

Tri-State Velo

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USING CREATINE SUPPLEMENTS

August 1998

Yeah or Nay?

Neal Stansbury, MD --Sports Medicine Orthopedist

Creatine is an amino acid that is synthesized by the body and also obtained from animal protein in the diet. This is stored as phosphocreatine in the muscle, which breaks down into phosphate and creatine, releasing energy to regenerate ATP, the powerhouse that fuels muscle contractions.

Short-term creatine use increases phosphocreatine stores by 10% to 40%, increases fluid retention in muscles, and has been shown to improve performance in high-intensity activities such as repeated sprints. Currently, this is a perfectly legal supplement and is commonly used by track riders.

Recommended usage requires an initial loading dose of 20 to 25 grams per day for 5 days, followed by daily dosing of 2 to 5 grams per day. Use of creatine without a loading dose has not been shown to be effective. Short-term use (1 month prior to a big event) seems to work better than continued use all year round.

The downside of creatine use includes the cost, which averages approximately \$50 per month, and weight gain: most athletes experience a 5 to 10 pound gain after a couple of weeks. The upside is that no studies have documented any adverse side effects during short-term use (other than weight gain).

As a roadie myself, I don't use creatine because I have enough trouble hauling my carcass uphill without 5 to 10 pounds of extra weight, and this opinion seems to be commonly held among racing teams—the weight gain outweighs the power benefit.

(Source: The Physician and Sports Medicine, June 1998)

SPONSORSHIP

August 1998

What do I get?

Steve Lehman --Vice President and Junior Team Manager

I was recently asked by one of our teammates who was accustomed to receiving reimbursements and/or uniform from a previous team, "What do I get as a Tri-State Velo (TSV) rider?" I was somewhat taken aback by the question as I thought our club's Mission Statement made that really clear. As I looked down for a moment to formulate a proper response, there was the answer on the side of my TSV standard-issue cycling socks: "I support the sport" the customized slogan read in bold, black letters.

Of course, we all know we get a great discount at the area's preeminent bike shop, Cycle Sport, and that we have access to great products and services at reduced (or no) cost through our affiliation with other sponsors—not to mention terrific clothing at bargain prices! But the greatest benefit I see for each and every core member is to be able to commit whatever reimbursement we might have received back into the team, thus becoming part of something bigger and helping to grow the sport we love. There is no other team in the area and few in the "racing nation" that has risen to the level of TSV.

Through that kind of selfless attitude of our core TSV riders, we have been able to develop and support a thirty member road team consisting of Junior, Senior/Espoirs, and Women that's getting recognition as one of the best in the country. These are the areas

that TSV has identified as needing growth and support if our sport is to survive.

And while I can go on forever about our Policies and Procedures, [Mission Statement](#), and what TSV will do for sponsored riders, you might still be looking for the personal benefit. As a core rider who races often (nearly every weekend) I cannot believe the number of enthusiastic, excited riders in TSV uniforms showing up at the races. And as a rule, we are among the most active in our respective categories at these races. That alone encourages us to train harder and show up to compete in increasing numbers.

So what are we getting? Here's what I get: I get to race on the same team as (in alphabetical order) **Gil Hatton, Bob Schuler, Neal Stansbury**, and a host of other great vets. I get to watch our women's team display our uniform on professionally produced promotional TV spots for the First Union races. I get to proudly wear my TSV cap and Polo shirt while watching **Anthony Pedon** and **Becky Quinn** race—and win—in our colors at the Lehigh Valley Velodrome. I get to play a small part in the development of our Juniors as focused, disciplined, motivated, clean-cut young adults. But most of all, I get to contribute to a really well-conceived dream that Ron Ruggiero has of what U.S. bicycle racing can become.

I certainly won't trade all of that for a \$200.00 check.

BODY LANGUAGE

May 1998

Got That Tired Feeling Again?

Neal Stansbury, MD --Sports Medicine Orthopedist

Wonder why you been training hard and suddenly feel tired, with your performance going downhill while your anxiety skyrockets? Here are five possible reasons-and solutions-you should consider:

1. **Overtraining:** This is the most common cause for increased fatigue. If you notice that your resting pulse is increasing and you experience restless sleep and irritability, try backing off for a week then gradually building your mileage back up.

2. **Sleep deprivation:** Sounds obvious, but it's another common cause. Let's face it, if you're burning the candle in all directions-working full-time, training full-time, and routinely foregoing a good night's sleep-you're asking for trouble. Better time management is the answer in this scenario.

3. **Anemia:** Because of the demands athletes such as cyclists and marathon runners place on their bodies, they can lose blood through the gut and also use up blood cells faster than normal folks. Make sure you're eating a balanced diet that contains iron. When in doubt, get a blood count.

4. **Low-grade asthma response:** Fatigue and mononucleosis-type symptoms can be indications of an allergic response to pollens and molds. Take note of the daily allergen levels (typically covered on the news or in the paper) and see if your fatigue coincides with those increased levels. If you notice a correlation, see your doctor about possible medical treatment; but be careful what, if any, allergy medications you take-many are banned by the USCF.

5. **Low-grade infection:** Training hard can lower your immune response and make you susceptible to low-grade infections. Eating right and getting enough rest should resolve this. But seek medical attention if you still feel lousy.

GOALS

May 1998

***n:* A thing for which an effort is made.**

***DREAM n:* To think of something as possible or suppose in a vague way imaginable.**

Bob Schuler --Developmental Coach Lehigh County Velodrome

Whether you're a pro or you're just starting out in the sport, now is the time of the year, as the racing season fast approaches, to set some serious goals for yourself. Goals - in sports, school, or business - are very important to set. Because, as with anything, practice makes perfect. To climb longer, sprint faster, corner better, or whatever, you need to have a clear goal in order to gauge your progress.

The most important thing to remember when setting a goal is to make sure it's realistic-a goal you really think you have a shot at. Otherwise, you're just setting yourself up for dissapointment. As the definitions above point out, there's a big difference between goals and dreams. If you haven't placed in a local race and your goal is to win CoreStates or beat Marty Nothstien in a sprint this season, you're dreaming.

The key to real success in this sport is to not fool yourself. A cyclist who thinks he's a lot better at racing then he actually is tends to set unrealistic goals for himself and to avoid the kind of training that would really help him improve. Attitude mixed with bad habits equals poor results. Remember, you can't run before you walk, so dream your dreams, but set - and reach - your goals.

Train smart, be patient, and always remain (somewhat) humble-you'll go a lot farther, a lot faster.

SPECIAL REPORT

Bikes, Theft, Insurance and You, James L. Brown, V

Imagine coming back from a relaxing, do-nothing vacation only to discover that your home was burglarized and, among other things, your bikes and cycling equipment are gone. Most of us probably never think about what we'd do in such a circumstance-I know I hadn't-not

until it happened to me last year. But from my devastating experience, I've learned some valuable information about theft prevention, dealing with insurance companies, and navigating through the maze of obstacles and backtracking required to recoup my significant financial losses.

Steps for theft prevention:

Last year, the Philadelphia Inquirer reported that property crimes are increasing everywhere—not just in the city. Here are some practical theft-prevention steps you should seriously consider taking:

- * get an alarm installed in your house or apartment
- * if you're going to be away overnight or for an extended period, store your expensive equipment in a trustworthy friend's house or in a rental storage unit.
- * if you move your bikes and equipment, do so in a non-obvious way—in the evening, when you'd normally do your grocery shopping or laundry, and so forth. DO NOT "advertise" that you're going away by moving your equipment during the day or at any unusual time when your neighbors—or a potential thief—might take notice. (You'd be surprised how many of your neighbors know your daily routines and riding habits.)

Steps to protecting your investments The following steps are necessary to ensure that if you are ever robbed, you can itemize and verify what equipment you lost and what it's worth. This comes in handy when dealing with your insurance company. You do have insurance, right?

- * if you have home or apartment insurance, ask your insurer about a "rider" for your bike equipment; if you don't have insurance, get some.
- * take photographs of your bikes, their components, and other bike equipment
- * write down the serial numbers on your bikes and what component groups are on each of them
- * keep all your receipts (canceled checks, credit card slips, store receipts, etc.) from bike-related purchases, and keep these separate from your other business. (If you're into computers, consider recording all your stuff on computer and make back up disks of this information and keep them on file in a safe or bank vault.)

This info is really important; it can mean the difference between getting your settlement or nothing at all. Because when the insurance company sees your claim for that \$4,500.00 "Wonderbike" with gold-

filled components, they'll think you're out of your mind. That's where those receipts and serial numbers come in handy.

Steps to take if you've been robbed

Okay, if the worst does happen, take a deep breath and do the following:

- * get out all your receipts and documentation
- * call the police
- * contact your insurance company
- * alert area bike shops to watch for the stolen items

Although there's no fool-proof way to protect yourself in all cases, there are realistic ways you can prevent theft and at least cover yourself in case you are robbed. I hope you can learn from my experience. Happy riding!