



National Capital Velo Club

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

May 1974

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The May club meeting will be held at 7:30 pm on May 14 at the Park Police Headquarters in East Potomac Park. The club will be without a secretary as of mid-May. Persons interested in filling this post should contact P. Lenz as soon as possible regarding this appointment.

The spring Rock Creek series will begin April 28 in Rock Creek Park. An application is enclosed. All riders must be licensed, properly attired (i.e. club jersey, black shorts, white socks) and wearing a helmet. We have to be off the course by 9:30 am, so registration will close at 7:30 promptly.

WHFS has a Cycle Line which provides current info on area cycling activities. The number to call is 986-0292. This is being provided by CYCLELOGIC.

The following bikes were reported stolen this week. NCVC has offered a \$25. reward for info leading to the conviction of persons possessing these bikes. Descriptions are as follows:

Stolen from Stephen Rashid, two bikes with matching paint jobs;

Gitane with 24" wheels, orange with blue panels on down and top tubes, 12-speed

Hill Cycle with 22½" frame, orange with blue panels on down and top tubes, 12-speed. Serial no. 2136

Stolen from Matt Dubbe;

Gitane track bike, 24" wheels, color blue, tubular wheels, 16 tooth freewheel

Gitane road bike, 24" wheels, color orange, tubular tires. Serial no. 07227

The National Capital Open was a huge success Sunday with over 350 riders participating. Our thanks to all those who helped at the Open. Our special thanks to Sport Chevrolet who provided the pace car and Ensign Edelman and RCMS Vertz of the Washington Navy Yard for communications equipment. Special thanks also to

Peter Stevens
Larry Hickey
Al Dubbe
Paul Lenz
John Harriman

Barbara Stevens
Milt Sager
Roger Sitterly
Hank Whitney

for the many hours of their time which made this race possible.

Race results are listed on the back of this newsletter.

Midget -- 5 km -- 8:32

1. Italo Bastianelli NJBC
2. Guillermo Lopez, Jr. FCA
3. Matt Dubbe NCVC

Intermediate -- 15 km -- 23:04

1. Bruce Donaghy PBC
2. Mike Walter GBSC
3. Jonathan Cooper GBSC
8. Robert Wahby NCVC

Senior III/Vet -- 25 km -- 34:47

1. Alan Slaughter NCVC
2. John Honst #1 Vet
3. Alex Young PBC
7. Charley Cook NCVC

Junior -- 30 km -- 42:41

1. Eric Dubbe NCVC
2. Paul Durdaller KCC
3. Stephan Dolezalek NCVC
6. Edwin Slaughter NCVC
9. Joe Kaiser NCVC

Women -- 25 km -- 38:10

1. Mary Jane Reoch PBC
2. Eileen Brennan WSC
3. Donna Tobias CRCA
5. Ellen Dersey NCVC
6. Barbara Miles NCVC
8. Judy Wood NCVC

Senior -- 50 km -- 1:08:32

1. Steve Wosnick NJBC
2. Pat Gollinean FBC
3. Bob Phillips CRCA
9. Bob Fisher NCVC

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Road Captain's Bulletin
Blake Powell

This is fairly short this month since I'm in the middle of final exams. As I said last month, we'll consider both motor pacing (speed work) and sprint training.

To begin with motor pacing, let me emphasize that it is a dangerous form of training--you are close behind a motorcycle or automobile, and because of that you must exercise great care. One might ask why use the technique if it is indeed dangerous, and the answer usually is that one becomes acclimated to high work output at high speed. Since the pace vehicle is breaking the wind you can travel at higher speeds, with the result that you can train at the same energy output as you would without the pace vehicle, but you'll be going a great deal faster. This is not to say that extensive training with motor pacing will result in greatly elevated speeds because one encounters the wind resistance once again without the vehicle, but that being acclimated to higher speeds can benefit you, and you'll make some gains in speed.

With reference to use of the technique in a training program, I would suggest that it be used if available once a week at energy outputs that place good stress on the aerobic systems. You can interval train using a motor pace by pulling out to the side into the wind and trying to maintain the same speed for a set length of time, perhaps 30 seconds to a minute. Use of the interval technique would appear to be the best manner in which you could develop speed when riding without the pace. Once again, I want to stress that this is dangerous, and you must know what you are doing, especially the driver of the vehicle. Please, contact those in the club who are experienced in its use; don't just go out with a friend who happens to own a motorcycle but has never raced a bicycle and try it. Examples of the consequences of mishaps are indeed around you.

Sprint training works only on the anaerobic systems, and it is in sprinting where the use of small gears to develop your spin early in the season will really pay off. Training for sprinting is just that -- sprinting, and it can be included in any training ride by having marks where you sprint. This is especially good when training with a group because you can learn tactics. Speaking of tactics, I will not attempt to enumerate them here because I really don't know them well. Instead, talk with the experienced sprinters in the club.

Sprinting should be included in your training program on those days when you are not using LSD. If you use sprinting on your training days which are devoted to a fairly rapid pace you can sprint frequently as long as you keep the periods between sprints long enough to avoid interval training. I would like to emphasize once again -- interval training is very stressful to your body and you must allow your body to recover from a hard session of intervals. As an extension of that, you might recall I said several months earlier that one can actually detrain if you approach training incorrectly, and one of the fastest ways to do that would be to not allow your body the opportunity to recover. After a very hard training session your body's machinery will be working overtime for several hours or even much longer depending on what you demanded of yourself. If it has not fully recovered by the time you place hard stress on it again you can detrain. I would suggest alternating hard days with easy days. You can ride every day, but don't overdue the extreme training to try to attain John Howard's capacities in a short time. Remember that the benefits of good training develop slowly, and many athletes spend years developing their capabilities.