

May 2007

Issue 98

# Quick Transitions

Topics of Interest	
The Spouse of a Triathlete	1
Quote of the Month	1
A Year in the Life	2
The Fastest Wheel Size is???	3
Mark's Remarks	4
Birthdays	5
Executive Committee	5
New Members	5
Fuels	6
Wanted	7
Member Spotlight on Marc Koester	9
Frame Materials	10
On the Calendar	11
BTC Volunteers	12
A Little Something Crazy to do...	14
Lake Tahoe Challenge	14
Race Day Checklist	15
Ride For Roswell	15
Top 10 Reasons Why Marc Koester Should do an Iron-man	16

## "The Spouse of a Triathlete" - Karyn St. George, PhD



**Karyn and Makena at the 2005 Nissan Buffalo 1/2 Marathon**

As the alarm clock goes off most weekday mornings at 5:00a.m. I roll over and think, "Yes! I have at least another 1½ - 2 hours before my 15-month-old daughter and I wake up." However, my triathlete is up and out of bed in a flash, ready to start his pre-work workout. Of course this is only after 2 cups o' joe and a brief soak in the hot tub (he assures me they are for medicinal purposes only).

I must admit, I

played a role in creating this tri-alcoholic. Four years ago I decided to attempt my first and probably last marathon (much to my husband Mark's dismay) . During my training I would get lonely during my long runs. I am a slow runner so I would be out there for a *long* time, so Mark offered to meet me near the end of my long runs and "run me in". Believe me, I needed all the help I could get! Well, I think running with me and seeing me finish the marathon made Mark realize that if I could do it, he could do it. As a footnote, he is also, one of the most competitive people I have ever met, so I think that played a role as well.

Two marathons later, he decided he needed more of a challenge. Also, his doctor encouraged him to pick up another sport less taxing on his knee, which

was in pretty bad shape. So he decided to give triathlons a try (I assume he knew that there is also a running portion in a "TRI"-athlon, but that didn't stop him). Seriously, I think he was most attracted to the cross-training and the idea of trying something new... and challenging. My husband does nothing half-way - never has, and never will. It is one of the things I love most about him. (I just need to remember this when he disappears for hours on a Saturday morning for a bike ride). Mark also changed his workout schedule to early mornings so he would be around more at night for me and the kids (making the wife very happy and much less frustrated during the long weekend workouts).

In the end, I sensed it was only a matter of time

*Con't pg 10*



**"Quote of the Month"**

**"Spectacular achievements come from unspectacular preparation." -- Roger Staubach**

## “A Year in the Life” by Bob Sobon



**Bob at the Rizzo**

### **Pre-Flying Pig Marathon:**

Well, now is crunch time! With my final long run behind me (thank you John P for the company), now is the time for the nerves and butterflies to start. Speaking of nerves, I received some disappointing news that my coach will not be able to be there race day. While I was a bit apprehensive about having him there, I am truly disappointed that he will not.

Despite having my long run behind me, I am still carrying out a lot of high quality work. This includes some tough strength training. I have telling myself that training in the poor weather we have been experiencing will make me stronger come race day. While deep down inside I know that is not

really true, it has helped get me through several of my workouts. In addition to the training, I have been focusing a lot on my diet. I have eliminated sodium nitrate as well as caffeine. While I do not drink coffee, I did consume a large amount of diet soda. And I have to admit, my stomach feels much calmer since the changes. My weight is in line with where it was all last season. In fact, when I step to the line, I may actually be 1 or 2 pounds lighter.

Starting next month, I will begin speaking about the bike, which will include my odyssey of picking race wheels.

### **Post Flying Pig Marathon:**

The weather was perfect. The training had gone well. The diet plan had been followed. N paper the Flying Pig should have been my moment in the sun. But, alas, it was not to be. As individuals saw from Joe P.'s great e-mail, I did not hit my goal time. All I can say is that the course was much tougher than I expected it to be (I was not the only runner with this view point). What I can say is that I had a really good time. Was I disappointed? With out a doubt I was. However, I refer to how a

Kenyan runner would deal with the situation. Kenyan words such as upole (pronounced ohh-poe-lay) which mean gentleness and poleploe (pronounced poe-lay-poe-lay) which can mean gently or softly. The word pole by its self means you will cool down. They use these words to remind themselves that things are alright, that they are alright. I am all right. Thank you Owen

Now my attention turns to American Zofingen in October. The Score-This series races will serve as good preparations for what will surely be my greatest physical challenge to date. I was encouraged by my performance at the first Time Trail brick of the year, for which we had a pretty nice turnout. I also did well on my first long outside ride this past weekend. We will all have good days on the bike, in the water and on the run. It is the bad days however, that define us, make us stronger then we were the day before.

## “The Fastest Wheel Size is?” by Joe Niezgoda



*Joe Niezgoda in action...*

Would you believe that not all tri/road bikes have the same sized wheels? It's the triathlete who flock to the size that is left of center (mostly because of under education on the topic or refuse to change with technology) and pushes the boundaries of conventional cycling. In enters the 650C wheeled tri bike (in the early 90's tri-bikes needed 650's). A bike with smaller than “normal” wheels makes roadies turn there nose up and shake there heads (why don't they like us Tri-geeks?). First, let's get the size thing right: A normal road bike has 700C wheels. 700 refers to the nominal outside diameter of an inflated tire on this rim. The “C” is a code that determines the size of rim that the tire size relates to (the 700 is actually a medium, rather than exact diameter). So a 650C has a 650 millimetre nominal tire outside diameter (the actual measurement is slightly less just like on a 700). To make things a bit more interesting 650C is often referred to as 26 inch and can be marked 26 x 1 to 26 x 3/4. This is in fact different to the standard mountain bike tire rim, which is 26 x 1.0 to

26 x 2.1

So why all the fuss about such a small difference? Watched a figure skater then you may be able to figure out the answer. As a skater with arms outstretched spins slowly, the skater gently brings their arms into their side and slowly starts to spin faster. This is all related to the rotating mass. This is because the further the weight is from the axis of a turning object, the more force required to turn that object. In the case of the figure skater, by moving her arms in, her weigh is transferred from a point far away from the axis to a point much closer to the axis, the rotating mass is reduced so, the spinning becomes faster.

650C wheels (compared to 700C) benefit in two ways from this principle:

- 1. If you were to compare two wheels from the same manufacturer, one 650C and the other 700C, all other things being equal, the 650C wheel being a smaller diameter would have required less material to make, thus is lighter and has less rotating mass. For example, a HED “Aero/CX” wheel in 650C weighs 630 grams whilst in 700C it weighs 700grams.
- 2. As the diameter of the wheel is smaller, the weight of the rim is closer to the hub than the 700C wheel and thus the 650C wheel has less rotating mass. It follows that a 650C requires less force to reach the same revolution speed. In real terms this can be translated into a 650C wheel accelerating faster than a 700C wheel.

While a 650C wheel may well accelerate faster than its 700C counter-

part, two things take away some of this apparent advantage: as a 650C wheel is smaller in diameter, to cover the same ground in distance terms it actually has to spin approximately 1.1 revolutions to one of a 700C wheel. As the wheel has to spin further to cover the same ground, other forces acting in a negative way are also increased (such as the resistance to rolling generated inside the hub). This also contributes to the fact that with fewer miles ridden a 650C tire will wear faster.

Being a smaller diameter, 650C wheels require fewer spokes to achieve the same strength. The actual number of spokes in a given wheel will further decrease its weight and provide less turbulence while spinning. Both of these advantages are small and are offset significantly by the fact that road shock in a 650C wheel is much more apparent than its 700C counterpart creating greater rider fatigue and more wheel hop.

Still, there are still more differences: a 650C wheel has a smaller frontal area than a 700C wheel and thus has a very slight aerodynamic advantage, less than 1 sec over a 20k. In more practical terms the availability of 650C tires, tubes and rims is somewhat limited. Most of the major brands all make products for 650C However, shops with a triathlon influence should all be able to offer a good selection.

*Con't on pg 8*

## Mark Remarks "Snobs Need not Apply!" - Mark St. George, Editor



**One fired up editor!**

It was just another Friday evening and I poured myself a Bombay Sapphire on the rocks as I got ready to relax after a long week of training, working and being a dad to two teenagers and a baby. I was pretty excited because my new *Triathlete Magazine* was in. Better yet it was their annual swimsuit edition. Little did I realize that in a few minutes I would be more fired up than I have been in years! Like any normal guy I went straight for the photos of the swimsuits. After all, as the editor of such a publication, I need to be up to date on the latest fashions, need to be aware if it is going to be one pieces or bikinis in style this year. What if someone asked me what colors or prints were going to be popular this year at the beach? What are the latest fabrics? These are the things newsletter editors must always up-date on...

After checking out the latest in swim wear, I started as I always do checking out the "Mail Call". This is the section where readers write in with their comments. The first few comments were regarding the per-

vious edition's cover which featured a veeeerrry attractive Fernanda Keller in a bikini next to her bike. I chuckled as I read a few comments referring to this as the equivalent of "tri porn" and then actually was a little saddened when I thought about the fact that our culture basically equates a physically fit triathlete in a bikini as porn. Think about it, teenage girls are bombarded with photos of talentless anorexic waifs on a daily basis and folks are getting upset about photos of a triathlete in a bikini??? As a father of two daughters I would much rather see my kids strive to be like Fernanda then let's say Paris Hilton.

The purpose of this column, however, is not to debate the merits of scantily clad triathletes on magazine covers. Nope, this is about a column entitled "*Did you earn your M-Dot*". This is the one that got me fired up. The writer was responding to some previous articles that were discussing if and when you earned the right to get the coveted the M-Dot tattoo. Some previous writers said you deserve it after any ironman distance race, other stated that technically one needed to finish at Kona. This particular reader went on to state, and I quote "*With all due respect to your friend, let me tell you flat out. No they do not deserve the M-Dot, and until they cross the finish line in Kona they have no business calling themselves an Ironman.*" You read that right! This clown has the arrogance to state that you can't call

yourself an ironman unless you have finished Kona. Sorry John Pepke, you finished 9 or so regular distance ironman races, finished a double ironman distance race and came just 20 miles short on a triple ironman last year, but according to this idiot you can't call yourself an ironman??? Sorry Pat Dalton Jr, I know you finished the Ford Ironman Florida last fall and even though the event is sanctioned by the by the folks who license out the M-Dot and most likely the M-dot symbol was plastered all over the race course, you can't get the tattoo or call yourself an ironman... Too bad, so sad....

I have one quick thing in response. Come on dude get a grip! Are you that insecure that you can't share the title of "ironman" with others? Does one really need to qualify for and finish Kona before they are an ironman? Are you that impressed with yourself that you fear that by letting folks who complete "lesser" ironmans call themselves ironman that it will somehow dilute your accomplishments? I am thinking you might need to spend a little more time on a therapist's couch and a little less time on the bike, track or in the pool...

I won't discuss the merits of if and when you are supposed to get the M-Dot tattoo but I will say if you enter and complete any race which involves a swim of 2.4 miles, a bike of 112 and then

**Con't on pg 12**

## BTC Birthdays for May

5/5 Ann Seyboldt; 5/7 Frank McKeehan;  
 5/9 Patricia Palmieri-Phelan; 5/10 Michael Nowak;  
 5/11 Justin Dix; 5/17 Kevin Reilly;  
 5/17 Anna Caci; 5/19 David Shapiro; 5/20 Ayla Hardick;  
 5/20 Eric Butler; 5/20 Theresa Palmieri;  
 5/22 Grace Speller



## 2007 Buffalo Triathlon Club Executive Committee

President: John Pepke - [pres@buffalotriathlonclub.com](mailto:pres@buffalotriathlonclub.com)

Vice President: Theresa Palmieri - [vicepres@buffalotriathlonclub.com](mailto:vicepres@buffalotriathlonclub.com)

Secretary: Bob Sobon - [secretary@buffalotriathlonclub.com](mailto:secretary@buffalotriathlonclub.com)

Treasurer: Warren Hale—[treasurer@buffalotriathlonclub.com](mailto:treasurer@buffalotriathlonclub.com)

### New Members:

Andrea Matusiak  
 Jonathan Mugel  
 Polina Strauss  
 Wayne Felle  
 Joe Grey  
 Dennis Powell  
 Bob Chmielewski  
 Maureen Kemeny

### We Need Your Newsletter Articles!

Help make this newsletter yours by contributing articles on your recent races, different training techniques and ambitions, etc... Send them to: [newsletter@buffalotriathlonclub.com](mailto:newsletter@buffalotriathlonclub.com)

Also, I would like to add a picture page starting sometime soon, so please send in some action photos of workouts, races, etc. to the same email address listed above. Without photos it will be a hard to do a picture page (unless of course you just want to see photos of my fat cat, my receding hair line, my baby and whacked out teenagers...).

## “Fuels” - By Frank Cerny, PhD

Now that we have some understanding of the basics of metabolism from my previous articles it is time we talked a bit about the fuels that are used to produce the energy we need.

Here’s a little thinking test. Study the table below and then try to answer the questions using intuitive thinking. If you’re not into thinking, just read on.

Fuel or substrate	Energy per gram	Energy per unit of oxygen con-
Fat	9 kcal/ gram	4.7 kcal/liter O <sub>2</sub> consumed
Carbohydrate	4.5 kcal/gram	5 kcal/liter O <sub>2</sub> consumed

**Question 1.** At the onset of exercise or during heavy exercise when oxygen delivery to the muscles is somewhat limited which of these fuels is going to give you the most bang for the limited O<sub>2</sub> available?

**Question 2.** During long-term exercise when oxygen delivery isn’t limited (so oxygen isn’t a problem) which fuel will give me the most bang for the buck?

Answer: In the first case, carbohydrates will be the best substrate because you get more energy for whatever oxygen is available. In the second case since O<sub>2</sub> isn’t an issue you might as well burn fats because they give you more energy per gram than carbohydrates.

Why is this important? Whenever you are working at high intensities, the primary fuel will be carbohydrates, in the form of glucose. Whenever you are exercising for long periods of time (more than 10-15 minutes) fats will be the primary fuel. So you need to be sure that you have carbohydrates available when you are training or exercising at efforts greater than 80% of maximum. For most of us adequate fat availability isn’t a problem!

Now, here is a potentially complicating factor. While fats are the **primary** source of energy during long-term (> 1 hour) exercise they are not the energy source that limits exercise. That prize goes to your stored glucose in the muscles – glycogen. Whenever you exercise you will use some of the stored glycogen and when the level in the muscle fibers that you are using reaches a certain critical low level, those fibers will not be available for movement. In common language this point is called “the wall” or may be described as part of the “bonking” phenomenon.

Look at the figure on page 13. It describes the level of glycogen in the working muscles over the time of exercise. The left axis of the graph shows the level of glycogen in the muscle. The bottom axis shows the duration of the exercise. On a normal diet the lower (thin solid) curve shows that glycogen decreases with exercise duration. When it reaches the line labeled “threshold,” exercise stops.

If we train and ensure adequate intake of carbohydrates to fill the glycogen stores you increase resting levels (thus the higher starting point) and you can exercise longer because it takes longer for the curve to reach the threshold level. But what if we could also slow down the rate at which we use our glycogen? Would we be able to exercise even longer? Yes! The top (dark solid) curve shows that if we “spare” glycogen (use it at a slower rate) we can go longer before reaching threshold.

**Con’t on pg 13**

## It's That Time to Re-Join the BTC!!!!

That's right, all memberships expired at the end of the calendar year 2006 as of December 31. To rejoin all you need to do is go to the Buffalo Triathlon Club Web-site at <http://buffalotriathlonclub.com> and click on the "Join Us" hyper-link. Next step is to print off the application at <http://buffalotriathlonclub.com/documents/application.pdf>, complete it and send in your check (amount based on the type of membership) to Warren Hale at the address on the application.

## WANTED!!!!

- 1) **Member Spotlight Volunteers Needed!** One of the most difficult tasks of putting these newsletters together each month is tracking down volunteers to be in our Member Spotlight section. It would be great if I had some folks volunteer to complete the short bio and include a few JPG's each month. If you are interested in being spotlighted in an upcoming newsletter please contact me at either [saint464@adelphia.net](mailto:saint464@adelphia.net) or [newsletter@buffalotriathlonclub.com](mailto:newsletter@buffalotriathlonclub.com). I will send you the questionnaire (and of course buy you a beer next time I see ya)!
- 2) **Roving Reporter Wanted:** Have you ever dreamed of being a journalist and traveling the world in search of a good story? If so, I have a job for you. I am looking for someone who can give me one story a month. It could be a focus on an area business catering to the triathlon world or possibly a story on an upcoming event. If you are interested in helping out please contact me at the email addresses mentioned above. By the way if you do travel the globe in search of a good story it will have to be on your dime...

## “Fast Wheel Size” - Con't from pg.3

*(Continued from page 3)*

650C wheels will require a cassette with less teeth to get a similar roll out as the 700C wheel. So you will not be able to have that down hill gear that many athletes require. Let me explain: Using a smaller diameter wheel affects the output of your bicycle's gearing ratio. For weaker or beginner cyclists, this puts the gear ratio within the reach. For the average cyclist changing the big front chain-ring to a 56 tooth puts things back to normal. However this adds weight often enough to bring the 650c wheel to about the same weight, give or take, as the 700 wheel. This will also make shifting slower and more crunchy for the front derailleur. Another important point is that 650C and 700C wheels can only be ridden on a bicycle specifically designed for a wheel of that size. This includes the funny bikes, which have a 650C front, and a 700C rear wheel. 650C bikes fit small better than most 700C bikes, as the frame tubes of the bike can be kept in better proportion.

There is no clear winner here. Both size wheel have their virtues and faults. 650s are smaller, lighter, accelerate and climb better. However, they're less comfortable, decelerate faster, need a larger chain ring and are not nearly as available as 700s. In most cases, the 650 vs 700 decision will not affect the outcome of your race.

There are, however, two groups of people who should strongly consider one wheel over the other. Shorter riders who ride small frames can greatly benefit from a 650c wheel, since it lowers the bike height (thus giving you better standover clearance) and reduces the chance for toe overlap. Tall riders, on the other hand, should stick with 700c wheels, since 650s on a large frame requires an insanely large head tube, and this will make the frame less stiff.

In real world situations there seems to be no significant differences in the 2 sizes in terms of speed. Taken by themselves 650 wheels would be more

aerodynamic and therefore faster in the lab, but since they are always used while attached to a bicycle and a rider this seems a rather academic point. Especially since you the rider will be more fatigued offsetting any aerodynamic advantage.

So if you are small and puny like Mickey Rooney go with the 650C's but if you are big and bad like Alan Ladd than opt for the 700C's

Bottom line- your wheels are not holding you back and if you are a shorter person they may be allowing you a better position which is important as the rider contributes the majority of the drag in a bicycle and rider situation.

For more information on this topic please read: **Are 650c wheels relevant today?**  
by Dan Empfield 8.10.04 on [www.slowtwitch.com](http://www.slowtwitch.com)

Joe N.

### **The Buffalo Triathlon Club**

**Buffalo's Premier Multisport Club**

### **BTC Quick Transitions**

**C/O Mark St. George—Editor**

**[newsletter@buffalotriathlonclub.com](mailto:newsletter@buffalotriathlonclub.com)**

The BTC - helping you reach goals  
you didn't even know you had!

## Member Spotlight on Marc Koester

**Name:** Marc Koester

**Age group:** 30-39

**Occupation:**

**Pilot or astronaut** (failed because I wear glasses)

**Architect** (sorry, not smart enough)

**Professional athlete** (no fast enough)

**Medicine** (no scholarship)

**So I am an engineer by training**



*Marc Koester*

**Hometown:** Buffalo, NY

**Family:** Single

**Member Since:** 2007

**Positions held:** none

**Goals:**

Sign up for an IM

Start in an IM

Boston marathon

Staying fit

**Greatest accomplishments:**

Swimming next lane to Lothar Leder, Darmstadt, Germany (5x IM wins & first man under 8h in an IM). Swimming in the same pool as Michael Gross, EOSC Offenbach (3x Olympic, 5x World championships, 12 x World records). I could not even keep up when these guys were swimming easy butterfly.

**Personal records:** nothing worth bragging about.

**Typical training schedule:**

None! I train how I feel & weather related. I do not even have a training plan.

**Favorite event of a tri:** T2: getting rid of my bicycle

**Why did I join the BTC:** Meeting people & train with like-minded people

**Music in I-pod:** Radio/CD player makes for a much harder workout.

**I am currently reading:**

Doris Kearns Goodwin

'Team of rivals'



*Hey, this doesn't look like Kansas?*

**Best Tri advice you ever received/quotes:**

"Shave your legs" by Mary E.

"Difting buoy" from EOSC Offenbach swimmers concerning my swim speed

"Sand-bagger" from Kara K.

**What/who inspires you?:**

Anyone who has overcome any kind of challenge to achieve a better life, happiness or personal goals.

## The Spouse of a Triathlete - con't from pg 1

before he would get the Ironman bug.

Sorry, I digress – so back to the beginning of my story. I finally head downstairs with my little one around 7a.m. where my two teenage stepchildren (resembling zombies) are ready to head out for school. They look at me with half closed eyes and ask, “Where’s dad? Wait, let me guess...the gym or the track.” The children have learned that if their father is not at work or in the yard, he is training. With that being said, I think we sometimes forget to be supportive and proud of him. We are so used to him pushing himself really hard and accomplishing so much we forget that what he has done, and what

he is training to do is quite an accomplishment. Amazing really.

Training for an Ironman is a full time job in itself (I won’t even mention John Pepke and his triple Ironman)! Triathletes are multi-taskers - they have to be. Just hearing Mark talk about his training makes me tired. The time these athletes devote to their sport is immense. Triathletes are a rare breed...pushing themselves in three challenging events in an effort to test their physical and emotional limits. I can’t even watch a triathlon without getting a little choked up...

I can vividly remember the feeling of accomplishment when I crossed the finish line of my marathon – one of my finest moments. I

can only imagine what it must feel like to complete a triathlon. While I can promise you I will never find out, I am lucky enough to be able to share the experience with my best friend, husband, and accomplished triathlete when he competes in his first Ironman in September. I am proud to share my life with a triathlete.



## Frame Materials - by Joe Niezgoda

Material	Advantages	Disadvantages
Steel (chromoly)	Strong, easy to work with, fails in a predictable manner (Not sudden or catastrophic), forgiving ride, cheap. Steel is real.	Rusts and is a heavier than the other exotic materials.
Aluminum	Resists corrosion, light, reasonably cheap.	Not easily repairable, fails catastrophically, generally rides harsher than steel/ti/carbon fiber. Entry level bikes
Titanium	Strong, resists corrosion, light, repairable. Cool factor	Expensive, hard to weld, hard to form.
Carbon Fiber	Strong, doesn't corrode, light, forgiving ride on smooth roads. Cool factor	Expensive, hard to repair, fails catastrophically, some say has ride has a dead feel, rough on bumps.

## On the Calendar....

### Buffalo and New York State Triathlons and road races...

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May 20 @ 9:00am

Tom's Pro Bike

50 / 100 mile Bike Ride

Lancaster, NY

Sun. May 27

Nissan Buffalo 1/2 and

Full Marathon

Buffalo, NY

Saturday, June 2

Tour De Cure

Niagara Co. Community Col-  
lege

June 10th @ 8:00am

Keuka Lake Tri

Keuka Park, NY

Saturday June 23, 2007

Ride For Roswell

Amherst NY

July 1st @ 8:00am

Tri in the Buff

Irving, NY

July 8th @ 8:00am

Xterra Off-road Triathlon

Holiday Valley

Ellicottville, NY

July 14-15

Musselman Tri

Geneva, NY

August 4 @ 9:00am

Wilson Wet & Wild Tri

Wilson, NY

August 5th @ 8:00am

Cayuga Lake Tri

Ithaca, NY

August 11 @9:00am

Summer Sizzler

(formerly the Spring Fling)

Grand Island, NY

September 9th -@ 9:00am

Danforth Fall Frolic Tri

Barker, NY

September 23 @ 7:30am

Finger Lakes Triathlon

Canandaigua, NY

### TriSport Canada - Tentative 2007 Series Overview

[www.trisportcanada.com](http://www.trisportcanada.com)

#### Victoria's Duathlon

May 13, 2007

#### Milton Triathlon & Duathlon

June 3, 2007

#### Muskoka Triathlon and Duathlon

June 16/17, 2007

#### Guelph Lake 1 Triathlon & Duathlon

June 23/24, 2007

#### Peterborough Triathlon & Duathlon

July 8, 2007

#### Niagara Triathlon and Duathlon

July 21/22, 2007

#### Orillia Triathlon & Duathlon

August 19th, 2007

#### Guelph Lake 2 Triathlon & Duathlon

September 1, 2007

#### Sherkston Shores Triathlon and Duath- lon

September 8/9, 2007

#### Niagara-On-The-Lake Duathlon

September 22, 2007

**Important! Always be sure to  
check with race organizers and  
web-sites to verify date and  
times...**

## Mark's Remarks - Con't from pg 4

run 26.2 miles distance you earned the right to call yourself an Ironman. The title of "ironman" in my humble opinion is a testament to ones heart and spirit and not about ones average pace or over-all time or for that matter which race you complete. It's waking up at 5:00am and dragging your butt to a pool. It's getting up at 5:30am on a Sunday morning and getting on your bike for a 100 plus mile ride and getting home before your teenagers are awake. It's basically challenging yourself to push yourself to do something that others can't comprehend. I don't care if you do it in Kona, Lake Placid, Montreal, or Europe. If you put in the time to train and you complete your race (wherever it is) you are an ironman. PERIOD!

This guys is basically a big time @\$\$ folks and its comments like this that taint our sport. We might as well appoint Satan as the official spokesperson for triathlons. One of the things that most at-

tracted me to the sports was the fact that people in this sport refer to themselves as Tri Geeks. After all how serious can one take themselves if they refer to them selves as geeks? If I wanted to hang out with snobs I would still be golfing at the Country Club with Buffy and Chip.

This is a sport that is truly in it's infancy and it's popularity continues to raise. It is all our responsibility to keep the popularity of the sport going. We can't allow folks like this bozo to ruin it. Should we take our training and racing seriously? You bet. Should we take pride in our accomplishments? Sure thing. It's fine to say you are "faster" then most, then some, then a few but don't ever say or think you are "better" then anyone! You're not!

I would be so bold as to say that if this guy was in our club, I'd ask the executive board to ask this goof-ball to resign his membership. No problem we'll refund on your membership dues. The message

simply being snobs need not apply! We don't need folks like that in this club or our sport and thankfully we don't have them here at the BTC. If we did I'd leave.

At the end of the day this sport is all about challenging yourself. If you are fast or not so fast you belong both in the sport and in the Buffalo Triathlon Club. After all the titles and tattoos are not really that important. What's really important is challenging yourself and being the best you can be. If you qualify for Kona that is very admirable, and something I deeply respect. But if not (and that's most of us) and if you are fortunate enough to complete the 140.6 miles (where ever the race is held) hold your head up high and know that you are an IRONMAN!

As always train hard, be safe and have fun...

Mark

## 2007 BTC Volunteers

**Joe Pautler - Webmaster and Brick Workouts**

**Kei Riley - Librarian**

**Gene Baran - Lake Erie Swim Workouts**

**Rob Harold - Lake Ontario Swim Workouts**

**Joe Niezgoda - Lake Ontario Swim Workouts**

**Ed Harkey - Triathlon Race Results**

**Ken Tocha - Duathlon Race Results**

**Mark St. George - Newsletter Editor**

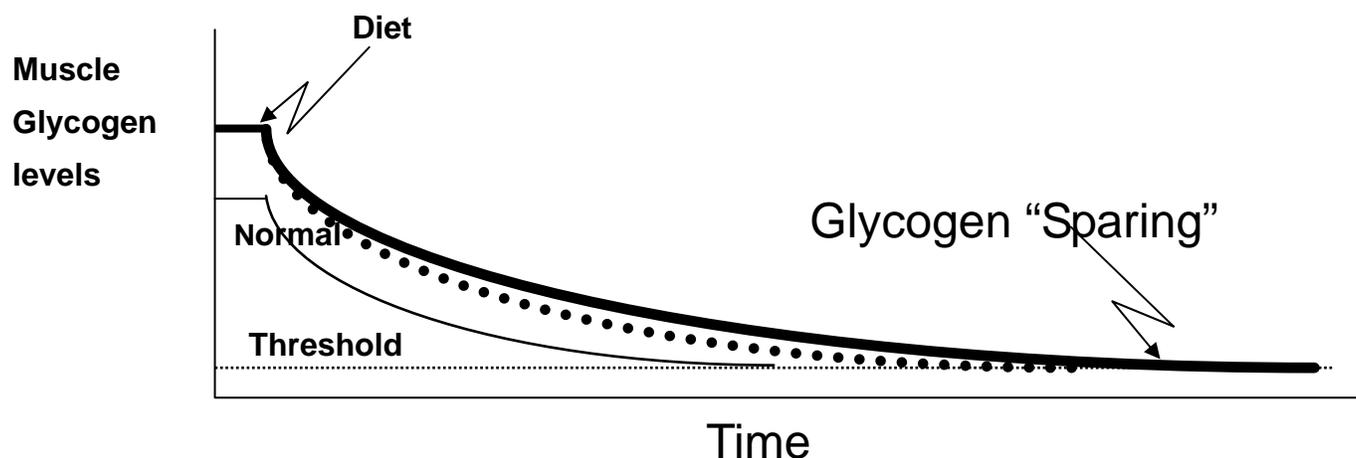
## “Fuels” - Con’t from pg 6

So how do we “spare” glycogen? One of the best ways is to train so that your aerobic capacity is increased in the muscle. The greater capacity you have to use fats, the less you need to rely on glycogen. Another way to “spare” glycogen is to have an alternative source of glucose for the muscle to use. In other words if you take in carbohydrates while you exercise your body will use this source of glucose in place of some of the stores.

Above I mentioned that glycogen is only part of the bonking problem. You bonk primarily because your blood glucose levels drop too low. Ingesting complex carbohydrates (such as grains) or glucose polymers (such as in most sport drinks) you can promote the sparing of glycogen stores and prevent bonking.

We will go into more detail on all of this in a later newsletter but the bottom line is that you need to keep your carbohydrate intake at 65% of your total caloric intake to ensure adequate glycogen stores and you need to consider ingesting carbohydrates for events that last more than 1 hour. Don't wait too long to take them in, though, because once the stores are gone you can't build them up while you are exercising. A good source of carbohydrates during exercise are liquids that contain a 7% solution (most mainstream sports drinks) as this will make the carbohydrates available in the blood stream thus sparing glycogen **and** will enhance fluid absorption thus helping with hydration –the topic of next month's column.

Finally, when you exercise hard for long periods of time, as during training, you will decrease your muscle glycogen levels. In order to train well the next day it is important to promote the replacement of those stores so that you can have a good workout. To do this you should ingest 1 to 1 ½ liters of a 7% carbohydrate solution within 90 minutes after exercise. If the solution is lower than this (just water) or higher (soda or fruit juices) the absorption is less and the effect is lost. Similarly, if you wait longer than 90 minutes the effectiveness is diminished dramatically and you risk starting the next day already behind in glycogen stores.



## “A Little Something Crazy to Do...”

It is back again: For all competitors who are looking for a new challenge. Also for all triathletes that do not like the swimming part.

The RACE OF THE YEAR: a ride and run on September 15 and 16. Join them for the 2nd Highathlon! Registration is now open for the run and bike! Please visit the exciting website at [www.highlandercycletour.com](http://www.highlandercycletour.com) or go to [www.active.com](http://www.active.com) to register for the 2007 Highlander. The Highlander is scheduled for September 15. Check below for a new option available to the stout of heart, mind, and soul on Sunday. Perhaps you have done an Ironman triathlon, dabbled in adventure races or run an ultramarathon. There is an adventure for you: 2<sup>nd</sup> Highathlon. The Highlander Cycle Tour has teamed up with the Rochester Marathon to offer the ultimate Western New York challenge. Well, they didn't know if they'd get anyone crazy enough to ride the Highlander Century on Saturday and then run the Rochester Marathon on Sunday but about 12 brave souls did just that in 2006. So, they've teamed up with the Rochester Marathon again this year and we are challenging people to do it again. Each participant will receive a special gift just for being crazy enough to embark on such a feat and we will also offer a grand prize to the man and woman who finished the marathon in the fastest time after completing the Highlander. Both events showcase the beautiful scenery of Western New York. The Highlander takes you through the lakes and wine country and the marathon starts in the city of Rochester and meanders through the suburbs along the historic Erie Canal.

It is so close you can sleep in your own bed and drive in the morning to both events. Good news: between the ride and the run you can have a glass of wine or beer.

Visit [www.highlandercycletour.com](http://www.highlandercycletour.com) or [www.rochestermarathon.com](http://www.rochestermarathon.com) for more information.

Enjoy both events and call yourself **Highathlon survivor!**

## RUN\*WALK\*SWIM\*or\*CYCLE TAHOE CHALLENGE: September 29, 2007

Picture your self cruising along tree lined trails amidst majestic rock formations and spectacular views of Emerald Bay, Cascade Lake and Lake Tahoe while the leaves are transforming into breath taking colors right before your eyes. This event offers more choices than ever: select from a 20 Mile, Half-Marathon, 10K or 5K walk or run; cycle for 35 or 72 miles; or swim 1 mile in Lake Tahoe. For the most daring, try a 3 day triathlon, visit [www.laketahoemarathon.com](http://www.laketahoemarathon.com) for more information on the selection of events.

It's the perfect way to enjoy Mother Nature while raising funds for lifesaving programs. All participants receive customized fitness training for the Lake Tahoe Challenge. Challenge yourself in honor or memory of a loved one, for yourself, or take on the experience because you want to simply support Roswell Park. Unite with thousands of people from across the country to share memories of a lifetime. Plus, you'll receive complimentary airfare, hotel, meals and more for meeting the minimum Team Cure fundraising goal. Call 716-845-8788 or visits [www.TeamCure.com](http://www.TeamCure.com) today.

## Race Day Checklist...

<i>x</i>	<i>Pre-Race</i>	<i>x</i>	<i>Swim</i>	<i>x</i>	<i>Cycle</i>	<i>x</i>	<i>Run</i>	<i>x</i>	<i>Post Race</i>
	Tracksuit		Swim suit		Bike		Running shoes		Warm dry clothes
	Water bottles		Swim cap		Cycling shoes		Running shorts		Towel
	Breakfast		Goggles		Racing shorts		Anti-chafe lube		Shoes / flip-flops
	Energy bars / gels		Spare goggles		Racing top		Cap / hat		Post race drink
	Car keys		Anti-fog spray		Helmet		Socks		High carb snack
	Money for entry		Wetsuit		Water bottles		Sun block		sunglasses
	Directions to race		Stool / water bucket		Spare tube / puncture kits		Safety pins		Baseball cap / hat
	Gas for car		Sports lube		Toilet paper		GPS / Watch		Clean socks
	Chip / ankle strap				Race # / bib strap		Power gels		Camera
	First Aid Kit				Gloves				Glasses / extra contacts
	Cell Phone				Sport drinks				
					Wrist / Bike ID Bands				

## Ride For Roswell

The Ride for Roswell (benefiting Roswell Park Cancer Institute) is Saturday, June 23, 2007. Michael Nowak will once again be Team Captain for "Team Buffalo Triathlon Club & Friends". Here is the link to the Team site:

[http://register.roswellpark.org/site/TR/68613432?pg=personal&fr\\_id=1290&px=10](http://register.roswellpark.org/site/TR/68613432?pg=personal&fr_id=1290&px=10)

You can donate through that page, or you can join the team. All are welcome to join, even if you are not a member of the BTC.

Ride distances are: 9, 20, 33, and 62.5 miles

Minimum donations to ride is \$100

Helmets are required

\*\*\*If you have already joined the R4R as an individual rider but would like to be on the team, please contact Michael (email below) and he will have you added to the team.\*\*\*

Please e-mail me any questions you might have to: [imtoosexy4mykat@aol.com](mailto:imtoosexy4mykat@aol.com)

## Top Ten Reasons for Marc Koester to do an Ironman...

### Ten reasons why I should do an Ironman by Marc Koester.

I wrote years ago 10 reasons why I should not take part in an Ironman! Here is the list why I should start:

10. Understanding the BTC video clip: "What it takes"!
9. Having a story to tell for the rest of my life.  
To be part of the elite club & join one list at the annual BTC award dinner. Despite many fairytales I started so far in:  
zero Ironman, zero  $\frac{1}{2}$  Ironman, zero Marathons & zero US or German championships!
7. Getting rid of the nickname "sand-beggar" if I finish in 1789 position or being DQ "did not make the cutoff time".
6. Converting from a semi couch potato to a lean triathlon machine.
5. Cycling several times 100+ miles in snow and rain to have a slight chance to finish in sight of Multi-Ironman Christopher A. from Grand Island. [2006 A Tri in the Buff (check out the result: C.A. (his statement: 'Recovering from an Ironman competition.' ) 1:24:37 vs. me 1:43:37 in the sprint event!]
4. Finding a good reason to justify
  - buying 2 new triathlon bicycles (better fit - \$8,000),
  - updating the wheels (\$1,500)
  - hiring a coach (\$2,000),
  - buying a power meter (\$3,000),
  - buying a treadmill (\$1,000),
  - building a gym in the house (\$2,000),
  - buying thousands of gels & bars (\$1,000),
  - hotel in the Ironman city (\$1,500),
  - repairs and spare parts (\$500),
  - many sneakers and swim stuff (\$1,100),
  - Ironman merchandise (\$600), and
  - meeting training partners & friends at 5:30 AM (priceless).
3. Managing my unplanned 60 minutes per week better [train up to 30 h/week, work & drive/transport 60 h/week and sleep & rest 70 h/week, eat & drink 7 h/week = total 167 h/week out of 168 h/week].
2. Eating as much ice cream, cookies, pumpkin and blueberry pies as I can while still losing weight.
1. To have the opportunity to meet a spouse at race day during my 9 hour marathon walk. Is this enough time to meet someone special?