



ENDURANCE FUELS



Linda Fuerster  
Certified Massage

## **RMCC ONLINE SURVEY....LAST CHANCE!!**

As most of you know, we are conducting an online survey to better suit the needs of our club members. Response has been great and appreciated!! However, we will keep the survey online until the end of the month, where we will then compile the results and share some of the information with you. Please visit [rmccrides.com](http://rmccrides.com) for the link to the survey.

Remember, taking the survey will automatically enter you for a chance to win a free jersey!!

### **Seattle International Randonneurs Cascade 1240K (1260K) Randonnee by Val Phelps, former RMCC member**

#### **Day 1 – 224 miles**

Mass start at 6:00 AM. Hot weather. Constant rolling hills until climbing White Pass. Forgot half my Endurolyte caps and had some cramping issues. Discovered the joy of an ice sock. Soup and sandwiches (and Endurolytes) at the last control before Naches were a life saver. Arrived around 11:00 PM. Lasagna for dinner at Natches Middle School. Slept in sleeping bag on gym floor.

#### **Day 2 – 211 miles**

Left at 5:00 AM. Hot weather. Climb up Chinook Pass. Five miles into day 2 - CRASH! Fresh chip seal with "extra" gravel pushed to the side of shoulder. Couldn't tell where chip seal ended and gravel began. Went too far to right and hit gravel and went over bars. I'm lying on the ground with blood running into my eyes when Robin doubles back and announces "We're done". I moved my body parts and although sore, everything still worked. Robin checked my bike and announced that my front wheel wasn't turning smoothly. Luckily, it was my Schmidt hub that was turned-on causing the drag. I remounted my bike and we proceeded up to Chinook Pass. I had a deep cut over my eye that soon quit bleeding but the deep cuts on my finger tips and thumb continued to bleed. Robin gave me a paper towel that I held on my fingers. With a sprained thumb and bleeding fingers I couldn't grip the bars with my left hand until we stopped at a store several miles up the road where I purchased a box of Band-Aids. After applying several Band-Aids to each cut finger the bleeding stopped and I could finally grip the bars. As irritating as the cuts, road-rash, bruises and broken water bottle cages were, the biggest issue was my very sore ribs (slight fracture). I couldn't take a deep breath – rather inconvenient while climbing- and bumps definitely got my attention. We made it to the top where my appearance somewhat shocked the volunteers. We picked-up Kitty Goursolle and rode with her most of the remainder of Day 2. I couldn't grip the bars well due to my cuts and sprained thumb so on the descent before the flat stretch to Quincy a strong gust of wind took me down again. Fortunately, I fell on the same side as before so I didn't have any new injuries, I just added to the old ones. We rode into Quincy (and took a small detour) with Anthony Gilbert and Nicole Honda. We arrived at Quincy High School around 11:00 PM where after a painful shower and first-aid we had the most marvelous southwest chili. A sleeping bag on the gym floor didn't do wonders for my ribs but I slept surprisingly well.

#### **Day 3 – 180 miles**

Left at 5:00 AM. Hot weather. Climb up to Dry Falls. Picked-up Maile Neel and rode with her most of the remainder of Day 3 until we split the 1000k and 1200K routes. Robin and I proceeded up Loop Loop Pass. Very long difficult climb. My injuries were taking their toll and Robin is a much stronger mountain climber than I am. She patiently waited for me to struggle up to the top of Loop Loop Pass. We heard thunder the last several miles prior to the summit and unfortunately the rain hit just as we reached the summit. We lived in Colorado prior to moving to Texas so we know how unpleasant a mountain shower is. Because of the heat Saturday and Sunday we left our heavy rain jackets behind and took our light wind-breaker jackets. Big mistake. We were freezing coming down Loop Loop. I was extremely cautious due to my previous crashes so I rode my brakes all the way down. Sorry Robin. I made her spend far too much time freezing and waiting on me. When we finally reached the bottom we were informed that the power was off in the entire region making it impossible to get hot coffee to warm up. We finally found an open store where we warmed up and dried out. I stuffed a plastic bag under my jacket for additional warmth. We arrived in Mazama around 11:30 PM where my appearance again shocked the volunteers. After a hot shower, chicken chili and ice cream we slept soundly in a real bed.

#### **Day 4 – 162 miles**

Got up at 5:00 AM for an excellent breakfast before starting the climb to Washington Pass. Again, I was falling



*Editors note: This is the fourth and final section, hope you've enjoyed it!!!*

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

*By: Steve Born*

### **12. Don't over-consume food the night before the race in the hopes of "carbo loading."**

It would be nice if you could maximize muscle glycogen stores the night before the race, but human physiology doesn't work that way. Increasing and maximizing muscle glycogen stores takes many weeks of consistent training and post-workout fuel replenishment. Excess consumed carbohydrates are only going to be eliminated or stored as body fats (dead weight), so don't go overboard during those pre-race pasta feeds. Eat until you're satisfied, but not more.

### **13. For races over 60 minutes in length, finish a pre-race meal three hours prior to the start of the race.**

Let's assume you've been really good—you've been training hard (yet wisely) and remembering to replenish your body with adequate amounts of high quality calories as soon as possible after each and every one of your workouts. Great! You've now built up a nice 60-90 minute reservoir of premium muscle glycogen, the first fuel your body will use when your long race begins. Don't blow it now by eating something an hour or two prior to the start of the race!

Do you know what happens when you eat within three hours of exercise? Your muscle glycogen stores get burned much more rapidly... in long-duration events that's definitely not performance enhancing! For workouts and races lasting longer than 60 minutes (perhaps up to 90 minutes at the most), refraining from calorie consumption for the three-hour period prior to the start is crucial because you want to preserve your glycogen stores, not accelerate their depletion.

During shorter distance races, however, accelerated rates of glycogen depletion/utilization are not problematic so following the "three hour rule" isn't a necessity. You don't need the calories for energy (muscle glycogen stores will take care of the majority of that), but the presence of carbohydrates will elevate glycogen utilization. That's what you want for a short race. If you eat something 1-2 hours prior to the start of a short-duration race, thus causing the insulin "flood gates" to open, yes, you will be depleting your glycogen stores at maximum rates. However, at this distance it's a beneficial effect, as glycogen depletion is not an issue when the race is over within, at most, 90 minutes.

Bottom line: Fast three hours prior to the start of a longer-duration event (60-90+ minutes). For shorter events, consuming a small amount of fuel an hour to two prior to the start may enhance performance.

### **14. Don't sacrifice sleep to eat a pre-race meal.**

OK, you're convinced that it's a good idea to eat at least three hours prior to the start of your race. "But wait," you say. "My race starts at 7 a.m. Are you telling me I have to get up at 3 a.m. or so just to eat?" Well, you could get up to eat if you're so inclined, but you don't have to. The fuel you've got stored in the muscles? It's going to be there, full strength, even after a night-long fast (really). In the morning your brain may be saying, "I'm hungry," but your muscles are saying, "Hey, we're good to go."

Bottom line: do not sacrifice sleep just to eat. If you've got an early morning race start, the best strategy is:

- Eat a high quality meal the night before (topping off liver glycogen stores)
- Get an adequate amount of sleep
- Have 100-200 calories of easily digested fuel (Hammer Gel is ideal) 5-10 minutes prior to the start of the race

That's right, 5-10 minutes prior, not one or two hours prior. The key, in terms of muscle glycogen depletion rates, is in the timing. If you must eat before the start of your race, you need to complete consumption three hours prior. If that's not logistically feasible, have a little something 5-10 minutes prior. Do that and you won't expend your hard-earned glycogen too rapidly.

### **15. Consume appropriate amounts of high quality food for your pre-race meal.**

The goal of the pre-race meal is to top off your liver glycogen, which has been depleted during your sleep. Believe it or not, to accomplish this you don't need to eat 600, 800, or 1000 calories or more, as some would have you believe. A pre-race meal of 200-400 calories—comprised of complex carbohydrates, perhaps a small amount of soy or rice protein, and little or no fiber or fat, and consumed three hours prior to the start of the race—is quite sufficient. You can't add anything to muscle glycogen stores at this time (you'll just be topping off liver glycogen stores), so stuffing yourself is counterproductive, especially if you've got an early morning race start.

More detailed information about proper fueling and all the Hammer Nutrition products can be found in The Endurance Athlete's Guide To Success. You can download a free copy at [www.hammernutrition.com/guide](http://www.hammernutrition.com/guide)



### UPCOMING CLUB RIDES

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

Date	Start	Description	Miles	Starter
Saturday 11/1	Rooney Rd 9:45	Red Rocks, Bear Ck, Kittredge, Tiny Town, Deer Creek, Morrison Loop	44	Mike Fulton 303-984-5081 <a href="mailto:mfulton@westernmechanicalsolutions.com">mfulton@westernmechanicalsolutions.com</a>
Sunday 11/2	Exit 243 9:45	Carter Lake, Loveland, Champion Loop	40/60	Cary Stewart 717-201-4380 <a href="mailto:pfwaterdude@yahoo.com">pfwaterdude@yahoo.com</a>
Saturday 11/8	Northglenn 9:45	Northglenn, Erie Loop	43	Dan Shields 720-989-4583 <a href="mailto:closerman007@aol.com">closerman007@aol.com</a>
Sunday 11/9	Ken Caryl 9:45*	Ken Caryl Show-And-Go	30-40	Tom Boyle 303-948-8947 <a href="mailto:boyle254@msn.com">boyle254@msn.com</a>
Saturday 11/15	Aurora 9:45	Aurora, Bennett and Return	39	Beth and Brent Myers 303-523-3100 <a href="mailto:bmyerslsg@aol.com">bmyerslsg@aol.com</a>
Sunday 11/16	Ken Caryl 9:45*	Ken Caryl Show-And-Go	30-40	Diane Benoit 303-697-1463 <a href="mailto:dianembenoit@comcast.net">dianembenoit@comcast.net</a>
Saturday 11/22	Boulder 9:45	Boulder, Morgul, Cherryvale, Lookout Loop	24-34	Stephen Whiteman 303-604-6977 <a href="mailto:swhite1@stanford.edu">swhite1@stanford.edu</a>
Sunday 11/23	Ken Caryl 9:45*	Ken Caryl Show-And-Go	30-40	Tom Boyle 303-989-4583 <a href="mailto:boyle254@msn.com">boyle254@msn.com</a>
Saturday 11/29	Northglenn 9:45*	Northglenn Show-And-Go	30-50	Dan Shields 720-989-4583 <a href="mailto:closerman007@aol.com">closerman007@aol.com</a>
Sunday 11/30	Ken Caryl 9:45*	Ken Caryl Show-And-Go	30-40	Diane Benoit 303-523-3100 <a href="mailto:dianembenoit@comcast.net">dianembenoit@comcast.net</a>

Ken Caryl: The park-and-Ride on the northeast corner of Shaffer Parkway and Ken Caryl Avenue in west Littleton, just east of the interchange with C-470.

Aurora: The parking lot of the Wal-Mart Supercenter at 3301 North Tower Road in Aurora.

Boulder: The East Boulder Community Center additional parking lot at 5660 Sioux Drive in southeast Boulder.

Rooney Rd: The Green Mountain Trailhead parking lot west of Green Mountain and on the east side of Rooney Road (west Lakewood) two miles south of the intersection of Colfax Avenue/US Highway 40 and Rooney Road.

Exit 243: The RV 66 Conoco service station parking lot 1/4 mile east of Exit 243 on Interstate 25 and State Highway 66.

Northglenn: The park-and-Ride at the southeast corner of 120th Avenue and Huron Street in Northglenn.

#### PLEASE VISIT [RMCCRIDES.COM](http://RMCCRIDES.COM) FURTHER INFORMATION/DETAILS

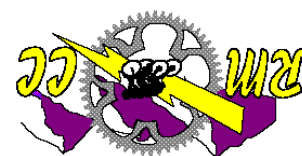
*\*means tentative start times for the Show-N-Go's....please stayed tuned to the website as Show-N-Go ride start times may change depending on the weather as we did last year.*

*Please do not forget the seasonal Fixed or Free (wheel) rides, roughly 40-60 miles in length, in Erie, starting 11/9. Contact Mike Prendergast (303.886.3690 or [mike.rmcc@gmail.com](mailto:mike.rmcc@gmail.com) for more information.*

*Ladies and Gentleman!!!! November 16 is the return of Diane Benoit!!! Please support her in her "official" return to the RMCC family. In addition, our other Ken Caryl Show-N-Go leader, Tom Boyle, has some fun ideas for his "tours", so look forward to riding those too!!*

**PSST.....DID YOU TAKE THE SURVEY?????**

Rocky Mountain Cycling Club  
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behind and Robin patiently waited several times for me. I had stopped and was hunched over my bike around five miles to the summit when a very kind lady offered to give me a ride to the top. I was in too much pain to fully explain, but I told her I couldn't accept her offer; she thought I was crazy. When we finally reached the summit after several more climbs and descents (I hate descents on mountain climbs) I gained a second wind and Robin didn't need to wait for me any longer. We rode steadily until we reached Darrington. We were both tired and needed a place to stop. We came upon the Darrington Cemetery with shade and thick grass. We chose a spot without grave markers and stretched out for a rest. We fell asleep for five minutes and were lucky that no one stopped by to bury us; we certainly looked like we needed to be buried. At the control before the finish Don Boothby encouraged us to try to make it in before dark. Less than ten miles from the finish we saw the only loose dog on the route. I headed straight for the dog while Robin sprinted by. Less than a half mile later there appeared to be another loose dog in the road. I announced the same tactic and proceed towards the "dog". Robin yelled "that's a bear – not a dog!" I chose to not challenge but rather to let the bear proceed at its own pace. I was tired but not totally without good judgment. We finished strong after the bear incident and we were very glad to see the finish.

Excellent event organization. The friendliest and most qualified volunteers. Outstanding food. Old friends – new friends. Great riding partners especially Robin. Unfortunately, our riding partners in Texas don't get to see Robin in her element. She's an incredible endurance athlete that really shines on long mountain climbs. She could have finished the ride several hours earlier had she not chosen to wait for me. Thanks Robin. Despite my mishaps the Cascade 1240K was the most enjoyable cycling experience of my life.

I would like to thank Charlie Henderson. Without his advice and encouragement I wouldn't be the randonneurs I am today. For several years I would tell Charlie I didn't need to ride at night or over one hundred miles. Charlie would listen to me and then encourage me to expand my horizons and test my limits. Charlie taught me how to eat and drink, carry a bag of sufficient size to haul my gear, keep control times short and how to chase rabbits. Charlie (and Rex) would amaze me how they would pass faster riders time and time again by riding efficiently. The most important thing Charlie taught me was how to be tough. Randonneurs don't whine. And most importantly if at all possible randonneurs don't quit. Thanks Charlie.