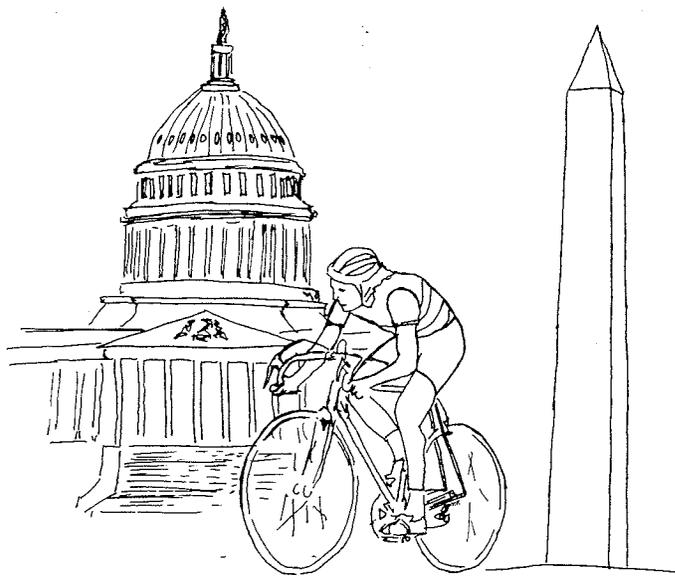


# National Capital Velo Club, Inc.

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

## NCVC Newsletter

January 1980



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### A JOURNAL OF BICYCLE RACING AROUND THE NATION'S CAPITAL

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#### GEORGETOWN CYCLE SPORT TO SPONSOR NCVC IN 1980

Georgetown Cycle Sport has indicated that they intend to sponsor NCVC for 1980, with funding equal to, or possibly more, than in prior years. This is all in the planning stages and has yet to be voted on by the NCVC Executive Board. More information will be forthcoming in the next issue.

#### RACE CALENDAR

##### January

Roller Races on Fridays January 11, 18 and 25 at 7:30 p.m. at College Park Bicycles. Call Larry at 864-2211 to confirm before coming out.

##### February

Low Gear Series: Every Sunday at Greenbelt Park. No more information at this time. Call Larry Black or Mike Butler in mid January.

#### BANQUET

Thanks to everyone who helped make the 1979 NCVC Banquet the best ever, and that includes everyone who showed up. Five films, never-ending food and drink, presentation of well-deserved and hard-earned awards, and good conversation, made for an evening of delight that we will long remember. Some very special thanks to our crew of chefs: Linda Dockendorf, Ken McCormick and Cary Bland, and to this year's chief coordinator of film, fun, and awards, Pete Swan. And all the last minute cooks, helpers, and dish engineers, including Sally Swan, Mrs. Rusk, Mrs. Strub, Mary Pelz, David James, Mike Butler, and so many others that I cannot even remember. We made the kitchen spotless and were ready to leave by 1:45, a record time so far from my last five banquets.

This year's bill of fare would not have been possible without the help of the following businesses: Tim Moody's Restaurant, R.J. Bentley's Restaurant, Howics Sub Shop, Marathon Deli, Hampshire Open Air Mart, and John Prehn and Bill Hudgins - Safeway Stores. I thank all of them as well.

Larry

#### AWARDS AT THE 1979 BANQUET

Apart from all the great food and great quantities of biking films, a most serious part of the banquet each year is the giving out of awards. This year, the first awards to be given out were the District Championship medals. Then the Service Awards were given: to Pete Stevens and Jim Mullen for work at the National Capitol Open; and to Ken McCormick, Harley Sheffield and Sally Swan (Ms. Registration) for the IBM Series. Mike Butler received a special award for all his hard work for the NCO, IBM Series and all his other endeavors.

Then came the rider awards: Rookie of the Year was Ron Rae; Most Improved Rider was Colin Clark; IBM Rider of the Year was Jim Bradford; and the Rider of the Year was Fred Sheffield, with Hal Mattes and Craig Parker as runners-up.

CLUB OFFICERS

<u>Title</u>	<u>Name</u>	<u>Phone</u>
President	Larry Black	277-2555
Vice President	Ron Rae	986-0379
Treasurer	Paul Lenz	279-0061
Secretary	Ken McCormick	776-5774
Membership Chairman	Mike Butler	277-2555
Maryland Rider Rep.	Mike Casseday	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

REPORT FROM THE PRESIDENT

I would like to take this opportunity to wish all club members and their families a Happy New Year. As we move out of a decade that saw amateur cycling grow into a sport that has become a household name and a favorite pastime for people from all walks of life, let us now plan for a new decade of prosperity both on and off the bike.

Let us strive toward higher levels of personal fitness, sportsmanlike attitudes and growth as individuals and as a club. Winter time brings us cold weather and, with the cold weather, a slowing of cycling activity. We can take the opportunity of this additional free time to plan our training for the 1980 season.

The coldest months should be spent in conditioning, rather than specific training: indoor exercise, running, rollers, skating, skis, stationary bicycle, and some low and fixed-gear riding. I would like to hold a club "clinic" to be open to club members and guests at low or no cost, sometime in February to share ideas and provide inspiration to everyone. This would probably be held in conjunction with one of the low gear races planned for February. Please let me know how you would like to get involved.

I am also wide open to your ideas and would like to see NCVC and bicycle racing become less of a secret this coming year. Every club member is a recruiter and is promoting the sport every time he or she trains. Remember, our future champions are out there on the bike paths, the soccer fields, and everywhere else. Many of these non-cycling athletes are capable of phenomenal performance on a bicycle if they only know of the opportunities.

Do not be afraid to invite the casual rider on training rides or to races. And if you fear that they might be better than you, then so much the better - the competition will make us all better.

That's it for now ... once again, best wishes for the New Year, and see you at the races.

Larry

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

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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.

For Sale: Alpine 24" Road Bike, Dura-Ace & E.S.L. equipped, light clincher wheels, fenders, good condition. \$350.  
 Colnago 59 cm, new, mostly Campy super record and O.M.A.S.; with pantagraphata S. post, stem, C ring, Arc-en-ciels in gold, with 220 Clements. \$850.  
 Call Victor, evenings 337-2864.

Track Bike: New Kabuki. Set for road training, 23" Frame. \$180 or trade for something that fits me?  
 Call Jerry Nugent at 464-8929

## NEWSLETTER NEWS

Obviously this is the slow time of the year for racing news, but we would still appreciate items for the newsletter: tips for beginners, diet ideas and winter training suggestions would all be appreciated, just send or call them in to me. The deadline for the next newsletter is January 28, 1980.

Carol Reffell

## WINTER TRAINING

As the winter months approach, one might be tempted to go into physical hibernation unless he remembers the all important physiological axiom of REVERSIBILITY. Whether you are a world-class athlete or a female nuclear physicist swimming for exercise, it takes only three or four weeks for your body to completely lose its conditioning. It doesn't matter if you've been training all your life. With that in mind, every athlete should have a year-round exercise program for the muscles he or she uses in competition.

When you break down the essential qualities needed in a bike race, you come up with: 1. technique and tactics (a subject beyond this author's head, but something which I hope others will cover in future articles), 2. experience (something each of us has to acquire ourselves), 3. emotional and volitional qualities (part of which is intrapersonal and another which is interpersonal and can be stimulated by training and competing with others of similar capability), 4. speed (to close with those who have initiated a breakaway, engineer your own attempt to ride away from the pack, and to sprint home at the finish), 5. endurance (to stay with the pack and to complete the harder, longer races), and 6. strength (to push large gears at high revolutions over flat ground and to pull up hills and over mountains).

Strength is one of the essential qualities listed above that can not only be maintained during the winter months, but should be increased. A weight training program involving the entire body (upper and lower extremities and trunk) should be pursued three days per week on an every-other-day schedule. A session should involve 3 circuits composed of the following stations: 1. bent knee sit-ups, 2. bent over rowing, 3. dead lift, 4. knee extension, 6. arm curl, 7. upright rowing, 8. leg curl (knee flexion), 9. bench press, 10. back hyperextension, and 11, calf raises, and 12. neck isometrics (flexion, extension, right side, left side).

Notice how the above program alternates upper and lower body stations to provide rest within the circuit. Notice also that for every limb and trunk agonist muscle exercised, its antagonist is also exercised. Agonist/antagonist balance is a very important concept, and ignoring this will lead to strains and tears of the weaker of the two opposing muscle groups during the season. Also, don't think for a minute that strengthening the upper body is a waste of time. A strong upper body is essential for sprints, hill climbs, and enduring a 120 kilometer road race. A strong neck might save your neck in a bad crash. On the first circuit, those stations where weights are involved should be done at such weight that only 5 repetitions can be done in one minute (this recruits absolute strength). The second circuit should involve a weight that one can repeat 15 times in one minute (this promotes muscle endurance). The third circuit should involve weight that one can do 15 times in 30 seconds (this promotes speed and cardiovascular reserve). In addition, if one has an ergometer or road machine or racer mate, include this in your circuit and do intervals at maximum tolerated loads for 120 seconds, 90 seconds, and 60 seconds, respectively. One should keep a record of the weight or resistance he is using and constantly strive to better his record. Swimming and sauna is excellent after this to stretch the exercised muscle groups. If one follows the above schedule on Mondays, Wednesdays, and Fridays, he can concentrate on speed on Tuesdays and Thursdays.

Speed can best be done on rollers with the following schedule: 10 minutes of warm-up; then set #1 composed of 15 seconds "on" followed by 15 seconds "float"; repeat five times. Rest one minute. Set #2 composed of 30 seconds "on" followed by 30 seconds "float"; repeat five times. Rest one minute. Set #3 composed of 60 seconds "on" followed by 60 seconds "float"; repeat five times. Rest two minutes. Set #4 composed of 60 seconds on followed by 60 seconds float; repeat five times. Rest one minute. Set #5 composed of 30 seconds on followed by 30 seconds float; repeat five times. Rest one minute. Set #6 composed of 15 seconds on followed by 15 seconds float; repeat five times. Then 10 minutes cool-down. (total time 61 minutes). This regimen will be excellent for keeping cardiovascular fitness, as heart rates of 160-170 will be achieved.

With the short daylight hours, endurance work is especially hard for those of us at school or work. If weather permits, and one dresses prudently, weekends can be used to log 60 kilometers each day. For those lucky enough to have a road machine, endurance workouts are made possible by a good set of stereo headphones. Notice that I have stressed cycling as an alternate winter sport to cycling. This is because of another well-proven physiological axiom of SPECIFICITY: training for any sport requires a) using your muscles in the same manner you will use them in competition (coordination), b) using your muscles at the same speed or faster than you will use them in competition (speed), and c) using your muscles against resistance in the same manner you will use them in competition (strength). Therefore, cross country skiing, speed skating, and jogging are alternate winter activities, but they are not optimal training activities for cycling when compared to cycling.

One month before beginning specialized training, one should try to get all the LSD (long, slow distance) one can squeeze out of the daylight hours. This work will thicken tendons and ligaments, increase glycogen stores in muscles, and prevent injury caused by high intensity work of later season. If one is going to specialize in events, e.g. sprint only, time trial only, etc.; then a very specific specialized training program is needed, but the following is an excellent specialized training program for the generalist as it preserves the observation of speed, strength, and endurance into its borders so a cyclist could compete in any event from this.

First, some definitions:

Acceleration (sprint) Training: 1. accelerate from 25 to 55 kilometers per hour (15 mph - 34 mph); rest five minutes between four work intervals. 2. accelerate from 35 to 55 kilometers (21 mph - 34 mph) and maintain 55 kilometers for approximately 10 seconds, repeating the work interval five times.

Steady-state training: should be incorporated into an interval program at least twice a week. Such training might take the form of time trials. The course selected should be a 30 to 90 minute ride while a 30 minute hilly course should be sufficient.

Riding should be at 80-100 revolutions per minute while incorporating the use of a 70 inch gear for low-gear intervals. The following information contains a sample of a two-week, preracing season training program that includes LSD, SST and acceleration training.

#### TWO-WEEK, PRERACING-SEASON TRAINING PROGRAM

Sunday: 120 to 160 kilometers (LSD)  
 Monday: Weight training; aerobic intervals  
 Tuesday: Time Trial .. hilly course (SST)  
 Wednesday: Weight training; anaerobic intervals  
 Thursday: Anaerobic intervals  
 Friday: Weight training; aerobic intervals  
 Saturday: Rest or light riding  
 Sunday: 120 to 160 kilometers (some hills)  
 Monday: Weight training; anaerobic intervals  
 Tuesday: Acceleration training  
 Wednesday: Weight training; anaerobic intervals  
 Thursday: Time trialing ... flat course  
 Friday: Weight training; aerobic intervals  
 Saturday: Rest or light riding  
 Sunday: RACE DAY

#### Anaerobic and Aerobic Training Protocols

SYSTEM STRESSED	WORK	REST	REPETITIONS
Anaerobic-Enzyme alactic	10 sec	20 sec	25 - 40
Anaerobic-Lactic acid	30 sec 45 sec 60 sec 60 sec	30 sec 30 sec 60 sec 15 sec	20 - 30 20 - 30 15 - 20 15 - 20
Aerobic	3 min 5 min 10 min 15 min	3 min 5 min 5 min 5 min	10 - 15 10 - 15 6 - 8 4 - 6

Flexibility: In the preseason, and during the season, almost every cyclist complains of muscle strain (sore, heavy muscles). This could mean you're training too intensely for your condition; but many times it is the result of not having a good stretching program before and after training and racing. Virtually every other sport recognizes the benefit, and necessity, of stretching. Professional cyclists are not seen stretching much because they get  $\frac{1}{2}$  hour massages, but a good ten minute stretching program ten minutes before and after riding could do the leisure time races just as well. More on stretching, along with specific treatment of other sprains will be covered next month. Remember also to stretch before and after your weight training.

Diet: I hate to sound like an old saw, but after acres of nutritional research, a balanced diet from the four basic food groups (dairy, grain-cereal, meat-poultry-legume-fish, vegetable-fruit) is still the best. Vitamin supplements are not needed and may be harmful, e.g., niacin in large amounts inhibits fatty acid utilization and A and D are directly toxic in large amounts. Caffeine (200 mgm or 2 cups of coffee) may increase performance 16% in some people as it facilitates fatty acid breakdown. Others state that caffeine makes them sick, so try it on a practice ride - and, if it doesn't suit you, forget it. Alcohol (e.g., two to three beers daily, after your rides) increases the amount of cholesterol bound to HDL (high-density lipoprotein) and may decrease the incidence of heart attack.

In Closing: And so ends the extent of current medical knowledge. I'm not saying the above program will benefit all of you and you may each have to vary it according to your results, but the chances are that the above program will benefit most of you, according to the studies.

HAPPY TRAINING,

Ron Rae, M.D.

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#### THE AMAZING QUARTER OF AN INCH

Before the season starts, you should consider whether or not you could benefit from a critical quarter inch change in position. It's amazing how much effect a very small change in cleat position can have. The general principle is that one can sprint better by moving the cleat forward and more power can be generated by moving the cleat back. This was brought home to me this summer when I changed cleat position for a new pair of shoes. While a relatively forward cleat position could give me an effective extra bike length in a sprint, the forward position cost a lot of power on the hills. Cleat position is something that should be the same all season (which is one reason that any kind of switching shoes is not a good idea), but if you have a little power to spare and need speed, move the cleat forward  $\frac{1}{8}$  of an inch to  $\frac{3}{16}$  of an inch. On the other hand, if you'd like to trade speed for power, move the cleat back  $\frac{1}{8}$  to  $\frac{3}{16}$  of an inch. Of course, the general rule of positioning the cleat so that the ball of your foot is dead center over the pedal axis is still the best general guide. However, many experienced riders can benefit from "fine tuning".

Jim Montgomery

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## WINTER CLOTHING SALE Special Prices to NCVC Members

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## BROKEN RECORDS

As your editor was thumbing through one of her collection of women's studies books (now, don't all groan at once), she came across this account of some broken bicycling records:

Margaret Gast, an American lady of German parentage, undertook to ride 100 miles in each consecutive twelve hours until she had completed 2,000 miles. And she accomplished the feat. Nay, she bettered it; for, having broken the 2,000 miles world's road record, she continued until she had covered 2,600 miles under the same conditions. And then the legal authorities intervened, preventing her from going on until 3,000 miles were completed, as she wished to do.

The feat is a sufficiently startling one even in these days of striving to go one better. In each half day of twelve consecutive days, Margaret Gast contrived to cycle (a man's type of machine was used) 100 miles, eat, drink, and gather whatever sleep she was able. In the 295 hours over which the stupendous feat extended she had only forty-five hours' rest, and 2,000 miles were completed on but twenty-eight hours sleep. That she was able to withstand the terrible strain is a marvellous instance of what even the feminine physique is capable when the will power is strong.

The most curious part of the performance was that no ill-effects resulted. True, during the middle period she suffered considerably from muscular fatigue and the intense mental strain. She had to be lifted on and off her machine, and carried to and from the rest houses on the route. Food was administered with difficulty, but no drugs were used. But when 2,000 miles were completed three medical men examined her and declared there was nothing in her condition necessitating a stoppage; and she completed her breakneck journey feeling quite well and strong, but troubled with a tremendous appetite. ....

The race, the authentication of which by the United States Century Road Club places its genuineness beyond all dispute, took place over the triangularly shaped record course of the club at Valley Stream, Long Island, and was watched by hundreds.

All the men's road records from 1,500 to 2,000 miles were smashed en route, while Miss Gast rode 1,100 miles more than any woman had ever covered in a continuous record journey, and 600 miles more than any man on a similar ride.

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Miss Gast achieved all of this in 1900. (Source: Every Woman's Encyclopaedia, London, ca. 1905)

## LOOKING BACK - THE COACH'S REFLECTIONS

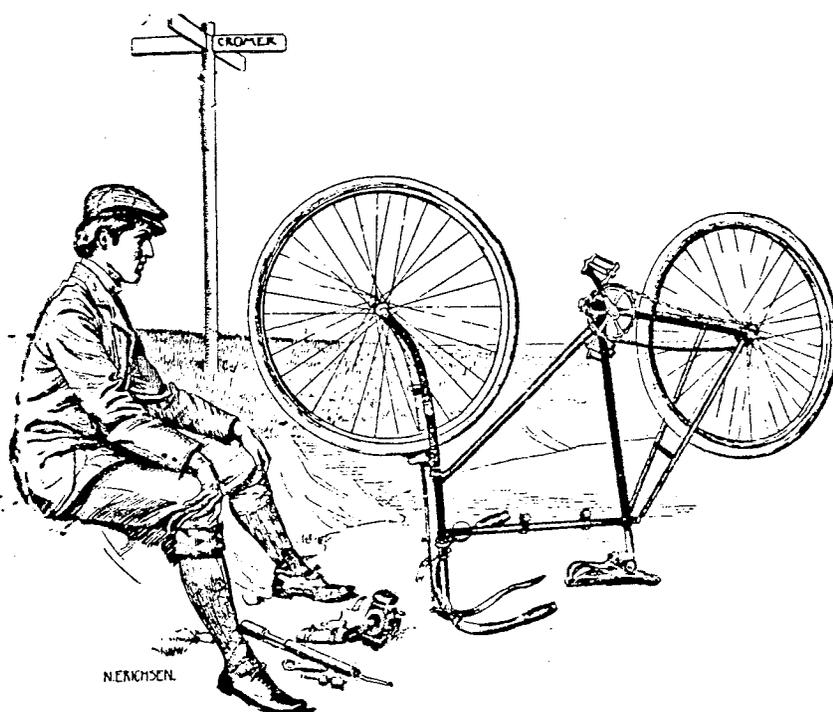
While most good riders attempt to assist others who ask and others in whom they see promise, last year was my first in which I formally offered my services to the club as coach. On the positive side, I can look at the success and teamwork displayed by all classes. And I guess that I am most heartened by our **Juniors** and their teamwork, in spite of the fact that they are a group which as a whole is not inclined toward working together. My disappointment comes in both the number of riders and the amount of help which riders are willing to accept. You see, I believe that I can get you to the point where the difference between winning and placing is your desire to win. I believe that it applies across the board. Every rider has the potential to become a champion in at least one event. Admittedly, this only applies to about the state championship level, because after that God given talent plays an increasing role.

While distance is a factor and not everyone can get out to Herndon to ride often enough to make the critical difference, consider that I live within a 30 minute drive from most club members. Considering the intensity of the ride, and the help available, I think most club riders would find it worth their while. Most riders need some help with their position. Most need a greater tactical sense. Most need speed work. It's all available for the asking and a little work on your part.

From my point of view, I see a relatively small investment on your part making major differences in the success you will enjoy, but you have to ask. It's a crime to see someone with as much talent as, for instance, Eric Holterman, riding in the National Championships limited in pedal speed to as fast as he can bob his head when simple recognition of the problem and moving his hands forward on the bars would have corrected the problem.

It is also criminal to find "good" experienced riders whose position or frame size is so far off as to actually make them unstable. While I would say something in those cases for my safety as well as theirs, minor discrepancies in position usually take some thought and analysis before one could say anything helpful. On balance, I would say that on an individual basis most riders could benefit by an open attitude and a little good advice. From the team viewpoint, we need desperately to hold more of the developed riders in the club so that there can be enough Senior I and II riders to make a respectable team. Individual successes are rewarding to a coach, but teamwork and successes by all the team are more important to me.

Jim Montgomery



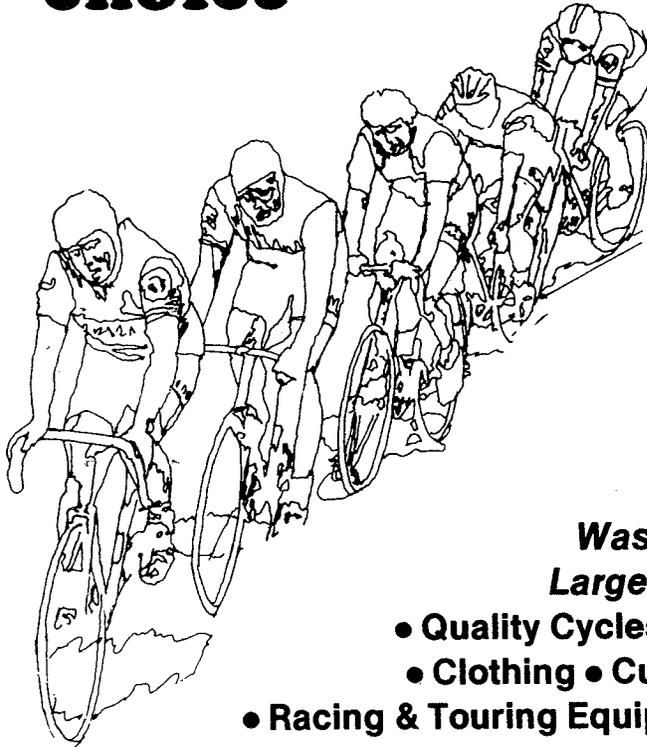
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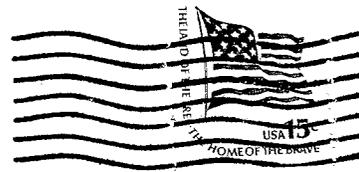


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