



## Letter to the Editor

On August 2 in Hagerstown, there is a race which is advertised as "promoted" by NCVC. This race has no Women's race. August 2, although being just before the National Time Trial, is an open weekend for women of the East Coast.

when we spoke to Tim Lung, our VP, about it, he had a number of excuses. One reason was that, by Executive Committee vote, it was decided not to hold a Women's race. Well, according to Mike Butler, our coach and EC member, if such a meeting was ever held, he was never invited. We wonder how many other members were not invited to it?

Another more lame excuse is that the race is a low-budget, small prizelist one. According to Tim, "Women complain about their prizes." (Isn't that sexist?) Well, it seems to us we have heard that before. (tones of John Cox, Chesapeake Wheelmen) We can say, all the women would like is an equal opportunity to race, regardless of the prizelist. Certainly we might complain a bit, but if a prizelist value is publicized, then there should not be any problem. Also, Tim has some inaccurate thoughts if he believes WOMEN complain more than the MEN about the prizelist. Perhaps we should stay home and cook August 2?

NCVC has a 4 Women team, one of the largest and most consistent on the East Coast. Mary Pelz was one of four women selected from the East Coast to automatically qualify for the National Road Race. Cynthia Paul is one of the top 5-10 junior women in the country, while Martha and Julie are consistent with good teamwork ability. New in the area, 2 more good women are interested in joining our team. We felt a good deal of support from the Club, Danny Wagner, Paul Lenz, Jim Montgomery, and most importantly our coach, Mike Butler. It seems hypocritical to have a race promoted by us and only highlight the Vets and Srs. Would Paris-Sport promote a race and NOT invite the women? It makes us, as a Women's team unit, quite disappointed.

The Forgotten Women's Team

## Executive Committee Notes meeting held July 25

Executive Committee Meetings are open to all members. Your comments and suggestions are most welcome. This is your club and you can run it. Other suggestions may be made at the races or by writing to Velo Voice. To find out when the next meeting is, contact any officer. At the conclusion of the summer race series, monthly membership meetings will be held in October and November and the Annual Meeting at the banquet in late Nov. or early Dec.

1. Final preparations for the Hagerstown Bicycle Challenge, promoted by Tim Lung.
2. The NCVC treasury was turned over to Ken McCormick from Paul Lenz, who has resigned due to his move to New Jersey. Paul will be in town occasionally to assist in the transition.
3. Preliminary plans for a professional-quality "PR" package to sell the sport and get possible big sponsorship were discussed. It would take the form of a folder with professional quality graphics and could cost \$200-\$500.00 for production, design and printing.

### NCVC OFFICERS

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Treasurer:		
Membership Chairman:	Paul Didier	(703) 777-8336
Maryland Rider Rep.:	Alan Rashid	229-0346
Virginia Rider Rep.:	Ed Cottrell	(703) 435-0763
Team Coach:	Jim Montgomery	471-7656

## VELO VOICE

is the monthly newsletter of NCVC, Inc., a non-profit educational and service organization supported by memberships, program fees and contributions. A subscription to Velo Voice is included with membership.

Newsletter Editors: Scott Gowing,  
Esther Pedersen, Joanne Sheffield  
Consultant: Larry Black



## July Results

The following are the July results in so far. If they are incomplete, call Rebecca Montgomery with any additions.

-Holiday at Home July 4, Rahway, N.J.  
 G. Holterman 1 Inter.  
 K. Niemann 2 Inter.  
 J. Nugent 8 Vet.

-Michelob Light Cycling Classic July 4, Carlisle, PA.  
 M. Hall 2 Sr. 2,3  
 C. Houston 1 Sr. 4

-Forks of the Delaware July 5, Easton, PA.  
 C. Paul 1 Women  
 M. Rainey 6 Women  
 J. Nugent 1 Vet.  
 G. Holterman 6 Jr.  
 K. Niemann 5 Int.

-Coupe des Ameriques July 2-5, Sutton, Q.E.  
 L. Black 2 30-34 yrs.  
 R. Lea 2 Vet. Overall

-Red Rose City Bicycle Race July 12, Lancaster, PA.  
 J. Nugent 5 Vet.

-Berlin Chamber Chase July 11, Berlin, CT.  
 R. Lea 1 Vet.  
 J. Montgomery 2 Vet.  
 M. Hall 1 Sr. 3  
 C. Houston 2 Sr. 4  
 M. Pelz 6 Women

-New Britian Crierium July 12, New Britian, CT.  
 J. Montgomery 1 Vet.  
 R. Lea 2 Vet.  
 M. Hall 3 Sr. 3  
 C. Houston 4 Sr. 4  
 M. Pelz 2 Women

-N.Y.C. Summer Bicycle Race July 26, N.Y.C., N.Y.  
 S. Rodenhuis 3 Sr. 4

-Keystone Open July 26, Philadelphia, PA.  
 G. Holterman 2 Jr.  
 J. Nugent 2 Master

**NEW! IMPROVED! Frame Stickers**  
 Now available. See Registrar at races - 2 free per member - have membership card ready.

## Goodbye to the Van

A member of NCVC and a dedicated official for over 10 years, Wesley Van Ness will be leaving for the Midwest. NCVC wishes to thank Wes and his family for the outstanding service they have given the Club over the past years. We will miss them as friends, riders, and Club supporters.

## NAUTILUS offers club discount

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## Milwaukee from P. 1

back and tow him up so he could finish at the end of the pack. Scott gave Gordy a fast lead out in the final sprint which gave Gordy a 5th at the end and a 9th place overall.

The Milwaukee Road Classic, Sunday's 40 mile race included two good hills. Eric Winsted broke away on the first hill and won the race. Scott and Colin showed true NCVC spirit, blocking for Eric along the way. Dave flatted again. Gordy finished in the top 10.

Our Gordy, racing out of his Intermediate class against Junior Men, got 5th place for the whole week's events. Eric Winsted with his win on Sunday came in 9th.

Incidental notes from

The Women: Cynthia Paul gained good experience in road racing, showed especially good form in the Criterium as she stayed up with the best of the women racers.

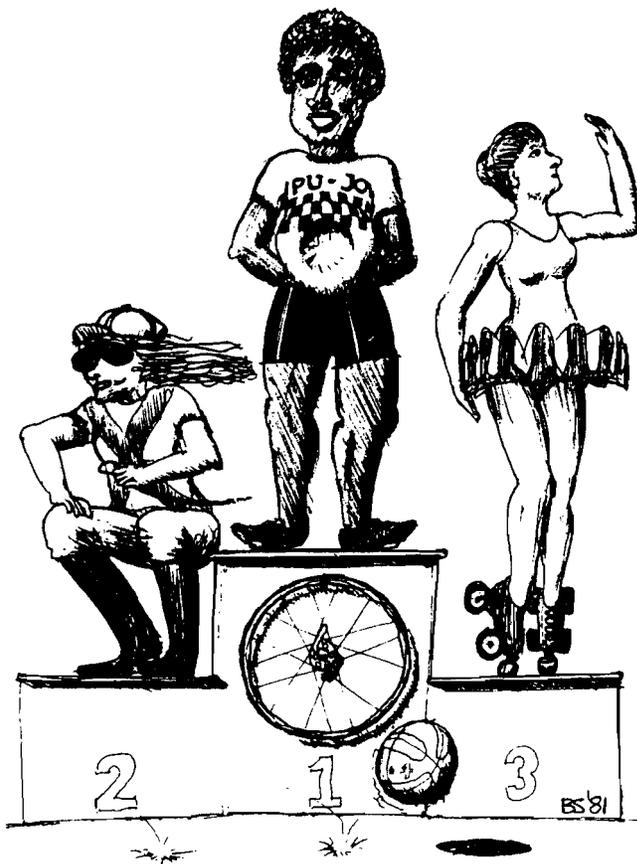
Sr. IV: Matt Hanna reports his experiences in these races. So. Shore Points race, 9th; Jackson Park Criterium, 9th; Saylesville, finished but freewheel was skipping; Saturday, 15th; Sunday, crashed and ended up in hospital.

Fred Kelly and Matt McGoey rode Sr. I-II and did incredibly well considering they rode against Donaghy, Stetinas et.al.

# RAMBLIN WITH THE WHEELIE

by Mike Butler

Few people are aware of the "Wheelie's" victory late in June. Dressed in his brand new skin tights (a birthday gift) and Peugeot skin shirt (what the heck, I got the tights, might as well get the shirt), the "Wheel" held off some stiff competition from a 55 yr. old female jockey, a roller skating ballerina and a basketball player, to win the best costume prize at a Washington Retailing Organization Sports Party!.....



## Wheelie's Victory

How did I get named "Wheelie?" Way back when in my first term as President, newsletter editor, Barbara Miles, entitled my article "Rambling with the Big Wheel" Big Wheel meaning President. When Pete Swan took over as editor, he added "ie" and it has not changed since. So you see, it is not the spare wheel some people think I walk around with on my bod, or do they call it a spare tire?...

... Another departure, Ron Rae to Florida. Doc Rae, originally from the State of Washington, was stationed here in the Navy and was a very promising rider until a very bad crash changed him to a tourist. As anyone who knows Ron can verify, Ron is an Exercise-aholic. An easy day for him would be riding 50 or more miles, ergometer, jump rope, swim, then some rollers. A hard day would be doing it twice. Ron is indeed a very nice person who will be missed. He was very instrumental in Rock Creek races and the last 3 N.C.O. successes. I'm sure Bikies enhance his profession. Ron is a psychiatrist in the Navy. Good luck, Ron. We hope to see you again in the future... .... Back in the hometown Alpine club is one of N.C.V.C.'s original grads, Professional Paul "the Animal" Pearson who has left the Panasonic/Shimano team. Word is that also wearing the old Black and Yellow will be another Pro from the Motobecan team, the Mad Irishman, Alan McCormick. The stories I'm hearing about these American team managers are too funny for my article. Can you imagine these World and National class riders at weekly meetings? What for? You train and race together all the time and, I assume, talk to each other, so why meet weekly?! What do I know? We can't even get our club members to meet monthly or rather, could not, so after 2 years we gave up.....On the racing scene, I attended my first New England race in Worcester, Mass., which only lasted 3 laps as Mary Pelz was brought down by an inexperienced rider and was taken to the hospital for 3 stitches in her head and a lot of X-rays. The exciting thing to me was seeing Sheila Young in action once again. I heard she won in a very exciting sprint. By the time I returned to the course, it was raining like crazy and Matt McGoey was riding tough in a pack that seemed to have no regard for wet pavement. In the final sprint, a member of the Dutch team won with kilo champ, Emery, second and a Canadian, third. Matt won a courageous 16th. Next day, more rain and I mean a lot of rain. N.C.V.C. Rider of the Day was Julie Paul who hung tough with the best

of them in the pouring rain with lots of primes to finish 12th. Carol Vanier won on a breakaway and Sheila Young won the field sprint for 2nd. Next weekend I worked, but N.C.V.C. again went East to Conn. On Saturday in Berlin, Rob Lea won on a breakaway while Montgomery blocked and took 2nd (first of the year and second in 2 years). Motoring Mary Pelz was 6th, Kraig Klinke and Tim Lung finished in the pack while Ed Cottrell took a spill with only a few laps to go. Sunday, the racing moved to New Britain for the criteriums. Mary Pelz, mad from her 6th in the road race, got tough, taking a couple of primes and sprinting to 2nd place. "Monty" and Rob reversed places in the Vet's race. Cottrell took a prime and F.W.P. with "V.P." Tim Lung. Kraig Klinke could not get in the Sr III race, F.W.P. in the Sr I and II. Week 3 in New England--this time Greenwich, CN. Everyone expected a low key, easy criterium, but No! What happened? A 9/10 of a mile lap with 1/3 of the race being uphill, the Women 26 laps, the Men 50. This made for two very confusing and boring races for spectators except those who lined the hill to watch riders die. Can you imagine? A climb every 3/4 mile! Mary Pelz had bike trouble and fell over into someone's arms on the hill and rode 22 laps alone, very timidly, to finish 14th, while Julie Paul fought off backaches and rode to a very tough 11th. When I left, the men had 12 laps to go. Alpine's Pennsylvanian, Dave Kellogg, had lapped everyone except Canada's Hugh Walton and Alpine's Art Brown who were away alone with Ian Jones, Steve Pyle, a Columbian hill climber and Kellogg in close pursuit. (See Velo News for final results)..... Did you see all the publicity Women's Racing is getting? Big articles in "Sports" magazine and a cover story in "Women's Sports".....How about Jacques Boyer in "Sports Illustrated?" His TV interviews left little to be desired. You had to see it to believe it..... You old timers, especially the Rock Creek diehards who come rain and shine, will remember Wesley Van Ness for he was always there helping out with timing and whatever else was required to make the races enjoyable. Well, unfortunately for us, he is leaving for Michigan. Wesley goes back a while with the club and has been one of the model members who always came to the cry for help. The famous story I always tell was one

Sunday Wesley and I conducted a Spring or Summer Rock Creek under what looked like threatening clouds. Three laps into the race the threat was no longer a threat cause it started to rain like you would not believe. The only other spectator was a young Chris Cressy girlfriend. Thunder and lightning all over the place and there we were 3 crazy people in the Park officiating a race. We finally sat in my car. The riders decided to end the race 1 lap early and they gave us the results. And would you believe, Wesley was able to give us a time? Yep! That's why he was the club's official timer. We'll miss you Wesley, you've been very encouraging to a lot of us and on behalf of the club and a few N.C.V.C. grads, "Thanks and Good Luck".....So until next month keep those wheels turning.

Cheers,  
Mike

## Victories in Lehigh Valley

Once again the team of Ironman Kelley and Larry Black dominated the action at Trexlertown and they never even got to ride in the same race. Heavy thunderstorms and torrential downpours cancelled the 30 lap main event which Black and Kelley had planned to win in a team effort.

Just before the clouds rolled in, Kelley, in his final effort as a Track SR IV, pulled away from a mob of 42 riders to win the "unknown" distance race. Hovering at or off the front for the first half of the race, Kelley sat back in then lunged to the front and took it in a sprint when he heard the bell.

In his least liked event, the miss and out, the Torpedo got a little nervous in the back of the pack, so after 4 laps it was off the front. Gaining a half lap and staying there, he then went back into the bunch when it was down to 12 riders left, sat in 2 laps then took off again with another rider. The duo stayed away to win it 1-2 with Black taking the sprint. Three events later Black did it again, outsprinting a pack of 30 riders for 1st place in the 10 lap scratch race.

# COACHES CORNER

by Jim Montgomery, Nat'l Champion

## Team Support Money for June

Based on a \$300 budget for June, riders were reimbursed as follows:

Larry Black	\$36
Jim Montgomery	65
Ed Cottrell	9
Julie Paul	15
Fred Kelley	42
Eric Winstead	43
Gordy Holterman	42
Mary Pelz	42
	<u>\$300</u>

## Team Expense Money for July

Expense forms for the month of July must be turned in by 11 August and for the month of August by 2 September. The forms may be obtained from Jim Montgomery at either the Greenbelt or the IBM races.

## Designated Races

Aug. 1 Westminster Bicycle Race, Westminster, MD.

Aug. 2 Hagerstown Bicycle Challenge, Hagerstown, MD.

Aug. 29 Great Mohawk Carpet(?) Cycling Classic, Richmond, VA.

Aug. 30 Great Mohawk Carpet(?) Cycling Classic, Virginia Beach, VA.

Sept. 20 Tour of Red Bank, N.J.

## Honorable Mention

My congratulations to Mark Hall and Channing Houston for their teamwork and excellent results. Keep it up.

## Nationals Preview

The NCVS stands to win a few medals and jerseys at the 1981 National Championships at Bear Mountain, N.Y. Watch for:

J. Nugent	-Medal	Mast. R.R.
	-Medal	Mast. T.T.
R. Lea	-Medal or	
	-Jersey	Vet. R.R.
J Montgomery	-Jersey or	
	-Medal	Vet. R.R.
	-Top Ten	Vet. T.T.
	-Jersey	Vet. Crit.
G Holterman	-Medal	Int. R.R.
	-Medal	Int. Track

# SPRINTING!

by Ed Cottrell

Let me premise this article by first saying that I don't consider myself to be an expert on the subject. However, proper technique is particularly important in sprinting and over the past several seasons I have managed to do all the wrong things at one time or another. So I guess I am somewhat qualified to point out all the things to try not to do.

A sprint usually takes place in about 8 to 11 seconds. It happens so quickly that it is really hard to concentrate on any particular problem area and when you can isolate one factor and work on it, too often the other areas will suffer. All aspects have to blend together simultaneously and flow. It's a matter of getting a handle on the way it is supposed to "feel" when done correctly and then expounding on that theme. In sprinting especially, poor technique reaps havoc because top speed is what you are after and as the speed increases the bad habits are magnified.

So I'll outline five basic technical factors which seem to be the most common problem areas, but which need to come together to produce a good sprint. Take these observations for what they are and apply what you feel is useful to you. I've found that periodically working on the technical side of sprints, with little emphasis on speed or winning can be of great benefit when you're trying to get that toehold on good form. Then when you practice and your sprint improves you constantly strive to maintain that correct form. In the long run this will allow your sprint to rise to a much higher level.

1. Many people have various unnecessary movements or habits which handicap their sprint by limiting top end speed. The object here is to have no constraints on your ability to rev the bike up to top speed as quickly as you can. Some people sway their hips from side to side, with each pedal stroke. Others shift their shoulders or their entire upper body from side to side. Still others will bob their head in time with their pedal strokes or even inhale and exhale in time with the motions. The

point is, these unnecessary patterns only serve to obstruct a person's ability to rev up as freely and as quickly as he is capable of rolling the pedals over.

So don't limit your sprint. Uncomplicate your style by maintaining a relatively motionless upper body, head and hips. Focus attention on cranking the bike straight forward by working it in relation to your upper body which becomes to center of action and remains stable. By doing this you avoid suppressing your potential for high speed.

2. Your center of gravity should remain fixed over the bottom bracket. Under stress, some individuals will drop their head, gravitating forward over the bars. When you do, you become unstable and are only able to exert force on the pedals on the front part of the stroke. It is also not the most efficient position from a power standpoint.

3. Proper hand position varies from person to person. But some riders seem to adopt an inefficient position which will not allow them to exert pulling force on the bars. Hands should be far enough into the curve of the bars to allow the rider to maintain a rigid, relatively straight wrist. Arms are slightly flexed outward at the elbows. If the hands are not placed far enough forward, when the rider pulls on the bars all he succeeds in doing is pulling the front wheel off the ground rather than propelling the bike forward.

4. Speed is what you are after in a sprint, both acceleration speed and top end speed. Without smooth pedal action, your ability to accelerate a reasonable gear is limited. In order to achieve the highest rpms you are capable of you must concentrate on maintaining smooth continuous pedal contact throughout the sprint. Specifically, you should pull up at the back of the stroke while simultaneously pushing down with the lead foot. When you lose contact with the pedals you end up pounding just on the front part of the stroke which limits top speed.

5. The first few strokes of a sprint are very important. Once you decide to go, it should be all out, employing all your body's strength from the start to finish. All too often a rider will hold

back or hold something in reserve for fear of blowing up before reaching the line or getting passed at the last moment as he weakens. Speed is what wins the majority of sprints. So when you decide to make your move the object is simple. Get to top speed as quickly as you can then work to maintain that speed to the line. When you hold back, you end up never getting up to as high a speed as you could have had you "emptied it out" at the start.

When it all works together properly, the sprint starts with that full effort, the bike is cranked to top speed as quickly as possible and the previously outlined good form is maintained. Upon nearing top speed the rider sits down and continues to maintain or even increase the speed to the finish line. Obviously, timing is important, but being particularly poor in that area as well as in the area of "getting a run" at a rider, I'll have to leave those topics to the coach and another article.

Ed Cottrell

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