

# Green Valley Cyclists Newsletter

May 1, 2005  
Volume 2, Issue 5

## Who We Are

The Green Valley Cyclists are a group of individuals who enjoy touring, commuting, racing, and recreational cycling in and around the Las Vegas area. Our goal is to promote cycling in all its forms throughout the Las Vegas community for fitness, friendly competition, and most of all fun!



## Membership

We welcome riders of all abilities. If you are interested in joining email us at: [mozam1955@yahoo.com](mailto:mozam1955@yahoo.com) or [svpuy@yahoo.com](mailto:svpuy@yahoo.com)  
Or you can download the application from the Website below:

## Check out our new Website!

<http://www.greenvalleycyclists.org>

## Welcome New Members

Debra March  
Lucus Tiberit  
Brad Bianco  
Janine Boer  
Georges Maalouf  
Rafael Adame  
Erik Skramstad

## Our Sponsors

**Our sponsors contribute cash and discounts to support our Club. Please consider supporting them with your business.**

Aurum Ceramic LVI  
Bike Shop  
Broadbent Assoc. Inc  
Brooklyn Bagel  
Bicycle Company  
Kehoe & Assoc  
Attorneys  
Manual & Ollie's  
McGhies Ski, Bike and  
Board  
Merrill Lynch

## News Flash!

Club elections will be held at the Club Meeting on May 28<sup>th</sup> 10 am at Green Valley Baptist Church, corner of Silver Springs and Valle Verde, in the Conference Room on North side of the building. Please be sure to mail in your ballot if you don't plan to attend the Club Meeting.

## May is National Bike Month

Bike to Work Week is May 16-20, and Bike to Work Day is May 20. The [Event Listing section](#) of [www.bikemonth.com](http://www.bikemonth.com) contains event information on National Bike Month™ and Bike-to-Work Week/Day events from all over the country.

In recognition of National Bike Month, GVC will have a booth at **Wheels on Water Street** May 21

If you wish to volunteer, contact Ron Volkmar. [ronvolk@yahoo.com](mailto:ronvolk@yahoo.com)

## Scheduled Rides

We generally meet every Saturday and Sunday at the Brooklyn Bagel parking lot, corner of Green Valley Pkwy and Pebble at 07:30am, ride leaves at 07:40am. For the Saturday rides, we typically offer three choices based on the same general route: (1) long and fast, (2) long and not so fast, and (3) shorter and slower. When following the posted routes, individuals deciding to drop from a longer or faster route can be picked up by the next group.

Each ride group has a designated leader/sweeper, and for safety reasons we encourage riders to carry cell phones and exchange numbers with the ride group leader.

Also, Angel Rosas leads mountain bike rides during the week, depending on weather.

Check his postings or email Angel at [thedesertrat1@yahoo.com](mailto:thedesertrat1@yahoo.com)



Ride schedules do change, so the best way to stay informed is to join our e-mail list, [GVCC-subscribe@yahogroups.com](mailto:GVCC-subscribe@yahogroups.com)

This way, you will receive current and up-to-date information right in your inbox.

**Biography of the Month: Bill Reiss**  
Maybe you don't know Bill.....  
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## Upcoming Events

Note: these events are not sponsored by the Green Valley Cyclists.

### Tour De Fire

May 7, 2005

Distances of 38, 74, 98, 134 miles are available

<http://www.tdfire.com/>

**Bike-to-Work Week** from May 16th - 20th and **Bike-to-Work Day** on Friday, May 20th.

Read about it at:

<http://www.bikemonth.com>

### Bicycle Tour of Utah

**Spring ~ May 15-21 & June 5-11**

**Color Country to Canyonlands**

[http://www.cyclingescapes.com/Tour\\_of\\_Utah.html](http://www.cyclingescapes.com/Tour_of_Utah.html)

### Wheels on Water St.

Henderson, NV

May 21, 2005

for additional information

Contact Ron Volkmar to volunteer at the GVC booth

[ronvolk@yahoo.com](mailto:ronvolk@yahoo.com)

### RAAM

June 19-July 1 2005

<http://www.raceacrossamerica.org/>

### Lighthouse Century

Sept 24, 2005

100 mile and 62 mile

<http://www.slobc.org/Lighthouse.html>

### Henderson Library Ride

Fall

<http://www.hdpl.org>

### Las Vegas Century

October 15, 2005

[www.lasvegascentury.org](http://www.lasvegascentury.org)

## Handle rough pavement like a pro....

Spring often means that your favorite roads are bumpier than the last time you rode them. Winter's moisture combined with freezing and thawing can buckle pavement.

When you encounter sections of cracked or lumpy blacktop that might turn your bike into a jackhammer, smooth the road with this technique:

---Shift to a higher gear. Going to the next smaller cog or two will slow your cadence and allow you to push more firmly on the pedals. This reduces bike chatter and lightens your weight on the saddle.

---Move your hands to the bar top. Like in the climbing position, grip the bar 2-3 inches from the stem, bend and relax your elbows, and lean forward slightly. Let your arms absorb knocks before they reach your body. Leaning forward lessens your weight on the saddle.

Tip! Remember Jim Langley's advice grip the bar with your thumbs around it, not resting on top.

## PACING

In all-day century and ultra-distance rides, pacing can play an even greater role than in shorter events. Finishing such events may not even be possible without pacing.

Whether we plan on pacing or not, sooner or later we all slow down. The question is; is it planned? What strategy provides the best chance of finishing? What strategy provides the best finishing time? In a group, or mass start event, what strategy gives the best place finish?

Pacing works because you ration resources that will be needed later. Common resources are fuel (usually glycogen), fluids and heat regulation.

A simplistic explanation of the pacing principle may be the following:

- Go out too slowly and you never have the time to catch up
- Go out too fast and you run out of energy
- Go out too fast and your lactic acid levels zoom up too quickly

It is easier to tolerate high lactic acid levels for short periods rather than longer ones. If high lactic acid levels must be endured, it is easier to tolerate them at the end rather than at the beginning.

Psychologically, the natural tendency of many athletes is to get excited at big events and go out too hard. By consciously backing off just a little, this risk is reduced. Build to a crescendo rather than start with a bang and fizzle.

For more on biking tips go to

[http://www.roadbikerider.com/ace\\_page.htm](http://www.roadbikerider.com/ace_page.htm)

**Biography of the Month: Bill Reiss**

Maybe you don't know Bill. He's a quiet man; non-assuming but very determined. So determined, in fact that when he retired from his job as a carpenter last August he decided to do something extraordinary – ride his bike across the United States!

Bill got hooked into endurance riding after a week long tour in Utah last year. Looking for a bigger challenge, Bill decided to hook up with [Cross Roads Cycling Adventures](#) for his ride across America.

His tour will start May 15 in Los Angeles with a wheel dipping ceremony in the Pacific Ocean. By June 8 he will have reached the half way point in Topeka, Kansas and pedaled 17 centuries. On July 1 he will reach Boston and celebrate with a dipping ceremony in the Atlantic Ocean - a total distance of 3,415 miles.

Bill's training regiment began in February, when he stepped up his mileage to average 250 miles a week. Some weeks he pedaled 400 miles. He also did some core training and stretching, but Bill said he did not do these exercises more than usual.

Bill enjoys touring and says there are many types of tours to choose from. Some tours involve camping, and some provide hotels. He likes the tour that provides a hotel every night, and includes breakfast and dinners. In this tour the rider has the option of getting lunch on the road or packing it. All the luggage or personal belongings on the tours are sagged from stop to stop.

If you want more information, you can talk to Bill or check out the website of the tour company he uses at: <http://crossroadscycling.com/Web04/Pages/Tours/CrossCountry/CrossCountryTour.htm>

We also posted a schedule of Bill's trip on the GVC forum if you want to follow his progress. Kathy, Bill's girlfriend will be sending me updates from time to time and I will post them to the forum as well.

Bill has another talent totally unrelated to biking: Bill is an accomplished singer! His interest in singing started at age 11 when he performed in a talent show at school. He has maintained his interest and abilities over the years. Last weekend Bill took part in the play "Oklahoma!" at Sun City McDonald Ranch Annual Variety Club Show. He and his girlfriend Kathy both had parts in the play. Bill sang two solos and also sang in a duet. Kathy also had the courage to perform, and sang her first solo ever. I was told by a reputable source they were great and packed the house for three nights.

So, the next time you see Bill (there won't be much left of him after 3400 miles), ask him for a rendition of "Oh What a Beautiful Morning!"



Submitted by, Sandy VanDerPuy

## **Fluids, Calories, Electrolytes – A Short Primer on Proper Fueling**

**By: Steve Born**

Although the topic of how to properly fuel the body during endurance exercise is a subject that requires much more than a paragraph or two, there are some key things that endurance athletes should know and apply, which I believe will yield tremendous benefits.

### **Simple Sugars vs. Complex Carbohydrates**

Another primary factor of importance to endurance athletes is the type of carbohydrate used. We believe the only type that any athlete should consume, especially during exercise, are long-chain (a.k.a. "complex") carbohydrates and never short-chain carbohydrates (a.k.a. "simple sugars"). Energy products containing simple sugars (glucose, sucrose, fructose, dextrose, etc) must be mixed in weak 6-8% solutions in order to match body fluid osmolality and be digested with any efficiency. Solutions mixed at this concentration will only provide 100 or so calories an hour, which is inadequate for maintaining energy production. Once that 6-8% solution concentrate is increased (or if it is consumed with or near a complex carbohydrate product) osmolality is raised and, unless more water and electrolytes are added to the mix (at which point the athlete might very well be flirting with over hydration), that concentrated simple sugar solution will not pass the gastric channels. Even more problematic is that if more fluids and electrolytes are not available the body will recruit these from other areas in the body (areas that critically need these fluids and electrolytes) and divert them to the digestive system to aid in the digestion of this too-concentrated simple sugar mix. The bottom line is that if a simple sugar based drink or gel is used it has to be consumed at weak concentrations. And again, when a product like that is used it cannot provide adequate amounts of calories for energy production.

### **Read more at:**

<http://www.raceacrossamerica.org/files/raam2005/properfueling.htm>

### Stay Hydrated!

Yes, it is that time of year again...no more one water bottle two-hour rides! Getting and staying hydrated is becoming more important as the temperatures climb towards that century mark.

A few general principals:

1. **Try to at least start your rides already hydrated.** As temps climb, we start riding earlier in the morning. When you get out of bed, you are already dehydrated. You probably have not drunk anything in the last eight hours except in your dreams. It might even be closer to 10 hours! Don't sleep in so late that you don't take time to re-hydrate before rolling the bike out of the garage. Try to at least start your rides already hydrated.
2. **Hydrate before, during, and after the ride** - force yourself to drink as thirst alone will not reflect complete hydration, so learn to drink *before you are thirsty*. Using a Camelback or similar device on long rides will eliminate worries about stopping and possibly losing your group. Watch the color of your urine, if you are doing a good job on replacement it should be colorless.<sup>1</sup>
3. **Don't skimp when using a sports drink** - don't assume that because they contain electrolytes and carbohydrates you don't need to drink as much. And the sweet taste often keeps you from drinking, so take an extra bottle of plain water to alternate.<sup>1</sup> Electrolyte replacement is not critical on rides of two hours or less, so you can stick with water for our group rides. However, for centuries you will need to replace the lost electrolytes.
4. **Keeping liquids cool has been shown to increase intake on a ride** - either add ice the day of the ride or freeze half a water bottle of fluid the night before and top it off with water from the tap or extra sports drink just before the race.<sup>1</sup>
5. **Weigh yourself before and after the ride** - most of your weight loss will be fluid (2 pounds equals 1 quart or "a pint's a pound"). A drop of a pound or two won't impair performance, but any more and you need to reassess your personal hydration program. A gain of more than 1 or 2 pounds suggests you are compensating. This is an especially important strategy in hot weather where fluid losses can easily be several quarts an hour.<sup>1</sup>
6. **Wear the right clothing** - light colored to reflect heat; a loose weave jersey; shorts made of one of the new "wicking" materials.<sup>1</sup>
7. **Wear your helmet** - modern well vented helmets funnel the wind onto your head and are actually cooler than your bare head, and the helmet material can act to insulate your head from the heat of the sun's rays.<sup>1</sup>

<sup>1</sup> These tips came from [www.cptips.com](http://www.cptips.com)



A great inexpensive source of water on group rides are the Glacier water stations found outside of several grocery and convenience stores. You get a gallon of filtered water for a quarter which is a lot better than the bottled water inside.

Important tip: These machines dispense one continuous gallon at one time so have your water bottles lined up and ready to fill.

Submitted by: Ron Volkmar



**RIDE BIG -- USE MORE LANE** and sometimes **USE FULL LANE**. It may seem dangerous or illegal to make motorists slow and be cautious for you, but it's not; it's safer (provided drivers are given ample time to react to your presence). Don't overdo this right though. Be courteous by pulling off the road to let a line of motorists pass if you've held them up for a spell.

## Ride Reports

**Read some great stories here!**

<http://www.greenvalleycyclists.org/docs/reports.php>

### Extra Jerseys for Sale

We still have a few left for sale at the Bicycle Company, located on Horizon Ridge between Arroyo Grande and Valley Verde, on the north side of the road across from the Post Office. While you are there, consider a purchase (The Bicycle Company gives a 20% discount to GVC members if you show your card).

## Web Links

Las Vegas Valley Bike Club  
<http://www.vegasbikeclub.org/>

Silver State Bike Coalition  
<http://www.ssbcnv.org/>

Regional Transportation  
<http://www.rtcsonthernnevada.com/bicyclemap/index.htm>

Bike Journal  
<http://www.bikejournal.com/signup.asp>

## Classifieds

**Members** are invited to post bike-related items for sale at no cost.

### Member Business Cards

Members may also post business cards at \$25 per year

