



# National Capital Velo Club, Inc. Georgetown Cycle Sport

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

## JANUARY 1977

\*\*\*\*\*  
 \* JANUARY MEMBERSHIP MEETING... \*  
 \* will be held Monday, January 10, 1977 at Park Service Headquarters \*  
 \* in East Potomac Park. The meeting will begin promptly at 8:00 PM and \*  
 \* will end no later than 9:30 PM. Major business before the club includes \*  
 \* the IBM low-gear series, the time trial series, and the 1977 sponsorship \*  
 \* program of NCVC, and other unsettled business. \*  
 \*\*\*\*\*

### NCVC BANQUET...

A large number of people turned out for the annual NCVC club banquet. The delicious dinner prepared by the "Larry Black" catering service had everyone coming back for seconds. After the dinner, various awards were given out. After the awards, a total of four movies were shown. The first was primarily about Belgium and their favorite sport; bicycling. The second film was about the 1965 Tour de France. It had some really good scenes of the pros in action during the Tour. The third film was about racer's thoughts about racing. Naturally, it starred NCVC riders. It was film at various races during the spring of 1975. One place included the Fort Hunt Series. So if you were there consider yourself as movie stars. The fourth and last film was about the CRC of A team at the "Tour of the East" in Canada

After the movies, some went home and some stayed to talk to friends, they talked and talked and talked until they realized how late it was.

In Conclusion, the banquet turned out very well. The food and the movie was good.

### NEW EDITOR FOR NEWSLETTER FOUND...

After two years of work, Barbara Miles, former editor of the newsletter retired. Tuan Mattes was named editor for 1977. Tuan will be a second year Junior rider racing in his third year. Tuan claims he will make the newsletter better by publishing more useful information that makes the newsletter worth reading. Anyone who would like to contribute writing work is welcome. Upon approval from the editor, all writings will be published. We will accept race reports, any racing stories, fact or fiction, news on upcoming events, classified, and anything that would make the newsletter interesting to read. Contact the editor (Tuan) at 569-5144 any night between 8 and 9 PM only. He will try to put as much useful information as possible into each newsletter.

### TEAM NOTICE!!!

All team equipment is being called in immediately. All bikes, tires, wheels, warm-ups, everything must be checked in at Georgetown Cycle Sport II in Wildwood. RIGHT NOW!!!

Anyone with team equipment who has not checked in with our Directeur Sportif will be billed.

### DUES!!!

If you haven't paid your dues yet, you're late. The \$5 late charge is now in effect. If we don't hear from you by the end of January, you will be dismembered and will not receive the Feb. 77 newsletter.

### BORED WITH RIDING ROLLERS??

If you find the weather disagreeable with the way you wanted it to be for riding, then get out your rollers. Did you say you're bored with riding your rollers? Then I've got good news. Now there's a reason to ride your rollers; roller races.

Roller races will be held every **Friday night starting on January 7** at Georgetown Cycle Sport II in Wildwood. Just bring your Track Bike and race and have a good time. Roller riding will not be the same again. For more information, contact the shop at 530-9011. See you there!

# CYCLO-CROSS

Cyclo-Cross is one sport which I have not tried, mainly because there are not that many cyclo-cross events held around here. Maybe after this writing, someone will be interested in promoting one, if so, contact Larry Black 530-9011.

In these days, especially here in the U.S., cyclocross has not become that much of a specialized sport. For those who wants to try it can get a taste of it without blowing a whole lot of money on equipment. Equipment is simple; any frame will do. Put Cyclo-Cross tubulars wheels on it, Mafac centerpulls, fingertip shifters and you've got the basics for an "official United States Cyclo-Cross bike". The other requirement is a muddy field with maybe a stream, a flight of stairs, a fence, some bad roads, and some competitors to compete against.

The few hints I am able to offer are what I have learn from watching riders trying the sport. They're not John Howard or Lawrence Malone or anything like that. Just people who knows more than I so.

The basic tactic is simple- get straight to the front and stay there. Drafting isn't much help unless you like to get mud or somebody's rear wheel in your face. By getting up front, you get first try at the obstacles without slower riders getting in the way. However, this tactic is not that simple; everyone else will have the same idea.

The way you line up at the start can make a lot of difference. Usually the riders are spread out on a line then have to funnel into a gap wide enough for three or four riders only. The aim is to get into that gap first so try to line up at a place which will give you the shortest possible route to the gap.

When the gun goes off, go all out for the first 15 yards before even worrying about getting your foot strapped in, thus you'll be able to get away from most of the riders and avoid collisions when you do try to get your foot in.

Wheel-slip is the greatest enemy of a cyclo-cross rider. So when you go down the course, try to pick out the driest, firmest route. This mean sometimes you will have to take a slightly longer path, but it's better than hitting the ground and having to dismount and remount again. Always try to get a good fast run at an obstacle so your momentum will carry you thru instead of calling on a lung-bursting effort at the last moment.

Remember run only when it's clearly quicker than riding. This sometimes applies to road races when you hit a big hill and it's raining. At all times, think ahead. Don't just worry about one obstacle but be ready to attack all obstacles. Above all, don't be near or at the back because you'll never see the front again(unless you're the luckiest person in the world).

Maybe some of you that read this article will be interested in holding a cyclo-cross event. Though the National Championship is over, it's not too late to try cyclo-cross. If any party is interested in holding a cyclo cross event, contact Larry Black and tell him about it. Then some of the interested people can get coated with mud and then having to clean up under an icy cold hose during the midst of winter.

## LETTERS...

Dear NCVC,

Is anybody going to try Cyclo-cross, this winter, to pass the hours away. I was told that cyclo-cross will build up your wind so you can go faster when the Spring races roll around. I don't think it would be hard setting up a course. All that's needed is a piece of property away from traffic. If anyone's willing to put on a cyclo-cross event, I'll help.

Muddy Sprockets,  
Slipperyville, Va.

Dear NCVC,

I would like to express my interest in motor-pacing as part of training this season. Look what happen to Smilin George at Montreal. He said he motor-paced and look at how strong he is. Would anybody be interested in Motor-Pacing this Spring down at Haines Point?

Iam Slow  
Uphill City, Md.

THE SECRET LIFE OF WALTER MITTY THE RACER

I tried to concentrate on keeping my RPM's up, but my legs keeps hurting more. So I just concentrated on chasing that rider down. He's got the yellow jersey at the moment. I was just 20 seconds down on him after stage ten of the Tour. Suddenly, I caught him, then dropped him as I climbed the endless, torturous slopes of the Pyrenees. As I approach the summit, I can hear the crowd going wild. And as I crossed the line, the fans and reporters ran out and grabbed me off my bike. I saw my directeur sportif coming toward me with the "maillot jaune". He shouted something, but it was lost to the crowd.

"What", I shouted.

"I said watch your wheel size, twenty-seven?" It was that tall black kid on the Raleigh again-boy, did he boil my blood. I grabbed his arm, twisted it, and pushed him to the left, sending bike and body over the crest of the hill. He slid down across the grass embankment until he hit the wooden steps, where he bounced under his bike and onto the gravel below. I heard a desperate scream and smiled in approval.

The Raleigh squad was now out to avenge their teammate. We were approaching the perilous fourth turn, and I was surrounded by a cloud of red-yellow-and black jerseys. My team was being successfully blocked and I knew that I, too would soon feel the splintering of my bones against the coarse asphalt. I jumped off the saddle and jammed hard towards the break-away. I closed the gap alone and swung my bike hard right then left, forcing one rider into the railing and the other into his teammate.

Without looking back, I jumped again, hurting with only 1/2 mile to go. I came toward the 200 meter mark alone but then two Raleigh riders came up to me on each side. I was sure one of them was Kuiper. But before I can make sure, the one on the left throws a hook and my bike slid from underneath me. I felt my momentum dragging me and my bike for about 10 ft before I blacked out.

I woke up in a white room-half dazed. I knew I shouldn't have sprinted across the intersection while the light was amber. Then I saw a figure in white coming toward me with the biggest hyperdermic needle I ever saw. When the needle made contact, I blacked out again.

I was released the next morning from the hospital. As I stepped out the front door, more than a dozen reporters were waiting for me. One asked me if I will ride lucky stage 13 which will start in about three hours.

"Yeah", I replied. "I am ok now".

Stage 13 wasn't hard, its all downhill, or should I say "downmountain"! The stage is 70 km with the last 10km in flat terrain. I was told I am still leader on the general classification. I was 48 seconds ahead of second place-Van Impe. Knetterman was disqualified for hooking me yesterday, and I was given the time of the break though I crashed.

As soon as the gun went off I jumped and shifted into my 57/13. I know that I've got this stage wrapped up with the help of my lead-filled water-bottles.

As I made my descend alone, I can clearly hear the spectators shouting "Allez-Mitty, Allez-Mitty". Now with only 10 km left of this stage, I poured it on. I threw out my lead-filled water bottles and one of them hit the pole of a sign-post braking it in half. As I crossed the line in triumph, I saw the President of France in the press box with sunglasses on. Three minutes later, the bunch came with Maertens taking the sprint.

"Oh no", I cried out, "It's that German Shepherd". I reached down for my trusty Zefal and gave the dog a good whack over the head. That dog won't chase me anymore, but now my pump has a good size crimp in it. Oh well, it's better to have a damaged pump than a damage limb.

STANDARD ATHLETE'S ENTRY BLANK AND RELEASE FORM

TO THE PROMOTER: Please accept my entry in (race) \_\_\_\_\_  
 Class and Category \_\_\_\_\_  
 on Date \_\_\_\_\_ Entry Fee of \$ \_\_\_\_\_

In consideration of the acceptance of my entry in the above event, I do hereby, for myself, my heirs, executors and administrators, waive, release and forever discharge any and all rights and claims for damages which I may have or which may hereafter accrue to me against the sponsor(s) of this event, the United States Cycling Federation, Inc., the sponsoring club(s), or organization(s), the official(s), all municipalities, special districts and properties through which the events will be held or its or their respective officers, agents, representatives, successors, and/or assigns for any and all damages which may be sustained or suffered by me in connection with my said association with or entry and/or arising out of my traveling to participate in and return from the event(s). I agree to accept and abide by the rules and regulations of the United States Cycling Federation, Inc.

Signature of entrant \_\_\_\_\_ Today's Date \_\_\_\_\_ Age \_\_\_\_\_  
 Signature of parent or guardian of minor \_\_\_\_\_  
 Name (PRINT) \_\_\_\_\_  
 Street \_\_\_\_\_  
 City, State and Zip \_\_\_\_\_  
 USCF Club \_\_\_\_\_ USCF License No. \_\_\_\_\_



WHAT TO WEAR IN COLD WEAT 3

With the coming of winter, riding becomes difficult because of severe weather conditions. The temperature drops and it becomes harder to stay warm when one goes out for a ride. The solution is simple, either move down to Florida for the winter or dress for the weather. The latter solution is best for the people who don't have a money tree in their backyard.

The important thing is to keep your head warm, because it's in your head is where all the nerves in your body is connected too. If you don't keep your head warm, it will be impossible to keep your feet or your hands warm. Here's how to dress when it gets cold (let's say about 25° to 30° F with a 15 mph headwind).

Torso: T-shirt, pull over sweater, long sleeve jersey, and a windbreaker. If it's really cold, stuff some newspaper between a layer of clothe.

Legs: Tights, leg warmers, and warm-ups.

Feet: 2 pairs of socks, and winter shoes, or summer shoes w/covers.

Hands: Light weight wool gloves and wind-proof lined mittens over them.

Head: Wool cap, or ski mask that covers your face except for the eyes and the mouth.

A FORMER WORLD-CHAMP'S BICYCLE

This article is written for those who have wondered about the specifications of Eddy Merckx's road bike. In this article, I will try to tell as much as I can about the bike.

When Eddy first turned pro, he used a Masi that was painted as a Peugeot. He used a Masi when he rode for Feama team. Then when he signed up with Molteni, he switched to a Colnago in witch he used to win most of his races. In 1974, still riding for Molteni, he switched to De Rosa. The reason was he felt that Colnago bikes weren't specialized enough for him. It is rumored that De Rosa also makes Itshiwata tubing bicycles for current World-Champion; Freddy Meartens.

Also, as an amateur, Merckx rode a Le Jeune. It was equipped with the best Campy stuff then, and Universal sidepulls. Nowadays, if someone used that kind of equipment, they would get laughed out of a Novice pack at the Tour of Tow Path.

About the De Rosa, its made with Columbus tubing, except for the Tour de France. In the Tour, Eddy uses a lighter 531 version for this arueling race. The bicycle is total Super Record. Eddy uses the new Cineilli Super Record stem with a 43 cm width mod. 66 bars. He uses a Cinelli padded suede saddle for most of the season, except for the Tour, he uses a drilled out Brooks. Mavic Gold rims and 230 gms Clement Silks are used on his wheels along with low flange 3x set-up. The angles and size of the bike is listed below:

Frame size: 23½"

Seat Tube: 23½"  
Top Tube: 23"

Fork Rake: 1 3/4"  
Chn Sty Length: 16"

BB Height: 18 5/8"  
Angles- H 74 , S 73°

SPECIAL-SPECIAL

Starting with the Feb. newsletter, there will be an interview with a Big NCVC rider. What I mean by big is not size but some great racing accomplishment.

If you do something outstanding, like breaking away and win, closing a gap, chasing back after a flat at some big races, or just helping another NCVC teammate during a race, YOU might be interviewed.

This gear chart below is for use in selecting your 76" gear for the IBM low-gear series at the end of the month. You cannot go over the 76" limit.

	36	38	40	42	44	45	46	47	48	49	50	51	52	53	54	55	56	5
12	81.0	85.5	90.0	94.5	99.0	101.2	103.5	105.8	108.0	110.2	112.5	114.7	117.0	119.2	121.5	123.7	126.0	128
13	74.8	78.9	83.1	87.2	91.4	93.4	95.5	97.6	99.7	101.8	103.9	106.0	108.0	110.0	112.1	114.2	116.3	118
14	69.5	73.3	77.1	81.0	84.9	86.8	88.7	90.6	92.6	94.5	96.4	98.3	100.2	102.2	104.1	106.0	108.0	108
15	64.8	68.4	72.0	75.6	79.2	81.0	82.8	84.6	86.4	88.2	90.0	91.8	93.6	95.4	97.2	99.0	100.8	102
16	60.8	64.2	67.5	70.9	74.3	75.9	77.6	79.3	81.0	82.7	84.4	86.0	87.8	89.4	91.1	92.8	94.5	96
17	57.2	60.4	63.6	66.7	69.9	71.5	73.1	74.6	76.2	77.8	79.4	81.0	82.6	84.2	85.7	87.3	88.9	90
18	54.0	57.0	60.0	63.0	66.0	67.5	69.0	70.5	72.0	73.5	75.0	76.5	78.0	79.5	81.0	82.5	84.0	85
19	51.2	54.0	56.8	59.7	62.5	64.0	65.4	66.8	68.2	69.6	71.1	72.4	73.9	75.3	76.7	78.2	79.5	81
20	48.6	51.3	54.0	56.7	59.4	60.7	62.1	63.4	64.8	66.2	67.5	68.8	70.2	71.6	72.9	74.2	75.6	76
21	46.3	48.9	51.4	54.0	56.6	57.8	59.2	60.4	61.7	63.0	64.3	65.5	66.9	68.2	69.4	70.7	72.0	73
22	44.2	46.6	49.1	51.5	54.0	55.2	56.5	57.8	59.0	60.1	61.4	62.6	63.8	65.0	66.2	67.5	68.7	69
23	42.3	44.6	47.0	49.3	51.6	52.8	54.0	55.2	56.3	57.5	58.7	59.8	61.0	62.2	63.4	64.5	65.7	66
24	40.5	42.7	45.0	47.3	49.5	50.7	51.8	52.9	54.0	55.1	56.3	57.3	58.5	59.6	60.7	61.8	63.0	64
25	38.9	41.1	43.2	45.4	47.5	48.6	49.7	50.8	51.8	52.9	54.0	55.1	56.2	57.2	58.3	59.4	60.4	61
26	37.4	39.5	41.5	43.6	45.7	46.7	47.8	48.8	49.9	50.9	51.9	53.0	54.0	55.0	56.1	57.2	58.1	59
27	36.0	38.0	40.0	42.0	44.0	45.0	46.0	47.0	48.0	49.0	50.0	51.0	52.0	53.0	54.0	55.0	56.0	57
28	34.8	36.6	38.6	40.5	42.4	43.4	44.4	45.3	46.3	47.2	48.2	49.2	50.1	51.1	52.0	53.0	54.0	55
29	33.5	35.4	37.2	39.1	41.0	41.9	42.8	43.7	44.7	45.6	46.5	47.5	48.4	49.4	50.3	51.2	52.1	53
30	32.4	34.2	36.0	37.8	39.6	40.5	41.4	42.2	43.2	44.1	45.0	45.9	46.8	47.7	48.6	49.5	50.4	51
31	31.3	33.1	34.8	36.6	38.4	39.2	40.1	40.9	41.8	42.7	43.6	44.4	45.3	46.2	47.0	47.9	48.8	49

CALENDER OF EVENTS

JANUARY 1977

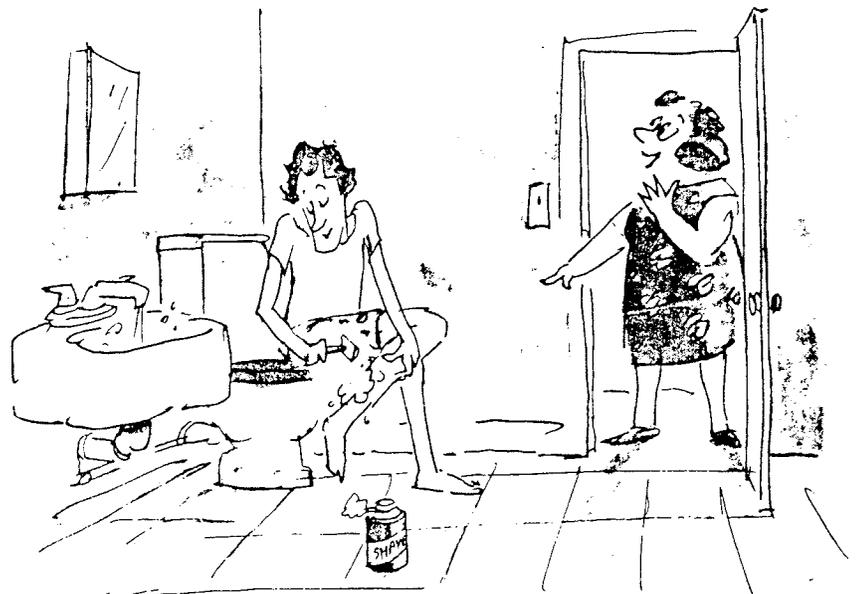
- 2 Sunday- NCVC conditioning ride. Meet at Georgetown Cycle sport, Wildwood Shopping Center, corner of Democracy Blvd, and Olde Georgetown Rd., at 10 AM. Terrain, distance, pace will depend on weather and riders. Contact Larry Black 530-9011.
- 7 Friday- Roller Races at Georgetown Cylce Sport, Wildwood. Match races in the evenings. 530-9011.
- 9 Sunday- Conditioning ride, see 2 Sunday.
- 14 Friday- Roller races, see 7 Friday.
- 16 Sunday- Conditioning ride, see 2 Sunday.
- 21 Friday- Roller Races, see 7 Friday.
- 23 Sunday- Conditioning ride, see 2 Sunday.
- 28 Friday- Roller races, see Friday-7.
- 30 Sunday- IBM low gear series. A class- 12 miles, B class- 8 miles, C class- 6 miles, D class (non USCF) 2.4 miles. Gear limit 76" for all class (see gear chart, page 4). Directions: One block north of Democracy Blvd and Olde Georgetown Rd. intersection. Fee \$3 plus \$1 refundable number deposit. Fee good for 1 month of racing. Info- Georgetown CS 530-9011

CLASSIFIED

- For Sale: 22" Alpine, Sugino cranks, bk Dura-Ace brakes, Campy derr. w- Sun-Tour shifters. Campy wheels complete, and Campy pedals. Asking \$425.00. Contact William Brenner 256-0967.
- For Sale: 23" Black Condor Sienna, all Campagnolo Super-Record. \$800. Contact- Peter Koskinin 931-9454.
- For Sale: 21½" Benotto Pro, Raleigh team colors, Sugino cranks, Uni-versal 68 bk sidepulls. Campy gear system with Dura-Ace downtube shifters. Low flange wheels w/tires. Lyotard pedals, Cinelli padded suede saddle, Crepp Ryder post, 3ttt stem and Cinelli bars, frame is made with Columbus tubing. \$249.00
- 22½" Gitane track standard. Original plus new paint, Ergal rims, and Fiammie bar & stem. \$100. Contact Tuan 569-5144.

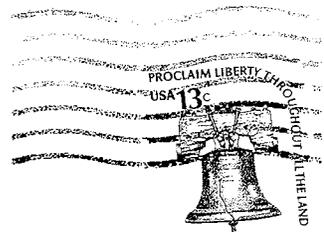
Below is a list of what the news-  
letter will cover in the Feb. 77 issue.  
We will try to cover everything and more  
of what's listed below:

- January membership meeting.
- How to train during spring.
- Interview with an NCVC rider.
- Tactics for Criterium racing.
- Roller Race Results
- Calender
- Classified
- Stories
- Letters
- and more



"Come see, dear, our little boy is shaving!"

NEWSLETTER Dept.  
6705 Greenview La.  
Springfield, Va. 22152



Peter Swan  
1400 Gridley Lane  
Silver Spring, Md. 20902

**TOP SECRET**