



# National Capital Velo Club

P.O. BOX 14004, BENJAMIN FRANKLIN STATION, WASHINGTON, D. C. 20044

The NCVC Annual Meeting and Banquet was held on November 9. The new constitution was adopted without changes (i.e. in the format included in the November newsletter).

Receiving Certificates of Award for their performances in the 1973 racing season were:

Outstanding Sr. Rider

Outstanding Jr. Rider(s)

Bob Fisher

ECF Team -

Stephan Dolezalek

Ned Carey

Erik Dubbe

Peter Fendrick

Charlie Frederiksen

Mike Hickey

Dave Ware

Barbara Stevens

Outstanding Int. Rider

Most Improved Rider

Unsung Hero

Receiving Honorable Mention as Outstanding Riders were Judy Wood, Barbara Miles and Ellen Dorsey in the women's division and Matt Dubbe in the midget division. Also mentioned for her national championship performance was Miji Reoch.

Subsequent election of officers for the 1974 racing season saw the following slate elected:

President

Vice-President

Treasurer

Secretary

Road Captain

Corresponding Secretary

Membership Secretary

Assistant Treasurer

Time Trial Chairman

Track Captain

Rider Representatives

Senior

Junior

Int.

Paul Lenz

Stephan Dolezalek

Al Dubbe

Cal Lowell

Blake Powell

Pam Sitterly

Milt Sager

Walt Wingo

Steve Six

Roger Sitterly

Bob Fisher

Peter Crowley

Robert Wahby

The new officers wish to express their thanks to the previous officers for the job they did in 1973. Of the total job of running races, only the "tip of the iceberg" is seen by riders and spectators, and we appreciate the effort by last year's officers.

## PRESIDENT

Paul Lenz  
5509 Alderbrook Ct.  
Rockville, Md. 20851  
881-3078

## VICE-PRESIDENT

Stephan Dolezalek  
1812 Drury Lane  
Alexandria, Va. 22307  
765-3771

## ROAD CAPTAIN

Blake Powell  
3201 Hewitt Ave. 203  
Wheaton, Md. 20906  
460-3226

## SECRETARY

James 'Cal' Lowell  
7879 Patriot Dr.  
Annandale, Va. 22003  
941-6275

## TREASURER

Al Dubbe  
6108 Woodmont Rd.  
Alexandria, Va. 22307  
765-4395

Race results for the month of November are as follows:

Rock Creek Park Fall Series

Results on back of enclosed jersey order form.

Ardemore September 30

2nd Stephan Dolezalek  
4th Eric Dubbe  
9th Charlie Frederiksen  
10th Ward Horner

Chestnut Hill Cyclocross November 11

5th Stephan Dolezalek  
9th Charlie Frederiksen

Turkey Day Race November 18

Class A

4th Bob Fisher  
5th Stephan Dolezalek  
6th Blake Powell  
7th Pete Crowley

Class B

1. Mike Hickey  
2. Chris Dopp  
3. Ward Horner  
4. Pete McIntyre

At an Executive meeting held on November 12, the executive officers approved the tentative racing schedule for next year. The schedule as approved is as follows:

Fort Hunt Series	Feb. 3,10,17,24
Time Trials	March 3,10,17,24,31
National Capital Open	April 21
Rock Creek Series	April 28; May 5,12
Old Dominion Road Race	June 9
State Championships	June 29, 30
Nationals Road	July 27,28
Track	July 31 - August 3
Rock Creek	
60 mile road race	September 15
Rock Creek Fall Series	Sept. 22,29; Oct. 6,13,20

Enclosed is a membership application for the 1974 season. Please renew your membership as soon as possible so that plans, mailing lists, etc. for next year may be made. Also enclosed are a few of our Road Captain's thoughts on cold weather training. Please read it carefully.

Beginning December 12, weekly roller sessions will be held at Life Cycle in Alexandria from 6:30 to 9:00 PM. If you have rollers, please bring them with you.

The December meeting will be held on December 10 at 7:30 PM at the National Park Police Headquarters in East Potomac Park.

The Executive Committee wishes to extend Season's Greetings to all members - So

Have a Merry Christmas and a Happy New Year but-  
Keep Spinning

I hope that I'm not in error by saying that the season is over, but it is almost December so I imagine I'm all right (with deference to the cyclo-cross freaks). So, we're in what is called Winter Training, and in my mind there are perhaps three main objectives to this training: (1) to maintain a good level of fitness, (2) to improve form, and (3) to do preliminary work on correcting for deficiencies (allied, of course, with objective (2)).

By maintaining a good level of fitness during this period, one can avoid the "crash" programs of the early spring to lose excess weight and bring a terribly out of shape cardio-vascular/respiratory system back to some semblance of order. Thus, a smooth transition can be made into the beginnings of training for the upcoming season. Somewhere I read of a study of sorts that showed that young riders seemed to be able to go off training for a month or so with no problems while older riders (mid-twenties and up) experienced problems if they stopped. No matter, the basic point to be made here is that, contrary to what the "press coverage" of our sport might imply, we are athletes and should strive to maintain our fitness.

In the second objective I mean to say that one's riding technique, i.e. spin and form, can be improved during this period. Form could also include position on the bicycle, among other things. Closely allied to objective two is objective three where I am thinking of improvement of strength, hill climbing and the like.

Let's move on to specific techniques to achieve the objectives of Winter Training. We are fortunate to live in an area where winter is not too harsh, and we can spend most of the time outside on the bicycle. This is probably the best technique -- riding.

Much of the cycling literature is in agreement that riding during this period should be done in gears no higher than 70 inches. Through use of this gearing one can improve upon spin and form due to the high revolutions. I have encountered some disagreement in the literature on whether or not one should use a freewheel or fixed gear. Both have advantages. The fixed gear forces you to continue spinning at all times while the freewheel forces you to move the pedals through top dead center and bottom dead center under your own power, not the inertia of the bicycle. You decide. As for myself, the simple matters of economics and a recently learned slight fear of track bikes force me to train on my road bike. Remember, you could convert a road bike into a fixed gear system through use of a track hub as long as you don't have verticle drop-outs.

I made a statement just above about our winters not being too harsh, but please remember that it does get cold hereabouts, and since while riding, one is moving at some speed, the windchill factor is relevant. So the following chart is included with the hope that you will give weather a call to see what the temperature and wind is outside and dress accordingly.

		<u>Actual Thermometer Reading °F</u>							
		50	40	30	20	10	0	-10	-20
		<u>Equivalent Temperature F</u>							
<u>Wind</u>	calm	50	40	30	20	10	0	-10	-20
	5	48	37	27	16	6	-5	-15	-26
	10	40	28	16	4	-9	-24	-33	-46
	15	36	22	9	-5	-18	-32	-45	-58
	20	32	18	4	-10	-25	-39	-53	-67
	25	30	16	0	-15	-29	-44	-59	-74
	30	28	13	-2	-18	-33	-48	-63	-79
	35	27	11	-4	-20	-35	-51	-67	-82
little danger for properly clothed person				increasing danger-freezing of exposed flesh				great danger	

With regard to dressing accordingly, a few things should be kept in mind. Please remember the following things -- (1) one uses one's muscles to pedal a bicycle and those muscles must receive adequate supplies of blood for proper functioning and prevention of injury, (2) cold temperature has the property of constricting blood vessels, particularly those near the surface of the body, and constrictions reduce blood flow, (3) the body must be kept at an adequate temperature for proper metabolic function, (4) cold temperature can lower the body's temperature, particularly during riding since the resultant wind increases the loss of temperature through enhanced evaporation of perspiration, and (5) flesh can and will freeze if the temperature is low enough.

Keep the upper body warm and protected. If necessary use several layers of newspaper in front and back beneath your training outfit. A great deal of heat is lost from the head so wear a wool cap, large enough to cover your ears if the need arises. The hands and feet have very little subcutaneous (beneath the skin) fat as natural insulation so keep them well protected. A baggie between two pairs of wool socks works well for the feet. Finally, keep those legs warm. I cannot stress this enough. I believe that I read somewhere that the Italian cycling team does not remove leg protection unless the temperature is above 70°F. Good advice, in my opinion.

Roller training can also serve to improve form, and it shouldn't be neglected. A good workout on the rollers will exercise that cardiovascular/respiratory system and also allow for good leg work. Here the gearing can be higher because very little resistance is encountered. In my mind interval training on the rollers is beneficial, but keep one fact in mind about interval training. Through some research it has been

shown that the intervals should be not more than a minute in length, but you can make them shorter.

To help in strength improvement weight training can be used, but this should be used only in conjunction with other training that will maintain suppleness, i.e. rollers and low gear riding. I will not go into a detailed weight program due to space limitations and since a great many books on weight training are out. To help, I would like to suggest a few things. You do not want bulk along with your increase in strength so use techniques for strength increase only (for example the overload method). Weight training should approximate the conditions in which the muscles will be used. In other words, sit down and determine what muscle groups you use during riding and work on those groups. Don't forget the upper body.

Finally, other sports can be used for fitness maintenance like cross-country skiing, speed skating, and running. Be imaginative. I mention this so that you will think of other activities besides cycling--boredom can be a dangerous thing, especially on motivation.

Next season N.C.V.C. could become a club of great importance in racing if we plan and train with some intelligence.