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**NOBC NEWS**

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**NOTES ABOUT THE SCHEDULE**

It is always advisable to confirm all races before attending, as races are sometimes moved because of problems with the course, conflicting events, etc. New races are sometimes added at the last minute, although we always try to get out a flyer on these. Note that many races are USCF-sanctioned, which to USCF members means that you must bring your license. In USCF Time Trials, non-USCF riders may compete in the same race as USCF riders, while in other events, they must ride separately. Note that I have included all of the races promoted by other area clubs of which I am aware at this time. For more information, feel free to call anyone whose number appears on the schedule.

**1984 OLYMPICS**

The men's Olympic Road Race ended just a few minutes ago, and I find myself fighting a terrific urge to go out for a fast ride. In the women's event, Connie Carpenter threw her bike at the finish to nip Rebecca Twigg by a tire width, capturing a gold medal in the process. In the men's event (I still can't believe this!) Alexi Grewal attacked out of a six-man break containing three US riders. He soloed for a long time, only to be caught by a fast-moving Steve Bauer of Canada. With great effort, he got onto Steve's wheel, and for the last ten miles or so contributed just enough to the break to prevent a pair of Danish riders from catching. At this point, all bets were on Bauer to win the sprint easily. Incredibly, though, an overconfident Bauer led out the sprint from the front with well over 200 meters to go. This was exactly the miracle that Alexi needed! Alexi swung out from Steve's draft with about 75 meters to go and, to everyone's surprise, beat a fading Bauer by about a bike-length. The other Americans in the break, Rodgers and Phinney, finished 5th and 6th. All of this leaves me rather in shock, having been so often let down in the past after promises of high US placings in international competition. I hope that as a result of these exciting races cycling as a sport will benefit in the years to come. For the first time in memory, developing US riders can look realistically to Olympic gold!

**DISTRICT CHAMPIONSHIPS**

The NOBC felt the effects of new, active Louisiana clubs this year in the championships. Of the Senior men, only a few competed and none finished. John McAllister took off early in the race along with Tom Finklea and Jorge Merle. Soon, Jorge was dropped, and with 80 miles to go it was Tom and John with a huge lead. Then, in what has become an irritating annual event, Tom quit, leaving John alone with around 80 miles to go. I wish Tom would have more respect for other

riders! He succeeded in totally breaking up the entire race in the first 20 miles, and ruining John's chances of a good finish. There are many riders who compete in the Districts for the experience, and who have little chance of placing. It does them no good to have someone like Tom force the pace like that at the start and effectively ruin the race for them. After all, any rider, knowing he would only be riding 20 miles, could set such a blistering pace. I don't think that this type of riding does Louisiana cycling any good. As a result of all this, the men's road race, which is usually a fairly boring race from a spectator's point of view, became an absolute marathon of dullness. John, feeling understandably frustrated, continued on for a lap, but suffered severe leg cramps from his early effort and was caught on the next lap by Eddie Padilla and later Mike Lew. John quit. Brian Roberts quit. Eddie and Mike rode around in the hot sun for 80 miles. Eddie won the sprint. The other finishers (all four of them) straggled in over the next hour, looking generally well cooked. The combination of the Sunshine Bridge course and Tom's fast first lap pretty much destroyed the race. The Senior Women's event, was a study in togetherness, much like one sees in a local day-tour. Sally Bindursky, Jan Culbertson, P.J. Martin and Adelle Cressy spun around the course looking rather relaxed until the sprint, in which they finished in that order. In the Senior-35 Men's race, Stan Truxillo (NOBC) and Denis Carroll (NOBC) broke away early to finish in that order. Third place went to a hard-working Carl Cook, who was followed by Dee Harper, Carl Eymann, Duncan Carter and Dave Tullier. The Senior-45 men's event attracted two entrants, Brian Apsey and Dave Drummond, who finished in that order after splitting up on the last lap. In the Senior-55 Men's event, Billy Richards won convincingly over all other entrants! In the Junior-16 event, Troy Perdomo and Stephen Apsey broke away, with Steve flattening on the last lap. Troy won with Steve second. Justin Marsilia was third, followed by Lee Carter and Jock DeBoer. Michelle Drummond won the Junior-16 Women's event, while James Stephens beat Ira Herman in the Junior-11 event. In the Junior-15 event, Paul Martin was first, followed by Harold Glaspy, Brent Bartos (NOBC), Brian Southwick and James Peppersack (NOBC). For the first time, there was a novice event (cat 4) which was won by Billy Jones, who was followed by David Foley (NOBC), Tim Doucette, Scott Jeffrey, Lance Morgan, Ken Miller and Nathan Montgomery. All-in-all, I think that the difficult Road course and long distances scared off a number of riders (the district now has over 240 USCF riders). There was the ever-present problem of not having enough course monitors, with the result that a number of riders missed turns. There were, however, no serious crashes or complaints, despite the late start.

In the District Championship Time Trials, Eddie Padilla set a blistering pace, recording a District record of 54:35 for the 40k course in Baton Rouge. Most other riders had good times also. Brian Roberts did not ride. Stephen Katchnur was second with a 57:01, followed by Jorge Merle (58:02); Mike Lew (58:41), and John McAllister (58:47). John was the highest-placed

NOBC Senior of the two who rode. Ed Madery finished with a 1:02:31. In the Junior men's event, Brent Bartos finished fourth with a 32:39 for 20k. First place in that event went to Stephen Apsey with a 30:27. In the Senior-35 Men's event, Stan Truxillo (NOBC) won with a 1:00:27, followed by Dee Harper (1:01:44), Jack Bertel (NOBC, 1:01:51), Carl McAllister (NOBC, 1:03:09), Carl Cook (1:03:10), Sidney Kaplin and Duncan Carter. The Senior Women's event was won by Sally Draper, who rode the course in 1:05:43, followed by Jan Culbertson (1:07:11) and Sally Bindursky (1:07:49). Following the event, Jan protested Sally's time, since she apparently arrived late to the start and was restarted by the starter. In Time Trials, restarts are not generally allowed, and a late rider starts whenever he gets there. The starter, however, didn't know this, and told her to wait. The protest after the race should have resulted in a quick conference with the starter and an appropriate adjustment in Sally's time, but instead it was denied and Jan filed an appeal. After much effort on my part we eventually had a hearing and decided to correct Sally's time, although it did not affect the standings. As far as anyone could tell, Sally was 20-40 seconds late for her start. It sure was a pain, though, for something which really didn't affect the results. All of this was the result of there being too few qualified officials at the event. It does little good to have lots of officials if they're all riding. We badly need some interested officials who do not generally race!

### **SPONSORSHIP MONEY**

As most people know, it usually takes a pretty fair amount of money to promote a race which will attract new talented riders from other areas. As far as my motivation for race promotion goes, I do it so that our local riders can benefit from the experience of other more experienced riders. For the Tour de Louisiana, we have spent around \$3000 each year for the last few years, and we could certainly use more. The club, I think, would also benefit from a cosponsor who could pay travelling expenses, donate jerseys, supply equipment, etc in return for advertising space on the jersey. Viner, for example, has donated four frames for club use, in return for which their name appears on the shorts. (By the way, I think there is still a frame or two available for promising riders who can use one; the frames are loaned a year at a time; contact Glen at the shop) Since I don't feel that I have the time to properly pursue sponsorship of this sort, I want to encourage club members to do so on their own. I can supply, for example, a complete presentation on the Tour de Louisiana. For any race sponsorship money that you can arrange, the club will pay you 10% of that amount for your work! I am hoping that this will encourage those of you who have the time to pursue such things. You will be doing the club a great service, as much of the cash prize at races like the Tour comes from the club account, with secondary sponsors usually donating only merchandise. I think that with a little initiative, some club members could do quite well for both themselves and the club. I will gladly offer any assistance that I can.

### **NOBC RACES**

The NOBC is sponsoring 3 fairly big USCF races this fall. The first will be the 2-person time trial on August 12. We expect to have at least \$200 in prizes for this event, which will be awarded for teams of Seniors, Juniors, Senior-35s, and Women. We can probably arrange prizes for mixed teams also. It is good if you can arrange a partner beforehand, but don't stay home if you can't, as you can be matched at the race. Our second big event will be a major 40k Time Trial. Details aren't firm yet, but we will send out flyers and plan to offer a fairly good prizelist. Last, but not least, will be the annual Betat Criterium, with merchandise prizes donated by Gus Betat & Son. I hope that all club members will support these races, as well as the Lakefront race on Sept. 9, by riding or helping with the officiating.

### **AUDUBON PARK**

For those of you who cycle in Audubon Park, you might be interested to know that the front part of the park is about to be repaved. They tell me that they expect the work to begin in September. In response to input from the NOBC and the CCC, they also plan to put up signs requiring cyclists to ride in one direction only, and on one side of the road only. As anyone who rides in the park knows, this can only be an improvement. More exciting, but less definite, is a plan to construct a bike path on the riverview which would make a loop of around a mile. The park administration, by the way, is not entirely opposed to the idea of bike races in the park. Any energetic promoters out there?

### **BASTILLE DAY RACE**

July 15 was the date of La Fete's annual Bastille Day race at the Rivergate. This race, which is now in its 11th year, I think, is run on what must be the smallest criterium course in existence. The course is around three-tenths of a mile around, which means that nearly everyone gets lapped. It is a frustrating race for most riders, because of the near impossibility of closing even the smallest gap. Since the turns come so frequently, one never is able to get up to top speed. Making it through the U-turns quickly and safely is the key to success in this race which offers only three trophies as prizes. They are, however, the most impressive trophies that you've ever seen! In addition, the awards ceremony is held late in the afternoon, along with awards for some of the other events which are part of the month-long festival. There is nearly always a picture in the paper, and the race usually generates great publicity for the club and for cycling in general. This year the race was won by Tom Finklea, who annually rides this race which emphasizes his bike-handling abilities. Tom lapped the entire field at least once, and lapped some riders over four times! The real race was between John McAllister and Jorge Merle. John must have known that he was in for a hard day when he crashed while warming up. For many laps, John and Jorge chased Tom together, but soon John began

to attack and eventually succeeded in getting away from Jorge. Just as he had established a good gap, however, he crashed (again). Although he remounted and continued quickly, he found himself again with Jorge! John then proceeded to again drop Jorge, and eventually finished second, with Jorge third. Tom completed the 70-lap race in front of cheering spectators in a time of 41:48, with John one lap and 12 seconds behind. Jorge followed John by 17 seconds. Trophies were donated by Top of the Mart, Lacassagne Ship Builders, and Bud's Broiler. The group chasing this trio of lone riders consisted of a hard-working Rui Ponte, Brian Apsey, Rob Spence, Chris Bowler, and Andres Holguin (I can't remember how they finished, but it was a sprint). It was again a fine spectator event, enhanced this year by the announcing of Glenn Gulotta.

### CHILDREN'S HOSPITAL RACE

When long-time cyclist Louis Lederman called me one night and told me that Campo's was planning a bicycle race in Audubon Park, I spent about an hour telling him all of the horrible things that a promoter of such an event would have to face. Nevertheless, Louie persevered, and succeeded in promoting a really well-run and fun event which provided built-in spectators and tremendous prizes. The open-class USCF event followed a family bike ride through the park, so that while the racers rode the course through the park and nearby residential streets, the family riders munched on free pizza, drank free Coke, listened to the Cajun band and watched the race which was announced by a local cyclist. For the entire race, a motorcycle policeman preceded the bunch, and did a wonderful job of keeping the course clear of traffic. The race got off to a surprise start when on the first lap Eddie Padilla and Nathan Golding (a visiting Mexican rider) went from the gun and quickly opened a gap on the bunch which included such heavy artillery as John McAllister, Jorge Merle, Mike Lew, and Brian Roberts. A rather disorganized chase ensued, with John doing much of the work and two VS riders doing little. After a few more laps, however, the chase group settled down, apparently content to battle it out for third place. Two primes for the bunch sped things up a little, with Jorge taking the first, and Brian taking the second. In the sprint for first place, Eddie and Nathan came around the last corner fast and wide, and when Eddie (on the outside) hesitated, Nathan beat him to the line in 49:36, having nearly lapped the chase group. The five serious chasers finished at 52:04, with Jorge winning the sprint, followed by John McAllister, Mike Lew, and Brian Roberts. The riders were then awarded their prizes on the grandstand by the Appliance Giant himself (first place was a portable TV). Following the awards ceremony, there was an endless random drawing after which it seemed everyone went home with a personal stereo or something. I thought that the race was a fine example of what can be done with the right connections and a few hard workers.

### CLUB MEETINGS

You will notice a couple of club get-togethers on the schedule this fall,

something which I think we have all missed recently. I want to encourage everyone to come to these parties so that we can get a better idea of the things that the club should and shouldn't be doing. This club exists for its membership, and I hope that everyone will try to contribute ideas to make it serve them better. In particular, I think that there needs to be some concerted plan for training and attracting new riders to the sport and the club, and we need to hear some ideas about sponsorship for the '85 Tour. It is already getting late, and I don't expect that I will be able to contribute as much time to the event as I did last year. I hope that someone can pick up the ball and take over as official race director. I can give that person most of the information needed for the race, and will be happy to help as much as my time permits.

### WATCH OUT

I am sure that many of you have noticed the rather poor race results turned in by the Senior-18 group this year, especially compared to the excellent performances of last year. Well, lots of things seemed to have conspired on our senior class this spring, but there seems to be a resurgence on the way. I would keep an eye on Ed Madary, who looked so good in the early season, and seems to be making a come-back for the fall. Also back in the saddle is Glenn Gulotta, who recently announced that he has stopped giving advice to other riders! Brett Reagan has also been looking strong recently, as has Stan Truxillo. John McAllister has been looking strong all season, but has been hindered by a lack of Senior teammates and some unusually bad luck. Jo Gwin Shelby is back on the bike following her confrontation with a fire hydrant, and Brent Bartos is looking good in those rare junior events.

### RACING TIPS

There always seems to be controversy over the proper gluing of tubular tires. The most common problems which I see seem to involve a new tire, a new rim, or both. New rims are nearly always somewhat oily, and must be carefully cleaned with a solvent that does not leave a film. In a race a while back, a rider who was doing very well rolled both tires on a turn. The reason was that the new rims had been cleaned with Safety-cleen, a commercial degreaser which is reused. Apparently, the solvent carried oils which were left on the rim. There was plenty of glue on the tire, but practically none on the rim! Personally, I always make it a point to lightly sand the parts of the rim to which the tire will be glued. The first coat of glue on a new rim or tire should be considered a base layer, and should be relatively light, but should be applied to the entire surface of the rim. Remember that it is total surface area that counts here. I then put the tire on the rim, inflate it, and let it stand for a day or so, perhaps taking a short ride once the glue has set. I don't race on the wheel yet. I then remove the tire and reglue it, checking for areas where the glue may not have adhered to the rim or the tire. Once this tire is remounted and inflated, this becomes my racing wheel. With a little luck,

and using the wheel only for important races, this set-up is good for an entire season. At the start of a new season, remove and reglue the tire, as the glue does tend to dry out. It is a good idea to inflate the tire to racing pressure and check it carefully at this time for cuts or bulging casings. At the first race of the new year, there are always a few loud bangs as people discover that last year's tires have weakened over the winter! As for glue, I use Clement, but I have found that this glue varies considerably from time to time, perhaps due to how long it has been since production. Some riders use 3M brand auto trim adhesive, which is a contact cement which is made to stay somewhat pliable. I hear that it gives a very good grip, but is harder to remove than Clement. By all means, stay away from the double-sided tapes and white glues for racing.

Headsets are another topic of continual discussion. Many a rider has bought a new, expensive headset, only to find it badly pitted after a month or two. I think that this common problem stems from the fact that the headset requires by far the most critical adjustment of any part on the bike. Not only must the ends of the head tube be cut perfectly parallel, the headset must be carefully pressed into the head tube so that it too is parallel. Even if all this is perfect, if the headset is adjusted too loosely or tightly, the constant pounding will soon cause it to pit badly. Often a properly adjusted headset will be inadvertently loosened or tightened by such a seemingly unrelated operation as adjusting or changing the stem. Some people say that the headset should be adjusted with the stem tightened in place, as the expansion fitting that holds it in place causes the steering tube to bulge and thus shorten, thus changing the headset adjustment. Sometimes you can make a pitted headset work for months longer by turning the cups so that the most pitted areas are no longer aligned. Personally, I have had good luck with the Chris King headset, although perhaps it just happens to be adjusted perfectly. I once had a Zeus headset which worked perfectly for about nine years of racing until I changed my stem and caused it to loosen on the next ride. It pitted immediately!

Very often in local races, the outcome is decided by the sprint. Now obviously it helps to have lots of fast-twitch muscle in these cases, but there is lots that you can do to improve your sprint. The most obvious thing is to practice it. All too often I have seen riders coast over the line somewhere in the pack without really trying to win the sprint. These are usually the same riders who complain about having lousy sprints. Remember that opportunities to really practice field sprints are relatively rare, and you are a fool if you let even one pass by. Even if you don't earn a place, you will have gotten in some invaluable practice at this important skill. You have to know what it feels like to really put everything into a sprint before you can ever hope to win one. One thing is certain; you will not improve your sprint without sprinting. Another common mistake is that of overgearing. The reason that many riders spend lots of time practicing their spin is so that they can become better sprinters. If, as often happens, a sprint starts out from a relatively

slow pace, you will have little hope of staying with the leaders if you are in a gear that would be comfortable at 10mph faster. Of course, since you probably won't be able to shift during the sprint, that means that in order to have both a good jump and a high finishing speed, you must be able to spin smoothly at a very high speed. Practice this during your training. High gears are good only for long, relatively gradual leadouts. Before the sprint, take note of wind direction (sprint on the protected side if possible), any curve to the road, and the speed leading up to the sprint. Often it will slow considerably as riders jockey for position. Don't get caught in too high a gear. Watch the gears the other riders are in. Tighten your toe straps, leave yourself a way out so you don't get boxed in either intentionally or by a slow or inattentive rider. During warm-up, some riders will sprint from the finish line in the opposite direction of the race in order to see at which point they stop accelerating. By noting some landmark at that point, you know that if you safely reach that mark, you can go for the line and not fade before the finish. This will also prevent you from jumping too early, as otherwise it is hard to judge the distance in the excitement just before the sprint. If there is a turn just before the finish line, as often happens in criteriums, be sure to be one of the first riders through it. Of course, if you can have one or two riders to draft, without getting yourself boxed in, that's even better. Once in a while, especially at the end of a long road race, the brave rider (or the rider who recognizes too many good sprinters in the group), can ride right off the front of the bunch and finish alone while the riders in the pack look around for someone else to close the gap. I have seen this technique work on many occasions, usually with a rider who the others hadn't been considering to be a major threat. What happens is that the whole pack slows down just before the sprint, as everyone is trying to get into good position and trying to save energy for the anticipated sprint. If, at just the right time, someone rolls off the front (a hard jump will get a response from the nervous pack), the other riders usually hesitate, hoping that someone else will close the gap. This can be just enough of a gap to give someone with good speed a clear shot at the line. It is a hard way to win, as it requires an all-out effort for maybe a mile, but a good time trialist can often pull it off.

## CORNERING

With some interesting criteriums coming up this fall, perhaps a word or two on criterium riding is in order. It is always smart to get a very good warm-up before any important criterium. Often, you can anticipate how fast the first few laps will be by paying attention to how carefully the race favorites are doing their warm-ups. The worst thing that can happen is for you to be stuck unprepared at the back of the pack when all the big guns are ready to attack from the gun. This tactic is most common when the field is large, because the fast riders want to drop as many of the less experienced riders quickly in order to minimize the possibility of a crash. Once the race has begun, keep yourself near the front. The first few

riders can go through the turns as quickly as possible, while those farther back must brake as the pack "accordions" into and out of each turn. You might be getting a good draft at the back, but you will have to get up out of the saddle after each turn just to keep up. If you like intervals, the back of the pack is a fine place to be. Need I mention the increased chance of being involved in a crash near the back? In the corners, you must pick your line and do your braking *before* you enter the turn. To hit the brakes or to change your line during a turn is sometimes necessary, but is *very* risky. During your warm-up, be sure to go through each turn at race speed. Just rolling around the course talking will do you little good. It can be quite a surprise to find yourself halfway through a turn knowing that you aren't going to make it through like you did at a slower pace. In these cases, you usually end up on the ground on the outside of the course, assuming you don't hit a spectator or immovable object first! During the turn, put your weight on your slightly bent outside leg, with the pedal down. Point your inside knee at the inside curb, and move your upper torso so that your chin is about over your inside brake lever. This position serves to move your center of mass toward the inside of the turn, which means that the heaviest parts of your body don't have as far to go and can turn more quickly. You can regulate your line through the turn slightly by moving your inside knee in or out. If you find yourself in trouble because you entered the turn too fast, try not to touch the brakes. Instead, put lots of weight on that outside pedal, throw your inside leg way out. At worst, you will then have a sliding fall, with you head already very close to the ground. If you hit the brakes, it will throw you outward, and the fall will be much more certain and dangerous. If you have executed the turn smoothly, you will come out of the turn fast. Don't start pedaling when the rider in front of you begins. He is much farther through the turn that you are, and if you push down on your inside pedal while still leaning, you might hit it on the pavement. While a slight scraping is not too dangerous, if you make a hard contact, it will lift your rear tire off the ground. When this happens, your rear wheel keeps going in a straight line, namely to the outside, and when it comes down you stand a great chance of rolling your rear tire (and also taking down any unlucky riders behind you. Don't wait for a criterium to practice your cornering. Practice can make a big difference.



### TIME TRIAL SCHEDULE

I think that the following table is correct, but it's pretty late and its been a long time since Algebra II. Note that the *Time per Mile* and *Time per Kilometer* columns are shown in Minutes and Seconds, while the *Minutes at ...* columns are shown in decimal minutes (18.75 is 18 minutes and 45 seconds). Most people are most comfortable at a cadence of around 80 RPM, so you can see that in order to do a 40K Time Trial in under around 59 minutes, you have to spin very fast or use pretty high gears (like 52x12 or 53x12). In order to use the chart, find your goal time in the left column. Then find a gear that will give you what you find to be a comfortable gear, usually around 80 RPM. When you do your ride, try to maintain that cadence, checking your progress at the 1/4, 1/2, and 3/4 marks. Good luck.

#### \*\*\*\*\* NOBC 40 Kilometer Individual Time Trial Schedule \*\*\*\*\*

----Cadence in (RPM)-----

Final Time in H:M:S	Avg Speed KPH	Time per Km Mn.Sc	Avg Speed per Mi MPH	Time per Mi Mn.Sc	Min at 10km	Min at 20km	Min at 30km	52 x 15	52 x 14	52 x 13	52 x 12	53 x 15	53 x 14	53 x 13
1:15:00	32.00	1.53	19.84	3.01	18.75	37.50	56.25	73	68	63	58	71	67	62
1:14:00	32.43	1.51	20.11	2.59	18.50	37.00	55.50	74	69	64	59	72	67	63
1:13:00	32.88	1.50	20.38	2.57	18.25	36.50	54.75	75	70	65	60	73	68	64
1:12:00	33.33	1.48	20.67	2.54	18.00	36.00	54.00	76	71	66	61	74	69	64
1:11:00	33.80	1.47	20.96	2.52	17.75	35.50	53.25	77	72	67	62	75	70	65
1:10:00	34.29	1.45	21.26	2.49	17.50	35.00	52.50	78	73	68	62	76	71	66
1:09:00	34.78	1.44	21.57	2.47	17.25	34.50	51.75	79	74	69	63	78	72	67
1:08:00	35.29	1.42	21.88	2.45	17.00	34.00	51.00	80	75	70	64	79	73	68
1:07:00	35.82	1.41	22.21	2.42	16.75	33.50	50.25	81	76	71	65	80	75	69
1:06:00	36.36	1.39	22.55	2.40	16.50	33.00	49.50	83	77	72	66	81	76	70
1:05:00	36.92	1.38	22.89	2.37	16.25	32.50	48.75	84	78	73	67	82	77	71
1:04:00	37.50	1.36	23.25	2.35	16.00	32.00	48.00	85	80	74	68	84	78	73
1:03:00	38.10	1.35	23.62	2.32	15.75	31.50	47.25	87	81	75	69	85	79	74
1:02:00	38.71	1.33	24.00	2.30	15.50	31.00	46.50	88	82	76	70	86	81	75
1:01:00	39.34	1.32	24.39	2.28	15.25	30.50	45.75	89	84	78	72	88	82	76
1:00:00	40.00	1.30	24.80	2.25	15.00	30.00	45.00	91	85	79	73	89	83	77
0:59:00	40.68	1.29	25.22	2.23	14.75	29.50	44.25	92	86	80	74	91	85	79
0:58:00	41.38	1.27	25.66	2.20	14.50	29.00	43.50	94	88	82	75	92	86	80
0:57:00	42.11	1.26	26.11	2.18	14.25	28.50	42.75	96	89	83	77	94	88	81
0:56:00	42.86	1.24	26.57	2.15	14.00	28.00	42.00	97	91	84	78	96	89	83
0:55:00	43.64	1.23	27.05	2.13	13.75	27.50	41.25	99	93	86	79	97	91	84
0:54:00	44.44	1.21	27.56	2.11	13.50	27.00	40.50	101	94	88	81	99	92	86
0:53:00	45.28	1.20	28.08	2.08	13.25	26.50	39.75	103	96	89	82	101	94	88
0:52:00	46.15	1.18	28.62	2.06	13.00	26.00	39.00	105	98	91	84	103	96	89
0:51:00	47.06	1.17	29.18	2.03	12.75	25.50	38.25	107	100	93	86	105	98	91
0:50:00	48.00	1.15	29.76	2.01	12.50	25.00	37.50	109	102	95	87	107	100	93