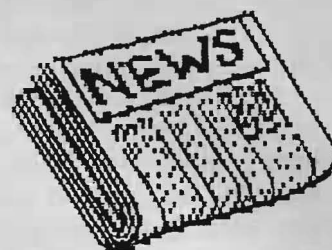


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NEW ORLEANS BICYCLE CLUB SPRING 1987 NEWSLETTER

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RACE ACROSS LOUISIANA

"Toto, I don't think we're in Kansas anymore." Misleading in more ways than one, this year's Race Across Louisiana (previously The Great Louisiana Bicycle Road Race) inflicted upon its participants all the things they might have anticipated, considering the rather unique circumstances of its existence. No doubt, a nice yellow brick road would have solved a lot of the problems with the route markings, but not being Ozians, the riders had to deal with many (most, in fact) of the usual problems of a point-to-point stage race. This is a race which exists in spite of itself, a tribute to optimism of the most idealistic sort, something like throwing a hub, rim and handful of spokes into a box and assuming they will arrange themselves into a wheel. This race is promoted, produced, and directed as much by its riders as by its organizers (and I use the term loosely), who achieve with duct tape and crayon a kind of fleeting camaraderie that could never be found by purpose. It is this type of point-to-point event

There is no other race in this area which requires of its participants the degree of planning and team effort that does this race, and I feel that the club and its riders benefitted from it greatly. Over the four-year history of this event, many of our club members have learned the intricacies of racing "on the road" as a result of having participated, as rider or as support, in this event. It is my hope that this event will continue and grow, and that criticisms will be taken to heart and used to make the race the kind of event that it seems afraid to become. The race was sponsored by Ochsner, the Natchez Bicycling Center, Herring Gas Co., United Mississippi Bank, The Bikesmith, and Pau-



THE NEW ORLEANS BICYCLE CLUB OWNS AND MAINTAINS A VOLKSWAGEN VAN WHICH IS USED EXCLUSIVELY TO TRANSPORT RIDERS AND EQUIPMENT TO LOCAL AND REGIONAL BIKE RACES.

CANDY LEGAULT, JO ANN SHELBY, ANN SKULDT, AND RHONDA HANSON SHOW OFF BEFORE A FALL TEAM TIME TRIAL AT RUDDOCK.

on which the mind can get a grasp, and in which there comes a sense of achievement and completion which is difficult to find in a race of more typical circuitous character. I will surely make mention of the many problems, both serious and trivial, which beset the players on this mobile chessboard, but I feel compelled to applaud the unselfish efforts of the promotor, Adam Watts, without which there would surely have been a void in the '86 season. As if it was not bad enough that he was sorely lacking for experienced help, Adam's apartment (the whole building, in fact) burned down the week before the race!

geot. This year's RAL suffered most acutely from lack of information. Little solid information was available on such things as starting locations and times, courses, finish locations, etc. Granted, it was Adam's first effort at such an undertaking; and the police and officiating arrangements seemed to have been attended to, but there is nothing that makes riders more uneasy than insecurity about such nontrivial matters as just exactly where is the finish line. It was this very lack of information and security which kept many riders from competing in this microclassic event.

Nonetheless, 41 riders were there for the start in Jackson, Mississippi, all having no knowledge of the prizelist, if any. The NOBC team had arrived in well-equipped fashion in the club VW van and a borrowed station wagon with a case of bananas tied to the roof. With radio communication, 5 gallons of water, and an experienced support crew, we were certainly one of the best-prepared teams in the race. From this starting point on the Natchez Trace, the race would wind its way southwest to the city of Natchez. That same evening, there would be a short but demanding Individual Time Trial which would feature a climb straight up the riverbank that would reduce most riders to walking speed. The next morning, the riders would depart south from town for the long trip to the finish line just outside of Hammond, Louisiana. On the final day, the 32 surviving riders would contest the road from Pontchatoula to Kenner, resting for a couple of hours before the final criterium stage at the UNO Assembly Center in New Orleans. All in all, a challenging program, manageable by most local cyclists. As it turned out, the combination of five stages and relatively shorter and hillier courses made the race somewhat more competitive than earlier editions (a trend that has been developing since the first 2-stage Shreveport-to-New Orleans version), although certain factors that will be described below tended to obliterate some aspects of the contest altogether.

For this event, **Ann Skuldt** had obtained a special event sponsor (Ochsner) for the NOBC team which consisted of **Ann, Candy Legeai, Mike Lew, Pat Carrington, Chris Assaf, Reggie Bresette, William Hudson, Kent McDonald, and Randy Legeai**. The team was well supported by veteran support captain **Russell Bernard**, assisted by **Carl and Bunny** (and **Laura Eynan** and **Marleen**). With the support of **Ochsner and Gus Betat & Sons**, team members were able to compete in the event at minimal cost, and in new jerseys, while support team members paid no hotel costs.

The first stage from Jackson to Natchez featured an absolutely beautiful trip (little traffic) along the Natchez Trace for most of its 73 mile length. The race started off at a good pace, at least partly due to the fact that a lone rider was already disappearing down the road. As often happens, the pack didn't worry too much about the solo break until nearly 60 miles had passed. The pace finally picked up abruptly as the 70-mile Hot Spot at Mount Locust approached. The valiant solo effort, it turned out, was all for naught, as the pack caught the rider just before the Hot Spot. Shortly after this point, the pack negotiated a number of (unmarked) turns, as it followed the lead vehicles into the city of Natchez. The front of the not-very-tired pack literally bulged with riders as the fast-moving bunch flew down the narrow, winding roads approaching the finish. As only the local Natchez riders knew exactly where the finish was, the pack strained with tension; every rider expecting the finish to be around the next corner. The

uncertainty was magnified 100-fold when the leading group of riders suddenly sprinted, having seen the uphill finish just a hundred meters down the road. There having been no 1K or 200M marks, the rest of the 25-rider pack hesitated, or just failed to sprint altogether, rolling across a finish line which many never saw. **William Hudson**, having punctured almost within sight of the finish, rolled across shortly later. The sprint, such as it was, was won, I think, by **Kurt Brunton** (Mississippi Cycling Association). Off the back, the stragglers were occupied in finding the way to the finish, as there were no course markings or marshalls. A number of riders took extended tours of the north Natchez area. Because of the surprise finish line, no bonus points were awarded for the finish of the stage, although bonus points for the Hot Spot were awarded to **Dean Buzzbee, Robert Bart, and Randy Legeai**, who placed in that order. Considering that the Time Trial was to be held that very evening, the few seconds that these riders had gained on G.C. seemed rather insignificant.

Stage 2, the killer Individual Time Trial was held on a course of about 4 miles that started on the river batture. From a dead stop, the riders immediately confronted a painfully steep climb of about 1/2 mile directly up the high river bluff. The cheering fans lining this part of the course were the only things that kept many riders from getting off and walking up the climb. As the climb leveled out, the course made a right turn and the riders had a chance to build up some speed for a mile or so before a nice downhill that ended just before the turnaround. After the rather challenging climb after the turn, the riders continued to the next intersection where they finished. **Mike Lew** powered up the steep climbs in monster gears to post a time of 9:23. Due to an apparent timing error, **Steve Woods (CAVE)** was given the winning time with a 9:20. The next best time was **Larry Thompson (Team La Sport)** with a 9:31, followed by **Tre Metzler (CRCA)**, **Jorge Merle (Velo Sportif)**, and **Kurt Brunton (Mississippi Cycling Assn.)**. A nice dinner followed the Time Trial, and the riders wandered back to their rooms to discuss the next day's strategy. For the NOBC, it was clear that the major threat to Mike was in the form of a very fit **Larry Thompson**, who was well supported by his eight teammates.

Stage 3 began under beautiful, and unseasonably warm, skies in Natchez with a promise of better course markings. The race strategy now set, the bunch rolled out of town under police escort at a moderate pace. An excellent route selection made this long (around 100 miles) road stage enjoyable as it included mainly lightly-travelled roads with continuous rolling hills. The bunch seemed to be stuck together with glue during most of this stage, with the occasional smell of burning rubber at the back of the pack indicating a disturbing level of inexperience. As riders began to tire, and tension began to build, things started to

get crowded at the bottoms of the hills as riders bunched up in expectation of the first hot spot (again, I never saw the line). Finally, the inevitable happened. In a spectacular crash, a number of riders went down at the bottom of a small climb. Michael Laiche suffered a broken collarbone, and many riders spent a long time chasing the still disinterested pack. Shortly after the first hot spot, Phil Richardson (Lake City Cyclists), **Randy Legeai** (NOBC), and William Glaze (CRCA) casually wandered off the front of the pack. The trio had accumulated a sufficient lead to put them out of sight of the bunch by the time they really considered (largely at the urging of Phil) the possibility that they might make it to the second hot spot before being caught. As this unlikely breakaway got down to business, Larry Thompson began to bridge from the pack, finally catching the trio shortly before the hot spot. With **Mike Lew** back in the bunch trying desperately to get a chase effort going, and Larry's teammates trying to thwart his efforts, Randy, Larry, and William approached the hot spot (Phil was gallantly struggling up the hills just behind the trio). As was the custom in this race, there was no clear indication of just where the line was, so the trio sprinted first for a bystander on the roadside (Larry won), and then again for the actual hot spot (Larry won again, Randy was second). Following the hot spot, Larry suggested an attempt for the finish, but the other riders didn't really give that possibility much hope. The four were caught by a hard-charging bunch shortly afterward, having spent a couple of hours out on their own. As a result of Larry's hot spot points, Mike was now just a second or so up on Larry, and considering that Mike's stem had loosened to the point that he was having trouble negotiating turns, the best scenario now would have been for a bunch finish in which Larry didn't place. It was not surprising, then, that, thinking we were only a few miles from the finish, Mike encouraged Craig Teich (VSRC) to take a flyer off the front. When Jack Jordan (TLC) bridged up to him shortly after his departure, the team didn't worry about it, since neither rider was very well placed on General Classification. What no one knew, however, was that the finish was actually much farther away. As a result, the duo put almost two minutes on the pack, which moved Jack Jordan into first place! Coming up to the finish, the NOBC plan was for **Randy Legeai** to roll the pace up from the kilometer sign. **Chris Assaf** would come around Randy as he faded, and Mike would slingshot from Chris's wheel as **Pat Carrington**, who was behind Mike, would ease up to open a gap. Well, it was a nice plan anyway. The fact that the 200 meter sign was maybe 100 meters from the finish only added to the confusion as Jorge Merle flew by in the left lane to take the pack sprint. Immediately, the NOBC had it's work cut out for it. With the only road stage left being the relatively short and dead flat 49-mile ride into New Orleans, Mike would have to put about a minute and a half on the pack in order to enter the final criterium comfortably!

Stage 4 began in Pontchatoula, and followed highway 51 (Ruddock Time Trial Course) to Laplace, where it turned onto River Road all the way to Kenner. These roads were fairly familiar to most local cyclists. With the exception of a brief flurry of activity for the Ruddock Hot Spot, the ride to Laplace was uneventful. The hot spot was won by Tom Smith (MCA), with **Mike Lew** second and **Chris Assaf** third. The ride through Laplace, however, was spiced up when a course monitor directed the riders down the wrong road. Among the first riders to make the wrong turn was Larry Thompson, who, unfamiliar with the area, followed the wheel in front of him. At the time, the duo of Larry and Robert Bart (VSRC) had a small gap on the pack, and Robert, who surely knew he was going the wrong direction, nonetheless waited some time before turning around. Meanwhile, the riders who had not missed the turn were flying downriver, trailed by desperately chasing riders. This course misdirection essentially put Larry out of the race, although he did manage to finish 5 minutes down on the pack. Robert Bart did not finish the stage, and **Pat Carrington** retired after a long chase (and a little motorpacing). Randy caught just as half the pack was getting up off the ground following an encounter with a very slippery bend in the road. Somewhere around Luling, **Mike Lew** finally made his move, and the pack exploded into a frenzy of attacks. NOBC riders Kent, Randy, Chris, and William had their hands full in just staying near the front where they might be able to hinder the chase efforts. It was only Mike's powerful time trialing that kept the pack from closing for the first few miles. Eventually, the hardest working riders began to tire, and Chris and Randy began to effectively block any organized chase attempts. For the next few miles, they took turns going with the breaks, always disrupting the pace enough to keep them from succeeding. For the last 5 miles or so of the race, two valiant Team La Sport riders pulled Randy, Chris and the rest of the bunch (in that order) into Kenner, hoping to salvage as much of their teammate's lead as possible. Meanwhile, Mike was finishing (he never crossed the line because they hadn't gotten it down yet) with ample time on the bunch to put him securely back in the leader's jersey despite a large penalty (which was unearned) for crossing the center line back at the first hot spot. As the throbbing bunch passed the Kilometer mark, two riders near the front abruptly went down, taking with them 6 or 7 riders (including **William Hudson**). Randy and Chris placed 243 in the sprint behind Craig Teich (VSRC). When the officials got together after the race to compute the results, the chief referee at first suggested that the stage be effectively cancelled because of the problems at Laplace and at the finish. He was convinced instead to let the results stand, and although he later changed his mind, he initially gave pack time to the riders who had been misdirected by the course marshall.

Stage 5 finally got under way late in the evening at the UNO

Assembly Center just as a major thunderstorm rolled through. Only 21 riders finished this shortened 15-mile criterium which started with a surprise attack from the gun by Jorge Merle. The result of the attack was that the front row was immediately separated from the rest of the field. With pelting rain and gusting winds, not a single rider bridged the gap to the breakaway composed of Jorge, **Chris Assaf**, **Mike Lew**, Tre Metzler, and Dean Busbee. Although Craig Teich, Tim Doucette, and **Randy Legeai** made a heroic effort, by the finish the chase group had lost about 50 seconds to the break (I say "about" because the officials failed to get a good time on the gap!). As the officials computed the results, most of the riders drove off into the gathering darkness, the damp gloomy weather providing an appropriate backdrop, there being no prizes and no awards ceremony. Final results for the event:

1. Mike Lew (NOBC/Gus Betat/Ochsner)
2. Jorge Merle (VSRC/Pauli's) @1:20
3. Tre Metzler (CRCA) @1:26
4. Dean Busbee (BSH) @1:33
5. Chris Assaf (NOBC/Betat/Ochsner) @1:58
6. Kurt Brinton (MCA) @2:25
7. Randy Legeai (NOBC/Betat/Ochsner) @2:27
8. Jim Stevenson (MCA) @2:34
9. Chris Crawford (TLS) @2:40
10. Tim Doucette (VSRC) @3:05
15. William Hudson (NOBC/Betat/Och) @11:23
18. Kent McDonald (NOBC/Betat/Ochs) @16:20

All in all, a good showing for the NOBC, whose riders rode very well as a team. **Chris Assaf** rode particularly impressively, and **Kent McDonald** fared well in his first stage race, having lost most of his time after an ill-fated solo breakaway attempt on the second road stage. Craig Tesch was also a standout, the only thing keeping him out of the top 5 having been 4 minutes lost on the first stage, I think as a result of a poorly-timed puncture.

The Women's race was quite a disappointment, with only three women entering. For **Ann Skuldt** (NOBC) and **Candy Legeai** (NOBC), it was to be a rather unchallenging race with only Vicki Drummond (KBC) as competition. Ann won every stage, with Candy second and Vicki third. The women elected not to ride a criterium because of the poor weather conditions and the predictable outcome. Hopefully, the women's class can be built up next year for this challenging event.

One interesting feature of this year's race was the excellent job done by **Bud Logan** in videotaping the race from Natchez to New Orleans. The tape is an exceptionally well-done work which illustrates many of the finer points of stage racing. I highly recommend it. For a minimal charge, Bud can provide copies of the video. He can be reached at 504-467-2555.

FALL CRITERIUMS

For a season that started off in an insurance-induced coma, the '86 season ended with cram-packed two months of races, most of which were criteriums. A criterium is a race around a closed course, usually around a mile or so in length. Criteriums are fun to watch, and are much harder to ride than they look. The constant turning, braking, (and breaking) and accelerating can, in a matter of 20 miles, extract a physical toll equivalent to a 50-mile road race. Some overviews of the fall '86 criteriums . . .

GUS BETAT CENTENNIAL GRAN PRIX

In celebration of its 100th year in operation, **Gus Betat & Son Inc.** put up over \$1700 in prizes, and a large amount in advertising, for this October 5th event held at James Business Park in St. Charles Parish near the airport. The early-bird senior-35 event attracted only a handful of riders, and was notable mostly for the appearance of Freeman Blackburn, who returned to New Orleans recently from work abroad. Freeman was a NOBC member back in front-pocket days. Just after the start, there was a crash in which **William Hudson** and **Stan Truxillo** went down. The two were quickly back on their bikes, however, and went on to place first and second respectively. The 25-mile Senior-4 race was won by Craig Teich in bunch sprint which involved a crash in the last turn. Second place went to Nolan Theriot, followed by Oscar Latotolas, Rick Tenney, Chris Alexander, Kendrick Perry, Richard Roberts, Brian Gonzales, James Benoit, and Dan Bennett. In the women's event, first place went to **Jo Gwin Shelby** (NOBC), followed by Louise Hose and **Ann Skuldt** (NOBC). These three broke away early, with Ann slipping off the back a couple of times. **Rhonda Manson** (NOBC) and Vicki Drummond (KBC) were 4th and 5th. The Citizen's race was won by Blaine Guidry (Lafayette), with **Jorge Cardona** (NOBC) second and David Henderson (Crescent City Cyclists) third, Joe Overstreet fourth, Dan Kerkemeyer fifth, followed by Mike Angelle, Jamie Maheu, David Guidry, H.M. Hebert (CCC), and Ted Veazey. The Senior 1-3 event, which began at 12:15, was something of a contest in heat-tolerance, owing mainly to the unusually warm temperatures. Following a brief break instigated by **Pat Farrell**, Mike Lew (NOBC) took only a few laps of the 1-mile rectangular circuit to initiate one of his patented solo criterium breakaways, and with teammates **Randy Legeai**, **John McAllister**, **Chris Assaf**, **Pat Carrington**, **Pat Farrell**, **Billy Thiele**, **Steve Stonebreaker** and **Mark Manson** in the pack, his gap was widening quickly when he mistakenly took a wrong turn while out of view of the bunch. By the time he had turned around and gotten back onto the course, he was well behind the pack. Only a few riders in the bunch knew of his fate. Within a few miles he had regained contact, much to the relief of the other teams who were no doubt wondering how he had disappeared so quickly. It was only a short time later that Mike went for one of the many primes, opening in the process a rather large gap. Seeing the opportunity,

Randy Legeai, John McAllister, and Chris Assaf motored up to him, and in an uncommon instance of teammate mind-meld, the color-coordinated quartet rapidly got its act together and seperated itself from the surprised masses. With Mike taking longer and longer pulls, and the remainder of the NOBC team blocking in the pack, the four were beginning to close in on the tail end of the lap-behind bunch when John McAllister opted to ease up rather than succumb to heat stroke. With only a few laps remaining, the NOBC trio caught the field, allowing them some rest before the final sprint. In the final sprint, **Randy Legeai** was given the win by his teammates, with **Mike Lew** second and **Chris Assaf** third. **Jorge Merle** (VCRG) won the pack sprint, followed by **Pat Babin, Pat Carrington, Daniel Thompson, Tom Wright, Tom Soeder, Tim Doucette, Tommy Smith.** Many thanks to **Glenn Gulotta** for a fine job of promotion for this event.

TIME TRIAL SERIES

This fall, the NOBC hosted an informal series of three 10-mile individual Time Trials on the Ruddock course. A total of 21 riders competed in the series, with the fastest overall time being posted by **Mike Lew** (NOBC). Mike's time, which he did on the final of the three race days, bettered his nearest rival (John Carter) by over a minute. The series competition was not based solely on fastest time, however. In the final standings, riders who completed all three time trials were judged first, followed by those who completed two and one. In the senior-18 competition, Jerry Fekete placed first with times of 25:26, 25:15 and 24:57. Jerry was followed in the final standings by **Mike Lew** (22:21, 22:05), **Justin Marsilia** (25:29, 25:04), **M. Dowty** (28:39, 27:30), **B. Corkern** (25:49, 26:11), **M. Landry** (23:04), **J. Carter** (23:07), **M. Laiche** (23:20), **B. Thiele** (23:45) and **T. Doucette** (24:07). In the Women's class, **Ann Skuldt** (NOBC) was first with a 26:03 and a 25:36, followed by **Candy Legeai** (26:37). Three Juniors rode the final race, **P. Raines** (24:18), **S. Wyman** (24:46) and **M. Vuskovich** (27:10). **J. Curry** was the sole Senior-35 with a 26:38.

2-PERSON TIME TRIALS

On September 7, the club held a 20-mile 2-person team time trial on the rolling hills just north of Covington. 15 teams entered the event, in which pairs of riders were started at 1-minute intervals. The quickest ride around the loop, now known as the old tour loop was by the team of **Mike Lew** (NOBC) and **Jorge Merle** (VSRG), who finished in 45:12 (around 26.5 MPH). They were followed by **Pat Babin/Tom Soeder** (45:43), **Steve Stonebreaker/Billy Thiele** (46:33), **Brett Reagan/Pat Carrington** (47:29), **Mark Manson/Chris Assaf** (48:03), **Randy Legeai/Carl Cook** (48:52), **Ann Skuldt/Stan Truxillo** (50:37), **Jerry Fekete/Howard Sockrider** (50:39), **Grady Zeiss/David Sawyer** (52:10), **Jorge Cardona/Dan Bennett** (54:00), **Bob Perrin** (solo 57:54), **Reggie Bresette/Dario Cardona** (58:32), and **Vicki Veal/Judy Mahan** (66:31).

MOBILE CRITERIUM

The weekend after the RAL, October 18, **Mike Lew, Randy Legeai, Chris Assaf, Pat Carrington, and Craig Teich** travelled to a criterium in Mobile Alabama. The race, which was sponsored by the local Italian service organization, was part of an Italian festival, and featured a \$1000 prizelist for the senior event. The NOBC team made a crucial error in allowing a couple of riders off the front early in the race. As it turned out, one member of this dynamic duo was **Jim Copeland**, who had recently won the National Olympic Festival Road Race. The duo quickly put airspace between itself and the pack, and despite a concerted effort, continued to gradually gain time on the rather small pack. The course, situated in a scenic Mobile park, allowed the pack, and the spectators, to watch the breakaway continuously, and with a dozen laps to go it was apparent that it would not be caught. When **Mike Lew** took a flyer off the front, the NOBC riders slowed the pace, allowing Mike to finish third in the event. In the field sprint, **Chris Assaf** took 5th overall, with **Randy Legeai** 7th.

CAJUN CRITERIUM

On October 26, Cajun Cyclists promoted a well-run criterium in Lafayette's Girard Park. The event, sponsored by **Pack & Paddle, Johnson's Bicycles, Capitol Schwinn** and others featured no fewer than 10 seperate races on the 1.1 mile course which forced riders to negotiate 10 turns per lap. In a challenging Senior 1-3 race which ended in a field sprint, **John McAllister** took first, followed by NOBC teammates **Mike Lew** and **Randy Legeai.** **Brett Reagan**, having previously ridden the junior race, finished with the pack. In the Senior-4 event **Craig Teich** placed third, despite having crashed while trying to chase down the winning breakaway. In the Junior event, **Brett Reagan** (NOBC), riding one of his first races since the auto accident in midsummer, finished second or third (I don't have the results), and went on to compete in the Senior 1-3 event later in the day.

N.A.S. CRITERIUM

As part of an important air show celebrating 75 years of Naval aviation, the Belle Chasse Naval Air Station held a criterium on Saturday, October 25. The race featured an event for non-USCF riders, followed by one for USCF riders. In the non-USCF event, **Jorge Cardona** outclassed the field, winning the event after a prolonged solo effort. The USCF event got off to a surprisingly intense start when **Tom Soeder** opened a large gap from the gun. Having ended up on the losing end of early solo breaks the previous two weekends, **Randy Legeai** gave chase while the pack watched from a safe distance. Within a few laps, it became apparent that the duo was serious, but the disorganized bunch continued to lose ground, due to a combination of the strong wind and a lack of motivation among some of the riders. Suddenly, **Mike Lew** exploded from the shocked pack, and within a couple of laps had made contact with the leaders.

With the additional horsepower added by Mike, the breakaway began to increase its lead by about a year at a time, lapping the pack a few miles before the finish. A last-minute attempt by **Chris Assaf** and **Steve Stonebreaker** to get away from the pack failed, and a bunch sprint resulted. First across the line was **Mike Lew**, followed by **Steve Stonebreaker** and **Craig Teich**. Final standings placed **Mike Lew** (NOBC) first, **Randy Legeai** (NOBC) second, and **Tom Soeder** third. I'm not sure about the other placings. Many thanks to the NAS, which provided generous cash prizes for the winners.

PAT FARRELL BICYCLES

Pat Farrell Bicycles held a race on the very late date of November 9 in Slidell (Pat opened a bicycle shop this year just west of Slidell). The well-publicized event was sponsored by a local bank, with prizes donated by numerous local businesses. With a number of events starting with a tricycle race, the event attracted a good crowd to the barbell-shaped criterium-type course. By the time the senior event began, there was a brisk wind, which did little to moderate the unseasonably warm temperature. Toward the end of the race, **Mike Lew** and **Craig Teich** separated themselves from the unmotivated bunch, eventually finishing in that order. With a few laps to go, **Stephen Katchur** started to bridge, and was almost caught shortly before the finish by a hard-working **Steve Stonebreaker** with **Randy Legeai** firmly in tow. Steve eased up just before the finish, allowing Randy to come around for fourth.

NEW RECORD

A new national record for the 40K Individual Time Trial was set in '86, and it deserves special mention as it represents a milestone of sorts. On September 13, John Frey rode a 49:46.57 in Moriarty, NM. Other records set that day included a new Women's record of 55:46.71 set by Jane Marshall, a new Junior-16 20K record of 25:47.28, and a new Senior-40 40K record of 54:13.68.

USCF NEWS

For those of you who haven't already coughed it up, the USCF license renewal fee is now up to \$32! If you haven't renewed yet, I would recommend prompt attention to the matter in order to avoid race entry problems at early-season races. If you need an application, you should contact Robin Robert (USCF District Representative) at P.O. Box 24153, New Orleans, LA 70184. Forms will be available from the club as soon as we can get our hands on some. I note that **Brett Reagan** placed fourth in the Junior 14-15 National Prestige Series for 1986, a notable achievement, especially considering that he was unable to attend the last couple of races, including the Nationals, because of an auto accident.

CHAMPIONSHIPS

For those of you who plan ahead, 1987 District Championships will be held between May 30 and June 13. National Championship Road Races and Time Trials will be held July 6-16 in Denver Colorado (elevation 5200 ft!). Track events will be at the Trexlertown track in Pennsylvania June 30-July 4. Veterans Nationals will be in Park City Utah July 13-19.

HELMET HYPE

Local cyclist John Carter suffered a fairly severe head injury this fall as a result of a fall caused by a mechanical failure. He is rumored to be recovering, but may suffer some permanent hearing loss. Also this fall, a rider from out of town went down on his head during a training race on the lakefront. He was wearing a Pro-tec helmet, which, although not up to ANSI standards, is better than nothing. I was just behind him when he crashed, and when I saw that he wasn't getting up as quickly as the other riders, I turned around to see if I could help. By the time I got there, he was lying on the ground looking up at the faces that were crowded around him. The first thing he said was something like "what city is this?" Not a good sign! Someone had gone to get the Levee Board Police, who arrived promptly with the news that there were no available ambulances! While Candy and I did some detective work to determine where his car was parked so we could break in and get his wallet, Eddie Padilla drove him to the Hospital. I spent the next 4 hours or so telling this unlucky rider where he was, who I was, what city he was in, etc., while the doctor checked out X-rays and CAT scans. Around 10 at night, he remembered what hotel he was registered at (he was in town on business), and that he was supposed to meet someone for dinner. Late at night, we finally got in touch with some of his coworkers. He stayed in the hospital overnight, and eventually recovered his memory. I would rather not repeat this type of duty, so would you all do me a favor and wear a decent helmet? All indications are that there will be a host of new helmet designs for racing this year, and I hope and expect vast improvements in comfort and aerodynamics as a result.

TOUR DE LOUISIANE

The 16th Annual Tour de Louisiane is tentatively scheduled for April 25-26, the weekend after Easter. As usual, this rider-supported event will need volunteers for various race duties. Please contact Randy Legeai at 837-0068. If you think you can arrange some sponsorship for the race, please get in touch with Randy as soon as possible. Final course selection has not yet taken place, so if there is a course which you think should be considered, get in touch. While I'm thinking about it, now would be the time to contact Robin Robert with suggestions for the '87 District Championships courses (Road and Time Trial). The last two years were in Alexandria, so it would seem to be time for a change.

NOBC VAN

As most local riders know, the NOBC maintains a VW van for travelling to regional races. For the past two years, the van has accumulated about 10,000 miles per year (not bad for a vehicle which is used only on summer weekends), and has become a fixture at all local and many regional events. For insurance purposes, only certain members are designated as drivers of the van. Whenever there is an out-of-town race to which you need transportation, be sure to check with Russell Bernard or Randy Legeai. In '86, the van travelled as far as Austin, Texas, and was a real help at the Race Across Louisiana. It provides seating for five, and is equipped with a donated roof rack for 6 bicycles. Insurance costs for the van aren't insignificant, and occasional maintenance is necessary, so donations to help cover those expenses are welcomed, and a "van sponsor" would certainly be considered.

RACING SEMINAR

The club is planning an extensive seminar covering all aspects of Bicycle Racing. This seminar, planned for Saturday, MARCH 28, will be geared specifically toward the needs of riders with little or no racing experience, although even experienced riders will not be disappointed. We would like to use this seminar as a means of getting new riders interested in the various forms of bicycle racing, and as a means to attract promising new riders to our club. Please help by encouraging new riders you meet to attend the seminar. Details will be announced in a special flyer. Contact Carl Eyman (943-8513) for details, or if you can be of assistance.

CLASSY RIDERS

Whatever one's level of nobility, USCF rider classifications can be a confusing issue. In most local events, one will find a number of races offered. Usually, there will be a non-USCF event for new riders who have not yet joined the USCF. These events are usually designed to introduce new riders to the sport, and will be somewhat shorter and less intense than the USCF versions. Because of time and course limitations, all unlicensed riders usually ride together. The only requirement for entry in these events is generally a helmet and a bicycle (with brakes!). The USCF classifications, however, will vary considerably from race to race, depending on the type of promotion. USCF riders are divided into classes according to sex and age (on December 31 of the preceeding year). A rider's age on December 31 is called his racing age. Riders whose racing age is 17 years or less are called "Juniors", while all older riders are called "Seniors". Often, riders in the 35-and-up age group are referred to as "Veterans", although officially they are Seniors. A promoter may designate races for any age group, and usually one will find races for Juniors, Senior-18s, and Senior-35s, although any grouping is possible. Juniors may generally ride in Senior events

(there are some distance limitations), and older seniors may ride in younger age groups of seniors, but not as Juniors. Of course, all classifications exist for both male and female riders. Typically, however, all senior women race together in local events unless there are enough entrants to warrant separate groups. Besides classifications based on age, USCF riders are also categorized based on experience and ability. Each rider is assigned to one of four categories for road and track. Category 1 is reserved for National or International riders. Category 2 is for regional or sectional riders, Category 3 is for state or District riders, and Category 4 is for local or novice riders. These categories are assigned by the District Representative. All riders generally start out as Category 4. Riders are upgraded (or downgraded) by the District Representative when sufficient documentation of experience and performance is provided. This generally consists of a listing of significant race results. Upgrading by performance generally required placing in the top 3 of 3 qualifying races, or the top 6 of 6 qualifying races. A qualifying race is usually considered to be one in which the cycling ability and performance of all the entrants is considered to be typical for that category, and for which the number of participants is considered to be sufficient to indicate individual performance. In addition to upgrading by performance, riders may move up from category 4 to category 3 based on experience and competence without any placing requirements. Unless the District Representative is aware of the rider's abilities, this usually requires some written or verbal recommendations from other riders, such as club members or officers. Riders can have different categories for Road and Track.

CHAMPIONSHIPS

District (Louisiana) Championships for Road, Time Trial, and Track are held each year by the District Representative. This year these events will be held between May 30 and June 13. While other races may provide events for any age groupings, District and National Championships offer events for only specific age groups. Depending on the number of registered USCF riders in the district within each age class, one or more riders from each race qualifies to represent the District at the National Championships which are held about a month later. District Championships are held for Time Trials for the following classes for men and women:

Junior-15	20K
Junior-17	20K
Senior-18	40K
Senior-35	40K
Senior-45	40K
Senior-55	40K

For Road Racing, Classes are:

Junior-11	10-20K
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Junior-13 men 20-40K
 Junior-13 women 20-30K
 Junior-15 men 40-55K
 Junior-15 women 30-40K
 Junior-17 men 90-120K
 Junior-17 women 40-55
 Senior-18 men 160-205K
 Senior-18 women 70-110K
 Senior-35 men 70-90K
 Senior-35 women 35-45K
 Senior-45 men 55-70K
 Senior-55 men 55-70K

Track events are a little more complicated, but generally there are championships for Sprints, 1Km time trial, 4Km pursuit (3Km for women), and a mass-start points race of 4-40Km depending on class.

ANNUAL BANQUET

NOBC bikie brethren and their families and friends gathered in early December for the annual banquet and awards ceremony, held on the roof of the 123 Walnut Condominiums next to Audubon Park. With the traditional pasta feast, prepared again by Russell Bernard and Jo Gwin Shelby, members discussed velocipedal events of the past year, as well as tenuous plans for the post Orwellian year ahead. Randy having neglected to pick up the trophies, the awards "ceremony" was a little anti-climactic, but everyone joined in congratulating winners of the various club awards. The prized "Best all 'round" commendation went unquestionably to Mike Lew. Mike had an excellent year, marred only by the auto accident in which he and Brett were involved in midsummer. Mike won the District Road and Time Trial events, as well as a couple of district Track titles (pursuit and kilo, I think). Besides District wins, Mike prevailed in the majority of races in which he competed, and is developing a reputation for successful long solo breakaways. After the traditional informal discussion during the banquet, consensus proclaimed Pat Carrington the year's Most Improved Rider. Although Pat cannot point to a long list of victories this year, he continuously demonstrated a relentless drive to "go fast", generally with the entire pack on his wheel. It was hard to come to any consensus on this award, as there were many contenders for this title, demonstrating the club's competitive depth. Jorge Cardona, Chris Assaf, and Mark Manson all deserve mention here, as well as Steve Stonebreaker's developing reputation on the track.

As usual, State of Louisiana plaques were awarded to the club's District Championships winners, Mike Lew, Brett Reagan, and Candy Legeai.

TREASURER'S REPORT

The club started 1986 with \$155 in the bank. During the year, we spent \$611 on USCF membership and race permit fees, \$995 on insurance (\$700) and maintenance on the club van (including having the design and lettering painted), \$1,167 on rider travel expenses (largely the RAL and Nationals), and the remaining \$1,621 on newsletter and race flyer printing and postage, as well as cash race prizes (\$900 for the Tour de Louisiana). In all, we spent \$4,394 during the year, all of which came from sponsorship (Betat's and Oschner), race entry fees, membership fees, and benefit dinners. We ended the year with \$185 in the bank. Many thanks to Russell Bernard for keeping track of the club's accounts during '86, and many thanks to our sponsors, riders, and supporters.

MEMBERSHIP RENEWAL

Renewal applications are now out for the '87 season, and I would like to urge everyone to renew as soon as possible so that we can get off to an organized start. Membership dues remain unchanged (\$20) from those of 1986. You will find on the back of your renewal form a brief questionnaire about club duties that you might be able or willing to help out with. Please fill this form out, as it includes also a nomination form for club officers for '87-88.

HIGH SCHOOL PROGRAM

At a recent meeting of the racing committee, Bud Logan and Stan Truxillo volunteered to head up a new NOBC program designed to introduce local high school students to competitive bicycle racing. Stan and Bud will organize talks and demonstrations to be given at area schools, and will follow those up with a series of short Time Trial events to be held on Lakeshore Drive throughout the summer. If you feel you can be of assistance, please contact Stan or Bud.

TIME TRIALS

The NOBC will promote a series of Individual Time Trials leading up to the District Championships at the end of May. The series is planned as 3 10-mile Time Trials (one in March, one in April, one in May) and a 40K Time Trial on May 10.

NEW JERSEYS

Glenn Gulotta and Bud Logan are arranging to have a batch of new NOBC jerseys made by Jamlane. The new jerseys will, of course, retain the basic color scheme of the existing jerseys, and are expected to be produced at a lower cost than the existing jerseys. The new jerseys will have specially screened-on lettering and designs. Check in at Betat's for details as to delivery time. In all events in which Category 2 riders compete (that would include an 'open' senior event), all riders should wear "identifiably similar" jerseys. This means, essentially, that the basic color scheme and design must be the same, so that other

riders can readily identify team members during a race.

SEASON OPENER

The annual NOBC season opener out-n-back road race will be held on Sunday, March 1. Please **BE SURE TO HAVE YOUR USCF CARD!** All NOBC races will be held under USCF permit, which means that, except for Time Trials, only current USCF members may compete. In some big races, there will be a separate race for non-USCF riders, but that can only be done when the promotor expects that he can cover the additional insurance charges.

USCF MEMBERSHIP

Near the end of last year, I went through the USCF membership list for the Louisiana district and came up with the following numbers for USCF member distribution among the various clubs.

New Orleans Bicycle Club	39 USCF riders
Team La Sport (Shreveport)	22
Velo Sportif (New Orleans)	20
Cajun Cyclists (Lafayette)	18
LSU Bicycle Racing Team	17
Ouachita Bicycle Assn. (Monroe)	10
Lafayette Bicycle Club	9
Baton Rouge Bicycle Racing Club	8
Lake City Cyclists V(Lake Charles)	6
Louisiana Tech (Ruston)	1
Unattached	84



NOBC RIDERS POSE AFTER A FALL RACE ON LAKESHORE DRIVE

1987 SPRING SCHEDULE

MAR 1: SEASON OPENER

Sunday. 40K out-and-back Road Race at the Ruddock Time trial course. 8:00 AM registration, 8:30 am start. From I-10 at LaPlace, take I-55 north about 5 miles to the Ruddock exit. The start is just south of the exit on La. 51. USCF Senior 1-3, USCF Senior-4, Senior-35, Women. USCF (ANSI approved) Helmets required for all races. \$5 EF. Randy Legeai 837-0068. NOBC.

MAR. 08: 10mi TIME TRIAL I

Sunday. First of three 10 mile Time Trials. Series Prizes to be awarded at the 40K Time Trial in May based on cumulative time for the best 2 10-mile Time Trials plus the 40K Time Trial. Awards for winners of each event will also be presented. Senior USCF Cat. 1-3, Senior USCF/non-USCF Cat 4, Senior-35, Women, Junior. 7:30 am registration, 8:00 am start. \$5 EF. Randy Legeai 837-0068. NOBC.

MAR. 14: VELO RACE

First of series of races for non-USCF and USCF riders. 18mi senior 4/novice, 24mi senior 1-3. 7:30 registration, 8:00 start. Baptist student center, Lakeshore Drive. Carl Cook 393-8247. VSRC.

MAR. 14: HIGH SCHOOL TIME TRIALS

6 Mile individual time trials on Lakeshore Drive following the Velo race. Lakeshore Drive at Elysian Fields Ave. 9:00. Stan Truxillo 283-6735.

MAR. 15: BETAT HANDICAP

Sunday. 30 mile Handicap road race on Lakeshore Drive. Riders will be handicapped according to ability/classification. Staggered start times based on [highly secret nobc methods not susceptible to normal methods of analysis. All classes. Overall prizes 10-deep. Glenn Gulotta, 821-6386. NOBC.

MAR. 21-22: VELO STAGE RACE

3mi Time Trial, 48mi road race, 6mi Team Time Trial, 30mi Road Race. Mike Lew 834-1685. VSRC.

MAR. 28: RACING CLINIC

Saturday. NOBC Racing clinic for riders of all abilities. Talks and discussions by local racing cyclists on all phases of training, competition, and equipment selection and preparation. Bike fitting clinic, etc. Details in flyer. Carl Eyman, 943-8513.

TRAINING RACES

Tuesday and Thursday Training Races begin with daylight savings time and continue through fall. All races will start at about 6PM on Lakeshore Drive (east side, near Elysian Fields Avenue). **HELMETS ARE REQUIRED!** Tuesdays

will be 18 miles, Thursdays will be 24 miles. These informal training races are a very good way to get in shape fast, and provide a very useful race simulation. Courtesy requires that new riders who are inexperienced in pack riding keep toward the back of the pack. There is generally a halflap warmup which is neutral (no attacks). The course is open to traffic, and no traffic control is provided, so be careful! Everyone is welcome. This is a good place to meet riders of various abilities, from the new rider or triathlete to the experienced competitive cyclist. Randy Legeai 8370068.

APR. 04: CRESCENT CITY CLASSIC

Big 10K footrace from Jackson square to Audubon Park. See the paper for details.

APR. 05: 10mi TIME TRIAL II

Second of the series. See March 8 for details.

APR. 11: CRAWFISHMAN TRIATHALON

Polular local triathlon. See the newspaper for details.

APR. 11: VELO RACE

See March 14 for details.

APR. 12: ROAD RACE

Tentative date for Velo Road Race in Picayune Mississippi. Mike Lew 834-1685.

APR. 25-26: TOUR DE LOUISIANE

Annual 2-day stage race. 4mi. Individual Time Trial on Lakeshore Drive, Road Races near Enon Louisiana, Criterium in Kenner Louisiana. \$2000+ prizes. Details in flyer. Randy Legeai 837-0068.

MAY 2: 10 mi TIME TRIAL III

Third of the series. See March 8 for details. Randy Legeai 837-0068.

MAY 3: JACKSON CRITERIUM

Major criterium in Jackson, Mississippi. Details in flyer.

MAY 9: VELO RACE

See March 14 for details.

MAY 10: 40K TIME TRIALS

Get ready for the District Championships with this championship-length individual time trial. 7:00 registration, 7:30 start. Ruddock Boat Launch, see March 8 for directions. All classes, USCF/non-USCF. ANSI Helmets required. Randy Legeai 837-0068.

MAY 23: VELO RACE

See March 14 for details.

MAY 30- JUN 13: DISTRICTS

USCF Louisiana District Championships for Road, Time Trial and Track. Specific dates and details in flyer. Robin Robert 484-6730.

NOTES ABOUT THE SCHEDULE

Confirm events with other riders, Betat's (821-6386) or the promotor, as dates are sometimes changed in order to avoid conflicts or to accomodate special promotions. All events require ANSI-certified helmets (available at most bike shops). Entry fees are generally based on the prize list offered. For small local events (less than \$500 in prizes) the maximum is \$5 plus an insurance surcharge (\$1 at this writing). USCF riders and non-USCF riders generally do not race together. If it is not mentioned, check to be sure there is a non-USCF event. USCF riders must have current USCF racing licenses. Most of the events on the schedule are held on public roads which are not closed to traffic.

PHONE NUMBERS

Phone numbers to call for more information on local events, or for any bicycle-related information:

Gus Betat & Son Inc.	821-6386
Randy Legeai	837-0068
Stan Truxillo	283-6735
Robin Robert	484-6730
Russell Bernard	834-9290
Carl Eymen	943-8513
William Hudson	899-9922
Mark Manson	282-4599



BRETT REAGAN SHOWS HIS FORM AT THE 1986 DISTRICT CHAMPIONSHIPS ON THE BATON ROUGE VELODRONE