



PACELINE

A PUBLICATION OF THE JERSEY SHORE TOURING SOCIETY

HOW WOMEN CAN BOOST THEIR FITNESS

OLDER ATHLETES: HOW HARD TO TRAIN

CARBOHYDRATES & CYCLING



APRIL 2024

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Paceline Submissions

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thepaceline@jsts.us. Materials may be edited by the JSTS Paceline staff for length and clarity.

Publication of materials submitted is at the discretion of the editor. Articles and photographs submitted to Paceline may be used in other JSTS media at the Club's discretion. Photos in the JSTS Paceline Newsletter may not be reused or republished without prior permission.

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HELLO CYCLISTS!

PRESIDENT'S LETTER


Dear JSTS Members,

I am thrilled to share some exciting updates with you! Our recent kit introduction was a resounding success, and we couldn't be happier with the positive feedback. Here's what you need to know:


Frostbite Shirt for 2023

 **Frostbite Shirt:** The sleek and stylish Frostbite Shirt has been a hit among our members. Its unique design and comfortable fit make it the perfect addition to your cycling wardrobe. Congrats to the 59 finishers.

New JSTS Kit Sales

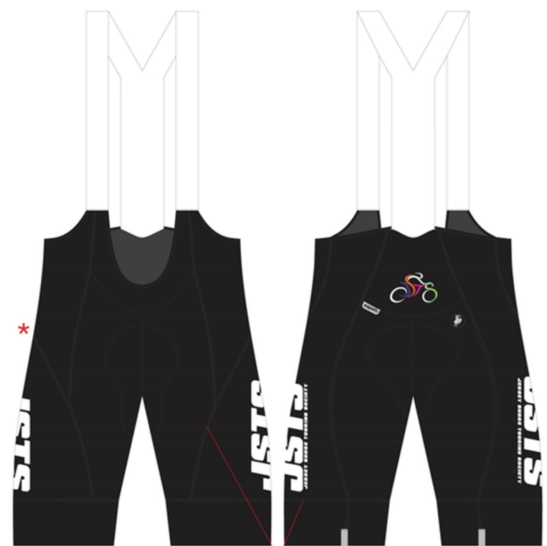
 **Over 40 Pieces Sold:** Thanks to your enthusiasm, we've sold over 40 pieces of the new JSTS Kit! If you missed out, don't worry—the store will reopen this summer, so stay tuned.

Gratitude to Our Volunteers and Local Cycling Shops

 **Team Effort:** None of this would have been possible without our incredible volunteers and local cycling shops. A special shout-out to:

- Jean Roy
- Rob Nuara
- Ashley Sherman
- Steve Srolovitz
- Ward Kradjel
- Mike Street
- Mike Greaney
- B3 Bicycles
- Middletown Trek
- The Safetti Team

Your dedication and hard work made the entire process—from vendor selection to fitting to buying online a breeze. Thank you!



Sponsorship by Bikes and Beers Monmouth

🍻 **Bikes and Beers Monmouth:** We're proud to announce our charity partnership with Bikes and Beers Monmouth. By fulfilling our commitment to volunteer support, sag assistance, and pre-ride mechanical stations, we've secured discounted prices for our members during sign-up. Plus, JSTS is now one of the two charity partners for donations at signup. Look out for our table at their upcoming event on Saturday, May 4, where we'll be promoting club membership. Use code "JSTS20" good for 20% off the Monmouth event, as well as all of our other events (incase you like to travel!)

👏 **Team Effort:** None of this would have been possible without our incredible volunteers and local cycling shops. A special shout-out to:

- Steve Srolovitz
- Mike Street
- Jay Attiya
- Linda Wilson
- Jean Roy
- Carl Wheeldon
- Judy Lauber
- Bill Metzgar
- David Jaffee
- Rob Nuara
- Bill Winterbottom
- B3 Bicycles

Improving New Member Onboarding

☀️ **Welcoming New Members:** Mike Greaney and I will be working with new club member Fred Berenbroick, are working diligently to enhance our new member onboarding process. We want to ensure that every newcomer feels right at home in our cycling community.

Peer-Led Rides: A New Approach

🚲 **Trial Period:** The board approved a new approach to rides submitted by Barb Bennett and Rob Leitner.. Starting in April, some rides will now be peer-led rather than following the traditional ride leader model. Throughout the month, we'll evaluate the outcomes and decide whether to extend this approach.

☀️ Summer Tour Update

Many thanks to **Mike Lock** for hosting this year's event in Virginia's beautiful Shenandoah Valley in June. For more information, visit our ride calendar here <https://jsts.us/event-5614768>. And let's not forget the unwavering support from Barb Bennett and Rob Leitner—they've been instrumental behind the scenes working with Mike in getting this exciting tour going!

Thank you to everyone who contributes to making JSTS a vibrant and supportive cycling club. Let's keep pedaling together!

Happy riding,

Pat Perrella JSTS President





HELLO CYCLISTS!

COME SHOP AT B3 BICYCLES

TOP 10 REASONS TO SHOP AT B3 BIKES



Quality

Our bikes are made with better materials and components, and assembled by the area's best mechanics.

Selection

We have bikes for everyone, from kids to pros, in a wide selection of sizes, colors, and prices.

Staff

B3 Bikes is proud to have the most skilled, knowledgeable and conscientious staff in the region.

Focus

Our focus is bikes. This is what we know, this is what we do, this is what we love. We're a department store with one department: The Bike Department.

Test Rides

We facilitate and encourage test rides, so that our customers can be sure they are getting a bike they'll love.

Warranties

All of our bikes come with a lifetime manufacturer's warranty on the frame against manufacturing defects, and generous warranties on defective components.

Support

If you have questions about what to ride, where to ride, how to ride, or how to maintain your ride, we're here for you.

Parts & Accessories

We only sell good stuff, so you can rely on the stuff we sell to enhance your cycling experience, and to let you ride with peace of mind.

Proper Fit

Most of the bikes we sell come in 3-6 different sizes, and our staff will help you find the size that you'll be most comfortable on. We also offer Master Level fits for the most demanding riders.

Community

We go beyond the walls of our store to support our community. We contribute to causes you care about. We also run free weekly group rides, and hold free seminars on topics of interest to cyclists of all levels.

HOW WOMEN CAN BOOST THEIR FITNESS

STOP FASTING, PLAN AROUND YOUR CYCLE AND WORK ON STRENGTH

From Bikeradar by Nicola Smith, James Witts & Mark Bailey

The primary guidelines around training are focused on men. But what's good for male athletes won't always suit women, due to differing physiologies and nutritional needs between the sexes, to name two reasons. "The number of case studies where women have trained as men and then burnt out is extreme," so says Dr Georgie Bruinvels, exercise physiologist and co-creator of the FitrWoman app, which enables women to track their menstrual cycle and offers nutritional suggestions tailored to their changing hormone levels. "Huge importance needs to be placed on training as a woman as opposed to training as a man," says Dr Bruinvels. Keep reading to find out how female athletes can adjust their training to boost their fitness, with insight from Dr Bruinvels and British Cycling.

STRENGTHEN MUSCLES

As Dr Bruinvels explains, muscle activation pathways differ between sexes, and a key example of this is that women find it harder to use their gluteal muscles and hamstrings. "For example, when cycling out of the saddle, women are more likely to rely on their quads than men, who'll more naturally use their glutes and hamstrings to drive motion," says Dr Bruinvels. This is due to anatomical differences, chiefly the Q-angle, which is created between the quadriceps tendon and patella tendon. Because women usually have wider hips than men, their Q-angle tends to be larger, which increases

risk of knee pain and anterior cruciate ligament (ACL) injury due to lower stability. In fact, women are 3.5 times more likely to sustain a non-contact anterior cruciate ligament (ACL) injury than men, according to US research in 2013. Yet this risk can be reduced with attention to hamstring and gluteal muscles, which helps to stabilize the knee.

As well as doing strength training exercises, such as squats and lunges that target the gluteus maximus and give downward power on the bike, aim to strengthen the smaller muscles – the gluteus medius and gluteus minimus, which stabilize the hips and thigh bones. Exercises such as stiff-leg deadlifts, barbell squats and lateral side steps using a resistance band apply here. Strengthening these muscles can also improve performance. "More than 50 percent of the time, when female cyclists are asked what slows them down, they say their quads are getting heavy and tired," says

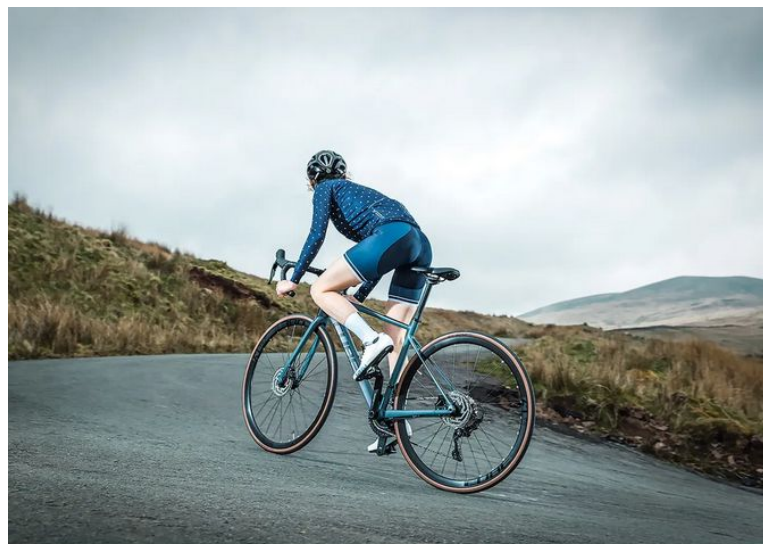


Dr Bruinvels. It's also key for women to warm these muscles up prior to cycling. "Don't just jump on the bike and start cycling hard. Do some activity, for example walking around, doing lunges and getting the body firing correctly, as well as skips, jumps and hops, before getting on the bike."

PLAN TRAINING AROUND YOUR MENSTRUAL CYCLE

The menstrual cycle can affect a woman's injury risk, too. Research published in 2012 showed that women are at greater risk of a torn ACL in the second week of their cycle, which are the days leading up to and including ovulation. This is because estrogen increases significantly at this time, causing greater ligament laxity. Ligament laxity is significant in the lower back prior to ovulation too. Katie Flatters, British Cycling sports physiotherapist, says: "Anecdotally, female riders tend to get lumbar (back) and pelvis symptoms around [menstruation], which can also impact their training and arguably their performance." Dr Bruinvels advises female cyclists to increase stabilization by activating their glutes and core to protect from over-rotating, which can cause knock-on pain.

Dr Samuel Impey, lead nutritionist at British Cycling, says the menstrual cycle is also an essential consideration for planning training. "There are certain types of sessions that are better suited to specific phases. For example, muscle glycogen use is lower in the 'luteal' phase [after ovulation], when estrogen and progesterone are high, but progesterone predominates. So doing VO2 max efforts



and intervals well above threshold could be hampered by not being able to make full use of the glycolytic capacity of the muscle, which is essential to fuel these kinds of sessions." He advises it might be more appropriate to focus on lower-intensity sessions during the luteal phase and higher-intensity during the mid-to-late follicular phase (the time between the first day of a period and ovulation).

Females can recover better from high-intensity, heavy weights during the follicular phase. This is because estrogen is low at this time, and this hormone inhibits the body's use of carbs, making it harder to work intensely when it's high.

NUTRITIONAL NEEDS

Women also have different nutritional needs from men. Two key factors focused on at British Cycling are menstrual function and dietary iron intake. Iron is an important part of cycling nutrition because it produces red blood cells and transports oxygen around the body. Lauren Delaney, performance nutritionist for the English Institute of Sport, says fuelling and recovery requirements are advised based on training needs as well as

body weight. "As most females will be of a lower body weight than males, this means that targets for carb intake are usually lower." Delaney cites a heavy training day for an average endurance rider as an example. "We'd advise you to consume 6-8g carbohydrate per kg body weight. A 50kg female rider might aim for 300-400g carbs per day, whereas a 70kg male athlete might aim for 420-560g. "In terms of fueling targets on the bike, these would be similar for males and females of all weight sizes at 30-90g of carbs per hour." As a guide, 60 g of carbs equates to a regular banana.

AVOID FAST RIDING

Dr Impey adds that female athletes shouldn't restrict energy intake severely or for extended periods of time because this can cause significant health issues and reduced performance. "This is important for female cyclists when the volume of training increases. Doing long rides of three hours and over challenges the energy availability of the body, and it's key for female cyclists to fuel these rides with appropriate levels of carbs, as well as eating a balanced diet around training." Female riders aren't advised to ride fasted, because it increases stress on the body and can lead to slower recovery and poor bone health. This is even more key for postmenopausal women. "Don't exercise fasted, as this will break down bone, and ensure you refuel quickly after cycling," says Dr Bruinvels. "This will stop the breaking down of other tissues when the body is out of fuel. This is important for all, but particularly when bones are already at risk."

A 2018 study revealed competitive cyclists could be at risk of sub-optimal bone health because cycling is non weight-bearing and doesn't mechanically stimulate osteogenesis, or bone formation.



SPEND TIME RUNNING, WALKING OR WEIGHTLIFTING

Women are at greater risk of osteoporosis as they age, and for post-menopausal women who rely on cycling as their main form of exercise, the risks could be increased. "Cycling doesn't load the body like running or walking," says Dr Bruinvels. "So build in some running or walking and lifting weights to build bone density. There's no better way to keep the body strong as you get older." Swimming is another good way to start cross-training.



CARBOHYDRATES & CYCLING

HOW TO USE CARBS TO RIDE FASTER & FURTHER CARBOHYDRATE INTAKE, TIMING & TYPE EXPLAINED

From Bikeradar by Jack Evans

Carbohydrates are an essential part of a healthy, balanced diet as the body's principal energy source at rest and during exercise. Despite what proponents of low-carb diets might say, carbs are still king for endurance athletes such as cyclists. In fact, elite riders are consuming more carbohydrates than ever. But how many carbs do you need to fuel your riding? In this article, we'll suggest how many carbohydrates to consume on and off the bike. We'll also explain when and why to eat the different types of carbohydrates.

WHY ARE CARBOHYDRATES CRUCIAL FOR CYCLISTS?

Being one of the three macronutrient groups, along with protein and fat, carbohydrates are a key part of cycling nutrition. The body converts the starches and sugars contained in carbohydrates into glucose, which is carried in the bloodstream. If it is not used for energy, excess glucose gets stored as glycogen. Enough glycogen can be stored to fuel 90 to 120 minutes of moderate exercise in most athletes.

PERFORMANCE

Even in lean cyclists, fat stores are almost unlimited. Therefore, the body runs predominately off fat in low-intensity exercise. As intensity increases, the body gradually transitions to use mainly carbohydrates for fuel. This is because, through glycolysis, it is quicker and requires less oxygen to create adenosine triphosphate (ATP) from carbohydrates than fat. ATP is sometimes called a 'fuel molecule'. The skeletal muscles use ATP to contract and produce movements, such as pedaling. The carbohydrates come from blood glucose and



the glycogen held in the muscles and liver. These stores are limited. So in prolonged exercise you have to supplement your carbohydrate availability by eating or drinking extra carbs.

Will Girling, a nutritionist at the EF Education-EasyPost WorldTour team, says: "I think the total of carbohydrates is most important, followed very closely by timing. "If you can hit the total amount of calories, carbohydrates, protein and fat that you need to support your training on a day-to-day basis, you'll really fly and improve quicker."

HOW MANY CARBS DO I NEED

There are different ways to establish how many carbohydrates you need on a daily basis and per hour during exercise. We'll explain both below. If you're not consuming a sufficient quantity of carbohydrates, you're likely to know about it. Lack of energy (including daytime drowsiness), low mood and irritability, hunger, weak immunity and poor sleep are common signs of under-fuelling. A feeling of empty legs and inability to complete demanding interval workouts, and

bonking on endurance rides may also indicate you're low on carbs. In a 2011 study called Carbohydrates for training and competition, researchers Burke, Hawley, Wong and Jeukendrup set out endurance athletes' daily carbohydrate needs for fueling and recovery. The recommended intake is expressed as grams of carbohydrates per kilo of an athlete's body mass per day.

- Light (low-intensity): 3-5g/kg
- Moderate (one hour per day): 5-7g/kg
- High (moderate-to-high intensity exercise for 1-3 hours a day): 6-10g/kg
- Very high (moderate-to-high intensity, 4-5 hours a day): 8-12g/kg

Based on your activity levels, you can decide which daily intake roughly meets your cycling needs. If you're really serious about nailing your carb intake, especially while trying to lose fat, we'd recommend working with a cycling nutritionist.

ENERGY BALANCE

Dr Tim Podlogar, an expert on carbohydrate metabolism and research fellow at the University of Birmingham, says in an ideal world cyclists would eat carbohydrates all the time. Instead, you have to bear in mind how many calories you burn cycling and in everyday life. "We need to stay in an energy balance and if you have too much energy, weight will go up," he says. If a rider is at their ideal cycling weight, weight gain is not desirable, so Dr Podlogar says you have to "micromanage" energy availability. Going into zone 2 rides, Dr Podlogar says you could be in a calorie deficit and still complete the ride, as long as you fuel during the ride to maintain blood glucose levels. "If it's an easy training session and energy expenditure will be low, eat your vegetables, protein and be a little bit hungry if you want to lose weight.

"But going into interval sessions, you definitely want to be fuelled well and don't want to have much of a calorie deficit before or during the ride."

CARBS PER HOUR

For rides of up to 2.5 hours, Burke, Hawley, Wong and Jeukendrup recommend a carbohydrate intake of 30-60g an hour. This amounts to one or two bits of food (be it an energy gel or banana). They say 90g of carbohydrates an hour might be beneficial on longer rides. Girling agrees. He says you should at least double the 30g per hour target when riding for more than four hours, especially on spirited group rides. "With 30g an hour, you'll feel a bit more shaky and it's going to feel a bit harder," the nutritionist says. "You might feel like you're going up and down in terms of bonking and not bonking."

SUGAR CRASHES ON THE BIKE

Another closely linked misconception surrounding simple carbs during exercise is that they cause blood-glucose spikes. In fact, this doesn't happen "because you're using the sugar as you're taking it on," says Girling. The probable cause of sugar crashes on the bike is insufficient total carb intake. He adds: "What's probably happening is that you're starting to bonk and then take on food, such as a gel. Blood sugar levels increase and you start to feel better. "But you get on a rollercoaster where if you're not continuing intake, blood sugar levels drop back down and then you re-bonk." Blood sugar is going from a normal level to a sub-optimal level because you're not continually refueling." To avoid these peaks and troughs, Girling suggests a much higher hourly carb intake of, for example, 90g per hour (if you've trained your stomach to handle that) on four-hour rides. Girling says it's up to you whether you get your carbs from energy drinks and bars, or real food in semi-liquid

(such as mashed papaya) or solid form, such as malt loaf or jam sandwiches. If you don't like the taste, ingredients or cost of commercially made energy bars, you could make your own flapjacks for cycling. Solid real foods will take longer to digest though, so they better suit longer, lower-intensity rides, such as audaxes.

WHAT ABOUT DIABETES?

Studies have linked diets plentiful in high-GI foods to the development of type 2 diabetes. But as Teymoori et al noted in a 2021 paper, it's the elevated insulin levels, which rise to control blood glucose, that can lead to insulin resistance and type 2 diabetes. Since the body doesn't release insulin during exercise, non-diabetic cyclists shouldn't be concerned about fueling with sugar on the bike.

Moreover, a 1992 study by researchers at the University of Copenhagen found that during training athletes adapt to be able to absorb a high-carbohydrate diet without experiencing potentially harmful hyperglycemia. This evidence suggests cyclists' high-carb diets off the bike don't put them at risk of developing diabetes either.

BACK LOAD THE CARBS

Dr Podlogar recommends upping your carb intake in the second half of a long ride. "A strategy to do it correctly is to start with a lower amount and fuel really well for the last few hours," he says. "That is when your glycogen stores are getting low and you're relying on blood glucose, so you want to eat a lot. "Any unabsorbed carbohydrates during the ride will serve as recovery nutrition."

HIGH CARB INTAKE ISN'T ALWAYS NECESSARY

Andy Blow, a sports scientist and founder of Precision Fuel and Hydration, says most people "underestimate their fuelling needs".

But he adds that you won't always benefit from a sky-high carb intake. "It's more a gray area when people aren't so fit and are riding well within their comfort zone, because they won't burn as many carbohydrates," he says. Taking in more carbohydrates won't be that helpful at a lower intensity because your body will oxidize mostly fat.

DUAL-CARB SCIENCE EXPLAINED

Before 2004, scientists believed the body could absorb a maximum of 60g per hour of 'exogenous carbohydrates' (from food and drink) from a single sugar source. They know now that consuming multiple types of carbohydrates enables the absorption of much more. Dr Podlogar says: "By adding fructose to glucose, you can increase the absorption of carbohydrates. "After taking in about 60g in an hour of glucose or maltodextrin, which is basically the same, you saturate the transporters in your intestine for this type of carbohydrate." Eating more than this can cause GI issues because the carbohydrates sit in your intestines. Whereas fructose can be absorbed, delivering more carbohydrates to your muscles. Sports nutrition, such as the best energy drinks, will combine glucose (or maltodextrin, a more complex form of glucose) with fructose in a 2:1 or 1:0.8 ratio. There's debate about which ratio is best at optimizing carbohydrate oxidation while minimizing the risk of gastrointestinal distress. Dr Podlogar favors the 1:0.8 ratio. But Blow, from Precision Fuel and Hydration, says Lotto-Dstny professionals use 2:1 ratio products to take in 90-120g per hour.

TRAINING THE GUT

Whichever ratio you choose, Blow says the "key thing people miss out" is training the gut to absorb more carbohydrate. "They often aim for higher numbers in races than they've done in training and become unstuck [with GI



issues],” he adds. To train your gut, Blow recommends starting with the amount you think you can handle in races. Then, over a six- to eight-week period, gradually up this in your hardest and longest training sessions. From 60g, this would mean going up to 70g, seeing if you can tolerate it before increasing to 80g. “It’s a progressive increase to where you think you’d like to be [in terms of carbs per hour].” In your final key training rides, go slightly above your race-day target, for example to 100g instead of 90g. Then come down for the race. As Jeukendrup et al established in a 2006 study, there is no relationship between how quickly the body can oxidize the carbohydrates you eat while cycling and body size. As a result, hourly carbohydrate intake recommendations are given in absolute amounts, not per kilo of body weight. In practice, this means a lighter rider could absorb as many carbs as a heavier rider. For example, sports nutritionist Ellen McDermott, from McD Nutrition, says she’s helped 60kg cyclists adapt to ingest 120g carbohydrates an hour. Less powerful cyclists stand to gain more from a high, hourly carb intake because they’ll be able to replace more of the energy they expend.

WHEN SHOULD I CONSUME CARBS?

Timing of carbohydrate intake closely follows

the total in importance. Girling says: “If you can optimize how much you’re eating of certain macronutrients before, during and after training, you’ll enhance your recovery.” In *Carbohydrates for training and competition*, Burke et al recommend consuming snacks and meals around important training sessions. This helps nutrient and energy intake meet the demands of the athlete’s training, while providing “high carbohydrate availability to enhance performance and recovery at key times”. Burke et al suggest ingesting 1-4g carbohydrates per kg of body mass between one and four hours before a ride. They say you should tailor the timing, total and type of carbohydrates to the demands of your training session or event. For example, 1-1.5g per kg two hours before should suffice for a 90-minute training ride. Three hours before a challenging 100-mile ride, you might want to ingest 3-4g per kg. For 140g of carbohydrates, you could eat porridge with 80g of oats, 200 ml of skimmed cow’s milk and a banana, and two pieces of toast with 50g of jam. It’s best to avoid foods high in protein, fat and fiber before a ride to minimize the risk of stomach issues. If this is something you’re susceptible to, swap the porridge for rice pudding to reduce the fiber.

CARB LOADING

Research suggests carb loading can benefit athletes taking part in events longer than 90 minutes of sustained or intermittent exercise. Burke et al advise consuming 10-12g carbohydrates per kg of body mass per 24 hours for 36-48 hours before events, such as sportives. Again, eating energy-dense, low-fiber carbohydrates will stop you from feeling too full and gaining too much weight through water storage. One of Dr Podlogar’s golden nutritional rules for cyclists is to always plan for the next session. “If I know the next

day is a tough interval session, I will eat more carbohydrates to fill up my glycogen stores," he says. "Or if a long weekend ride is coming up, that means eating a lot on Friday to make sure I'm well fuelled. "But if it is an easy training session, you don't need to eat as much, or could be a little bit hungry if you want to lose some body mass."

AFTER CYCLING

The so-called post-exercise 'glycogen window', in which your muscles and liver are more receptive to restocking with carbohydrates, is wider than once thought. Borrowing sports scientist KD Tipton's phrase, Ellen McDermott says you have a "garage door of opportunity" to refuel with carbohydrates (and protein) after cycling. The four hours after a ride are important if you're going to train again in the next eight hours. To refuel fast, Burke et al recommend consuming 1-1.2g of carbohydrates per kilo of body mass per hour for the first four hours. Then you can revert to your daily energy needs. However, after less intense, shorter bike rides when you're not training within the next 24 hours, you can stick to your usual eating schedule.

CARBOHYDRATE PERIODISATION: SHOULD I TRAIN LOW AND COMPETE HIGH?

The 'train low, compete high' strategy has received a fair bit of attention among endurance athletes. The idea behind carbohydrate periodisation is to restrict carbohydrate intake before and during low-intensity training sessions. In theory, this could make the body more efficient at using fat for fuel, thereby improving endurance. But the latest evidence casts doubt on its effectiveness. A research team led by Tadej Pogacar's nutritionist Gorka Prieto-Bellver periodised the carbohydrate

intake of a group of national-level under-23 male cyclists for five weeks. At the end of the study, their performance in key metrics hadn't improved compared to a control group on a calorie-matched, high-carb diet.

WHAT ARE THE DIFFERENT TYPES OF CARBS?

The term 'complex carbohydrates' is used interchangeably with low-glycemic carbohydrates. The glycemic index categorizes carbohydrates according to how quickly they release energy. Examples of low-glycemic carbohydrates are whole grains such as brown rice. It's best to eat complex carbohydrates most of the time. They tend to be unprocessed, which makes them more nutritious than simple carbs. The case for the performance benefit of eating low-GI carbs before a bike ride is more mixed. A 2023 academic review by Moitzi and Konig didn't find convincing evidence that a low-GI carbohydrate diet improved long-term endurance performance. Simple or high GI carbohydrates, such as sweets, get a bad rep but they're ideal for on-the-bike fueling. Dr Podlogar says they can be better than some energy bars, whose high fat, fiber and protein content slows absorption and adds unwanted calories. He adds: "I have no problem recommending simple carbohydrates. You don't want to eat a lot of them in the long term, but for performance, they're what you want. "The reason I love Haribo is that they don't contain fiber, they have no fat and have sugars in two different forms: glucose and fructose. "It goes straight into the blood and is very effective if you want to maximize carbohydrate availability." When you need to pre- or refuel with a lot of carbs, simple sugars are also preferable. You can eat a lot of them without feeling full to maximize carbohydrate intake.

OLDER ATHLETE SERIES

HOW HARD TO TRAIN



A Cardiologist on Heart Health for Older Athletes

Older athletes can damage their hearts by training too hard, provoking complications like Atrial Fibrillation, Atrial Flutter and Coronary Artery Calcification. So how hard is "too hard"?

In the YouTube video "How Hard to Train? A Cardiologist on Heart Health for Older Athletes," Dr. Peter Clarkson, an NHS cardiologist, discusses the challenges older athletes face in determining the appropriate intensity of training to maintain heart health without increasing the risk of coronary artery calcification, atrial fibrillation, or atrial flutter. He recommends that older athletes aim for an 80-20 training split, with 80% of their training at lower intensity and 20% at high intensity. The cardiologist warns that endurance athletes are particularly susceptible to coronary artery calcification and that vigorous activities do not necessarily increase the risk when considering the overall duration of exercise. However, he emphasizes the importance of monitoring central chest pain as a potential sign of coronary artery disease. The video also covers the challenges of screening for coronary artery calcification and the risks associated with the drugs often used to treat atrial fibrillation and atrial flutter, which can limit exercise capacity. Overall, the video encourages older athletes to prioritize self-awareness, listen to their bodies, maintain overall physical fitness, and consider a balanced approach to training. Watch the video here: <https://www.youtube.com/watch?v=olg90Dq9ay8>

New Product News & Equipment

The new Factor Ostro VAM is faster and lighter:

<https://www.cyclingnews.com/news/the-new-factor-ostro-vam-is-faster-lighter-and-has-rule-bending-bottle-cages/>



From mild to wild, Trek brings three new road shoes to market:

<https://www.cyclingnews.com/news/from-mild-to-wild-trek-brings-three-new-road-shoes-to-market/>



BMC applies for government assistance as cycling brands continue to suffer:

https://www.cyclingnews.com/news/bmc-applies-for-government-assistance-as-cycling-brands-continue-to-suffer/?utm_term=A9422E11-954E-4346-B667-87755526BB0D&lrh=b9cc17a21005b4ebe942f23fc2ca902c76b09d7e024974da616a466f57ed88d8&utm_campaign=A8C132A5-BD9C-4737-AC90-016639AFE3E&utm_medium=email&utm_content=549A81B8-EA1B-41C3-A82A-B00A10CFE5D6&utm_source=SmartBrief



Specialized's New Propero 4 Helmet and Torch 3.0 Road Shoes:

https://velo.outsideonline.com/road/road-gear/review-specialized-torch-3-0-propero-4-helmet/?utm_term=ski&utm_campaign=ski-nl&utm_medium=email&_hsmi=294185999&_hsenc=p2ANqtz-9FyZq4TcWvgSIU5npxvIfY4tYBPuSPTV6CFZoucbs9_3v0VyO-NyAavMEKBatbKpOcXXgud1f6QlbbLJEMur1A&utm_content=02152024&utm_source=newsletter



New Product News & Equipment

Visma-Lease a Bike debut jaw-dropping Giro Aerohead 2.0 helmet at Tirreno Adriatico:

<https://www.bikeradar.com/news/giro-aerohead-ii>



Look's new power meter pedals are cheaper, lighter and available in road or off-road form:

<https://www.bikeradar.com/news/look-keo-blade-power-x-track-power-pedals>



New Oakley Aro 7 helmet cheats the wind with integrated visor:

<https://www.bikeradar.com/news/2024-oakley-aro-7-aero-helmet>



Waterproof socks: everything you need to know:

https://www.bikeradar.com/advice/buyers-guides/best-waterproof-socks?utm_campaign=Newsletter%205%2F03%2F2024&utm_content=Find%20out%20more&utm_term=&utm_medium=email&utm_source=Adestra



New Product News & Equipment

New Giant TCR is the 'lightest, stiffest and fastest' yet:

https://www.bikeradar.com/news/2025-giant-tcr?utm_campaign=Newsletter%2006%2F03%2F2024&utm_content=Keep%20reading&utm_term=&utm_medium=email&utm_source=Adestra



The best road bikes in 2024:

https://www.bikeradar.com/advice/buyers-guides/best-road-bikes?utm_campaign=Newsletter%2006%2F03%2F2024&utm_content=See%20the%20list&utm_term=&utm_medium=email&utm_source=Adestra



WELCOME New Members



Alan Smedes

Steven Gaynor

Jarrad McClary



MEMBER SPOTLIGHT

STEVE SCHWARTZ

Have you been on a JSTS group ride and heard someone in the pack yell out “Do you know what day today is?” Followed by the reply “It’s a beautiful day in the neighborhood”. Then you haven’t had the privilege of riding with Steve Schwartz. Steve’s mantra is that every day you can go out and ride with your friends is a great day.

Cycling didn’t come that easy to Steve. Believe it or not at one point in his life, Steve weighed 235 lbs, when he was 22 years old, living in Brooklyn, NY. At that time he began an exercise regimen consisting of walking and running along Ocean Parkway. He was able to go from 235 lbs to 170 lbs and thus began his affection for working out.

Upon moving to NJ, he started going to the gym and discovered Lifecycle stationary bikes. Naturally, his competitive juices started to kick in and he set the resistance to the maximum level (12) and did a super hard 24- minute workout, now he was hooked. As Steve tells it, he loves to sweat and feel the burn from a hard effort. A short time later, he purchased his first road bike, a Vitus aluminum road bike. While living in Ft. Lee, he would ride the 9W route up to the NY border and back. At first, he couldn’t climb the hills over the Palisades and had to walk his bike up to the top. While the ride itself wasn’t challenging enough, he was living in a second-floor apartment and had to carry his bike up two flights of stairs. You think he would have gravitated to being a cyclocross rider?

After living in Ft. Lee, Steve moved to Marlboro. For over 30 years, he took the bus into the city every day at 5:30 and take a spin class in

Manhattan before work. He said that he must have done thousands of spin classes. In fact, when he travelled for business, he would search out spin classes in the various cities his work took him, including Las Vegas, Orlando, Ohio, California, and Texas. One year while vacationing in Italy, he found a spin class. He didn’t understand a word the instructor was saying, so he just followed what everyone else was doing. A simple thing like a language barrier did not deter him from working out. If the weather was bad outdoors, it was not uncommon for him to take back-to-back spin classes on the weekends. But his true love then and now is still to go out and do a road ride.

Steve used to rush home from work on Sunday’s to get home in time to get out and take a bike ride before dark. One day, he was thinking about his ride the whole way home from NYC, however, his late wife Susan made him a surprise 30th birthday party. So his ride was temporarily postponed. Knowing Steve, he probably did an extra-long ride the time he got on the bike to make up for the “missed miles.”



MEMBER SPOTLIGHT STEVE SCHWARTZ continued



Well, for those of you who know Steve from JSTS, you think all he did was ride and ride some more. However, Steve has also done his share of marathons, 5K's, 10 K's and Duathlons. He has run in more than 10 marathons including the first Disney World marathon, the first Rock and Roll Marathon, San Diego. In his first marathon in Pittsburgh, he completed the first 20 miles in 3 hours and then BONKED. The final 6 miles took 1.5 hours and then needed IV fluids at the end. However, this was a learning experience and it taught Steve how to pace himself and fuel properly for these long events. You can say he got better as he qualified for the "granddaddy of them all" the Boston Marathon with a time of 3:19, very impressive.

One of his first Duathlons was the Bronx event in the pouring rain. He was running in water up to his ankles and remembers other runners saying they didn't think they signed up for a Triathlon.

One of his most memorable Duathlons was the Liberty to Liberty event that started at the Statue of Liberty in NY and ended at the Liberty Bell in

Philly. While he tried his best that day, he did not finish the event. That day was really hot. The temperature was in excess of 90 degrees with 90 percent humidity. To make matters worse, they had a headwind the whole way. Steve completed the 10K run and then had to abandon the riding portion after 70 miles. He cramped so bad he couldn't get off the bike and needed to have the sag "box truck" pick him up and drop him off in Philly, as his family was waiting at the finish line. His lesson here was "don't try something new the day of an event". His fueling and hydration was not consistent with his training regimen and the results or lack of, suffered.

While he enjoyed participating in these events his true love is CYCLING. Who would have guessed? Steve started riding solo for over dozen years and then one day at his daughter's Little League baseball game, he started talking to Ira Schwartz. More accurately, if you know Ira, he started talking and talking and talking to Steve and they decided that they would ride together and then they came upon a group riders and the rest is history.

MEMBER SPOTLIGHT STEVE SCHWARTZ continued



Most of you know Steve from the JSTS rides, but, has he done any other rides? Well, the simple answer is Yes. The amount of event rides he has done is very impressive. Let's take a look at a sampling of his event rides:

- 5 Trek Cycle Camp trips and in April he will do his 6th ,Trek Camp in Girona.
- Numerous MS 170 rides.
- Vermont Challenge
- The Longest Day Ride from Port Jervis NJ to Cape May. 208 miles in one day.
- Mt. Lemon in Tucson
- Haleakala in Maui (the climb) not the tourist edition of the descent.
- Mt. Equinox in Vermont. According to some of the folks with him, his Strava post showed that he didn't make it the top. Ask Steve about their version of the climb.
- Skyline Drive in Virginia
- Blue Ridge Parkway
- "Face of America-2002" Memorial Ride from Ground Zero to the Pentagon. 3 day ride to commemorate 9-11. Along with the amateur riders, professionals Greg LeMond, Tyler Hamilton and Nelson Vails rode the event.
- Triple Bypass in Colorado
- And the list goes on.....

MEMBER SPOTLIGHT STEVE SCHWARTZ continued



One of Steve's proudest moments was his cross country "America by Bike" event that began in Costa Mesa, CA to Savannah, GA. It consisted of 25 days of riding, an average of 112 miles a day. During this event, one of their overnight stays was in Sedona, AZ. Looking at the forecast that day the weather was unsettled but they decided to give it a go. As they left the hotel it was sunny and mild but then the weather changed to rain, followed by hail and finally, you guessed it- Snow. Leaving the hotel Steve had on bibs and short sleeve shirt and no other change of clothes. To say he was cold was an understatement. At one point he stopped to put on long finger gloves (like that was going to keep him warm) but he couldn't move his frozen fingers. The bike organizers were able to scurry and secure a hotel along the route. In they went to warm up next to the fireplace, change their clothes and wait to see if the weather improved. After one hour the sun came out and it warmed up to 70 degrees and they had a tailwind for the rest of the day.

One aside, when the weather turned bad one of the guys was from Finland and couldn't take the cold weather any longer, so he stopped at a

Sporting Goods store and stocked up on long finger gloves, warm clothes, dry socks, etc. Unbeknownst to him, the unscheduled hotel stop was one mile down the road.

Another memorable day of that trip was Dalhart, TX. They were told that would be the fastest day of the ride as it is very flat and usually a tailwind is present. Luck smiled upon them on this day, as they rode 97 miles and averaged 24mph for this stretch. Guess they were no longer feeling the ill effects of Sedona.

Steve loves to talk about riding and training with anyone who will put up with him as he has a wealth of experience. He does structured training in the off season usually doing structured workouts on TrainerRoad. He claims he rides stronger now than when he was 30 or 40. As Steve preaches, it's not about speed, it's all about a "consistent effort." Everyone who rides with him always says at the end of the ride, it didn't feel very hard, but our average speed was higher than any of my other rides.

Now that Steve has retired, he has a new mission. Besides having fun, he is after all the Strava KOM's for his age group. When Steve is not riding, he loves to spend his time with his wife Elana traveling and hiking/walking as well with his 2 daughters and 6 grandkids.





2024 JSTS Event Leaderboard

Member Participation in JSTS Events, Rides & Meetings

#	First	Last	Count
1	George	Gregorio	31
2	Bryan	Hrycyk	25
3	Joel	Brown	22
4	Barbara	Chroman	21
5	Thomas	Trank	21
6	Russell	Deady	18
7	Eric	Stacer	16
8	Robert	Schwarz	16
9	John	Facciponte	15
10	Jose	Fernandes	15
11	Russ	Meseroll	15
12	Tom	Kelly	15
13	John	McNamara	14
14	Larry	Rossi	14
15	Mark	Schussel	14
16	Alan	Zwiebel	13
17	Randy	Gumpel	13

#	First	Last	Count
18	Al	Pardo	12
19	Jamie	Morales	12
20	Mikhail	Giller	12
21	Frank	Lupo	11
22	Patrick	Bisogno	11
23	Stacy	Ropp	11
24	Steve	Frommer	10
25	Hank	Steinberg	9
26	Steven	Srolovitz	9
27	Ward	Kradjel	9
28	Bob	Carracino	8
29	Donald	Levy	7
30	Gerry	Brinkman	7
31	Joanne	Stavola	7
32	Neil	Blecher	7
33	Suzanne	Fico	7
34	Dante	D'Orazio	6

2024 JSTS Membership Data

MEMBERSHIP represents the PAID Memberships, which translates to JSTS income. A Family Membership is typically 2 members. For financial analysis, it is important to look at MEMBERSHIP counts.

- **298** = number of renewed MEMBERSHIPS for 2024 (247 Individual; 41 Family; 10 Lifetime)
- **14** = number of new MEMBERSHIPS for 2024 (12 individuals, 2 Family)

Total Members

- **272** = number of Individual MEMBERS for 2024 (247 Individual; 12 New; 10 Lifetime Member; 3 Lapsed renewed*)

AS OF END OF MARCH				
	2024			
*** MEMBERS ***	Renewed	New	Lapsed Renewed	Total
Individual Member	247	12	3	262
Family Member	80	2	1	82
Lifetime Member	10			10
TOTAL MEMBERS	337	14	4	354
	2024			
*** PAID MEMBERSHIPS ***	Renewed	New	Lapsed Renewed	Total
Individual Membership	247	12	3	262
Family Membership	41	2	1	44
TOTAL PAID MEMBERSHIPS	288	14	4	306
Currently Active Trial Memberships	1			
<i>NOTE: "Memberships" does not include additional family members. It only includes the bundle administrators.</i>				





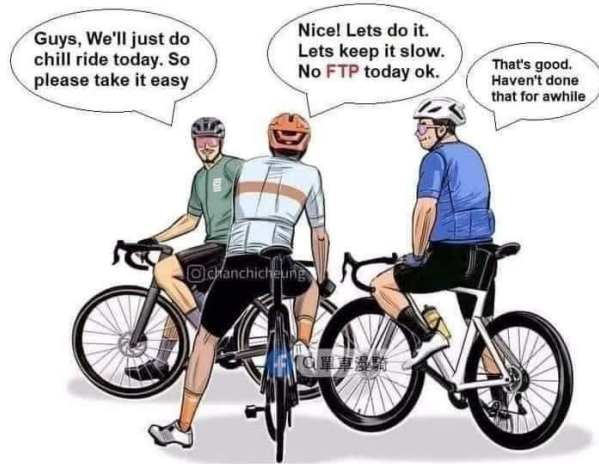


CYCLING SHORTS



CYCLING SHORTS

Before Set Off



After Set Off



MY BOSS TOLD ME TO HAVE A GOOD DAY. SO, I LEFT WORK AND WENT OUT TO RIDE MY BIKE.



CYCLING SHORTS

I DON'T HAVE A
BUCKET LIST BUT
MY BIKEIT LIST IS
A MILE LONG.



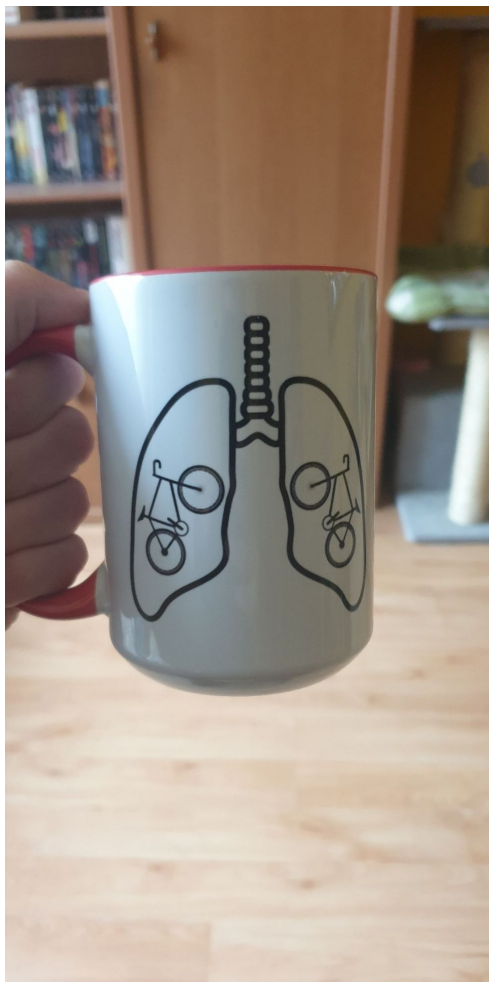
**HILLS ARE MY
FRIENDS...**



**SOME DAYS,
I HATE MY FRIENDS**



CYCLING SHORTS



FIVE THINGS I LIKE ALMOST AS MUCH AS RIDING MY BIKE

- 1. Looking at my bike**
- 2. Talking about my bike**
- 3. Watching television programmes that feature people riding bikes**
- 4. Websites about bikes**
- 5. Eating Cake**

CYCLING SHORTS

Spring is right around the corner and Gillette sales are about to skyrocket.

