



## December 2005 Newsletter

The holidays are upon us. It's hard to believe that the year is coming to a close. The season's big races have come and gone. Goals were set and reached. I like to spend this time of year thinking about all of the things that I have accomplished in both my athletic and personal lives.

Winter is upon us and with that motivation becomes more challenging. Use this time to set new goals for yourself, register for some early spring races, take up a new activity like snowshoeing, cross country skiing, or salsa dancing. Enjoy this time, the triathlon season is right around the corner!

This month we have some great articles and tips for winter training. We have included a section for announcements to allow another venue for coordinators to get information about events out to the team. As always, if you have anything you would like to see or have race reports or articles you would like to contribute feel free to contact me.

Send your ideas to [pr@teamenvision.com](mailto:pr@teamenvision.com)

*Kierstyn*

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## ***Learning to Race***

By Beth Blake

I realize that the title **Learning to Race** is somewhat deceiving. I am not a novice to the start line. In fact, I have been racing since June of 2001 - when I did my first race - Hyannis I, a sprint distance triathlon.

But this is the first year where I felt like I have *raced*.

Don't get me wrong, I am not discrediting any of my finishes. I am very proud of all events I have participated in. After all, I have learned a lot from my experiences - good and bad. In fact, I am pretty sure that if it weren't for these experiences, I may have never learned to race.

Up until this year, I have always felt like a *participant* at the races.

Again, I am not saying that I didn't try or I didn't put forth a good effort - I just didn't have that same fire in my belly.

I can trace this feeling of *racing* back to Ironman Canada. It was on the run course that I discovered this desire to push myself. Trust me my legs and stomach were disputing this urge, but my heart was very convincing. For the first time, when I wanted to take it easy, I didn't. In fact, I kept pushing through. Discomfort was welcomed. I knew that this feeling of pain was okay. I knew I could work through it - sometimes by focusing on my run form, other times on the runner in front of me. I kept repeating my goals in my head. I told myself anything that would keep me going. The pain would not last. I would get through this.

That isn't to say that I neglected "back-off or get injured" signs from my body (no one should ignore those signs).

What I *do have* is better judgment of my body's limits.

This new found feeling has sparked a new excitement in my racing life. I have been eager to toe every start line and look forward to the entire time I am out on that course (as opposed to only looking forward to the finish line or post-race buffet).

It has also helped to eliminate and replace most of my pre-race jitters with a sense of adventure. I find myself questioning, "I wonder what I can accomplish today?"

Again, this new idea has been tried-out at Reach the Beach, Tufts 10k, and the Baystate Half Marathon - all races which I had that feeling of racing. And all races where I can honestly say, I truly raced.

## ***Winter Riding Wear***

By Ed Sassler and PTS

Keeping warm in the winter is really about two things: Staying warm and staying dry. Your body produces moisture in order to maintain body emperature, your cold weather clothing must be able to handle this and still work. There is a science to dressing for winter rider, once you understand the function of each layer of clothing you will be able to dress for any type of

weather. Clothing can be broken down into three basic layers: The wicking layer, the insulating layer and the isolation or wind block layer. Each layer has its job and its place.

**The wicking layer:** The job of the wicking layer is to pass moisture away from your skin by capillary action. There are a few requirements for this to happen. First, moisture passes from higher concentration to lower concentration. Second, it doesn't work if there is a significant drop in temperature from the skin to the outside of the wicking layer. This means that the wicking layer is NOT an insulating layer, worn by itself it should do little to maintain body temperature. It also has a saturation point beyond which it's not going to pass moisture. The thickness of the wicking layer should be based on the amount of moisture over the whole ride. Longer rides require thicker wicking layers.

**The insulating layer:** It's just like the insulation on a house, R value is measured by thickness. The insulation is a layer of dead air space, if no air moves across the space no body heat is lost. Insulation has nothing to do with fashion, it's all about thickness. Stuffing more insulation into a tight fitting shell doesn't give a higher R value, in some cases it cuts down on blood circulation, making things worse.

**The isolation/wind-block layer:** This layer simply divides the layered system you're wearing from the outside world. The insulating layer only works if it's a true dead air space, air flow must be kept out.

**Things to look for, claims to ignore:** Many jackets claim to pass moisture. That would imply that wicking action works from almost 100 degrees down to zero. In the summer you see salt build-up on the outside of jerseys, you never see that on the outside of winter jackets. It's a case of confusing the jobs of the different layers. The outside layer isn't a wicking layer, just like the wicking layer doesn't need wind block - if wind block is needed on the wicking layer you need to get a new shell. The wicking layer should also not be absorbent. Some companies sell a base layer on comfort - it's not so comfortable when it's soggy and cold. Insulating layers also shouldn't be wind block. Many wind blocking layers have the initial feel of being warmer, but the wicking effect of the layer under them stops working, this the "clammy" feel. Each layer has its job, each job must be done in the right order.

**Making layers cost effective:** I go with the thick/thin scenario. For the insulating layer I have both a thick layer and a thin layer. If it's not too cold I'll throw on the thin layer. If it's too cold for the thin layer I'll put on the thick layer. If it's really cold I'll wear both. This works for the wicking layer as well, but it's a function of time, not temperature. Assuming I get the insulating layer right, I'll wear my thin wicking layer for shorter rides, my thick wicking layer for longer rides and both if I'm going to be out all day.

**Feet, hands and head:** Most people find they have one problem area, many find it's their feet or hands. Feet are a special problem because the shoe must still clip into the pedal. There are shoe covers called booties which can help with this problem. The bootie will act as a wind block with a certain amount of insulation based on thickness, but it's far from the whole story. The sock is the first line of defense, but being the first layer it needs to have wicking qualities, not just insulation. Many people make the mistake of stuffing a thick sock into a shoe that fits well with a thin sock. Good circulation is part of keeping warm - that tight shoe with the thick socks won't help. Outside the shoe but under the bootie is where insulation needs to be added. Find a large wool sock, make a cut-out for the cleat and use it as another layer under the bootie. Wool is the best material to use here because it retains its insulating properties when wet.

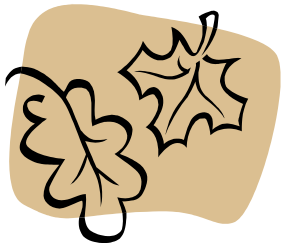
The same tricks can be applied to gloves. There are thin glove liners sold which you can wear inside a normal pair of gloves. These liners simply extend the range of the gloves, in other words, if it's just a little too cold for a medium pair of gloves, that pair over a pair of glove liners should be fine. Glove liners can also extend the time a pair of gloves can be worn. Fingers don't give you enough room to layer, so the whole wicking/insulating/isolating idea gets dropped. The down side is that gloves get soggy after a while. A second set of glove liners is both inexpensive and easy to carry with you. Simply swap out the wet pair for a new dry pair when you stop and the gloves feel dry and warm again.

**Keeping your head warm:** First, there is the helmet, which has big vent holes which channel cold air. The simple solution here is getting a helmet cover which acts as a wind block and creates a dead air space over your head. Ears also need to be covered, but the material can't block sound. There are wide headbands that do the job without changing the fit of the helmet. A scarf can be used to cover the neck and add insulation to the chest. This is a key area in very cold weather because it's your lung's last line of defense. If the air you breath doesn't get warmed up on the way down, it enters you lungs below freezing and causes damage.

**A word about fit:** There are a few things that you want to look for in clothing. The first thing that goes on are your shorts - keep that layer the same all the time. After the shorts comes the wicking layer, then the insulating layer. Tights should not have any padding in them, that's the job of the shorts. It's a bad idea to add padding to anything that goes past your knees and is held in place at the ankles, it's just asking for the padding to be moving around all the time. Some people like bib shorts, others like draw string tights. If you're going to have a number of layers, go easy on the number of garments you own with zippers down the middle. One zipper is OK, two is starting to add up, more than two and it starts feeling like you have a metal bar down your chest. Lastly, in buying a wind blocking layer, don't be looking in the mirror asking if it makes you look fat. Tight outer layers keep the inner layers from doing their job. They need to fit well, but not compress the other layers. Shells also shouldn't be air tight, they should have vents of some sort. Many well designed shells will have non-wind blocking sections in areas that don't see direct air flow, or vents in key areas such as the back and under the arms.

## ***Run Safety Tips***

By Joni Fournier and Beth Blake



**Now that daylight hours are shorter and darkness has become a regular on many of our training runs, don't let the lack of light become a familiar excuse for not working-out. Using the safety tips outlined below, you can learn to love the darkness and keep your fitness where you want it.**

### ***GENERAL TIPS***

- Safety in numbers, try to run with a friend ☺
- Carry your cell phone in case you need to call someone for help, a ride, or to place an order for your post-run meal. At the very least, carry some safety money - \$5 or a T/bus token
- Wear identification via a dog tag or Road ID with your name and address and phone number (it's helpful to have a contact person on there too if you can fit it)
- Assume cars **DO NOT** see you. Use caution when crossing a street, intersection, or parking lot.

- Tell a friend or family member (leave a note at home) the route you plan and approximately how long you will be out for. If you get injured or need a lift home, it will be easier for them to find you. Also, if you have a cell phone, it would come in handy here.
- Don't run the same course at the same time for weeks on end, as you invite stalkers to track your movements and plan an attack.
- **TRUST YOUR INSTINCTS** – if a road or area feels unsafe, it probably is.

### **FOR DARK RUNS**

- Wear a reflective vest; flashing vest/lights – even better.
- Bring a pocket sized flashlight or headlamp.
- If possible, run in well-lit, populated areas.
- Familiarize yourself with your routes: grounding (pot holes), well lit streets
- Wearing headphones is dangerous even during the day, so it is an especially smart idea to leave the music at home on your dark runs! You want to have use of all your senses.
- Stay on the sidewalks or move to the side of the road. Again use judgment if area looks unsafe, trust your instincts.

### **BEWARE OF ANIMALS (or bring your own)**

- Keep a watchful eye out for the deer – most likely they will not move out of your way and they blend in very nicely with the dark background (alternative for deer populated areas, carry a large flashlight, if the deer won't move you can bang them on the butt (just kidding)
- Carry dog bones- once it gets darker, families sometimes ignore leash laws and let their dogs loose. Maybe they are invisible to the dog officer when it is darker?
- Run with your dog or borrow a friend's dog

### **WHEN TRAVELING**

- When Traveling, bring a piece of the hotel letterhead stationary with you on your run
- If possible, get a route mapped out from the hotel
- When in doubt, an out-and-back run may be the simplest way to get in your run and lessens your chance of getting lost.

### **Safe Training Ladies 😊**

**TEAM ENVISION OPEN HOUSE** is set for January 22<sup>nd</sup> from 3pm to 5pm at the REI store in Framingham. The Open House is a great way to introduce Team Envision to potential members. We hope to have lots of team members on hand to answer questions and promote the Team Envision vibe. Spread the word about the open house and be sure to bring a friend. Ring in the new year Team Envision style.

REI Framingham is located at 375 Cochituate Rd. Framingham, MA for directions please visit the website at <http://www.rei.com/stores/framingham/index.html>

**INDOOR TRACK STARTS WEDNESDAY JANUARY 4<sup>th</sup>** Team Envision has secured a spot at the MIT Indoor Track this winter on Wednesday nights.

**Details:**

- Begins Wednesday, January 4th for a total of 10 sessions
- Warm-up starts at 7pm
- Held at the Johnson Athletic Center, MIT
- Approximately a \$50 fee (Cost TBD, Stay tuned to Yahoo Groups for More Information)
- Directions can be found at [www.mit.edu](http://www.mit.edu). Parking is available on Vassar Street

**If you are interested in attending indoor track there are a few things you need to do:**

- Due **FRIDAY, DECEMBER 9th** - Email Beth ([bblrae@yahoo.com](mailto:bblrae@yahoo.com)) if you will be joining indoor track
- Commit to volunteering at two MIT indoor track meets.

Joni and Beth will secure two track meet volunteer opportunities (one indoor and one outdoor) and will send out information on the dates and times as soon as we know it. This is an excellent opportunity to experience an actual meet, see some amazing athletes, learn a thing or two, and get to know new teammates or catch up with others ;)

Keep in mind that the winter can get really cold... and it is easy to lose motivation. Joining Team Envision for indoor track is a great way to stay focused on your goals, keep your fitness up and enjoy the camaraderie and support from your teammates. Not to mention a warm dry place to run...!

If you are new to running, don't be intimidated - there are all levels on the track!

**HOLIDAY SEASON FUN RUNS** Be on the look-out for posts to the Yahoo Groups on fun runs during the holiday season. Also be sure to post any runs that you would like company for.

Questions about run workouts? Please contact Joni at [J2E1F@yahoo.com](mailto:J2E1F@yahoo.com) or Beth at [bblrae@yahoo.com](mailto:bblrae@yahoo.com)

**HILL WORKOUT FOR DECEMBER** will be held Tuesday December 16<sup>th</sup> at 6am leaving from the Watertown Boys and Girls Club. The workout will last approximately one hour. Note: The hill workout scheduled for December 27<sup>th</sup> is cancelled. Hill workouts will resume January 10<sup>th</sup>.

**THE CAAN SPORTS TRIATHLETE SWIM MEET** will give everyone something to train for over the holidays and a great way to start off the New Year. The meet will take place on January 22, 2006 at 8:30 am. Each athlete will swim a 100, 400 and 200 in that order. All starts are in the water and pull buoys are permitted. Almost everyone who competed last year walked away with Personal Bests for the 100, 200 and 400.

Our meet is shaping up to be bigger and better than last year! We have some great sponsors in Speedo, PowerBar, Oakley, Aquaman wetsuits, the BikeBarn, Bertucci's, Decathlon Sports and Muscle Medics who will provide products for prizes and raffles. All prizes will be merchandise or gift cards. We will also have some additional prize categories. Age categories: Elite/Open, 20-29, 30-39, 40-49 and 50+ Men/Women. Long sleeve tee shirts to the first 125 to enter. Entries will close out at 150, so register early.

For entry form, complete details, results from last year and a start list visit <http://www.caansports.com/>

**TEAM ENVISION MEETING SCHEDULE** has been posted for the 2006 season. Team meetings are a great way to meet new teammates and training partners. Meeting are also a great

venue to ask your specific training questions from our fantastic group of dedicated coaches and experienced athletes. Meetings usually last 2 hours with some time for socializing. Locations are TBD and will be announced through yahoo groups.

Meetings will be held January 22<sup>nd</sup> (TEAM ENVISION OPEN HOUSE) at the REI store in Framingham, March 5<sup>th</sup>, April 9<sup>th</sup>, and June 11<sup>th</sup>

**RECIPE OF THE MONTH** this month's recipe was taken from [www.paleofood.com](http://www.paleofood.com). All of the recipes contained on this site are grain-free, bean-free, potato-free, dairy-free, and sugar-free. Main ingredients include meat, fish, fruit, vegetables, nuts, and berries.

This time of year is a busy one and nutrition is sometimes neglected. This dish can be made in the morning before work, is ready when you get home and requires few ingredients.

### Crockpot Chicken Cacciatore

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1 lg. onion, thinly sliced  
3 lbs. cut up chicken  
2 (6 oz.) cans tomato paste (I prefer it with the same amount of tomato sauce instead)  
4 oz. sliced mushrooms  
1 tsp. salt  
1 to 2 cloves garlic, minced  
1 to 2 tsp. oregano  
1/2 tsp. celery seed  
1 bay leaf  
1/2 cup water

Place onions in bottom of crock pot. Add chicken pieces. Stir together remaining ingredients. Pour over chicken. Cook on low 7 to 9 hours; high 3 to 4 hours.