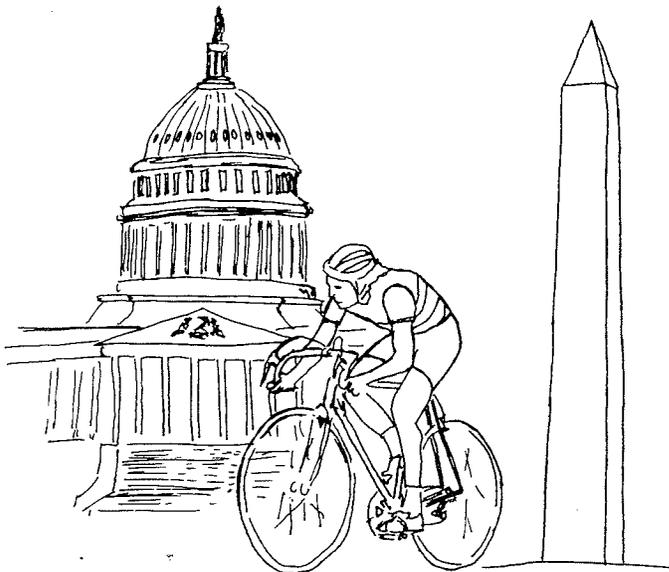


National Capital Velo Club, inc.

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

NCVC Newsletter

MARCH 1980



A JOURNAL OF BICYCLE RACING AROUND THE NATION'S CAPITAL

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	821-3482
Membership Chairman	Mike Butler	588-2087
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

ROLLER RACE RESULTS

February 8, 1980

1. Jim Bob Bradford :57
2. Larry Black 1:02
3. Matt McGoey (PBC)
4. Ken McCormick

February 15, 1980

- Larry Black :57.01
- Jim Bradford :57.15
- Cary Bland
- Ken McCormick

February 22, 1980

- Larry Black 1:00.1
- Matt McGoey 1:03.8
- Ari Hirschman 1:04.8
- Carl

On February 8, the new rollers at College Park Bicycles were broken in. Top speed was Jim Bob's 1500 meter time of 57 seconds (about 58.7 mph).

On February 15, after two heats, Larry and Jim Bob were split, so a one lap (500 meter) ride-off was done. Larry won with a time of 18.2 seconds for a speed of 61.44 mph.

On February 22, standing starts with holders were used for some of the heats, since this will be done at the Columbia roller races. On the last heat, Larry flatted with 50 meters to go, but finished with a respectable 38.1 second time for 1 km.

Ken McCormick

NOTES FROM THE PRESIDENT

Welcome New Members

And the list keeps growing. From the look of things so far, this could be our biggest growth year in a long time. "Breaking Away" is up for awards, energy shortages are turning more Americans to our form of transportation, and it is an Olympic Year, whether we go or not. Good weather and heavy publicity brought over 100 competitors and countless spectators to our season opening series at Greenbelt Park. Excellent coverage by the Washington Post and Star as well as several local papers helped the series and the Club gain publicity and new participants. The larger and stronger a club like ours gets, the more benefits for everyone. More people to train or travel to races with, more team effort in open races, better exposure for the sport in general, and hence better riding conditions for us all. Recruiting can be done by you, the individual rider. Be a good sport, tell people why you ride, how much you like it, and that everyone can participate.

National Capital Open

This year's Open is certainly no secret. Sponsor Mel Pinto of Mel Pinto Imports, Bicycle Pro Shop and Bicycle Village has made one of the largest sponsorship contributions this area has ever had for a Bicycle Competition. This generous support has enabled to get this year's event on the Campagnola/National Classic slate and we should have the fastest international Pro/Am field ever assembled on the ellipse. A Senior III event is scheduled for the first time in four years. Only five weeks away, time is short. So, let's all lend a hand one way or another to let this city know where to be on April 13. You can distribute posters, road guard, and help with publicity. If you know any businesses that would like a program advertisement (bicycle related or not), please contact Mike Casseday. If you can help in any other way, please call Pete Swan. Remember, this event would not be possible without help from club members. You are the ones that can make this sport go.

(Ed. Note - for more information, see Pete Swan's article in this issue)

Stock Bike Program

NCVC is planning on becoming part of the USCF Stock Bike Program. Briefly, a new or novice rider obtains a Stock Bike License for \$2 at his first race. He gets to take the license and receives some other credentials and a patch in a few weeks from the Federation. The rider can then enter stock bike races anywhere in the country with this license, as well as all the local Club races in this area. If the rider decides to become a regular licensed rider in the USCF, the \$2 is applied to the license fee. Stock bike riders are subject to the same basic rules as regular riders, but not use sew-up tires. We will have more details on the program in a few weeks. For further information on this you may contact me directly.

Summer Series

This year, along with IBM, we are planning an evening series at Greenbelt Park. Because of a large number of requests from riders for this course (which is free of traffic and glass), and a very cooperative Park Ranger, we have made tentative arrangements for the park, either Tuesday or Wednesday evenings. The rustic, secluded setting, along with rest room facilities at the start/finish, a course with only one turn, adequate parking, picnic facilities, a convenient inside-the-beltway location, and many other factors make Greenbelt Park an ideal location for cyclists to compete or train almost year round. See you there!

Applications

I have USCF, NCVC, and Novice Stock Bike applications at my house. If you want one send a stamped self-addressed envelope to: Larry Black, 4808 Guilford, College Park, Md. 20740.

Larry

GREENBELT PARK LOW GEAR SERIES FEBRUARY 1980

A Class

	<u>Name</u>	<u>Points</u>
1.	Gail Fetterman	14
2.	Larry Black	12
3.	Jim Bradford	10
4.	Matt McGoey (PBC)	7
5.	Bob Fisher	5

B Class

	<u>Name</u>	<u>Points</u>
1.	Mike Casseday	13
2.	Boris Starosta	11
3.	David Pederson	10
4.	Nicolas Walker	7
4.	Simon Walker	7

C Class

	<u>Name</u>	<u>Points</u>
1.	Pat McGrath	12
2.	Al Del Grosso	9
3.	David Riggs	7
4.	Denis McGurin	6
5.	Jill Anderson	5

Novice A

	<u>Name</u>	<u>Points</u>
1.	Matt Hanna	14
2.	Scott Rodenhuis	11
3.	Jim Capra	8
3.	Tim Noakes	8
5.	Shawn Downing	7

Novice B

	<u>Name</u>	<u>Points</u>
1.	Mark Thurber	14
2.	Paul Rubenson	10
3.	Donna Malay	5
4.	Philip Hensel	3
4.	Tim Bailer	3

MID-ATLANTIC ROLLER RACING CHAMPIONSHIPS

Larry Black reports that NCVC was handsomely represented in the winner's circle at the Mid-Atlantic Roller Racing Championships in Columbia on Saturday night, March 1st. Martha Rainey won the women's race, Fred Sheffield won the junior's and Larry Black had the best time in the time trials and was overall winner in match sprints with a time of 1:04 for a mile; Jim Bob Bradford was third in the Seniors.



1980 NATIONAL CAPITAL OPEN -- adds Cat III

The 1980 National Capital Open (NCO) has been honored with both the Campagnolo - National Prestige Classic and Womens National Best-All-Round status. The event will be staged at the traditional Washington, D.C. - Ellipse location (16th and Constitution Ave) on April 13, 1980. This years event will be coordinated with a 2-day stage race in Rocky Mount, N.C and should draw 400 - 500 competitors from across the nation -- who will attempt to break numerous speed records established on the nationally certified course.

Mel Pinto Imports, Inc. has once again provided the generous support necessary to promote this fine event, including \$1000 cash and \$1500 in merchandise prizes, \$560 operational funds, and the winners trophies. Mel "Mr. NCO" Pinto, who recently received Campagnolo's Meritorious Service Award from none other than Tulio Campagnolo himself, is also attempting to bring over the Lejuene Racing Team to compete in this years event - pumps et. al. The following is a schedule of events:

Time	Event	Distance	Limit	Entry Fee	Prize
9:30	Registration Bike Inspection				
11:00	Senior Cat III	25 Km	100	\$3.25	\$300 merchandise min.
12:00 approx.	Juniors	30 Km	100	4.25	600 " "
1:00 "	Women N'tl BAR	25 Km - Pts.	100	4.25	600 " "
2:00 exact	Sr I-II N'tl P'se C'sc	50 Km	100	6.25	1000 cash min + prizes

As you know a tremendous amount of work goes into promoting a race of this caliber. The NCO Committee is counting on every NCVF member to contribute their time and talent toward a successful National Capital Open -- this includes members who will be racing. The following is a list of tasks and subtasks which should provide every member the opportunity to do their part:

CHAIRMAN, NCO COMMITTEE - Pete Swan (649-4841)

<u>OFFICIALS</u>	Jim Mullen (378-4735)	<u>PROMOTION</u>	Dr. Ron Rae (986-0379)
--Chief Referee	Artie Greenberg	--press release	Ron Rae
--Chief Judge	Pete Stevens, Sr.	--USCF coordination	Ron Rae
--Referees	Edgar Brown ? Ken McCormick ? Ron Rae ?	--NCO Program*	Mike Casseday R. Montgomerie
--Clerk of Course	Paul Lenz <i>Harley Sheffield</i> Mikus Grinsberg <i>Martha Black</i> Pete Rusk <i>Jim Black</i>	--Velo-News ad	Pete Swan / Craven
--Record Attempt		--NCO Poster*	Bob Richards J. Craven
		--race flyers*	Richards/Swan Rae
		--Official invites	Ron Rae
		--celebrity race (2)	Ron Rae <i>Erasmus Reffell</i>
		--photography	Wally Brown
<u>OPERATIONS</u>	Paul Lenz (279-0061, if tape call 649-4841)	--bike inspection	Larry Black
--numbers ✓	Pete Swan <i>Ben & Emma Williams</i>	--road marshalls*	Nick Freer ?
--vehicles ✓	Paul Lenz	--finish banner ✓	Swan/Pinto
--PA system	Jim Mullen - ?	--Campagnolo banner	Swan/John Howard ?
--flowers ✓	Pete Swan	--Flag & Anthem	Jim Mullen Swan
--trophies <i>medals</i> ✓	Swan/Pinto	--USCF insurance ?	Lenz
--sanction	Swan	--concessions ?	Mullen
--permit ✓ <i>check</i>	Mullen Swan	--speed gun (?) ✓	Mullen Swan
--Red Cross	Swan		
--registration* ✓	Sally Swan <i>Ben & Emma Williams</i>		

where who → *Kurston Elec* *indicates area of greatest need

The following is the projected cash-flow for the event:

Income		Expense**	
Estimated entry fees	1920	U.S.C.F. sanction	\$ 150 250
(less # deposit and USCF It'l)	\$ 970	National Classic Status	100
Sponsorship funds		Womens National BAR Status	100 } 400
--Sr I - II prize <i>women</i>	2500	Velo-News ad (March 14th)	115 165
--operations fund	1000 -	NCO posters	125 200
	560	NCO flyers <i>& promotional ad had</i>	60 75
NCO program revenue	750	race numbers	100 150
		flowers (winner's bouquet)	40 50
		Sr I - II prize <i>women</i>	1000 2500
		U.S.C.F. Officials fee (req.)	100 → 100
		Events Services, Inc.	640 810
		(announcing, photo timing, officiating)	
		NCO program printing	750 750
	5170		
Total	\$3280		\$3280 5150

Based on \$10000 Prize list

** does not include \$250 USCF 3rd party liability insurance

RAMBLING WITH THE WHEELIE

As Membership Chairman, let me welcome you to NCVC - 1980. This being an Olympic Year we can expect a very large and active membership and if we do go to Moscow, 1980 and 1981 should be very good for cycling.

People are talking about our Awards. With a few exceptions, we seem to lose all our top award winners and this year is no different. Jim Bob Bradford is now with Alpine, ... Hal Mattes might be with Alpine and Craig Parker went to Paris Sport. But, who cares, we still have you. We have developed good riders before and we can do it again National Team member Tom Prehn is once again an Associate Member and has offered to work with our young riders whenever he is in town.

As of now, I have not heard from quite a few of our top riders, so maybe you might give your buddy a call and see if he has joined the club yet. While you are at it, why don't ask your girlfriend or some athletic female to join. Speaking of female - some old news - did you know that ex-NCVC member Laurie Wigell is now married to Mike Neel. I've heard that there's a sequel to "Breaking Away" and word is that a few of our local riders will be in it ... maybe even in an NCVC jersey.

I know it might sound crazy, but have you tried jumping rope? After seeing Mike Petty work up a sweat using it, I decided to try it as a warm-up to riding rollers and I must say it is great ... pumps the heart right up. Where are all the hot shot roller racers? Larry is now the proud owner of a four roller set of racing rollers, very nice! If you think you are tough or real hot stuff, go over to College Park Bicycle Shop on Friday and try a 1500 meter race ... you have got to do it soon though, for roller season is almost over.

The word is that this year for sure we'll get into a stock bike class of racing, and limit Novice or D class hot shots to one month of racing as a novice (in Guyana, it was one race). Also, let's keep the Midgets racing. Our club is in desperate need of intermediates, and juniors and, as stated in the Post and Star and elsewhere in this newsletter, we're trying to rebuild a woman's team (No! I do not plan to be the team's masseur!). So, you bring 'em out and we'll turn them into racers.

By the way, since it is quite clear from the last two years' attendance, you do not like club meetings, how about letting us hear from you through the newsletter so we can share and enjoy your experiences? I would like to welcome to our club once again the racing Llewellyns of Indiana who have been representing the honour of our club out West for quite a few years.

Also, a warm welcome to our newest members: Chris Burkhardt, Gus Ferrario (rode for NCVC as an intermediate), R. Douglas George, Mark Hall, Kraig Klinke, Tim Lung, Toussaint McCrae, S. Matis, Pat McGrath, Tim Noakes, Kevin Northrup, Alan Perritte, Mike Szablak, Dave Stubing, Andrew Stoddard, Leslie Touart, Debby Claiborne, and Joe Gangloff. I would like to give an honourable mention to Mr. Pepper White for sending a check for \$36 and a letter of resignation ... why \$36?... would you believe to cover back dues? proving that bikies are all right ... as a reward he'll obtain an Associate Membership.

Let's all wish a happy birthday to Bruce Borchardt, Mikus Grinberg, Norman Huber, Roy Morris, Pat McGrath, Dr. Stan Oaks, Leon Turkevich, and Reeves Taylor who will all be celebrating a birthday in March. So, until next time, keep on spinning and make a friend a racer.

Cheers,

Mike

WANT ADS

Wanted: 1. Used 21", 53 - 54 cm racing frame for growing intermediate.
2. Bicycle car roof rack for four bikes, Canondale Bike Porter preferred.

Call 587-7570 and ask for David.

NEWSLETTER NEWS

Deadline for the April issue is March 28 - no later. We hope to get the Newsletter out in plenty of time to give you all the details on the National Capital Open.

In his article, Mike Butler suggests that you use the newsletter to give feedback. Good idea! Why don't you write an article or send a "letter to the editor"?

By the way, if one of your friends says that he or she hasn't received a newsletter, have them check to see if they are paid up. The Butler wasn't kidding! No dues, no March newsletter. Let them either cry in their beer or send Mike a check real soon.

Carol

EASTERN RACE SCHEDULE FOR 1980

The following is part of the Eastern racing schedule for 1980. This information is subject to change so check with the contact person! We are listing only March and April this month and will list the rest of the year in the April newsletter.

- March 9th Marblehead, Ma. Training Race
CCB International. Call (617) 324-7021 or write Grace Jones, 24 Brown Avenue, Lunenburg, Ma. 01462
- 16th Marblehead, Ma. Training Race
Same as Above
- 30th N.J. Challenge Cup - All classes for N.J. clubs
Vic Fraysse, 97 Queen Anne's Road, Bogota, N.J. 07603
- April 5th Two Wheeled Challenge, De.
Jim Elliott, 3202 Fernwood Place, Wilmington, De. 19802
- 12th Olympic Trials Qualifying Track Program. Trexlertown Velodrome, Trexlertown, Pa.
Dottie Saling, 91 Duval Street, Bridgewater, N.J. 08807
- 12th Tour of North Delaware. Jim Elliott
& 13th -----Note: this has been changed to tentative May 31 and June 1.
- 13th National Capital Open, Washington, D.C. N.C.V.C. See info in this newsletter
- 13th Paramus Mall, N.J. Senior, Junior, Women, Vets.
Vic Fraysse.
- 13th Kittery, Me.
Seacoast Velo (207) 363-5679 or Grace Jones.
- 19th Olympic Trials qualifying Track Program rain date
Trexlertown, Pa.
- 19th Baltimore, Md. Senior 2,3, 4, Vets.
Jeff Kline, 342 Trimble Road. C-3. Joppa, Md. 21085
- 19th Rocky Mt., N.C. Note: this has been changed to April 12th & 13th
David Poole, 260 Brookwood Ave., Apt. 1-D, Concord, N.C. 28025
- 20th Atlantic Highlands, N.J. O.D.
Mike Tragesar, Monmouth Co. Park System. Box 326, Newman Spring Road
Lincroft, N.J. 07738
- 27th Tour de Moore. O.D. & Women's Selection. Southern Pines, N.C.
David Poole
- 27th Charlotte Criterium. Charlotte, N.C.
David Poole.
- 27th Kittery, Me.
Seacoast Velo or Grace Jones.
- 26th Tour of South Hunterdon Co. Seargentsville, N.J. & Invitational Team Stage
& Race.
- 27th Jim Grill, Box 285, Olive Street. Neshanic Station, N.J. 08853.

NOW IS THE TIME

This is the year to start building a strong NCVC Women's team, and you can help. Spread some of your enthusiasm and love of bike racing to the women around you, and maybe they will catch the fever.

What kind of woman might be interested in bicycle racing? Well, what kind of man might be ...? Someone athletic, someone who is looking for a challenging hobby, someone who loves bicycles, or someone who is a little eccentric. The qualities that make a good competitor out of a man can make a good competitor out of a woman.

Unfortunately, there are not many female role models to attract women to bike racing, and they may need an extra nudge from someone to get going. To all you potential nudge-givers, here are some specific ways you can help a woman who has expressed an interest in bike racing:

1. Equipment - help her get her bike in as good working order as possible, or advise her on a good shop to take it to.
2. Take her on a training ride and give her specific advice on training.
3. Take her to races and explain what's going on.
4. Discuss your difficulties as a beginner, your ups and downs and what helped you get better.
5. Be supportive. Don't laugh at her fears and inhibitions. You have had them too, but she'll express them.
6. Get rid of any false sex stereotypes. Women can get strong and fit, they can accept the risks and take the pain.
7. Give them my phone number : 588-2087. I'll be glad to answer questions.

Most women currently racing initially started because a boyfriend, family member, or male friend introduced them to it. I was an exception to that rule, but I have continually depended on the support of women and men willing to take the time to help me with my questions and problems. All of us have. Now is the time for you to share your expertise with someone else; why not a woman?

Mary Pelz

WINTER TRAINING, CONTINUED

WEIGHT CONTROL

In this article, I'm going to tell you how to increase your relative aerobic capacity, increase your acceleration and hill climbing ability all without as much as one training session. I'm also going to tell you how you can lighten your bike by about ten pounds without changing as much as one component. The answer lies in reducing your percent body fat to below 8% from the national average of males listed as 15%. 8% body fat will give you all the reserve you need for the upcoming season. Most world class riders carry less than 5%. Gary Tuttle, a world class marathon runner, was measured at 1.4%. Although losing weight is not an easy task, I think it can be made easier by knowing a few facts and clearing away a few myths.

First, to determine your percent body fat, I suggest being measured by either a body caliper or a water bath test. The latter is the best, most accurate; but is time consuming and not readily available. The former is less accurate, but is quick and can be done at health spas, YMCA or a sports medicine physician. Next, to lose weight really only one principle needs to be remembered. Your total daily intake of calories needs to be less than your total daily expenditure. To lose one pound of solid weight, you need to run a deficit of 3500 calories. (Note that I said solid weight, as one can readily lose water weight by sitting in a sauna or exercising in a plastic suit, but he gains it right back with water intake as the body requires a certain percent of water weight - 60% to be exact.) To lose solid weight is a slow and arduous process.

On the average, a normal male expends approximately 2700 calories per day. Therefore, one would have to go about $1\frac{1}{2}$ days without eating anything to acquire a deficit of 3500 calories to lose one pound. (Incidentally, I don't suggest doing this.) The optimal way would be to combine a reduction of intake of calories along with exercise so weight loss could be facilitated and at the same time muscle mass would not be lost. If one were to decrease his total daily caloric intake to 2000 calories; he would automatically acquire a 4900 calorie deficit in one week (this translates into a 1.4 pound weight loss). In addition, if one were to train one hour per day at a hard pace (e.g. 1 hour riding at 20 mph on level terrain undrafted) he would lose 600 calories per training session or 4200 calories per week, or 1.2 pounds. Therefore, this individual eating 2000 calories per day and exercising hard an hour per day would lose 2.6 pounds per week. He would achieve his goal of 10 pound weight loss in about one month.

I think one of the reasons it's hard for many leisure time cyclists to keep their weight down is that they overestimate their allotted daily basal intake, which goes down with age after growth stops, and in fact bone and muscle degeneration begin. They also overestimate the amount of calories they burn up during exercise. Very few of us burn up more than 600 calories per hour during our workouts. Yet, one medium piece of pecan pie and an 8oz glass of milk would put it all back on. Therefore, it becomes essential that one gains a knowledge of the amount of calories in foods he eats and keeps an honest record of his expenditure. To do this, you need to buy a calorie guide and log daily intake and expenditure. After a few weeks, you'll be surprised how you'll have memorized the calorie content of many of your foods and your task will be easier. But at first, carry the book around with you and keep accurate track. (Many pocket size books such as these are available in book stores.)

Dieting does not necessarily mean having to cut down on the amount of food you eat. If you like to have three helpings, you can, as long as the total calories are low. This means changing your diet to foods that are low in caloric content. Fat calculates out to 8 cal/gram. Protein and Carbohydrate out to 4 cal/gram. Therefore, aiming towards foods low in fat automatically achieves this goal. In addition, you'll be doing yourself a favor with your low fat diet by decreasing your chance of cardiovascular disease. Essentially, this will mean changing to skim milk, low fat cottage cheese and cheeses, lean meats, and low fat margarines. Try to make sure the fats you do consume are polyunsaturated. The bottom line to all this again is that after you calculate all the calories you consume at the end of the day to those you burn up, there should be a deficit. The longer you have this deficit and the greater your daily deficit; the more your weight loss. During this period, if you still feel you just aren't eating enough, try keeping your refrigerator stocked with bulky, low calorie foods, such as celery sticks, carrots, and lettuce. An excellent, virtually calorieless midnight snack is a green salad with diet Italian dressing ... have all you can stand.

If you follow this through, I guarantee that you will lose weight. Buy a calorie guide and play the numbers. Realize the limitations of caloric loss with exercise (600 cal/hour in a hard workout). Realize the relatively small amount of calories you need to keep your base weight (2700 calories/day for a 150 pound adult male; 2000 calories/day for a 120 pound adult female). Come to respect and know the caloric content in foods. Wayne Stetina can eat all day because of the types of foods he eats ... not because of what he does. He knows that you can eat $\frac{1}{2}$ pound of bean sprouts and take in

only 80, while we might opt for a Big Mac at 561 calories. One additional myth to dissolve is that a calorie from a health food will put weight on you just as fast as a calorie from a military-industrial-complex food. A tablespoonful of Mother Hubbard's peanut butter will give you 100 calories just like Peter Pan. All this seems kind of tough, but if you buy a calorie guide and follow simple arithmetic you'll have no problem in getting results. You'll have a greater relative aerobic capacity, a faster acceleration, and hill climb with the same intensity of training. Plus, you'll be doing your heart a favor.

Happy Training

Ron Rae, MD

P.S. A Sad Addendum: It was a real tragedy to see the work of a decade go up in smoke with the pulled muscle of Randy Gardner at the Winter Olympics. It serves to emphasize the importance of flexibility as featured in my last article. Even an experienced athlete can fail to heed rules of physiology. Hopefully the price that Randy paid can be a lesson for all of us.

THE GREENBELT PARK CLASS B SERIES

The Greenbelt Park Class B series was hotly contested in spite of the sometimes frigid weather, featuring long uphill sprints and many break-away attempts. The first race set the tone for those to come, when, after a few tentative laps with the field drafting big George Wiggins, Nick Walker jumped just past the stop sign turn, taking off with Wiggins in hot pursuit. The two got a small gap and started working, but Mike Casseday, pulling along Boris (the professional novice) Starosta and the rest of the pack, managed to close up on the long climb to the start/finish area. The remainder of the race saw Wiggins or Casseday at the front until the final climb to the finish. Here Simon Walker, who had been sitting quietly in the pack, exploded up the hill, going like an off-course rocket from NASA. Only Nick Walker reacted quickly enough to stay with Simon, just nicking him at the line for first. Casseday and Wiggins staggered in third and fourth, with Starosta fifth.

The second race suffered from considerable confusion for the first several laps, as Classes A and B started together. Casseday rode at the front for nearly three laps until the A group settled down and split from B on the start/finish climb, leaving Casseday, Starosta, and David Pederson riding together at the front of B. These three continued together until the start/finish climb before the bell lap. Casseday, (for some reason thinking it was the finish) went for it, leaving Pederson and Starosta wondering what was going on. Their confusion was nothing compared to Casseday's when he arrived at the finish line only to find Mike Butler tolling the bell for one to go! Casseday, feeling that John Donne had a special message just for him, put his head down and kept them spinning, hanging on to win. Starosta managed to catch Pederson before the finish to take second, with Pederson third, Frank Pederson fourth and Gil Clark fifth.

The final race of the series saw the sunshine crew out in force, with about twenty starters in B class. After a couple of slow laps, while the competition was sizing each other up, things started moving as first Nick Walker, then Casseday and Wiggins, tried it off the front. These and several other attacks were reeled in by the field until, with two laps to go, David Pederson made his move. Starosta was off after him, with Casseday, Wiggins, and Simon Walker making a half-hearted attempt to close up. Starosta joined up with Pederson; together they managed to hold their edge in spite of a last ditch effort by their pursuers. At the finish, it was Pederson over Starosta, then Casseday holding off a determined Walker, with Wiggins taking fifth.

Overall results for the series were Mike Casseday first with 13 points, Boris Starosta second with 11, David Pederson third with 10, and Nick Walker and Simon Walker tied for fourth with 7 each. The racing was close, exciting, and tactical. Those who didn't come out missed a great season opener.

Mike Casseday

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Bethesda, Md.
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5334 CAROLINA PLACE, N.W.
WASHINGTON, D.C. 20016



Peter Swan & Family
1400 Gridley Lane
Silver Spring, Md. 20902