



# National Capital Velo Club

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

February 1974

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The February monthly meeting will be held on Monday, February 11, at the Park Police Headquarters in East Potomac Park. Transportation questionnaires will be available for all members planning to ride out of town races. Plan to attend if you plan to travel with the club. If you know of 1973 NCVC members who have not yet applied for 1974 memberships, please inform them that subsequent applications will be considered new rather than renewals and will be subject to a \$5. club initiation fee.

Maryland riders should be aware of the following Maryland Bicycle Code bills and what they do:

Senate Bill 257, by Sen. John C. Byrnes of Baltimore City, and others

House Bill 424, by Delegate Frank O. Heintz of Baltimore City, and others

These are "companion" bills, identical for most practical purposes. COPIES may be obtained free by calling the toll-free number in Annapolis: 261-2300.

BOTH BILLS PROVIDE:

- REGISTRATION: (1) State-wide registration for bicycles
- SAFE BIKES: (2) That all bicycles sold or rented shall conform to the safety standards of the Federal Hazardous Substances Act.
- (3) That requirements for lights, reflectors, brakes, etc., be under Administration rules instead of part of enacted public law.
- SAFE PARKING: (4) That parking lots must accept bicycles and protect them like cars.
- (5) That bicycles may be secured to poles, etc., on sidewalks but not to fire hydrants, fire or police call boxes or traffic light poles.
- RIGHT TO THE ROAD: (6) Elimination of the prohibition of bicycles on dualized roads or streets, but retain prohibition of bicycles on interstate and controlled access highways.

The Senate Bill 257 also provides:

- (1) for licensing and regulation of bicycle sales and rentals.
- (2) for dog control

(A free copy of the present bicycle law may be had by sending a stamped, self-addressed envelope to the Oxon Hill Bicycle & Trail Club, Inc., 6809 Livingston Rd., Oxon Hill, Md. 20021)

Time trials will begin March 3 on the Maryland side of the GW Parkway north of lock 5. Applications will probably be available at the February meeting. You are reminded to keep your racing goals in mind as you plan your time trial ride.

Unless your long range goals include serious time trialing, use gearing which is compatible with your training plan for March.

The World Championships will be held this year in Montreal, Canada, from August 14 to 24. Everyone who is anyone in world cycling should be there -- Eddy Merckx included. It may be a long time before you get a better chance to see the best racing cyclists in the world compete against each other.

Three club races have been granted sectional status for the coming year. They are:

- National Capital Open -- Sectional BAR
- Rock Creek Park Race -- Sectional BAR
- Old Dominion (Quantico) -- Olympic Development

For Sale: 2 track bikes -- 23½" and 24½" frames. Both are Raleigh and both are all Campy. Roy Morris will sell either (not both). Call him at 543-0435.

In the February 3 Fort Hunt Criterium, 84 riders participated. Results are as follows:

Class A: Time - 32:47	Class B: Time - 25:44	Class C: Time - 22:02
Av. lap - 3:15	Av. lap - 3:11	Av. lap - 3:40

- |                      |                   |                       |
|----------------------|-------------------|-----------------------|
| 1. Bobby Phillips    | 1. George Orlov   | 1. Mark Eckelberger   |
| 2. Stephan Dolezalek | 2. Joe Cabriel    | 2. Joe Sager          |
| 3. Eric Dubbe        | 3. Steve Six      | 3. Peter Stevens, Jr. |
| 4. Dan Wagner        | 4. Gentry Gingell | 4. Sean Dwyer         |
| 5. Chris Rose        | 5. David Jackins  | 5. Luis Benito        |

Class D: Time 6:45	Midget: Time - 8:20
Av. lap - 3:22	Av. lap - 4:10

- |                   |                  |
|-------------------|------------------|
| 1. Stan French    | 1. Matt Dubbe    |
| 2. Reed Cavanogh  | 2. Clark Cagle   |
| 3. Raymond Phelps | 3. Geoff Collins |
| 4. Randy Walkup   | 4. Kathy Stevens |
| 5. David Yarber   |                  |

For midgets wondering about gearing for future Fort Hunt races, here is a chart of gearing for 24 inch wheels which might be applicable depending upon wheels used:

<u>Rear</u>	X	<u>Front</u>	<u>Gear</u>
13		36	66.5
17		47	66.3
16		44	66.0
19		52	65.7
15		41	65.6
18		49	65.3
14		38	65.1
16		43	64.6

February 1974

Road Captain's Bulletin  
Blake Powell

I have been asked quite frequently of late about training rides for the club, and I don't want you to get the impression that I've been neglecting them. On the contrary, I've been giving the matter a great deal of consideration and here is what I have devised. Rather than using a Potomac Pedalers format of publishing the rides in each bulletin, I have opted to use a more flexible technique. Beginning with the first Sunday in February we have organized races each weekend, and assuming that most of us will attend each event, we'll organize rides at the events. Thus, an organized club ride will occur after each club event on Sunday. In this manner, the weather, leaders, and the like can be accounted for each Sunday. Granted, there exist some problems that I can see, so this method will be used on a trial basis during February, and I'll do a re-evaluation at the end of the month.

As for rides during the week, as I see it these will be regional rather than total club events. For example, if the weather is fairly warm and lacking in tremendous amounts of rain you'll usually find at least one person in Rock Creek Park on the road course beginning at about four in the afternoon on weekdays. This allows the riders living nearby to train with others, and I'd like to know of any other regular rides that occur during the week so that we can get the information out to everyone, and those not living near the park can then ride with someone. Call me at home; my number is on the cover sheet of the newsletter.

I left the month of January free since we were to begin regular events in February. I decided to do this at the beginning of the month because I didn't think that club rides were absolutely necessary so early in the year. I still feel that it was a valid conclusion, and recently I encountered another substantiation to that decision. Before I admonish everyone, please understand that I fell prey to the same temptation, that temptation being the regarding of training rides as competition and just blasting along.

Remember last month when I tried to make the point that a goal had to be firmly in mind in order to plan training? Well, super hard training this early could lead to you peaking around March. If that's your goal, that's fine, but there are very few major races then. What do I mean by peaking? That's the maximization of your abilities through training; in other words, that's as good as you'll get. Believe it or not, and please believe it, you can de-train yourself by training incorrectly. That's a fact. To prevent that, training should be approached in a series of progressive stages, that progression leading up to achieving a peak when you want it to occur. A progression of training should be one that slowly increases the abilities through steadily increasing demands on the body, each increase occurring when you have adequately prepared for it so that you don't experience a reversal of training. I alluded to such a progression last month. January and February are used to obtain a base of miles in the legs. Beginning in March transitions are begun such as increasing the gears used, miles ridden, speed and the like. Here I suggest an integration of interval training into your program. Speed and distance ridden are steadily increased. Most importantly, your goals are held firmly in mind, and you don't do stupid things that could hurt you.

I wish I could give you detailed instructions about training for cycling, but very little research has been done in that area. Indeed, beginning this summer I will start my research for my graduate degree in just that area; the efficiency of bicycle training techniques, and if you're willing you could help by participating in that research. As one help in determining whether or not you are over-training, take your pulse in the morning about five minutes after you wake up, during which time you've just laid in bed being quiet. If your pulse has not returned to its normal at rest rate, you're probably not completely recovered from yesterday's training session, and thus you should go easy that day. Finally, keep a log of what you do each day, you weight, miles ridden, time, type of course, subjective reactions to the session and the like. If your weight taken just after your first urination in the morning before eating and drinking anything is below your normal result, assuming that you're stabilized at your competitive weight (you're not trying to lose weight), you should once again go easy that day because you probably haven't recovered from the day before. If you have any questions about what I've just written, feel free to call me.

And now, sportsfans, let's return to our friends, muscles. Muscles contract, and to do that they need energy. Located in the muscle cells are small powerhouses called mitochondria. These dandy things are what give you energy using sugar (glucose) and oxygen, plus many other things, to produce something called ATP. ATP is one of the most important chemicals in your body, because it is the energy transfer agent used everywhere. When your nerves signal a muscle contraction, calcium is released into the area around the actual contractile units, called sarcomeres, and that calcium triggers a contraction that uses the energy in ATP. The pedals go around, fantastic. Where does the energy come from that is put into ATP? As I said above, from sugar which is stored in muscle in the form of a very complex compound called glycogen, a large, branched combination of glucose units. As you ride your glycogen reserves are used for energy, making ATP. If they get too low, both in the muscles and in the liver, you experience hypoglycemia, low blood sugar (remember that?). I'm telling you this not just to see myself in writing, but to give you some background in order that when I talk of such things as carbohydrate loading, electrolyte replacement, what happens in training, and so forth, you'll be able to better understand what is happening.