

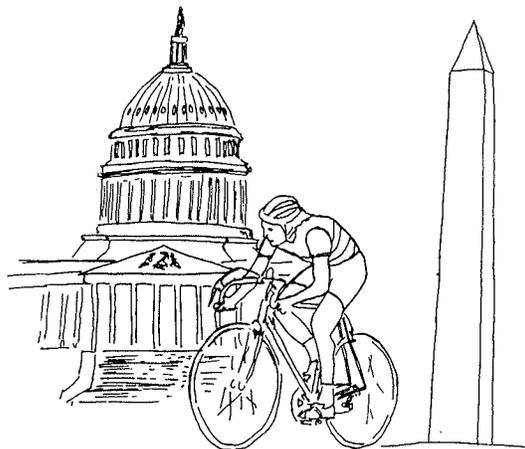
National Capital Velo Club, Inc.

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

NCVC Newsletter

NOVEMBER-DECEMBER

1979 .



A JOURNAL OF BICYCLE RACING AROUND THE NATION'S CAPITAL

NEW CLUB OFFICERS

<u>Title</u>	<u>Name</u>	<u>Phone</u>
President	Larry Black	277-2555
Vice President	Ron Ray	986-0379
Treasurer	Paul Lenz	279-0061
Secretary	Ken McCormick	776-5774
Membership Chairman	Mike Butler	277-2555
Maryland Rider Rep.	Mike Cassidy	345-1923
Virginia Rider Rep.	Nick Freer	243-6658
Team Coach	Jim Montgomery	471-7656
Team Director	Alan Rashid	229-0346

Newsletter Editor	Carol Reffell	362-0619

We are re-running the article about the upcoming NCVC Annual Banquet. If the past few years provide any indication, it will be a veritable feast. Please hurry and sign up with Paul Lenz NOW, so that preparations can get under way and an ample sufficiency of goodies can be provided. We note that last year some folks had to go away hungry because 35 people made reservations but 90 showed up!

NCVC ANNUAL BANQUET DATE SET FOR DECEMBER 15th

The 1979 NCVC Annual Banquet has been slated for Saturday, December 15th, at the River Road Unitarian Church, 6301 River Road, Bethesda, Maryland (7:30 P.M.). World renowned Chef Lawrence De Negre has once again gathered together a crack team of culinary greats, who will prepare a feast (fresh appetizer spreads, garden fresh salads and vegetables: vegetarian, pasta, and meat dishes; homemade breads, natural juices, mixers (you add unnatural booze), cider; fresh deserts, coffee, tea, and snacks) sure to please the most demanding epicure or hungry biker -- seconds on sew-up soup anyone? Add to that movies, awards, war stories, out right story telling, possible guest speaker and you have an evening of continuous merriment and nauseum.

The price of admission for this years gala event will be \$8.00 (we suggest you talk to Jimmy about food prices these days) for all reservations received by December 12th, and \$8.50 Post (Children* under 12 -- \$3.50). Please make all checks payable to the National Capital Velo Club, Inc. and mail them to:

Paul Lenz
4 Monroe St. #608
Rockville, Md 20850

We look forward to seeing all members, guests, groupies* and other interest parties. For further information call Pete Swan (301-649-4841).

*What a break for Team Alpine dates

"RAMBLING WITH THE WHEELIE"

November - Elections, Roller Racing and the start of Winter Training - and, for some, at last Sundays at home looking at the ball games, old movies and other normal things.

Congratulations to our new President, Larry Black. Ron Ray is Vice President; Secretary is Ken McCormick; Treasurer is Paul Lenz; Rider Reps are Mike Cassidy for Maryland and Nick Freer for Virginia; and I am your new Membership Secretary. Jim Montgomery was re-appointed as Coach and Alan Rashid is Team Director.

Roller Races got under way Friday night, November 9th at College Park Bicycle Shop. Larry "Torpedo" Black rode unbeaten. Jim Bob Bradford was second and Ken McCormick was third. There were several exciting matches which drew a lot of attention. The races are 1500 meters and are conducted like two-up match sprints and round robin matches.

Winter Training - keep fit the best way you know how. Ride rollers, run, ride an ergometer, train with weights, and ice skate. Feel free to give your coach a call at any time with questions. Here's hoping you enjoy a very good off season and a wonderful holiday season. I look forward to a very successful 1980 for NCVC.

At this time, I would like to salute Pete Swan for a very good year's service to the club as President and to thank him and Sally for an enjoyable IBM season. So, until next time, stay fit and I hope to see you at the Banquet.

Cheers,

Mike

TREASURER'S REPORT

	<u>Income</u>	<u>Expense</u>	<u>Profit/Loss</u>
BALANCE FORWARD *entered as NCO Fund			\$826.03 non profit*
1979 Receivables	\$365.00	-	\$365.00 profit
1979 Banquet	\$425.50	\$595.40	\$169.90 loss
1979 Eddie B. Clinic	\$518.50	\$518.50	-
1979 Membership	\$1,060.00	\$798.99	\$261.01 profit
1979 IBM Bike Binge	\$294.00	\$294.00	-
1979 IBM Series	\$1,034.00	\$560.00	\$780.00 profit
1979 NCO Program	\$1,040.00	\$773.05	\$266.95 profit
1979 NCO Race	\$994.25	\$2,212.65	\$1,218.40 loss
1979 Team Expense	\$1,300.00	\$1,632.54	\$322.54 loss
1979 Miscellaneous Activities (inc. Fall Rock Creek, Spring Rock Creek, Fort Hunt & Time Trials)	\$325.93	\$364.95	\$38.98 loss
1980 Banquet	-	\$175.00	\$175.00 loss
			<hr/>
	Total Income		\$8,489.21
	Total Expenses		\$7,925.04
	Profit		\$ 564.17
	Bank Balance		\$ 562.32 **

** \$1.83 unaccounted for, but we are still trying!

This year's operations had a net loss of \$261.86, i.e., last year our balance was \$261.86 more than we have this year. I will have a detailed breakdown of the categories at the Banquet, for those who would like to take a look.

As Treasurer both last year and this year, I would like to thank the old crew of NCVC officials for a superb job, and to welcome the new group.

Paul Lenz



TEAM REVIEW

As the 1979 season draws to a close, it occurs to me that the Georgetown Cycle Sport/N.C.V.C. team has been a credit to the club and sponsor. With few exceptions, members of the team conducted themselves as sportsmen and professionals. There was only one instance of a team member being disciplined for misconduct, and, in that case, the rider involved went on to prove himself to be a valuable asset to the team. The team's performance is also something we can be proud of. The N.C.V.C. team showed the rest of the country that we are not a force to be taken lightly. in I.D. races, National Prestiege races, at Super Week, the Junior Worlds Trials, and at the National Championships. Those who performed were compensated for their expenses as much as possible; this can be seen in the team support chart that follows. As Team Director, I am proud of the team as a whole and of the accomplishments and conduct of the individual members of the team, and I would like to express the sincerest hope that each member of the 1979 Team will return for the 1980 racing season.

Yours Truly,

Alan Rashid
Alan Rashid
Team Director

TEAM SUPPORT CHART*

<u>Name</u>	<u>Expenses</u>	<u>Equipment</u>	<u>Total</u>
Fred Sheffield	\$172.50	\$ 69.00	\$241.50
Jim Bradford	\$ 85.00	\$ 54.00	\$139.00
Jim Montgomery	\$115.00		\$115.00
Eric Holterman	\$109.00		\$109.00
Gordon Holterman	\$109.00		\$109.00
Hal Mattes	\$ 94.00		\$ 94.00
Craig Parker	\$ 76.00		\$ 76.00
Jack Moschetto	\$ 72.75		\$ 72.75
Mike Petty	\$ 67.50		\$ 67.50
Chris Cressy	\$ 12.00	\$ 54.00	\$ 66.00
Reed Scarce	\$ 59.50		\$ 59.50
Kevin Lee		\$ 54.00	\$ 54.00
Ed Cottrell	\$ 42.00		\$ 42.00
Jerry Nugent	\$ 34.25		\$ 34.25
Art Brown	\$ 32.00		\$ 32.00
Rick Barnett	\$ 15.00		\$ 15.00
George Sheffield	\$ 8.50		\$ 8.50
John Blake	\$ 7.50		\$ 7.50
Mary Pelz	\$ 7.50		\$ 7.50
Bob Fisher	\$ 7.00		\$ 7.00
The LLewellyn Family	\$ 25.00		\$ 25.00

* The figures below are valid through November of 1979.

Newsletter Information from Carol Reffell

I will be putting together the NCVC newsletter, with Grahame's able assistance, for the next twelve months. I will need all the help I can get, so please send in bike stories, general tips for beginners, diets, winter training do's and don'ts, etc. If you want to see your name in print for placing in an away race or just for writing about one, send it along to us. We can't all get to the away races, but will enjoy reading the details and you get a byline out of it. Deadline for articles for the next newsletter is December 28, 1979.

A four man NCVC pursuit team went to the 1979 National Championships in Milwaukee. Rick Barnett, Paul Durdalleur, Chris Meerman, and Jim Montgomery came in sixth, with a time of 4:48.1 (fourth place got 4:47.66). Montgomery wrote the following account of their experiences:

IN HOT PURSUIT

I suppose that I should admit that I had always considered the Team Pursuit Championship as the easiest route to a national championship, but mine eyes have been opened. I still think this was the case in years past, but now that it takes times in the low 4:40's, it is a very challenging event requiring real teamwork, speed, and guts. It also takes a surprising amount of skilled support.

We felt, after our qualifying ride at this year's nationals, that we could have gone the half second faster which we needed for qualifying, if we had only known that we had a good time. You see, the top four teams qualify to ride off for the three medals, so you must make the top four. Why didn't we know that we had a good time? Consider the fact that Rick Barnett, who led off, missed getting back on initially by over a length, and I missed getting on by a half-length, and then by a wheel the first couple of pulls. Consider that we had never been able to get under 4:43 in practice and that we blew completely apart in practice two days before. We had no logical reason to believe that we would finally be able to put it together, except perhaps that we all believed deep down that we could do it.

This event brought together four individuals who had trained together two to four times a week for two months; who had spent over a hundred dollars each on special equipment for this event, who had given up a great deal of time (= \$\$\$) who had spent more than another couple of hundred to travel and stay at Northbrook and who could not have been a more widely divergent group. Take one superb time trialist with no track experience, one over-the-hill all around rider, one sprinter/kilo rider with several national championship medals, and one ex-junior star with European experience on the comeback trail, all looking for their first national championship jersey. Now add the necessary support crew, which, in our case, consisted of a dedicated and unselfish girlfriend or two and several well wishing, albeit bumbling, volunteers.

Our preparation basically consisted of training together behind the motor twice a week and going to the track on weekends. We had an excellent couple of days training just prior to the event, consisting of a short track workout in the morning, followed by a couple of hours in the afternoon on small gears, very fast. We planned well by figuring out when Rick would take his full lap rather than the usual half lap and how we would finish. In retrospect, I think we could have done better by motor pacing only once per week and jamming hard the other day for more strength. The motor pacing, where you trade pace, is essential for teaching smoothness and close following, but the jams would have helped recovery and speed.

If you decide to try the team pursuit, be sure to pick three mature riders committed to the event. The squabbles which can break out when things are not going well can destroy a team. Also, do not forget to enlist, train, and learn to trust a trainer who can give you your schedule. We made the disastrous mistake of letting someone new get involved in giving times when it counted, rather than sticking with what had always worked for us. That is one of the many communications problems which can come up. Perhaps one of the biggest challenges which must be met is to get everyone to talk to each other about their concerns, without it degenerating into negative criticism. It is amazing how the little things make a difference: setting schedules, being on time for workouts, delivering on promised equipment, etc. The best part of the experience is the unique opportunity which this event offers to learn what real teamwork means. There is no other championship event which compares.

Now that it is all history, I would like to take up a little more space to credit those who put it all on the line for one event. I salute Rick Barnett, who turned out to be the workhorse, marked for a full lap pull; Chris Meerman, who is as steady as a finely tuned race engine; Paul Durdalleur, who, as promised, came through when it counted; and Susie Hintz for believing we could do it - for many hours pacing us on the moped, and for a super job in giving us support. Then, to be complete, one must recognize the very real support provided by the wives and girlfriends - Rebecca, Pam, and Paula - and by Reno Rashid in building a couple of sets of great wheels. Thank God it's over! ... but, is it?

Jim Montgomery

FINAL RESULTS - ROCK CREEK FALL SERIES *

<u>A Class</u>			<u>B Class</u>		
	<u>Pts.</u>	<u>Prize</u>		<u>Pts.</u>	<u>Prize</u>
1. Ron Ray	12	\$12	1. Tom Buzas	13	\$10
2. Jim Bradford	8	\$10	2. Colin Clark	10	\$ 8
3. Hal Mattes	7	\$ 5	3. John Mills	9	\$ 6
3. Ed Slaughter	7	\$ 5	4. Nick Walker	7	\$ 3
5. Terry Jones	6	\$ 4	4. David Meany	7	\$ 3
6. Mike Raleigh	5		6. Jerome Kuh	6	
7. Alan Rashid	3				
8. Bob Fisher	2				
9. Mike Petty	1				

<u>C Class</u>			<u>D Class</u>		
	<u>Pts.</u>	<u>Prize</u>		<u>Pts.</u>	<u>Prize</u>
1. Simon Walker	12	\$ 6	1. Mark Hall	12	1980 Membership
1. Gil Clark	12	\$ 6	2. Boris Starosta	10	\$ 4
3. David Pedersen	11	\$ 5	2. Jim Capra	10	\$ 4
4. Frank Pedersen	9	\$ 4	4. Tim White	5	\$ 3
5. Wright Davis	3	\$ 3	4. Vern Rowe	5	\$ 3
6. Dennis McGiven	1		6. Maurice Rowe	3	

- Midgets
1. D. Littman
 2. F. Hanna
 3. Capra
 4. A. Littman

* Prizes can be picked up from Mike Butler at the roller races on Friday nights or at the Banquet.

BIKE BINGE II -- "Slippery Rock Special"

A small but enthusiastic band of riders participated in NCVC's last scheduled race of the season, with many new faces trying out racing for the first time. Special thanks go to Rita Howard and her staff at the Montgomery County Recreation Department for the race registration materials and 20 handsome trophies, and to Danny Wagner of Georgetown Cycle Sport (GCS) for an equally handsome prize list. Boris Starosta thought he was the big winner of the day, taking a trophy in the *High School, C-Class, and D-Class race, until the Big Wheelie backed over his spare wheel (never have I seen such destruction)---- Mother said there would be days like this.

P.S.

*Hard to believe our little Boris is that old

<u>A-Class</u>	<u>Prize</u>	<u>B-Class</u>	<u>Prize</u>
1) Larry Black	Trophy & Shimano rear derailleur	1) Jerome Kuh	Trophy & Regina Oro chain
2) Andres Villada	Trophy & Regina Oro chain	2) John Mills	Trophy & Regina Oro chain
		3) Tom Buzas	Trophy & Reg alloy cage
		4) Nick Walker	Galli toe clips

Primes: Larry Black - Galli toe clips
Ned Carey - GCS t-shirt

<u>Midget</u>	<u>Prize</u>
1) Dylan Littman	Trophy
2) Monica Capra	Trophy
3) Greg James	Trophy

<u>C-Class</u>	<u>Prize</u>	<u>D-Class</u>	<u>Prize</u>
1) Simon Walker	Trophy & Zefal pump	1) Jim Capra	Trophy & Regina Oro
2) Boris Starosta	Trophy & Regina Oro chain	2) Boris Starosta	Trophy & GCS t-shirt
3) Harley Sheffield	Trophy & Reg alloy cage	3) Pat Canning	Trophy & GCS t-shirt
4) Darrow Montgomery	Trophy & Galli toe clips	4) Eric Wallgren	GCS t-shirt
5) Ben Williams	GCS t-shirt	5) Lui Wong	GCS t-shirt

<u>High School</u>	<u>Prize</u>	<u>Junior High School</u>	<u>Prize</u>
1) Michael Chilvers	Trophy	1) Chris Harding	Trophy
2) Boris Starosta	Trophy	2) David James	Trophy
3) Chris Quann	Trophy		
4) Mark Hall	GCS t-shirt		

NOMINATIONS FOR N.C.V.C. 1979 AWARDS

Rider of the Year: Hal Mattes, Craig Parker, and Fred Sheffield
 Rookie of the Year: Colin Clark, Ron Ray, and Fred Sheffield
 Most Improved Rider: Colin Clark, Pete Swan, and Fred Sheffield

Other awards to be presented: Mr. IBM, Service Awards, Flying Wallenda/Bent Wheel Award, and Special Awards.

COLLEGE PARK BICYCLES



LARRY BLACK

4360 KNOX ROAD, COLLEGE PARK, MARYLAND

864-2211

WINTER CLOTHING SALE Special Prices to NCVC Members

All of the following in stock: Arm Warmers, Leg Warmers, Tights with and without Chamois, Knit Caps, Warm-Up Suits, and Long Sleeved Jerseys.

Winter Training Equipment: Track Hubs, Cogs, Training Tires, Fenders, Lights, Rollers, Ergometers, and other fitness aids at special prices.

FALL ROCK CREEK SERIES 1979

OR

"WHATEVER HAPPENED TO THE RACES IN THE PARK?"

Would you believe that the most riders to start in a U.S.C.F. class in this three week series was eleven? Where were all those rough and tough so-called ROAD RACERS who love the hills? All year long they asked me "will there be races in Rock Creek?" The only salvation was D Class. Thanks to the ad in the Post, we not only had a lot of newcomers, but quite a few spectators too.

The first Sunday was by far the most exciting. D Class started the wheel rolling with some impressive riding, ending in a pack sprint (quite unlike D Class), with Mark Hall coming across the line first. C Class finish saw a very exciting Gil Clark capture his first victory, outsprinting young Simon Walker. Even more exciting, he had no complaints. B Class produced the first upset, when David Meany came from nowhere to beat a classy field. After three great races, everyone was set for a predictable A Class finish. A couple of breakaway attempts failed. Then, in the final sprint, Ron "Doc" Ray came within inches of beating "Fast Eddy" Slaughter, who came from behind, throwing his bike at the line.

The second Sunday, in the middle of Indian Summer, will go down as Demolition Derby Day. D Class, surprisingly, had no spills and Boris Starosta outsprinted Mark Hall. C Class rode a slow and careful race and, at the finish, it was Walker turning the tables on Clark, Sr. Then it began ... after the midgets completed their race ... a wheel skid and two down. Next lap, half of A Class went down. One lap later, everyone except the first and last racer went down. It was not until the races ended that we found out that while the roads we saw were dry and the sun was out, the back stretch had a very slick spot at a curve. Colin Clark, unscratched, won B Class and Hal Mattes outsprinted Jim Bob Bradford to win A Class.

On the final Sunday, every class had a very close race with racers separated by only a point. Perfect setup for an exciting conclusion ... but, would you believe that only two A Class, four B Class and 3 Class riders showed up. Only D Class and Midgets were competitive. D was won by Jim Capra, and his sister won the Midgets.

MCB

Classified ads are free to all NCVC members. Take advantage of this great opportunity to buy, sell, or trade!

WANTED: Complete set of good quality wheels, front and rear brakes, shift levers and any other racing equipment to help get a Novice Junior Woman on the road - donations not refused!! Call Grahame Reffell at 362-0619 after 7:30 p.m.