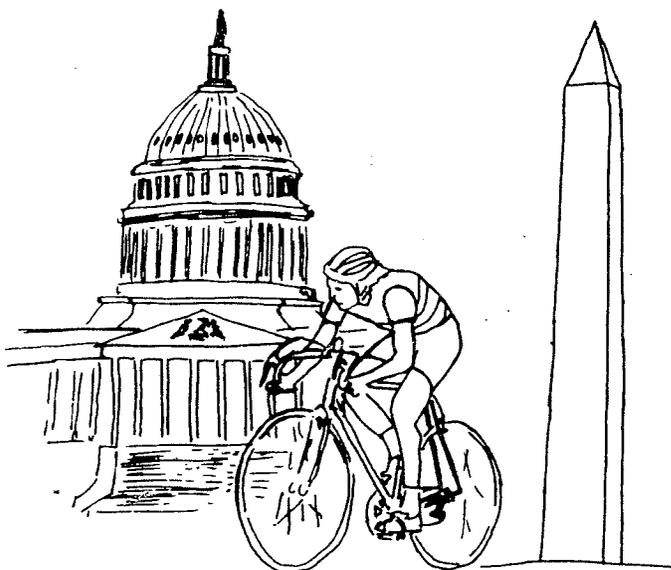


National Capital Velo Club, Inc.

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

NCVC Newsletter

sept 1980



A JOURNAL OF BICYCLE RACING AROUND THE NATION'S CAPITAL

N.C.V.C. HITS THE BIG TIME

Dateline Bisbee, Az.: In the National Championships, Veteran Jim Montgomery brought home the gold medal for the Road Race; and Masters category rider, Jerry Nugent time trialled to a bronze medal. See articles elsewhere for details.

Dateline Montreal, Canada: Last weekend saw our own Jerry Nugent take a coveted second in his age group (45-49) for the 100k race at the Coupe des Ameriques. Following the race, there were award ceremonies with the U.S. flag raised and the National Anthem played. Betcha Geneva had at least one tear in her eye!

Turkey Run Bicycle Race

Ben Williams of N.C.V.C. has been working hard putting together the upcoming Turkey Run Bicycle Race, to be held in Prince William Forest Park in Triangle, Va., on Sunday, September 14, 1980. Start is 9:00 am, rain or shine, and prizes will be \$500 in merchandize. Races will include Senior II & III, Senior IV, Junior, Veteran, Women and Stock Bike. The park has available camping, picknicking, hiking trails, and a nature center, so plan to make a day of it and bring along some friends. For more information call (703) 670-2665.

AFTER SEPTEMBER TIME TRIALS: AN LSD RIDE

Want to ride to Baltimore for lunch? From the Lincoln Memorial to Harborplace (66 eating places) is only 42 miles the direct (bicycle-tested) way.

The Potomac Pedalers have invited us to join them on the Baltimore Century, Sunday, September 28, 1980. We can ride it at our own pace: They are providing "cue-sheets" listing all the turns. The route is via Old Columbia Pike and Ellicott City, going, and rolling Howard County, west of US29, plus Rock Creek Park on the return. There is a half-century turnaround listed also.

You will see bicyclists on the road coming and going, because the Baltimore Bicycle Club and a group from Columbia are riding the route in reverse. Also invited from DC are WABA, LAW and AYH.

The official start is from the Lincoln Memorial at 7:30--just show up and get a free "cue-sheet". Or, get your "cue-sheet" at the time trials and find your own way down to the route. Those starting from the time trials can be assured of plenty of riders to pass all day. Sewup riders should note the city riding at both ends.

For more information, call me.

Jay Casey, 966-6563.

RAMBLING WITH THE WHEELIE

"All the good riders are leaving N.C.V.C." "N.C.V.C. is a good developing club, but as soon as riders get good, they will leave" how many times have you heard these lines? Well, as it turned out, with the not so good riders left in the club, we managed to cop a Gold and a Bronze medal at the Nationals. Not bad for a poor developing club, eh?

My heartiest congratulations to our "Dyno Vet", Mr. James Montgomery for bringing back the Stars and Stripes jersey to the Washington Area and giving our sponsor, Danny Wagner and Georgetown Cycle Sport, what he has been wanting all these years. Congrats also go out to the inspirational Mr. Jerry Nugent, our Super Vet, now a Master not only by age but by ability. A few years ago, Jerry came close, with a fourth place finish in the Vets Time Trial, and kept at it after the invasion of the young vets, always in the top ten. This year, he made it into the medals with a well deserved bronze. Knowing Jerry, he is probably already thinking about the gold in '81. Once again, on behalf of the club and your fans, congratulations. Let's hope all the good riders enjoy and share our victories.

I would explain the passing on catching rule for IBM but I can't see what good a 50th explanation would do ... really people well, maybe one more time and they might remember for next year. The class catching must be permitted to pass. The class being caught must allow the catching class to pass. Once your class is passed, you should not race to catch and repass (is that a word?) the class that just passed you but let them go. I know that for some like me IBM is all the racing we do, but from the action in the last few weeks of August, it seems as though to some it is the Olympics. They race with no regard for fellow riders; and then there are others who think that riding B class is such a great accomplishment that they do not bother to learn the basics. They must learn riding - not pedalling a bike - but riding a bike. I heard from ex-NCVC Reno Rashid and he is willing to be part of our clinic sometime in December. I sure hope it helps for next year, for the older I get, the harder I fall.

Well folks, it is September, time to start thinking about who you want to run your club in 1981. Our Annual Meeting to elect officers is just around the corner, so approach the people you want to run your club and con (I mean talk) them into running for office.

N.C.V.C. Rock Creek Fall Championship Series is scheduled for every Sunday in October: A is 26.6 miles; B is 19 miles; C is 12 miles; and D is 8 miles. The permit application is in and volunteers are being accepted for road marshalls and pickers.

If you are a subscriber to Velo News, you know that Greg LeMond will be riding with the great Bernard Hinault for Renault/Gitane and plans to ride the Tour de France in 1983 when he is 22, but there is a chance he will wait until he is 25. Jacques Boyer and Beth Heiden were the winners of the Coors Classic (used to be the Red Zinger). Our own Tom Prehn was 11th, the 4th best finish by an American amateur.

Dale Stetina is our new National Road Champion, beating brother Wayne to the line. Tom Prehn gave our area a fifth place. The unbeatable Beth Heiden won both Road Race and Time Trial. Can you believe the coverage the Post gave? A picture of Beth and Hopkins with a caption something like this: "Beth Heiden of the U.S. beats Heidi Hopkins (who is from California, but that's not in the U.S., right?) in a bicycle race in Tucson. Tom Doughty won the Time Trial. Sarah Docter won both Road Race and Time Trial in the Junior Women category, while Andy Hampsten won the Junior Men's Road Race and Sterling McBride won the Time Trial. I do not know any other results except that Fred Sheffield was 12th in the Time Trial. I learned that about 95 started in the Road Race and less than 17 finished.

Bruce Donaghy of Philadelphia, who the old timers will remember racing at the N.C.O. since Intermediate days, now has a commanding lead in the "Campy Prestige Classic" series. It all started here at the N.C.O. back in April when he set a record for 50 kilometers at the Ellipse.

People are talking about the statement made by Alpine Ace Hal Mattes at the line at our IBM Training Races. After being given instructions as to the catching and passing rule, Big Bad Hal told the entire B Class pack that he will hook and ride off the road any B Class member who messes with him (that is not a quote). Of course everyone laughed; can you imagine Hal and anyone in B Class in a fight? Everyone kept wishing he would hook them, and others said that it was the most aggressive thought he had had all year. My only comment is that it was a very stupid thing to say, especially at a training race, where we are trying to encourage others and build our sport. Don't forget the Banquet is in November this year - start telling your friends.

Attention all Midget riders - the Promoter of the Wildwood International Pro/Am would like to include a midget race on the program. This race is a very big and exciting event, equalled only by Somerville and Nutley on the East Coast. For two days, bikies take over Wildwood and produce some very exciting races. Pro teams from England, Italy, Taiwan, Ireland, and Canada took place last year. So, if you want to be a part of this, get your parents to write to Kathrine Cramer, 5000 Boardwalk, Suite 1612, Ventnor, New Jersey 08406 so that she can see how many midgets are interested. Even if you are not sure, write anyway.

If you are not a Midget and you missed the Somerville weekend, try your best to make Wildwood. I haven't missed a year and every year it is just as exciting. Last year we saw Greg LeMond lap the Junior field on Saturday, go out for a 50 mile ride with Steve Wood on Saturday afternoon and ride to an aggressive sixth in the Pro/Am event on Sunday.

Well, that is going to be it for this month. Hope you wind up the season with encouragement for 1981. Over the off-season, or any time for that matter, feel free to call your club officers for any advice or info.

Jim, thanks a lot for bringing us a National Championship, I know that you and Jerry will be an inspiration to many.

Cheers

Mike

WANT ADS

For Sale: Gitane Track Bike, 22", all Campy equipment (no tires). \$350 or best offer. Call Pam at 894-6809.

Wanted: Used Cortina Rollers in good condition. Call 942-2867, evenings.

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THE 1970 VETERANS NATIONAL ROAD CHAMPIONSHIP,
A BIASED VIEW - JIM MONTGOMERY

Beforehand: I wanted the National Championship BAD. While some would say it is just one race among many in a season, that is part of what makes it so elusive. One has to be healthy and in excellent form on that one particular day. My own self-evaluation was that I had the best sprint, but would not be the strongest. I depended on intervals, motor pacing, sprint workouts, and the local races to peak for the event. In order not to take any chances on getting sick beforehand, I opted to try only a slight peak in form. For me this meant working up to 20 good, hard intervals in one session, which was reached the week before the Nationals.

Self Assessment:	Sprint - Outstanding	Cornering - Good
	Will to Win - Outstanding	Cooperation - Good
	Tactics - Excellent	Time Trialing - Fair
	Climbing - Good	

Bisbee, Az.: While Bisbee is actually the site of the famous Lavendar Pit, it is in reality, simply the pits! It is a town which is "too dumb to die" as opposed to Tombstone which is 20 miles up the road and "too tough to die". Actually it is a community built on canyon walls at 5,000 feet above sea level out in the desert mountains of Arizona during copper mining days. It might well be considered picturesque, but it is very isolated. Fortunately, the weather was great. It felt much more pleasant than recent Washington, D.C. weather.

The Course: From the Start/Finish, the course winds gradually up the canyon and through the main street of town for about 1.8 miles (42/16 gearing). The last 150 meters steepens until it joins Highway 80 and starts back down. Highway 80 and the uphill stretch run roughly parallel. The first 3/4 of a mile or so of Highway 80 is fairly flat with only a slight downhill; however, this is followed by a very steep grade exiting into Bisbee by a 210 degree turn, 100 meters of straight through a tunnel under Highway 80, a gradual left turn, and 125 meters to the line. As advertised, this was not at all a course favoring sprinters. Fortunately, except for the last 150 meters of the hill, it rose very consistently with no "walls". My plan was to stay with the leaders, going from the middle or back of the group on the steep section in order to make the turn first and sprint to the line.

The Race: Registration revealed that Teeuwen (surely you remember him from the Old Country Criterium) had sent the State results in late, which meant essentially post entry, that is, no name in the program and starting in the back of the field. Being number 140, I was concerned that with all the pre-race favorites, Humphreys, Duvall, Fisk, and Crawford, sitting on the front row, that I would be in a chase group by the top of the hill. I had to move up fast, but didn't want to suffer too much for it. Jerry Nugent was unable to start due to an uncontrollable shimmy developing on the 55 mph downhill section. He was very disappointed! The first lap was very hard and fairly fast, but a large group topped the hill together. Although I did not know it at the time, both Joe Saling and Nestor Germy, among others, got dropped on the first lap. On the downhill, I learned that I could descent very fast and corner very slowly.

I was the first into the turn, the first two of the ten lap race. Humphreys was first out of the turn the first two laps by as much as six lengths. I decided to observe how he and others were able to take the turn so much faster. John Reoch took the turn well also, but Humphreys was clearly the man. He would stay high in the turn rather than dropping low. The next several laps produced attacks by N. California riders near the top of the hill. One got Lindsay Crawford free for a lap, but he was reeled in again on the hill. It became clear that a successful attack could be made either up the steep section or over the top of the hill.

The pace was being set mostly by Jack Junelle and Lindsay Crawford. To my amazement, there were no significant attacks during laps 6, 7, 8, and 9, but of course on the last lap the pace jumped up for two hard jams up the hill and across the top. Crawford, Fisk and Humphreys got a gap; however, the N. Cal. riders wouldn't work with Humphreys, so as it turned out I did not even have to chase. I sat in the middle of the group descending, attacked at the steep stretch, accelerating behind other riders to overtake them and fly past. Humphreys and I reached the turn together. He used a 53/12 to get past me, while I downshifted into a 52/15. Losing only two lengths in the turn, I got my shot at him in the tunnel. Rounding the final turn, I was accelerating past him as he swung wide. No way was I going to be intimidated, and after a little bump, I had him by over a length at the line. Crawford and Reoch followed several lengths behind. I had done it!

A very excited Jerry Nugent grabbed me and congratulated me. I think, at the time, he was more excited than I was. On the reviewing stand, I made reference to the sprinters from the East having done it again, and Humphreys said that the road riders had not done their job in getting rid of the sprinters. Jerry had another explanation.

Afterwards: I must admit that success has been slow to sink in. It is probably because, while I was confident of my ability, I really did not feel that the course gave me a good chance. It is also because it was easier than expected. I never put out more than 95%. Because I was so slow through the corner, second or third was all I felt that it was realistic to expect. Winning the sprint was so easy. Imagine sprinting a slight uphill in a 92" gear against someone in a 113" gear.

Thanks to the many, many of you who helped - from those with whom I have had the pleasure of riding, to those who organized the local races and those who have helped in a support role. Special thanks to Ed Cottrell for the many hours training together and to my wife for her work and support (of course, I must admit that she told me in no uncertain terms that I had better win!).

YOUNG N.C.V.C. NOW LIVING IN GERMANY

Gordy Holterman, Sr. recently sent us a note, letting us into the whereabouts of Gordy, Jr. He is in Germany, in Bavaria, staying with the President of a local bike racing club in Herzogen-Aurach, and will be going to school there this year.

His race record is impressive, considering that the gearing is different (a maximum of 74" permitted in his age class) and that the weather has been unusually cold and wet. He has raced a total of six times, as of July 20, winning one, with three seconds, and two third place finishes. I'm sure that we all wish Gordy the best of luck for this coming year.

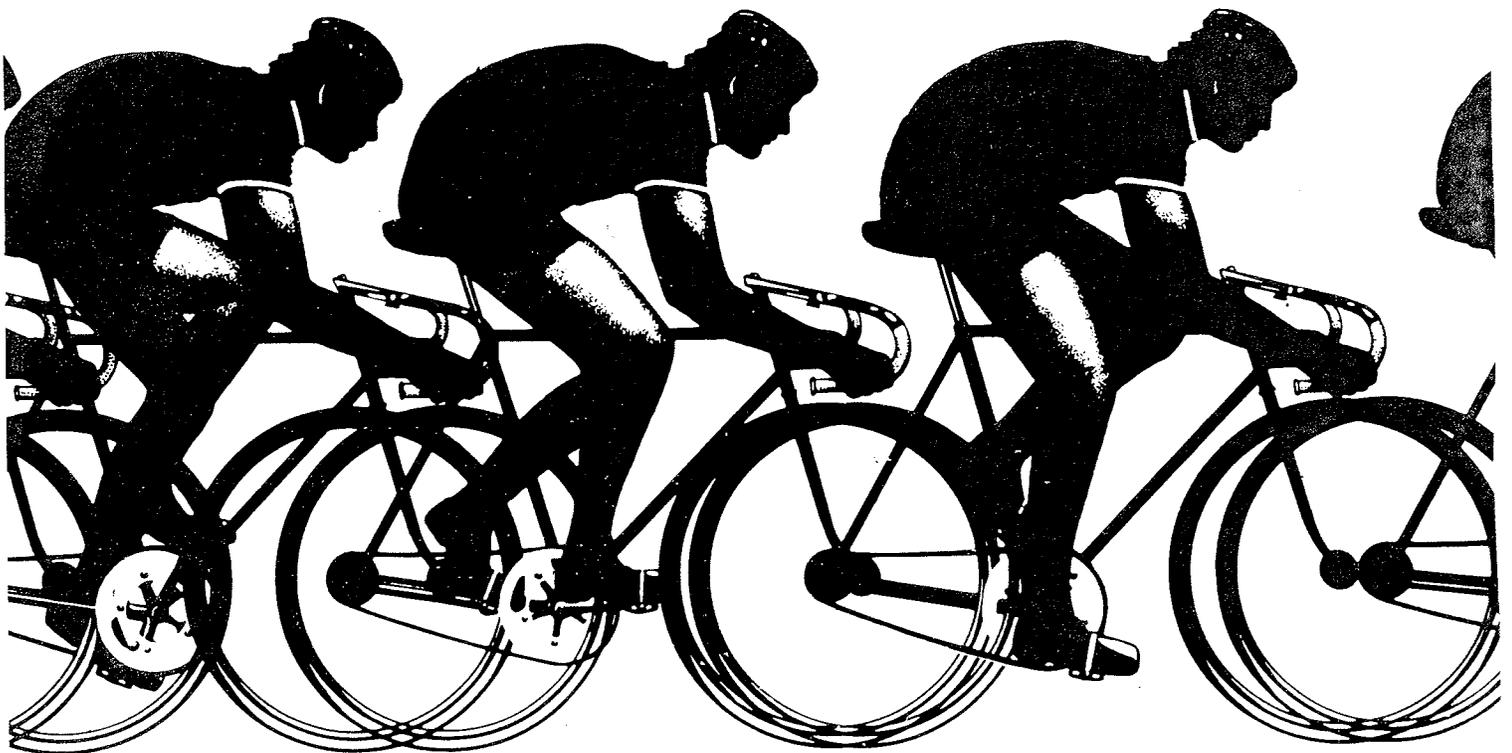
Newsletter News

Deadline for the October newsletter is September 29, 1980. There have been plenty of good races lately, so I am sure that I can expect all kind of exciting articles and race results! Keep in mind that if you are contemplating being newsletter editor for the coming year, it would be a good idea to contact me soon and get some hints before you are on your own.

Carol

THIRD ANNUAL BRYAN PARK CRITERIUM

On Sunday September 14, 1980, the third annual Bryan Park Criterium will be held in Richmond, Va. There will be stock bike races in these categories: Junior, Intermediate Midget, Senior and Veteran. There will be USCF races for Senior III and IV, Junior, Midgets and Intermediates. For more information call Howard C. Smith at (804) 288-5435



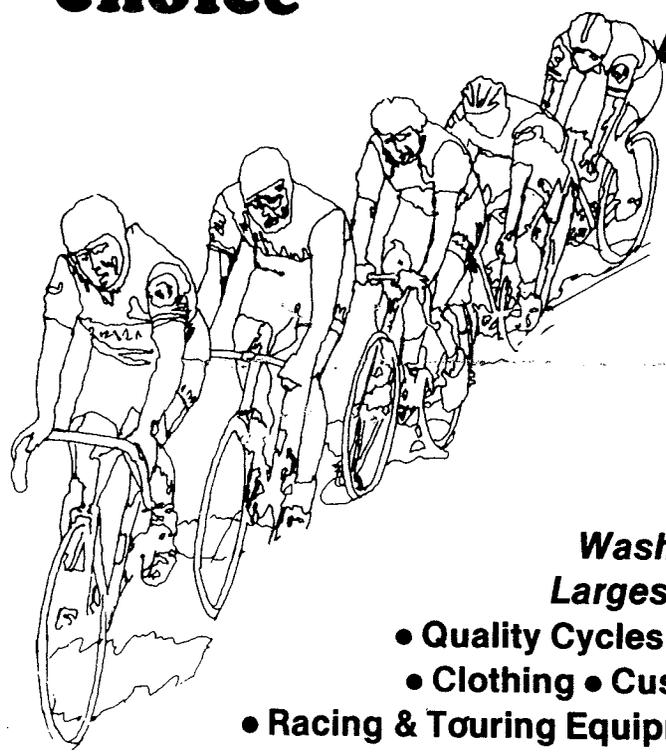
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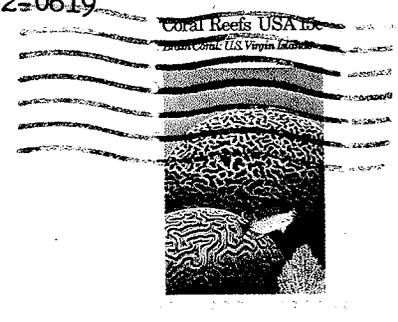


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