

National Capital Velo Club, Inc.

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



NCVC NEWS



MAY 1978

A JOURNAL OF BICYCLE RACING AROUND THE NATION'S CAPITAL

RAMBLING with the BIG WHEELIE

Thanks to all the wonderful people who contributed their time and energies at the NCO, and especially to Mr. Mel Pinto who went way beyond our requested prize list. Now if we could get every club member to call Karen Miller and volunteer, we will have enough road marshalls for the World's. At the Open, I saw several members walking around doing nothing while several non-members were out there helping. In the past I've made several appeals for help and ended up very disappointed. You know the score, I don't have to tell you how important this event is; so it is up to you. All we have to offer is our gratitude, so bring a friend and help your clubcall Karen right now if you have not already done so and give her the name of a friend. Wouldn't it be great to tell people that you played a very important part in the running of the Junior World Championships? And that's no Bull.

There will be two meetings to give out assignments for the Jr. Worlds; dates to be announced. We will be securing the course at 8:30 a.m. on Sunday, June 25th, rain or shine and the race starts at 10:00 a.m. If you have any helpful comments or suggestions come to the meeting of your choice. If you have any special skills (especially in carpentry) call Karen as we can use you the Saturday before the event. There are quite a few people who are giving 250% towards the success of this major event...please give us at least 99%!!

Thanks to Larry Black, Mark and Alan Rashid, Mary Pelz and Caroline DuBois for helping out at the Sun Day Bike and Hike event on May 7th.

The only thing I'll say about that race in the First State is that Deb Neville successfully defeated her first competitor in the Criterium on Sunday, and Team Captain Rick Barnett had two flats and damaged wheel to finish 9th overall. His reward for this was 2 tires and a very bad cold that kept him out of the Tour de Moore which was won by Joe Saunders. I am sure you can get an hour of interesting facts from any one who happened to be on hand for this race of races.

Rock Creek Spring Series got underway and on the first day Reno Rashid turned sprinter to capture his first victory in fine style. The series will continue throughout May ...so come on out and race or help!

All applications for the racing team must consist of Name, Age, History, and Goals. The current teams are: A-Team-- Rick Barnett, Jim Bob Bradford, Stephan Dolezalek, Ned Carey, Reno Rashid, Jerry Nugent and Ellen Dorsey. B-Team-- Chris Cressy, Bob Fisher, Mark Chrysler, Hal Mattes and Don Geise. Injured Reserves-- Larry Black and Kevin Lee (still team members). Aspirants-- Karen Miller, Bill Forlifer, Peter Czapiewski, Reeves Taylor and Mike Petty.

To make the team a rider must show that he or she has the capability of placing in any give Open race and shares the goals of the team and has the determination to make them realities. After serious consideration, and a team meeting on Thursday, May 4, it was decided that instead of riding the Red Zinger, we could best serve the club and its sponsors by riding in the Summerfest. We have begun setting our goals toward victories at this week of events.

Until next time, see you at IBM.

The Butler Did It!

May 1, 1978

Dear NCVC,

Greetings from Italy! I received a package from my father today and in it was your March newsletter. It is so encouraging to read all the goings-on of the club. I was very pleased to read about all of the positive things that you are undertaking. If the sport is to emerge into what we all hope, it will be through the dedicated work of clubs like NCVC. Its members (and the USCF for that matter) should be grateful to those who work so hard for this sport. After just these few weeks in Italy and seeing the way clubs function here (from an executive standpoint) NCVC is far ahead of most clubs in the states.

I am most excited about the Junior Worlds road race. I wish the club great success with that undertaking. I should be returning home shortly before that and would be glad to be of any assistance I could be.

Son of your Membership Chairman,

Tom Prehn

Dear Editor,

I would like to thank all the people who sent cards, called, or came to visit after my accident at the Blue Hen Stage Race.

Sincerely,

Ned Carey

BIKE BONANZA II GREAT SUCCESS

An inspired throng of over 125 riders made Bike Bonanza II a fitting climax to the action packed Bike Week. The races were sponsored and promoted by the Montgomery County Recreation Department and NCVC.

Special thanks goes to Rita Howard and the Montgomery County Recreation Department for the fine trophies, and the numerous other non-riding volunteers who made the day a big success. Exposing novice riders to the sport under these favorable conditions is definitely the way to keep cycle racing on the upswing in the Washington Metropolitan Area. Plans are already under-way to make next years Biking Bonanza even better.

Cycling Symposium Scheduled for May 24th

An American College of Sports Medicine symposium entitled "Selected Physiological and Biomechanical Aspects of Competitive Cycling" will be held in Washington, D.C. on May 24th. The site is the Capital Hilton Hotel.

A featured speaker will be USCF medical director Ed Burke, who will discuss the physiological characteristics of cyclists and the influence of muscle fiber composition on performance.

Also on the program will be Dr. Herman Falsetti, speaking on cardiovascular changes in cyclists before and after training; Dr. William C. Adams on selected environmental effects on cycling; Dr. Robert Gregor on biomechanics of cycling; and Dr. Creig Hoyt on common nerve injuries in cyclists.

The symposium is open to the public, after a \$20 registration fee. There will apparently be similar discussions related to other sports during the May 24-27 program. The cycling session has been announced for May 24 from 1:30 to 4:45 p.m.

CLUB OFFICERS

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Treasurer	Paul Lenz	279-0061
Secretary	Pete Rusk	933-7848
Membership Chairman	John Prehn	301/268-3477
Maryland Rider Rep	Alan Rashid	299-0346
Virginia Rider Rep	Hal Mattes	569-5144

THE GREAT BLUE HEN DEBACLE

Remember how your editor predicted that many riders would be black and blue and cooked by the ~~ed~~ of the Blue Hen Classic? (Jeanne Dixon look out) Well, it all came true with a vengeance. The Following is a transcript of a description of the race by Jim Harper to the USCF Board of Directors meeting recently in San Diego:

"The First State Wheelmen have mostly Cat III and IV riders, and they decided to run this 90 mile race which was going to be from town to town or point to point, whatever you want to call it. They used as their advisors other riders who were I and II riders. So, they took on this race and asked Artie Green berg down to be the Chief Referee. I don't know how much time Artie spent on the race, or how soon he got there before the race, but they started the race on a small, two-lane road, and put all of them together-Cat I, II, III, and IV. Naturally, a club with Cat III and IV riders isn't going to run an open road race for just Cat I and II's, which immediately meant that you were going to have this field-strung out. It wasn't bad enough that they were going to run Vets on the thing and Jrs.

The police were not told about the race, or evidently of the magnitude of the race, or the numbers of riders involved. The police came completely ill-equipped for the job. They came with ~~two~~ police cars. They were probably going to try and do a rolling closure, but the police evidently thought it was going to a touring group. The problems started-they were going to run on a super highway-but, they had to run two or three miles on a small, two-lane dirt road that they were going to use to get out on. So, instead of using that as a controlled portion of the race, they didn't. They decided to race through this small area. Well, they had a tremendous tail wind that day, and these guys started out there in 57x]3 and 58x]3, and were just hammering on the pedals and they were hitting 30-32 miles per hour. They were just screaming right along and the lead police car was blowing his siren, trying to stay ahead of them. They came to these railroad tracks and hit them so fast---well, the guys in the from got over them but these things were so high and these guys hit these things in a pack of about a hundred riders, and about 35 water bottles just shot right up in the air. Guys who got over the tracks hit the water bottles and about 15 or 20 of them went down. One fellow who did go down told me later, "I looked over at this guy beside me and I knew he would never go racing again for awhile so I just took his wheel and kepted going." There was a group of riders who looked like they were left for dead. The riders went around the crash and finally the riders got on the road and they started to go.

Another police car which was leading the Juniors got lost and went in another direction. So, now we have one race going down one road and another race going down another road.

Early on they couldn't keep the guys ing a pack and they were going all over the lines. In fact, they were going over the lines so far that some guys went on another side of a meridian that was running down the other side of a road. The oncoming vehicles were just diving off the road all over the place. There was a break almost immediately of about six riders. The police car was with the six riders, and here was a pack of about a hundred riders coming down behind them. The police car would blow the siren, go through the light with the break, and the people in the cars would look and see nobody coming and start pulling out , and here comes about a hundred riders. They hit cars broadside, they hit one another. There were guys with broken legs, broken arms. The injuries were unbelievable in this race.

Finally, the Governor of Delaware heard about this debacle and ordered the State Police helicopter to go out and stop the race. Well, the police managed to stop the Seniors, but they couldn't stop the Juniors...they just kept running.

The police helicopter flew over the Junior pack and with a PA system said, "Stop the race, the race has been cancelled, the Governor has stopped the race." The juniors looked up and gave the pilot a one-fingered salute and kepted on sailing. The pilot got so frustrated he finally said, "Thisrace is cancelled," but the Juniors just looked straight ahead and kepted on hammering. Finally, the helicopter went ahead of the pack and landed in the middle of the road and stopped the race. The police were so damn mad, they started giving tickets to guys who were on their way back to the start line. for any reason: two abreast. not riding straint. etc.

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Gentlemen, basically that is the story of the Blue Hen Stage Race." A board member then asked, "Do you think this particular incident is going to set racing back in the State of Delaware?" Harper replied, "Well, the State Police told them, Don't you guys ever come back."

The following day, the judges annulled the previous day's stage and on Sunday it was business as usual with an early morning time trial for Seniors, Juniors and Women. Rick Barnett did his thing, taking 5th in the TT, although well behind the powerful Alan Kingsbery. Then it was on to Rehoboth Beach for a criterium. Notable NCVS riders of the day were Laurie Wigell who finished third and looked super in four up sprint--- taking Leslie Moore and nearly getting by Miji Reach. (Betsey Davis won) Jerry Nugent led the Vets on a hot pace despite a wrenched back and eventually finished 6th. Hal Mattes hung in there during the sizzling Junior criterium which was controlled well by the Austro-Daimler team. Jim-Bob Bradford looked at ease through the Senior criterium and won one of the \$10 prizes donated by the crowd. Rick Barnett had two flats but strapped on his time trial wheels and powered his way to ninth place overall. None of the numerous breaks succeeded and Kingsbery won the race on the cushion he'd built up in the time trial.

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BICYCLING AND HEALTH: BRAVING BAD AIR

Reprinted from Science Vol. 199, March 17, 1978

A young, healthy man bicycles to his office in the city. It is hot and muggy outside and the pollution index rises steadily as the day wears on. At the end of the day, the man hesitates to ride home. Should he leave his bike at work and accept a ride home with his friend who drives an air-conditioned car? Just what are the effects on health of bicycling in hot, polluted air? According to a recent DOT study, there may actually be no major adverse short-term effects on health as a result of bicycling in these conditions. So if the young man feels up to facing the hazards of traffic, he may as well bicycle home.

The DOT study was admittedly small in scale. It was supervised by Michael Waldman, Sharlene Weiss, and William Articola of Messer Associates, Inc., of Silver Spring, Maryland. With the help of Patrick Gorman and his staff at the George Washington University Medical Center, they selected ten healthy men between the ages of 23 and 39 to brave the rigors of Washington's heat and pollution during the rush hours from 23 May to 22 July 1977. Seven of the volunteers rode their bicycles; three rode in air-conditioned cars.

The study participants were assigned routes that ranged from one with high traffic density and tall buildings (which presumably bottle pollution) to one with low traffic density and only a few low buildings. Each route ended at the George Washington University Health Center, where the participants' conditions were examined by means of blood tests, exercise tests, pulmonary tests, and checks for symptoms such as coughs, wheezes, headaches, and eye irritation.

The investigators report that the bicyclists were more likely than the motorists to report symptoms of fatigue, sore throat, laryngeal irritation, and eye irritation. These symptoms were most common when the concentration of nitrates along the routes was high, and nitrates were as likely to be present on routes with high traffic density as on those with low density. At least two of these symptoms may not be direct effects of the heat and pollution, however. Sore throats may be more accurately termed dry throats the investigators suggest, because the bicyclists were instructed to breathe through their mouths. And eye irritation was sometimes caused by particles in the bicyclists' eyes.

The study participants who rode in air-conditioned cars tended to have more carbon monoxide in their blood than the bicyclists. This may be because the bicyclists were more mobile and able to avoid long waits in traffic jams. The performance of neither bicyclists nor motorists in exercise tests, tests of cardiovascular function, and tests of pulmonary function deteriorated after their ordeals in the traffic. The few minor symptoms reported (such as eye irritation) were "transitory in nature and disappeared quickly", the investigators say.

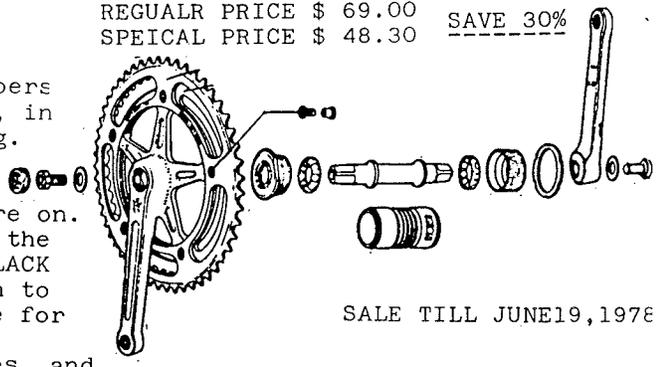
The study designers stress that their conclusions apply only to young healthy male non-smokers and that more research is needed. But, according to Leslie Baldwin of DOT, everyone associated with the study was surprised at how innocuous the short-term effects of heat and pollution seem to be. ---Gina Bari Kolaia

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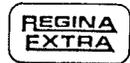
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CALENDAR

May 19-Jr. OD Track, Trexlertown, Pa. Dave Chauner, 222 Main St. Emmanaus, Ea., 19049. Tel. 215-967-5171.

May 20- SECTL. CLASSIC, Onondaga, N. Y.

May 20-21- Pittsburgh, Pa. 125 km RR, 100 km Crit., ID. 3 Ribers BC, Box 7838, Pittsburgh, Pa. 15215.

May 20- Ladies Racing Festival, Princeton, N. J.

May 20- Women's Star Race, Millstone, N. J.

May 21- Ski Rack Crit., Williamsville, N. Y. 1409 Cleveland Dr., Buffalo, N. Y. 14225.

May 21- Lehigh Valley Challenge, Allentown, Pa. Richard Saul, 134 N. Penn. St., Allentown, Pa., 18102.

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 * May 21- * Maryland Road Classic, Baltimore, Md. 10 a.m. Pro-Am Sr I, II, 35 mi., *
 * Jr, 15 mi., Sr III, 15 mi., Sr IV, Wom, Vets, 10 mi. Chesapeake Wheelmen, *
 * Box 11354, Baltimore, Md., Tel. 296-4236. *
 *

May 21- Jr. OD, Smithfield, R.I.. Bruce Bockstael, 3 Barber Ave., Warwick, R.I. 02886.

May 27- Women's STAR, Allentown, Pa.

May 27- Crit., Flemington, N. J.

May 27-28- Tour of the Valley ID, Putney, Vt. West Hill Shop, Putney, Vt., 05346.

May 28-Tour of Nutley, Nutley, N.J. Sr I, II, Jrs, Wom, Vets, Alan Swierk, 178 Summit Ave., Upper Montclair, N.J. 07043.

May 27- Gotham-Ross Cup Race, Allentown, N.J. Sr I, II, 100 km; Jr, 47 km, Sr III, IV, 47km; Women's STAR, 35.2 km. Andy Taus, 520 N St. Lucas St., Allentown, Pa., 18104, Gotham Cyclists.

May 29- Tour of Somerville, N.J. NATL CLASSIC, Wom STAR, Sr I, II, 80 km; Wom, Jr, Int, Midg, .

May 29-Memorial Day Crit., Amherst, Mass. Bob Tracey, Box 248, Belchertown, Mass., 01007, Tel. 617-323-5110.

June 3- Ocean City Bicycle Classic, N.J. Sr II, III, IV, Jr, Greater Ocean City Jaycees.

June 4- Windsor Grand Prix, Glen Cove, NY. Sr I, II, III, IV, Jr, Vet., Wom, Int, Midg. Leroy Calvert, 25 Glenwood Rd., Glen Head, NY 11545. Tel 516-676-0717.

Every Thursday Evening, IBM, 6:30 pm start; club races, all classes, Call Pete Swan, 649-4841 for more info.

Every Sunday morning in May, Rock Creek Series, Club races, all classes, 7:30 am start, call Mike Butler.

Trexlerstown '78 Opening, May 19 (May 20 Rain Date) 7:30 pm. . Send for Rider Info, Velodrome Management Office, 217 Main St., Emmanaus, Pa., 18049.

Contact your Rider Rep for travel arrangements to out of town races. Do you have room for riders to out of town races? Call your Rider Rep !

FOOD FOR COMPETITION

The word is 'deplete and eat,' according to Dr. Gabe Mirkin, a local long distance runner and M.D. specializing in sports medicine in Washington, D.C. Dr. Mirkin advocates a varied diet without any special supplements. Potassium, he says, is the single element really depleted by athletic stress, and can be sufficiently supplied by an abundance of raw fruit in the diet.

Gabe Mirkin is mostly vegetarian himself. He admits to eating meat about once every two weeks, but is phasing it out of his life altogether. A growing concensus among nutritionists seems to be that there are plenty of sources of protein besides meat. People in general and athletes in particular, especially aerobic athletes such as cyclists, can experience better total health and fitness by avoiding meat and its unhealthy aspects. These include saturated fats and cholesterol, and a whole spectrum of chemicals, purposely or inadvertently included in the final (meat) product: antibiotics, hormones, chemicals in feed, and chemicals in the world at large. All living creatures (you and me included) ingest these things, and they stay around, concentrated in the liver and stored in the fatty tissues.

The more important part of all this is the basic diet of natural foods, as previously discussed. The facts are simple. A diet of whole, natural food will supply all the protein you need. Meat is unessential. I still like to include lean meats such as beef or calf liver, white meat of chicken, fish, and seafood. They still have the drawbacks of chemicals unless they are organically grown, and therefore expensive.

Athletes need no more protein than anyone else; needs for the average individual are estimated at 25 to 55 grams per day. What the active cyclist needs more of is calories in the form of fats and carbohydrates to perform best. And, within the framework of healthy, natural foods, Mirkin says deplete FIRST, then eat.

He outlined for me 'carbo-loading' by a new, more acceptable name, which I have forgotten. My apologies. A brief summary here:

In order to increase your total stored glycogen (which is what the muscle cells burn as energy-ATP, ADP, and all that) it is necessary to first deplete the stores. This should be done about four days before the event that counts, (don't do this all the time) in one of two ways: 1) Carbohydrate sparing diet, in which you eat only protein and raw vegetables cellulose foods or 2) heavy exercise, like the mid-week LSD road work ride for miles followed by intervals or at least some very hard riding. REMEMBER! You want to drain your system. Wednesday before a major Sunday race, you should be SHOT.

Then, maintaining the quality of your diet (whole foods, 25 to 50 grams of protein daily) go ahead and eat plenty of natural starches and sugars: grains, beans, breads, potatoes, and especially raw fruit for the potassium, nuts and seeds for the oils, peanut butter and honey. . . . mmmmmmmmmmm. Do not stuff yourself, but really feed, and you'll be hot on Sunday.

This can be done in a general way throughout the season without overstressing your health. Eat lightly early in the week while training hard, and increase your raw fruit consumption while resting (riding, but not with a vengeance) later in the week, prior to the weekend race. Your bathroom scale will tell you: if your weight fluctuates slightly (down toward the middle of the week and up toward the weekend) you should be feeling your best racing (and drained afterwards).

There is also a bit of this in the whole-season approach to racing. In the early season, you want to deplete: race and train hard, eat well, but little, and your weight will drop. Depending on your goals for the year, about three weeks prior to "The BIG ONE" you'll want to start resting more and building. BUT, do not lose sight of the fact that "carbo-loading" per se is a four-day to week ritual, no more. You cannot starve for two and a half weeks and rebuild in four days with good results. Stick to the basics, and create your own regime.

Some more food for competition notes:

RULE #1 (This goes for all things, not just food) NO SURPRISES! If you are going to race on steak for breakfast (I do not recommend it) then train on steak for breakfast. Same thing for new equipment, new feeding, new anything. TRY IT first, under simulated racing conditions, and know that it works.

I feel a long way from racing now, but will try to offer my best advice on food for:

TIME TRIALS-Ideally, none. Eat a lot the night before, your stomach will be empty, you may be a little hungry, but don't need to waste energy digesting while time-trialing. (This goes for shorter, but important TT's like the Nationals or State 25 mile TT. The State Championship is a good time to practice for when it counts at the Nationals. NO SURPRISES! For longer events, stick with liquids: fruit juices for the sugar, and possibly juice and yeast for the other nutrients; like B vitamins, minerals, and essential amino acids.

CRITERIUMS- A little more, depending upon the length of the race, etc. Still light foods. You won't starve in three hours of racing, and if you are in good health, you will probably ride better (especially if you are a little nervous) without the added complication of trying to digest food in the stomach. Allow at least two to three hours to empty the stomach of food before a race, and longer for anything greasy or hard to digest.

TRACK-The lighter the better, with the added complication that you will be racing on and off throughout the event. Use low roughage, high energy foods. Refined sugars and starches are not essential, but they are convenient and certainly will do no harm: to your general health if used in moderation. Eat what you want and can handle, not too much, and avoid the caffeine.

ROAD RACING- Also stage racing, are a different proposition. The events generally last longer than it takes to use your own stored energy. It is therefore in-avoidable to "fast" your way through them, or rely on quick pick-up of energy to see you through. Starting with your basic fitness, you will need to feed throughout the day, or event, probably before you sense hunger (or thirst, for water).

The actual food you want to consume while racing will probably be a lot like what you might eat before a criterium or during a day at the track: fruit, sandwiches, easily digested starches, juice and water. When your racing for more than two days, as in stage racing, it is absolutely essential to maintain a balanced diet of good, solid foods, in addition to all you consume on the bike, and still allow the digestive system the rest it needs. Especially then, if you can avoid meat, and choose instead more easily digested foods, reliance on vegetable protein will be to your advantage.

One final note. Winter is not a time to make up for all the good eating you missed during training. Don't eat your way through the cold months. Learn to enjoy whole foods and stay with them during periods of relaxed fitness, and you'll be in good shape for "just one more season."

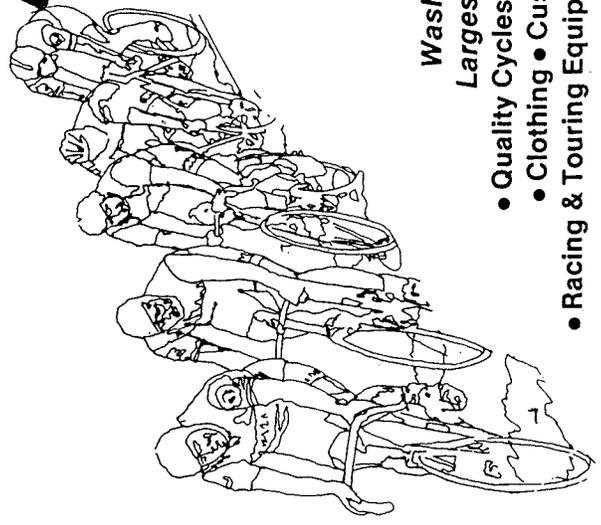
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