

National Capital Velo Club, Inc.

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



NCVC NEWS

March 1979

A JOURNAL OF BICYCLE RACING AROUND THE NATION'S CAPITAL

Hal Hot at Hilton Head

Congratulations to Hal Mattes who placed second in the junior race at Hilton Head, S. C.

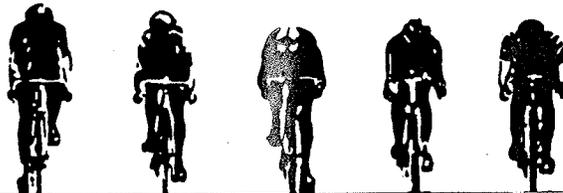
Sheffield Dominates First Two Time Trials

Junior Fred Sheffield turned in an impressive 26:23 at this year's first 10 mile time trial on G. W. Parkway, the best time of the morning. He again rode the fastest on the second Sunday, covering the course in wintry conditions in 27 minutes.

Tabacchi and Brown -- Coach's "Riders of the Month"

Coach Jim Montgomery has selected Len Tabacchi as "Rider of the Month" for January for his winter circuit training program, and Jim Brown for February for putting in 150 miles per week on the road. His selections in upcoming months will appear in the newsletter.

WANTED



Outstanding performances by NCVC riders to provide good headlines for the newsletter. (Another way to get your name in print is to send me an article about a race highlighting some noteworthy riding by club members. A handsome by-line is promised.)

THE PRESIDENT'S PERCH



Greetings, blizzard victims; hope the snow drifts have finally left your yard (and not ended up in your basement). Fortunately for this pedaler, I had made my escape to Tampa, Florida (80 degrees F.) before the big snow hit. I even have a tan to prove it.

While in the Southland I touched base with the Georgetown Training Camp (Petty, Jackson, Slaughter, Pearson et al); who are alternating long rides with visits to the beach. Wayne Stetina (who has been in Orlando since November) heads up the training rides, which include a half dozen name riders. Not a bad life if you can afford it.

The NCVC training program is seemingly off to a slow start; with infrequent roller races, Fort Hunt only running two weeks, and the heavy rains that followed keeping everyone on the rollers and weights. The Eddie B. Clinic provided some respite from the cold and with a little luck the Time Trial Series will go as planned (note: location has been switched to the George Washington Parkway - Lock Six).

Preparations for the National Capital Open are in full swing, albeit plenty of work remains. The principal manpower requirements, as in years past, will involve the marshalling on race day -- April 15, 1979. Mike Butler heads up this task --- so call him and save a phone call. Many other miscellaneous jobs remain: Publicity, Program, Awards, Registration, etc. --- CALL JIM MULLEN FOR DETAILS AND MARCHING ORDERS.

Mr. Mullen also informs us that the Spring Rock Creek Series will be run the last two Sundays in April and the 2nd & 3rd Sundays in May. So put on those climbing gears and start hitting the hills boys and girls--- it's later than you think.

Pete

APRIL PREVIEW

- 2nd -- Membership meeting at Park Police headquarters, Haines Point, 8:00 PM.
- 15th -- National Capitol Open at the Ellipse; those not competing needed as road marshalls; call any club officer to volunteer.
- 16th-25th -- Bicycle Week in the District; people needed to demonstrate roller riding for press coverage, etc. Call Larry Black for more information at 277-2555.
- 29th -- Bike Binge at IBM course; races for all classes including stock bikes.
- 22nd, 29th -- Rock Creek Series; registration at 7:00 AM, races start at 8:00 AM all 4 classes; show up at Beach Drive near Military Road across from the Park Police Station.
- 30th -- Annual Bike Show at Montgomery Mall.

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FROM THE DIRECTOR'S SADDLE

Whether or Not to Have a Team

Since the last newsletter I've spoken to quite a few members concerning the naming of a racing team and now I'd like to explain why I do not want to name a team this year. First of all, the naming of a team has not benefited NCVC in the past. The first year it divided the club and the second year it never even materialized.

Most people are of the opinion that being on the team means money and support, but this club does not and never has had enough money to support a racing team. It was thought that having a team would give people an incentive to ride harder and more as a unit. This did not happen. The response that I got was, "You see how good I rode? Do I get support now?"

A club with money and personnel should have a senior team, a junior team, a women's team and a veteran's team. A and B teams, Cat. III and IV teams mean nothing. What should the person do who is not on the A or B team of NCVC? If I were a senior II rider and could not make NCVC A or B team, I'd be very discouraged about racing. And if I were racing Cat. III or IV my aim would be to upgrade.

Let's face it, a racing team should be competitive with any team in the nation; we should be able to control a race. The only race which we controlled and won last year was not won by our racing team, but by a group of riders who benefited from good teamwork!

Feedback from members of other clubs has supported my ideas on the subject of having a racing team. A and B teams without money and support meant nothing because, regardless of who made the team, the same people went to open races and the same people stayed home.

We have some very good riders and an ocean of unknown talent, so I feel it would help us all if we concentrate on developing the whole club as a team. This way the incentive would be victories for the club.

The Budget

To elaborate on the money situation, my priorities are the nationals, special events, support personnel, and rewards for performance. Qualifying for the nationals, however, is not an automatic paycheck. Money for support personnel would go towards gas and lodging expenses for drivers who help out at special events such as Somerville weekend.

Those Attending Open Races

Please get in touch with me if you plan to go to open races this year. I need to know if you have a car and where you live. It would make things a lot better for everyone trying to race out-of-town, if we can coordinate things before hand. I encourage all those considering attending open races to do so. The experience you gain will be invaluable.

Your Opinions Needed

I invite all members to attend the next membership meeting to discuss open races, transportation, support training, and any ideas that will make NCVC victorious. The meeting will be Monday, April 2, 8:00 PM at the Park Police headquarters at Haines Point.

National Capitol Open

What are you doing at the NCO? Once again we need your valuable assistance to safeguard riders as they race around the Ellipse. Volunteer yourself or a friend as a road marshall. Call me, Nick Freer or Graham Raffel. Do it now.

See you at the next club meeting

Mike

THERE IS MORE TO WINNING

Before the season starts, I would like to make a few points which will encourage some good habits and discourage a few bad ones. To make my point I want to propose a quantitative model which will allow me to make several points whether or not you agree with the values which I have chosen. It doesn't take long to figure out that the strongest rider doesn't always win. Why? What factors go into racing? I will list the factors and the importance which I attached to them five years ago versus my present judgement. When looking at the chart, note how large a difference 1% is. For instance, in just a 25 mile race a 1% difference would amount to about 36 seconds or 220 bike lengths.

Factor	1973 Relative Importance	1979 Relative Importance
Jump	7	7
Top Speed	9	14
Bike Handling	14	6
endurance	12	9
Time trialing	10	10
recovery	5	5
Climbing	8	8
Cooperation Received	3	6
Aggressiveness	10	10
Will to Win	12	15
Tactical Sense	10	10

One way you can use the chart is to rate yourself on each factor and then see which area could use the most improvement. In order to introduce some objectivity, you probably ought to have your coach rate you or at least another rider who knows you well enough.

Point Number One. Every factor can and should be worked on individually. Do not ignore any single factor.

Point Number Two. Work first on the factor which will give you the greatest gain. This really only applies to specialized training which most of us will start in late May.

Point Number Three. I really do think most riders ignore the fact that one needs to actively work to get the cooperation of the other riders. This is the main point which I wanted to make--you can not afford to make very many enemies and that you need some friends.

Think About It.



ERGOMETRIC TESTING

If you would like to find out how fit you are, I can tell you according to the standards Eddie B. has established. It takes about a half hour. The kinds of tests available include Eddie B's test for sprint predisposition (your potential as a sprinter at this point), Eddie B's test for fitness for road riders and I also have enough technical info to determine your maximum vital capacity in liters per minute (VO2 Max.) The road test is tough and the sprint test will take a lot out of you, so be forewarned. Since the road test measures strength and endurance against your recovery rate, it provides, I feel, a lot of useful information, such as, how much that winter layoff hurt you. It has also demonstrated the effectiveness of winter circuit training. By taking the test regularly, you can scientifically measure your progress. Remember that there is no world championship for ergometer riding and that strength, endurance and recovery are only a part of what it takes to win (see the article "There is More to Winning"). How has the club tested out so far? Well, I have recorded riders scores from under 1000 points to over 8000 points. Note that a satisfactory score for a junior is 4500 and for a senior, over 8000.

Training Camp for Intermediates

Jim Montgomery would like to invest a weekend in the intermediates in the club who are willing to spend a weekend in March at his house. Give him a call at 703 471-7656 for details. The weekend will include plenty of riding, discussion and hopefully a good time. Bring self, bike, clothes, sleeping bag and a few bucks for food. Call NOW if you are an interested intermediate.

CORNERING

Cornering is becoming of increasing importance in today's races. Due to the increased race speeds and the number of corners in an average circuit, it is no longer possible to make up distance lost in corners by sheer brute power. Today a rider must be able to at least hold his/her own through the corners to remain competitive.

Cornering is one facet of training most riders overlook. The popular idea being that it just requires "guts". This idea could not be more incorrect. Cornering is a skill which must be developed. It doesn't require guts; it does require smoothness, forethought, concentration, coordination, balance, agility and confidence. None of these qualities come under the heading of "guts", but they all come under the heading of "practice".

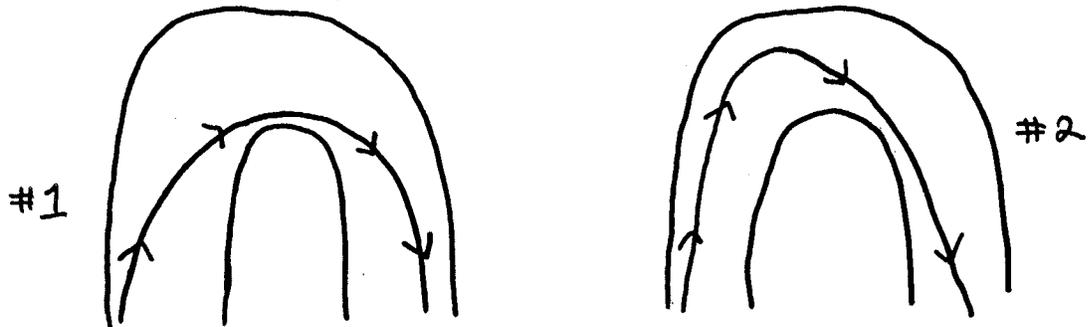
The first aspect of cornering is "reading the corner". By this I mean planning your line before you enter the turn. This is essential because there are definite physical forces controlling your motion. Once you have chosen an entry speed and position, you are committed and no amount of fudging can change the result. When choosing a line, try to view the corner from above. This requires a little imagination, but it can be mastered. The purpose is to get a better perspective of the corner's true curve and thereby more accurately plot your course.

I would like to discuss for a minute the proper line through a turn. Below are two diagrams of various lines through the same turn. Diagram 1 is the line most people assume is correct. It is virtually symmetrical so it has the advantage of being easier to execute. It has the disadvantage of giving the rider no choice as to where he/she will exit the curve; he is committed to go out the way he came in.

Diagram 2 is the proper line through a turn. The move to the inside is not made until later in the turn; you hit the inside after the center has passed and exit in the middle of the road rather than the outside edge. This line is harder to carry out, but it is faster and gives the rider more flexibility and freedom when leaving the turn.

Reno Rashid

(This article will be continued in April's newsletter.)



FORT HUNT SERIES

Cold Temperatures and snow restricted the Fort Hunt Series to only two races in Feb. The results were as follows:

A Class	B Class	C Class	D Class
1st-Ned Carey	1st-George Wiggins	Gary Goetz	Doug Frederich
2nd-Reno Rashid	2nd-Tuan Mattes		
3rd-Arthur Brown	3rd-Graham Raffell		
4th-Hal Mattes	4th-Chris Rehm		
5th-Bob Fisher	5th-John Blake		
6th-Reed Scarce			
7th-Ken McCormick			
8th-Alan Baldwin			
9th-Gerome Kuh, Dan Wagner, Arnaud Blin, Kevin Lee			

Prizes will be available at club races.

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