



National Capital Velo Club, Inc.

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



FEBRUARY 1977 NEWSLETTER

The January Club meeting was canceled due to icy conditions of the roads on January 10. The next club meetings is scheduled for March 7, 1977 at Park Service headquarters. The meeting will start at 8:00 pm & will end no later than 9:30 pm. Major business will include dates of future club meetings, details on racing schedule, the IBM & Time Trial Series, & any other unsettled business.

While the editor was working on the January issue of the nesletter, the date of the IBM 10-gear series was being debated by the executive committee. A date was finally reached on Jan. 23. The first race will be on Feb. 6. The reason for the delay was 1) the cold weather. 2) the executive committee wanted the race in March, but about 70 riders ~~abided~~ and wanted the race in February.

In March, the Time Trial series on the GW parkway is planned. This will be at the same course as last year's Time Trial Series.

In April, the Rock Creek spring series will start with races on April 3, 10, 24, & May 1. Sunday April 17 is the date of the National Capital Open.

Then starting in May through September, the IBM weekdays series will start with the first race on Wednesday May 4. All of the IBM races will be on Wednesday from then on. Why Wednesday? Well, when the season gets rolling, many of the NCVC riders will be racing at TREXLERTOWN on Fridays. Races on Thursday nights does not give these riders enough time to recover for races at TREXLERTOWN of Friday nights.

Also on the calender is a race in June at Rock Creek Park. The course will be a modified course of the present course which has been used in the past. This course for the race in June will be the same course use for the Junior World Championship held in June 1978. Because of this special occasion, the top race will be the Junior race.

Other races on the calender is Culpeper, & Olde Towne Alexandria. The Culpeper race will be around Labor Day, & Olde Towne will be move toward summer instead of in November.

MEMBERSHIP

Since you've received this issue of the Newsletter, it means that you have lived up to your obligation of paying your annual due to the club on time. But pass the word around. There are 81 riders out there from last year's roster who have not paid their due & have not received a copy of this Newsletter. They will not be able to ride in any of our races until they do meet their due obligation. Urge them to get their payment in on time to our Membership Secretary-John Prehn. Contact Mr. Prehn if there is any question.

FLASH FLASH FLASH FLASH FLASH

Tom Prehn placed sixth overall in the Vuelta Cyclista A Costa Rica at Baja California, December 25-January 2. Further details will be in the Jan. 14, 1977 issue of Velo-News.

<p>Attention midget riders, NCVC will try to include more midget races into the calender this year. So clean the cobwebs off of your bikes and plan to race this year.</p> <p>----- CLUB OFFICERS</p> <p>President-Mike Butler-(301)588-4571 Vice Pres.-Larry Black-(301)277-2555 Secretary-Sandy Ward-(301)270-1504 Treasurer-Paul Lentz (703)591-3881 Senior Rider Rep.-Alan Rashid-229-0346 Membership Secretary-John Prehn, 220 King George St., Annapolis, Md. 21401 Work-659-1997. Home-(301)268-3477. Editor-Tuan Mattes (703) 569-5144</p>	Costa Rica 1168 km-730 miles
	29:56:23 1. Nobertos Caseres, Col.
	30:01:25 2. Plinio Casas, Col.
	30:02:53 3. Arturo Matamoros, Col.
	30:09:07 4. Jose Lopez, Col.
	31:15:26 5. Mark Pringle, USA
	31:40:49 6. Tom Prehn, USA
	31:37:50 7. Carlos Alvarado, CR
	31:50:52 8. Sigifredo Chavez, CR
	31:53:56 9. Jose Manuel Soto, CR
32:00:22 10. Jose Badilla, CR.	

Junior Rider Rep.-Bruce McFarland (301)265-1254

Women's RR-Laurie Wigel-881-5394

TRAINING CLINIC

Dave Chauner & Jack Simes the III will be holding a training clinic at Beltsville on the weekend of Feb. 26,27. The cost of this two day session is only \$25. Registration for this event is through Al Hart, 405A Broken Bridge Rd., Laurel, Md. 20810 or Larry Black-590-3881. Registration deadline is Feb. 12. There is a limit of 45 riders for this clinic. Registration is filling fast, so hurry and get your name in. You will get to ride two races. One at Beltsville on Saturday, and at IBM on Sunday. During the clinic, you will get to hear lectures, see films, learn about dieting habits, etc..

Food will be purchased seperately, but it's prepared especially for the clinic. Accomodations is available in the Beltsville area. And last but not least, John Nicholson, SHIMANO PRO, WORLD-SPRINT CHAMPION, will also be there to host the clinic.

HOW TO TRAIN WHEN THE SEASON STARTS

Now that you've got that high-performance competition bike together, I bet you're itching to race it. For the new riders, there might be a problem on how to prepare oneself for racing. A few tips learned the hard way can save a lot of headaches for you.

The first thing to do is to decide what kind of event you want to specialize in: road, time-trial, pursuit, kilos, sprints, etc.. For the less advanced riders, you should try all of these to see which one you like to do or do best in. Trying to train for all these events will not help you as much as training for a specific event.

Now let's get down to training. I've picked road racing or criteriums as the subject for training. Assuming your goal is to peak during late summer as a road rider, we recommend 600 to 700 miles distance for this month. Ride everyday between 1½ to 2 hours if possible, to get used to the daily routine. Train in groups to get used to riding with people. Ride pace line at a moderate speed to work on sitting on a wheel & switching. Discuss among each other what you're doing wrong.

Try using the lowest gear that feels comfortable to you, keeping r.p.m.'s at about 100 (less on hills). Do easy rides also, concentrating on riding smooth & straight. Remember, the straightest line is the shortest line.

The IBM series should start soon, if so, ride these events to learn more about racing. Watch who's doing what, when & how they do it. Try to get used to the timing involved in going off the front, closing gaps, etc., then try to imitate these riders:

JIM BRADFORD INTERVIEW

Last summer, Jim "Bob" Bradford, placed an incredible fourth place at the National Championship Junior Road Race. This was NCVC's best placing on the road, at the Nationals, since Henry Whitney's win in 1970.

Jim "Bob", earlier last spring, won the season opener, The Tour of Tybee Island, down in Savannah, Georgia. Then, he went on to win overall in the Tour of Tallahassee. From then on, he placed well enough in all of his National Fernod events to finish off 1976 with 88 pts. This was not good enough to win overall, he missed by two points.

NCVC: How did you get started in racing?

JB: I got started in a school race. My mother bought me some racing stuff and I started getting interested in bike equipment & the standpoint of it. I heard about a small bike race, so I went out for it. It was just a local tyre novice race, but I won it. So I really got enthuse about that & then I kept going to the other small races like Boot Ward's races out in Colleeze Park & started doing good. I contacted Paul Lentz, and he told me everything about a bike, & I started to like racing. I put my mind to it & things started going together.

NCVC: What kind of a training program do you follow?

JB: Right now, I'm just trying to stay active by speedskating, & roller races on Friday nights. I try to go out when the weather is warm, & try to ride about 400 miles a week. Then I start cutting back to nice-easy miles (long, slow, distance) with sprints now & then to keep my speed up. During March, April, and May, I work more on speed & try to get into racing shape. I carry this racing shape throughout the whole season with occassional rest now & then so I dont wear myself out. Toward the end of the season, I slack off & do other things like tennis & running.

NCVC: Do you do any weight training?

JB: No, I dont do very much weight training. I have a paper route in the winter, I lug around these big heavy papers. Once in awhile, I try to lift heavy things, but I dont follow any special program. I think I'm pretty well built.

NCVC: How did you feel at the National when you were in the winning break?

JB: Well first of all, I saw Larry Shields away, I heard Tom Prehn at the

sideline saying this is the break to go for. So I took off & opened up a pretty big gap. Chris Springer & Bruce Donaghy caught me and the three of us worked together to catch Shields. I was working really hard to make the break stay. Near the end, I was going so hard just to stay with Shields, I died when the sprint started.

NCVC: How do you feel about getting 2nd overall on the National Pernod points.

JB: I was kind of upset about it. It was down in Coconut Grove, coming around the last corner. I was sprinting between Scott Miller and Bruce Donaghy. They boxed me in and beat me by about a bike length.

NCVC: What kind of a bike do you ride?

JB: I ride an Eisentraut Team bike, provided by the shop. I'm thinking about getting a little bit less stiff bike this year for road races, but I don't want a real flexible one, because I want to do well in the criteriums too.

NCVC: What do you think about the American riders going out and buying the Super-Record equipment.

JB: Personally, I think that's really crazy, because you can do just as well on any kind of equipment. Wheels, everybody said it and I'll say it again, wheels are the most important thing. Personally, I'd rather have Weinmann 500 brakes. Another thing is I think riders should stick to stock equipment, and not improve their racing bike any.

NCVC: How do you feel about diets?

JB: I have a very strict policy on diet, vegetarian, all natural food, distilled water. All of the additives & junk they add in foods is just ridiculous. Especially water, we have a distiller, & it takes out all of the junk in the water. Like for every five gallons, we get 2 oz. of crud.

NCVC: Do you have any future plans?

JB: If I go to college next year, it's really going to be hard to keep training. I'm trying to make some national recognition this year and maybe make a national team like Prehn did. I'm going to focus all of my attention to cycling & won't give a "hoot" to anything else but just keep on riding.

NCVC: What do you think of the present club organization?

JB: Ah.....I think riders should stick to their original club, but once they really start getting good, there's really no point in that because you need the extra support of a good sponsor. People like George Mount have it really good, because his sponsor let him work in the shop.

NCVC: What do you think about coaching?

JB: Coaching is really important for the new riders, but after a year-a-year-and-a-half, you really learn by yourself by training in groups. In groups, you can discuss how you feel each day & what kind of training you'd like to do.

NCVC: What kind of interest do you have outside of cycling?

JB: I've been skiing for seven years, I'm really good at it. Speedskating, I just got into that, I've been getting pretty good. I've also been running on the track team, I did pretty good on that. I like tennis, I'm pretty good at that too, I'm just good at about anything but team sports.

NCVC: Do you have any final word of advice?

JB: If you're gonna do something, you might as well go all-the-way. It's not going to help help you unless you don't concentrate on it. People come out & they expect to do miracles, I don't want to mention names but they wanna become really good but they don't see what's involved. Bike racing is really a tough sport, without the perseverance & dedication, you won't make it.

One thing I want to say is you shouldn't let yourself get psyched out by other riders, they're hurting as much as you are. If you keep saying they're good, you're never going to make it anywhere, but you've got to realize you've got just as good of a chance as anybody else to win. I had that problem, but I overcame it & now I'm riding much better.

ROLLER RACES

If you think you can ride the rollers fast, just wait till you try to race at the Roller Races. The maximum gear is 50X14 (96" gear), & nearly everybody use it. The top riders there can wind it up to about 170 rpm's.

The races are 1500 meters long, about 1½ minute of riding. Everybody get to ride at least two-times. It's run like sprint heats where the winners go on racing other heat winners toward the finals, and losers ride reprocharges to stay in the running. The races itself is ridden like a pursuit, hurting all of the time.

The race prove to be successful and exciting because of large turn-outs on the first two nights where the weather was so bad that the roller races was the only event around that wasn't canceled because of large turn-outs.

Many thanks goes to Eoot Ward for loaning the rollers for the race.

RESULTS:

Jan. 7	Jan. 14	Jan. 21
1. Allan Slaughter	1. Charles Fredriksen	1. Charles Fredriksen
2. Paul Pearson	2. Larry Black	2. Larry Black
3. Rick Barnett	3. Paul Pearson	3. Paul Pearson
4. Larry Black	4. Jim "Bob" Bradford	4. David Castro

CRITERIUM TACTICS

While there are many types of events held in the United States, criteriums by far are the most popular. From the promoter's point of view, no other type of events attract as many spectators as criteriums.

Another point about criteriums is that the strongest are not necessarily always the winners, the weaker & smarter riders can also do well. It may be unpopular among those who look for aggressive racing, & winding up watching the winner cross the line & finding out he never pulled except for the last 200 meters of the race.

But often a non sprinter sits in the main pack & watch the break go off into the distance. There's no point sitting-in unless it leads to victory.

Hanging-on is a totally different story & nobody can blame a rider who does not work because it would mean getting dropped if doing so.

Remember, in any race, victory is what counts. How many people remembered that Merckx helped Maertens with his win at the World's. Exceptions are made for those who ride a race to prepare for a bigger event in which case it doesn't matter to attack like an idiot & end up blowing up & getting dropped near the end of the race.

At any race, the winner clearly deserves the win either by his smart tactics or someone else's stupid blunder that cost them the victory.

So let's start. First find out about the course, is it hilly or flat, exposed or sheltered, narrow or wide, straight or winding? If you're a sprinter, find out where the 200 meter mark is, sometimes this means it's before the last corner. If so planned for it.

Find out as much as possible about your opponents, so you know who to watch when the break goes, when a chasing group is forming, or the sprint coming up. Make sure you got the right gears too.

Make sure you've got enough water to last the whole race. If the race is over 20 miles, make sure you have water, if you don't, chances are you won't be able to get it from anybody else.

Let's start at the starting line. No matter what race you're at, always try to line up on the front, even if you're number is 99. This tactic is an insurance of a better chance to get into a break is one should start right after the gun goes off.

Sometimes the riders are lined by numbers, in this case, try lining at the front, sometimes they let you stay there, other times they move you back to where you belong.

I remember of an incident last June at the Keystone Open in Philadelphia. Junior World Team Member Steve Pyle had a high number for the race. The contestants were told to line up by numbers. Pyle moved up front during line-up, the officials told him to move back. Then Pyle yelled out, "But I'm a Junior World Team Member". The official then replied, "Junior World Team Members can get disqualified & suspended too." Quickly, Pyle moved back to where he was suppose to be. Just before the gun went off, Pyle was in front of me again, & I was in the second line.

Moving up during line up proved to be a clever tactic, as Pyle won the race by a solo break.

If a break should start, prepare to chase it down quickly when the gap is minimal. When closing a gap, a 90% effort should be made, saving some strength to stay when the gap is closed. When you take the break, ride hard & work as much as everyone else to make the break stay.

When you get a flat make sure you let your teammates know it. After changing wheels, make a 101% effort to rejoin. It's no good trying to time trial back, you've got to sprint on-give it everything & try to get back within a mile or two.

Let's say you got 3 teammates in the field, all aware of your flat. One goes to the front & slow things down by deliberately messing up the chances & going through slowly. The second teammate drops off the back for you & the third sits in the back of the pack. As you work your way back with one teammate, the one at the back of the pack wait till the both of you get within 50 yds.. At this point, he drops back & the three of you will surely make it back without much difficulty.

Right after you have made contact, don't be content to sit in the back, move up & recover at the same time.

In a criterium, it's certainly going to have at least one corner. The way to corner is to ease before it & accelerate round it so that you have a fair speed as the road straightens. Lean into the corner & let the bike find it's line rather than fighting it.

Attacking out of a corner is a favorite tactic to string a bunch out, but attack before the corner then make sure you corner efficiently & take another 15 yds. advantage-a man on his own being able to choose the fastest line.

Coming up for the sprint, be sure to be up front, not boxed in. Sit on someone who's been known for strong lead-outs. When he starts his lead-out, stay tucked behind him. After his out of the saddle jump, make your jump for victory. Don't think of your speed or the pain, just concentrate on passing him. Don't worry about putting your arms up till you cross the line.

CLASSIFIED

For Sale: One 21" & one 22" Alpine Hurlows, new paint, two tone Candy-Apple red. \$225 or offer for each frame. Frame equipped with headset. Contact-Larry Black 277-2555

For Sale: Condor Sienna, 23", custom paint, Columbus tubing, all Super-Record. Show condition. \$800.
21 1/2" CID, faded green, all Campy except Dura-ace brakes, parts like new. 531 tubing. \$450.
22/19" Gitane Standard 10 speed Tandem. M/M style frame. White with tubulars. Good cond.. \$250.
22 1/2" Mondia Special, white-orange-chrome finish. All Campy including brakes. Bike in exc. cond.. \$460.
21 1/2" Team Raleigh, red, top quality Japanese components (all new). No wheels. \$300.
Campagnolo complete Tool Kit. English specs., not reduced in wood case, like new. \$900.
Contact-Paul Lertz 591-3881 days.

For Sale: 21" Itoh-Kabuki frame, white & silver, Sun-Tour 38 drop outs with eyelets. New \$60 or trade for roller or components. Contact-Arn Marsolles 244-6188.

For Sale: One 22" & one 23" Schwinn Paramount F-13 professional. Black, frame custom made for criterium racing. All Campagnolo and Dura-Ace brakes on both. 23" new-\$695. 22"(purchased 9-26-76)\$475. Frame-22" \$195.
21" Benotto pro, Raleigh team colors, Columbus tubing, Cinelli bars, no. 2 saddle, 3ttt stem, black Universal sidepull brakes, Dura-Ace downtube shifters, Campy NR rear derrailleur, Crepp Ryder seat post. \$89 total.
22 1/2" Gitane Track Standard, fully equipped, plus extras. \$79. Great for roller races, training, & sprinting, "stiff!"
24" Schwinn Super Sport, Sky Blue, with new tires, brake shoes, cables, derrailleurs, chainrings, seat. Great for bad weather riding. \$65 or offer.
19" Grand Prix du Monaco clincher bike, yellow-white finish, alloy crankset. \$49.
Colnago 10 cm stem \$7, Cinelli mod. 66 bars, \$7, new Zefal Competition pump \$7, Campagnolo Record ft. Jr. \$5, Nuovo Record rr. \$10, Valentino ft. new \$3, Stronglight 93 track cranks, 165mm w/48t ring \$25, Cinelli no. 2 saddle \$10, Cinelli rollers \$49. "Fedal Stuff" cycling shoes, new, size 9m, \$8.
Contact-Tuan Mattes 569-5144 evenings between 8 & 9 pm.

For Sale: 21 1/2" Zieleman Super frameset. Red, 531 w/Columbus forks & stays. Campagnolo headset included. \$150. Alan 820-1670.

For Sale: S.W. Cotten criterium bike, all Campy, sacrifice \$350.
CID road frame 23 1/2" w/headset & bottom bracket: \$100.
Gillott track frame 23" w/headset, crankset: \$150.
Detto Pietro shoes, size 43 w/adjusting cleats. \$9.
Campy 52t chainwheel, new \$9.
I will trade any frame above for another road or track frame of equal value in 23 1/2" or 24". Peter 354-6103

NOTICE****If you're thinking of getting a new bike, save money by buying through the NCVC classified. There are many kind, type, size, price range of bicycles to satisfied everyone's need. These bikes for sale, represent the best values around. Help another NCVC clubmate, buy a bike from the classified.

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. _____

Margy Saunders still have prizes that hasn't been picked up by the people who won prizes from "Go Fast Jersey" during the Fall Rock Creek Series. Contact-Margy at (202) 829-6186

CALENDER

February 4,11,18,25-Roller Races at Georgetwon Cycle Sport in Bethesda.
Entry fee-\$1. 1500 meter heats. Races start 8 PM. 530-9012

February 6,13,20,27-IBM low-gear series. A,B,C,D,classes. \$3 entry fee
plus a \$1 number deposit. Directions: From 495 north or south,
take Olde Georgetown Rd. exit west. Proceed to the third stop-
light and turn left. Start-Finish is in front of Walter Johnson
High School. Wanted for the race: LOTS OF ROADGUARDS. (starting
time is 12 noon. Registration is 11pm)

TRAINING

This message concerns everybody who trains at Hanes Point during week-
days. In March, I will bring a car to start motor-pacing. I know a car
seems big but it's a lot safer than a motorcycle if you haven't motorpaced
very much. This program is designed to improve actual spinning on the road,
& improve your ability to stay on a pace-line at high speed.



NEWSLETTER
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