasion during prolonged exercise as a pleasant diversion from the monotony of liquid fuel consumption, but you must:

- Make wise choices. Choose foods that have little or no refined sugar and saturated fats. Don't think, "I'm a calorie burning machine so I can eat anything that I want." What you put in your body greatly determines what you get out of it. Remember: garbage in, garbage out!
- Make solid food consumption the exception, not the rule.

Solid food is harder to digest than liquid, and it requires more time, water, and electrolytes. Relying too heavily on solid foods can leave you feeling lethargic, bloated, and nauseated. Liquid fuels digest and absorb readily, so you avoid those unwanted maladies. Most of all, avoid all junk foods, which contain lots of saturated fats and refined sugars, at all times. Believe me, when the latter stages of the race are upon you, you'll be thanking yourself that you took a pass on that sugar & fat laden pastry earlier in the race.



UPCOMING CLUB RIDES

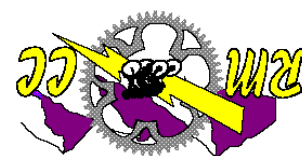
To volunteer to start a ride, contact Jim Kraychy at 303-264-9040

Date	Start	Description	Miles	Starter
Saturday 8/16	7:45 Bergen Park	Bergen Park, Echo Lake, Mount Evans Summit and Return	36/64	Tom Boyle 303-948-8947 boyle254@msn.com
Saturday 8/16	7:00 Castle Rock	BREVET: Castle Rock, Black Forest, Larkspur (visit website for more details)	124	John Lee Ellis 303-604-1163 jellisx7@juno.com
Sunday 8/17	7:45 Castle Rock	Wolfensberger, Palmer Lake, Larkspur, Tomah Road Loop	32/67	Cary Stewart 717-201-4380 pfwaterdude@yahoo.com
Saturday 8/23	7:45 Lyons	Carter Lake, Big Thompson Canyon, Devils Gulch, Estes Park, Allenspark	73/90	VOLUNTEER NEEDED!
Sunday 8/24	7:45 Northglenn	Northglenn, Airport Loop, Tower Road, Hayesmount, Brighton Loop	51/106	Tom Foss 303-233-4972 foss.tom@gmail.com
Saturday 8/30	7:45 Golden	Golden Gate Canyon, Rollinsville, Coal Creek Canyon, Leydon Loop	38/58	Dan Shields 720-989-4583 closerman007@aol.com
Sunday 8/31	7:45 Wiggins	Wiggins, Ft. Morgan, Hillrose, Orchard, Loop (Cary's Favorite!)	51/90	Cary Stewart 717-201-4380 pfwaterdude@yahoo.com
Saturday 9/6	8:45 Granby	Granby, Willow Creek Pass, Rand and Return	46/68	VOLUNTEER NEEDED!
Sunday 9/7	8:45 Boulder	Boulder, Lee Hill, Ward, Stagecoach Road, Lefthand Canyon	49/62	VOLUNTEER NEEDED!
Wednesday 9/10	3:00 Superior	BREVET: Last Chance 1200 km Randonnée (Visit Website for more details)	750	John Lee Ellis 303-604-1163 jellisx7@juno.com
Saturday 9/13	8:45 Copper Mtn	The Copper Triangle" Copper Mountain, Fremont Pass, Leadville, Minturn, Vail Pass	64/78	VOLUNTEER NEEDED!
Sunday 9/14	8:45 Littleton	Deer Creek, Pleasant Park, Conifer Mountain, Chatfield and Return	45/62	VOLUNTEER NEEDED!
Saturday 9/20	8:00 Exit 243	BREVET: Horsetooth and Beyond 200K (visit website for more details)	125	John Lee Ellis 303-604-1163 jellisx7@juno.com
Saturday 9/20	8:45 Golden	Lookout Mountain, Idaho Springs, Echo Lake, Bergen Park Loop	48/70	VOLUNTEER NEEDED!
Sunday 9/21	8:45 Northglenn	Brighton, Ft. Lupton, Keenesburg, Brighton Loop	43/82	Cary Stewart 717-201-4380 pfwaterdude@yahoo.com

Golden: The parking lot along Jackson Street east of Parfet Park at 10th and Washington Streets in Golden.
 Superior: The park-and-Ride at the southwest corner of the Boulder Turnpike and McCaslin Boulevard in Superior.
 Castle Rock: The Big O/Safeway Parking lot, southeast of Exit 181 off Interstate 25 in Castle Rock.
 Wiggins: Stubs Gas Station just south of Interstate 76 Exit 66A and State Highway 39.
 Boulder: The East Boulder Community Center additional parking lot at 5660 Sioux Drive in southeast Boulder.
 Lyons: The park-and-Ride at the southwest corner of 4th Avenue and Broadway Street in Lyons.
 Granby: The Windy Gap Wildlife Viewing Area at US Highway 40 and State Highway 125.
 Exit 243: The RV 66 Conoco service station parking lot 1/4 mile east of Exit 243 on Interstate 25 and State Highway 66.
 Littleton: The park-and-Ride at the northwest corner of Santa Fe Drive and Mineral Avenue in Littleton.
 Bergen Park: The park-and-Ride at on the southeast corner of State Highway 74/Evergreen Parkway and County Road 66.
 Northglenn: The park-and-Ride at the southeast corner of 120th Avenue and Huron Street in Northglenn.

PLEASE VISIT RMCCRIDES.COM FURTHER INFORMATION/DETAILS

Rocky Mountain Cycling Club
P.O. Box 201
Wheat Ridge, CO 80034



First Woodland Park Brevet in a While!

By John Lee Ellis

2 riders started, finished, and rode the entire brevet together. For both Tom and Dick, this was their first Woodland Park brevet. They enjoyed the backroads along the Rampart Range to Woodland Park and were graced by a tailwind on the way back north through Palmer Lake. This brevet was last offered in 2003, as a 300k, with miles tacked on around Chatfield at the beginning. This year's course dispensed with this warmup to get riders to Pine Junction and off US-285 more expeditiously.

Thanks to Charlie Henderson for starting off this brevet!

<u>NAME</u>	<u>RUSA#</u>	<u>TIME</u>	*First Woodland Park Brevet!
Knoblauch, Tom*	3555	11:55	
Wiss, Dick*	2993	11:55	

Ode to a Helmet II

by Cary Stewart

On June 18, club member Diane Benoit (ya know, that good looking gal who can lay down the hammer), had a crash on the C470 bike path crossing over 285. That resulted in 3 breaks in her pelvis and a long road to recovery. Her skills, advice and most of all, personality sure is missed in the RMCC pelaton. But since she has the heart of a champion, she will be back better than ever. You can take that to the bank! Anyone wishing to send her a get well email can do so at dianembenoit@comcast.net.

Looking for the perfect gift to send? Well, I have 3 words...Starbucks Decaf Americano.

