

The newly elected officers of the NOBC for 1973 are Chris Todd--Pres., Peggy Keilman-V.P., and John Chu--Sec.-Treas. There are some noteworthy features among the new administration: John is the first junior to hold an office, and Peggy is the first woman to do likewise. We wish the new officers well and pledge them our support; we wish to thank the former officers--Jim McFadden, Doug Maddox, Chris Todd, and Kandy Legni--for their fine efforts during this very important year.

The new officers constitute the racing committee. The final responsibility of race promotion rests with them, but this does not mean that all the work rests on their shoulders. If any member, e.g., should wish to promote a race in the club's name, I am sure that the racing committee would approve and lend its support, as well as being open for suggestions.

Bob Perrin has been appointed the new State Rep. The circumstances of his appointment are as follows.

When Chuck Sitts resigned, he notified the NOBC through its president that "We could select the next rep. any way we pleased." We proceeded to contact members of our club, Baton Rouge, and West Bank for a list of candidates as preliminary work for an election, if there were more than one interested party for the job.

In the meantime Sitts reneged on his promise and recommended Perrin as Rep. without informing our club of his change of mind. The word got out by the now predictable Sittsian method of "rumor". Moreover, when asked who his recommendation was for he declined to give the information. (Sitts did not reveal a closed mouth with members of his own club as he informed some of them as to his appointment.)

My previous disagreements with Sitts I have considered substantive, but matters of opinion and judgment. That is, I thought he was incorrect on some issues, but considered his position to be an honest mistake--if, indeed, he was mistaken. But, his conduct in appointing the next Rep. I can only characterize as deceitful and dishonest.

I admit that the ABL OF A State Representative should be elected. To begin with, the riders of an area should have some voice in the selection of the person who is going to represent their views to the ABL. As to the objection that such a procedure would tend to make the State Rep. a dupe for certain interests groups, I would rejoice that the Rep. could be elected for every 3 years. Such a stip-

ulation would give his tenure adequate continuity and lessen the pressure of being subject to vocal, but temporary, pressure. But, it would also mean that the Rep. would have to be responsive to some degree to suggestions and criticism because he would have to eventually stand on his accomplishments. As it stands now, the riders in an area have no recourse. To be sure, they can appeal to Marston, but the latter only has to act in his beneficence.

The ABL of A in any state is small enough to manage an election among the members. The present method opens the door to cronyism, nepotism, and, in short, pull: i.e., whom do you know is what counts.

There is no warranted reason why the State Rep. should not be elected by a democratic procedure.

What are Perrin's view on the matter? In a statement which will not win any awards for its decisiveness he said: "Well, sometimes I'm for it (election), and sometimes I'm not." When pressed further for a more concrete response he admitted that he would not submit to an election. Hail the King. Such a move is logistically correct for Perrin as it is highly unlikely that he would win an election for the job.

Additionally, Perrin intends to take a more rigorous stand on the ABL of A rules than Sitts. For example, next year all track-type events must be held on track bikes or modified road bikes; all races will be sanctional, including club training rides with non-club members participating... "Oh, Neas: can this really be the end to be stuck inside a mobile with the Memphis Blues again."
--Dylan

This morning I learned of the tragic death of Jim McManera, a former club member, who moved to Indiana this summer. Jim was riding his bike to work; he negotiated a corner only to find a truck parked on the blind side of the turn. When he swerved to avoid the parked vehicle he rolled both tires and punctured, causing him to crash. As he fell Jim hit his head on a rock, and crushed his skull. Two days later he died, never having regained consciousness.

Jim was a rare individual who combined a good spirit with strong competitive instincts. He was a genuinely honest person who did not try to gloss over his faults nor maximize inevitable conflicts which we all have.

In his brief tenure with the club Jim made many friends; most riders were impressed by his

unselfish efforts towards promoting cycling. During the preparation for the Tr. de La. Jim worked tirelessly, even though he knew he would probably be leaving the area soon.

Jim will be missed; deeply by some. We extend our sorrow and grief to his wife Gwenn, and his two young children--Michael and David. May the Lord bless and keep Jim.

RACING RESULTS:

Oct. 14. Lafayette Criterium.

The race in Lafayette, La. was attended by a number of New Orleans riders. The course was 8 miles long with 4 bends relatively easy to negotiate except for patches of fine sand. Weather was sunny with a slight breeze.

The senior race was expected to be dominated by McFadden, who punctured after 10 laps, then later retired. Away off the front of the pack, Chris Todd and Dave Weatherly kept a steady pace and maintained a comfortable lead of the spread out chasers.

The maneuvering before the sprint after 20 miles was somewhat reminiscent of a confrontation between two puff-adders. Finally, Todd jumped with 1/4 of a mile to go. Weatherly caught his wheel with 100 yards to go, then jumped from behind when Todd's chain slipped. Weatherly won by a wheel length.

Randy Holmes, a blossoming junior, put on a fine show in garnering not one but two awards.

Peggy Keilman easily won the women's race.

—Dave Weatherly

(Ed. note: we wish to thank Roy Wall for conducting a fine race. Roy has only lived in Louisiana a short time, and it is edifying to see him so enthusiastically attempt to get racing started in his area.)

Oct. 15. Indianola, Miss. 50 Mile Criterium.

The two mile circuit with eight 90 degree turns offered a formidable challenge to the 17 starters of the main race, who were attempting to break the existing 50 mile record (1 hr., 56 minutes held by Jackie Simes of New Jersey.)

The pavement was extremely gummy; not to the degree of pave, but bone-jarring nonetheless. The rough road made it difficult to ride in high gears, and made punctures and/or wheel trouble a probability, not just a possibility. In short, most riders felt that the record could not be broken on the circuit irrespective of who was riding.

The riders who assembled on the line were all from the South, and many of them were very good, giving evidence that the South has or is producing riders who can ride anywhere in the country. Some of the riders included John Potshnick (Dallas)—former member of the 1970 World's team and considered one of the top ten riders nationally in

1970; Jim Montgomery (Prattville, Ala.)—member of the '72 Armed Services team, winner of the Kentucky Crit., and present Colorado sprint champion; John Meyer and Ron Wilson (Tennessee),—finished 5th and 6th in the Tour of Kettering; Skip Sperry—a good sprinter by anyone's standards; Jim McFadden ranked 17th in the Midwest, and the only person from the South to qualify for the Olympic Trials; newcomers Chris Todd, Dave Weatherly, and Kim Papageorge. This bunch constituted the best field that this author has ever competed in in the South.

The race was delayed 40 minutes because the local police did not show, hence leaving the course exposed to traffic. The reason for their tardiness was a typical instance of Southern blood-letting. The mayor of Indianola was peeved that the promoters did not ask him to be master of ceremonies for the event, but asked the Governor instead. The mayor's ire was further raised a few degrees when the promoters settled for the Governor's son, when Gov. Waller could not make it.

At the gun Montgomery and McFadden jumped, hoping to establish an early break. McFadden, however, came out of his straps; when he recovered and caught Montgomery, who at this time had opened a 30 yard gap, the former towed the rest of the pack to him.

The first 20 miles were marked by frequent attacks by Potshnick, Montgomery, and Meyer. Potshnick, showing some of the form which catapulted him to national recognition, rode very aggressively, which is his style. John rides very hard, even though he has a very good road sprint. The most serious break occurred when Meyer and Potshnick got a 15 second lead. After two laps of jamming the peleton bridged the gap. McFadden rode very hard during these jams, but did little or anything else the rest of the day. During this one particular jam, Montgomery encouraged McFadden to close the gap on the leaders, which the latter obediently did in the finest domestic tradition. When the gap was closed Montgomery jumped. Thanks, Jim, you ol' fox.

The jams were fairly hard and frequent. But, they were not long, and the recuperation periods were too long. The latter may account for the relatively slow time of 2:07:30.

John Meyer of Tennessee rode a very hard race, and made frequent attempts to break. He also was riding hard in the pack, and finally showed a good sprint in the end. John is as good as anybody for 50 miles, according to those who know him, and his performance on this day gives credibility to that assertion. I cannot say the same for his teammate Ron Wilson, who sat in for most of the race. To his credit he helped during jams and did exhibit good snap, but that was the only occasion he would make an appearance at the front. His sprint is not all that blinding, so I don't really understand his

wheel-sucking tactics. Ron is a former member of Puerto Rico's Pan-Am road team. Either their team was mediocre or Ron has lost his aggressive riding ability which got him to the top in that country.

Coming into the sprint, just approaching the S-turn, McFadden jumped, hoping to catch the sprinters offguard. He didn't, and even though he was the first through the corner, he got severely dusted by everyone and their brother. Potoschnick was the first to fly by, with Montgomery frantically trying to grab his wheel. Jim was just starting to gain, but John was able to hold him off by a wheel length. Meyers beat Wilson for third, and Spagy popped through for fifth. McFadden placed sixth, trailed by Weatherly and Todd.

Dave Weatherly rode a particularly good race: his best in my opinion. He never sat in, and his turns at the front were consistently stronger than anyone else's. He also demonstrated fine bike handling ability. The only blemish in his ride was his inability to work effectively in a break-away with Meyer. I think Dave has turned the corner, and that next year he should be able to compete seriously in senior fields up North. When you consider that Weatherly can compete in the Nationals next year as a junior, then there is a very real possibility that New Orleans just might have a potential national champion in its midst.

In the intermediate race, Randy Holmes rolled a due to insufficient glue on the rim. A young fellow from Tennessee won this event.

John Gin took his weakly crash during the junior event. John claimed that this one was not his fault. Complaining bitterly that the other juniors did not corner properly, he said that a yo-yo in front of him slammed his brakes just as John was banking into the corner. Instinctively, John hit his brakes in the corner—which is usually disastrous—and spilled. John sprang up immediately, and with blood oozing from his already mangled knees, proceeded to chase. On the bell lap he finally closed the gap in an effort reminiscent of John Howard's heroics in the Tr. de La.. Gin's effort was one of the guttiest performances I've seen by a local. John finished down in the sprint, placing 5th, and Kenny Moise placed 6th.

In a very abbreviated women's event Peggy Keilman placed 3rd, competing with some very good lady riders. A young lass from Tennessee won.

(I apologize for the parochial coverage of the events, but I neglected to obtain the results from Savell.)

50 Miles. 2:07:30

- | | |
|---------------------|--------------------|
| 1. John Potoschnick | (Dallas, Texas) |
| 2. Jim Montgomery | (Prattville, Ala.) |
| 3. John Meyers | (Knoxville, Tenn.) |

- | | |
|--------------------|------------------------|
| 4. Ron Wilson | (Knoxville, Tenn.) |
| 5. Skip Spagy | (Dallas, Texas) |
| 6. Jim McFadden | (NOBC) |
| 7. Dave Weatherly | (Orleans West) |
| 8. Chris Todd | (NOBC) |
| 9. ? | |
| 10. Kim Papageorge | - 3min (Dallas, Texas) |

A few words on the promotion of the race. The promoters spent as much time as anyone will for a race of this size; but, invariably the end result for Mississippi races seems to have an amateurish tint to it. For example, all the trophies, except for 1st place, had the placings etched by hand, rather than by an engraving machine, which detracted from the award. Also, \$150 was needlessly spent on posters, which did not significantly increase the attendance of the race: either from the spectator or the racer angle. The \$150 could have been better spent on merchandise. Finally, the NOBC donated a few tires for the race. We did not expect a big to-do about the donation; but some acknowledgment would have been appreciated.

—JFM

Oct. 8. 2nd Annual Oakwood Bike Festival.

This race was a monumental one of sorts: it marked the first time that Orleans West formerly promoted a race. Although long overdue, their efforts resulted in a good race. The attendance in the races for young people (ages 6 $\frac{1}{2}$ -13) were considerably less than last year, which was possibly caused by inadequate PR work on the part of the promoters. The race organizers received the generous support of Lightweight Cycles, which donated nearly \$75 in prizes. The NOBC also contributed 3 tires.

In the intermediate race Randy Holmes outclassed his competitors, and time-trialed to an effortless win.

In the junior event Richard Gin, looking wildly out of place compared to his rag-tag looking competition, was attired in his crisp locking Betat jersey, with permanent mahogany limbs (a genetic condition I am told), brilliant white racing cap pulled over his helmet, but not his ears, a la Eddy Merckx, and mounted on his super qui equipment Bob Jackson. The youngsters looked at Richard with fear and trembling. But Richard was upset by an unknown rider named Michael Long, who flew by Richard in the sprint.

In the main event Chris Todd, Jim McFadden, and Dave Weatherly immediately broke from the rest of the field, and proceeded to team time trial. There was very little attacking: McFadden tried a few times after the primes but could not keep up the pace (he discovered after the race he had a

a slow leak in his back tire).

Each prime—there were three altogether—had a 250 gram tire for the winner. Guess who won. Today—no. Legal?—no; Weatherly?—no. Who's left? That's right: the tortoise—McFadden. Unbelievable? Obviously not relying on a blinding sprint, McFadden outfoxed his frustrated competitors by jumping on them prior to the last curve, and would out in just barely missing the front wheel of the leader, hence causing him to brake. He won each prime in this fashion, and figured to win the final sprint. But on the last lap, he delayed a split second too long, and Todd jumped with Legal on his wheel. McFadden was riding his usual caboose, and the trio finished in that order. Todd won by a wheel length. Weatherly, who had crashed earlier in the race, simply abdicated the sprint and fell back. This may have been ~~a~~ an initial reaction to his spill—it was his first—or it may reflect a chink in his armour. Time will tell. Todd won by $\frac{1}{2}$ a wheel length. The "victor" won an attractive trophy, but McFadden was heard chuckling to himself as he collected his three tires.

Mike Schrammel won the B class with Don Lagrone finishing 2nd.

20 Miles. No time given.

- 1. Chris Todd NOBC
- 2. Randy Legal NOBC
- 3. Dave Weatherly OWBC
- 4. Mike Schrammel NOBC
- 5. Don Lagrone NOBC

== JFM

Oct 22. Novice Race. City Park.

- 1. Roger Brown
- 2. Raleigh Smith
- 3. Richard Gin

20 Miles. 0:53:00

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Oct. 28-29. Track Events. Jewell St. and Lakefront.

The third track meet of the series was held on the 28th and 29th. Of special interest was the outcome of the B category with a \$40 award and \$40 in merchandise resting on the outcome. In contention were Boyd Fink—9 points, Randy Legal—4pts., and Dave Weatherly—2 points!

On Saturday the time trials were run. Weatherly won the thousand with a 1:24:4; Legal took second with 1:26:4; Todd was third, 1:28:0, and Fink fourth with 1:30:8.

The beginning of the 4000 meters was delayed momentarily when Weatherly demanded an opportunity to use his experimental warmup routine. He turned in a 5:58:5 for a first place. Most riders failed to pace themselves, and tired themselves unnecessarily; all complained about the wind and the cold.

Legal turned in a 6:07:2, Todd a 6:12:0 (showing the effects of a less arduous training schedule than peak season), and Fink a 6:15:7 to finish in that order.

At the end of the day the overall point totals stood thus; Fink 11, Legal 10, Weatherly 10. Todd competing in the A class, had 34 points which easily surpassed his nearest rival (McFadden with 20 points chose to ride in Texas this week-end since he was out of the running).

On Sunday the 10 Miler took place. Driving to the Lakefront this reporter glimpsed a short but magnificent rainbow, undoubtedly a good omen.

After several laps, Mears, Gulotta, Holmes, and Gin slipped off the pack. The pace slowed; Don Lagrone, who was unable to attend the Saturday session, began exclaiming things like "Hey, what is this, a training ride?" With 3 laps to go Weatherly started forcing the pace. Fink ended up time-trialing 15 yards behind the pack; his teammate was unwilling to risk dropping back to help him regain the peloton so close to the finish.

With 2 miles to go Weatherly jumped away. The pack chased for three-quarters of a mile, then let Legal go off alone to chase. He could not close the gap. Weatherly finished 10 miles in 24:56 with Legal arriving in another 10 seconds, followed by Lagrone, Todd, and Fink.

The match sprints saw some good action. Both Legal and Lagrone put on outstanding performances taking 1st and 2nd respectively. Weatherly out-sprinted Fink to finish third, but narrowly lost to Legal in the over-all placing by one point. One surprise was Chris Todd's elimination after only 3 sprints; this was due to his easing up after the Nationals. All in all everyone showed more sophistication and finesse in their technique than in the first track meet.

After the match races (and after the smoke had cleared), these were the point totals for the events:

- 1. Dave Weatherly OWBC 14 pts.
- 2. Randy Legal NOBC 13
- 3. Chris Todd NOBC 5
- 4. Don Lagrone NOBC 5
- 5. Boyd Fink OWBC 3

Randy Legal showed consistent speed and a better than average sprint; Weatherly showed why he prefers a lone time trial finish to a sprint. (Md. not welcome to the club.)

—Dave Weatherly

Final Placing for the Track Series.

Name	Class	Club	Points
1. C. Todd	A	NOBC	37
2. McFadden	A	NOBC	20
3. R. Legal	B	NOBC	17
4. Weatherly	B	OWBC	16

5. B.Fink	B	OWBC	12
6. Lagrone	B	NOBC	11
7.			

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Oct. 28. Big Sandy, Texas. 40 Mile Criterium.

Ambassador College is one of the few colleges in this country which offers "bicycling" as a P.E. course. In the past year they have formed their own club—the Ambassador Wheelman—and this race marked their first effort at race promotion. The awards and prizes totaled \$500, and were well distributed throughout the various classes. Free accommodations were provided for out of state riders. The race organizers did an excellent job, which illustrates that one can conduct an efficient race without a wealth of previous experience.

The circuit was ideal from the rider's perspective. The 1.6 mile course contained seven turns and two hills. One hill was a roller coaster descent followed by two curves. Under good conditions the tricky descent and climb would have been easy to negotiate.

But, on race day the heavens gushed forth and it rained plenty, which made cornering difficult, and the downhill frightening—at least from this chicken heart's point of view. Cotton tires were a must. On the first descent I nearly crashed, and barely leaned through. After that narrow escape from certain disaster I went down the hill last—which Potoschnick was quick to capitalize on. The rain and grit made seeing difficult, and finally I had to take off my glasses. When this happen I could barely see past my nose, and I constituted a definite safety hazard. On one occasion John had to tell me to turn on a corner as I was about to miss it.

It was fun nonetheless racing in the wet and dirt, if you could overlook the fine sand in one's eyes, and the horrible prospect of completely tearing down one's bike the next day.

For the "A", "B", and "C" riders started, and after 5 laps the field had been drastically reduced to seven. One of their number, Cameron from Ohio, punctured, and another fellow from Texas got dropped.

The pattern of the race became the following: Potoschnick, taking advantage of McFadden's visual and visceral handicap flew down the descent, and McFadden would jam out of the corners, utilizing to full advantage his cotton tires and criterium cranks.

The crucial move occurred when McFadden was out in front in a solo effort. Potoschnick jumped from the pack, and tried to past the New Orleans rider, as it looked like he was tiring. Jim saw John's move, and tried to get on the latter's wheel as he stormed by. Unfortunately, the chain slipped, and he found himself overgeared and dropped by the field. He got caught the group quickly, but it

took two laps of pounding away to catch Potoschnick who is very much capable of sustaining a solo break.

During this time a young junior from Dallas, Dale _____ got dropped, but made a Herculean effort to catch the leaders who were pursuing Potoschnick. He not only caught after 2 laps, but flew up the hill in a break attempt. He is just as good as Watherly, and like Dave races in senior events. Dale has a better sprint than Dave.

The sprint finish occurred just after the climb. Potoschnick, as expected was the first going down the hill, but McFadden was able to make up the deficit on the climb, but then made a very dumb mistake. The up-hill slanted left to right with the inside being the steepest part. That is where McFadden made his move, and was helpless as John stormed out of the climb with Dale on his wheel. A very strong, but green rider from Oklahoma finished an impressive third. McFadden 4th, and another junior 5th.

No time was given for the 40 mile race.

—JFM

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Time Trial Series, 1972.

Doug Haddock, perusing through old maps at ISUP found some surveyed maps of Plaquemine Parish, from which we were able to calibrate the correct distance of the TT course. The old course is 26 miles, which translated into approximately a 2½ minutes extra per TT. The times given below are the adjusted times.

For the second year in a row Jim McFadden won the series: he has not been beaten in 16 successive 25 M. TTs over the last two years. His average time was 1:02:31 (ave. spd. 24.2 m.ph.), and his best time was 1:01:27.

The winner of the "B" class was Randy Legal for a somewhat unimpressive 1:08:21 average. Randy has been slow in developing as a rider, but significantly his last two times were a respectable 1:05:40 and a 1:04:27, which is a reflection of his current improvement.

Van Waddell established himself as a very good TTist with a 1:04:53 average, with a 1:03:56 as tops. Van won the novice class; he will receive a larger share of the prize monies than the winner of the "B" class since his times were better.

Each rider who completed the series will be awarded a framed certificate, noting his times. The merchandise will be divided thusly: "A"—\$60, "C"—\$40, "B"—\$20.

Next year I predict that three people will break the hour, and eight people will go below 1:05:00. Under consideration is to have the series shortened to 66 6 TTs next year.

1st Place-Sr. A.: Jim McFadden (NOBC)

1) 1:02:27	<u>Ave. Time:</u>
2) 1:01:27	1:02:31
3) 1:02:20	
4) 1:04:27	<u>Ave. Spd.:</u>
5) 1:01:50	24.2 m.p.h.
6) 1:03:15	
7) 1:02:41	<u>Best Time:</u>
8) 1:02:30	1:01:27

1st Place-Sr. G: Van Waddell (VSHR)

1) 1:06:25	<u>Ave. Time</u>
2) 1:05:54	1:04:53
3) 1:04:31	
4) 1:04:29	<u>Ave. Spd.:</u>
5) 1:04:28	23.1 m.p.h.
6) 1:04:51	
7) 1:04:30	<u>Best Time:</u>
8) 1:03:56	1:03:56

1st Place-Sr. B: Randy Legai (NOBC)

1) 1:10:19	<u>Ave. Time</u>
2) 1:08:13	1:08:21
3) 1:07:19	
4) 1:15:00	<u>Ave. Spd.:</u>
5) 1:07:16	21.8 m.p.h.
6) 1:08:37	
7) 1:05:40	<u>Best Time:</u>
8) 1:04:21	1:04:27

Other times (NOBC club members only):

Second best time: Chris Todd--1:02:52

Fourth best time: Doug Haddock--1:04:29

---JFM

BAR Award: Gus Betat-Gary Gulotta Memorial

Jim McFadden has won the NOBC BAR award for the second consecutive year. McFadden did not dominate the local racing scene as he did last year; he amassed general points in the TT series, and copped the award by winning the State Road Championship. He received stiff competition from Chris Todd in the early season, but the latter faded in early summer. Even though he won only three massed starts this year (at the time of this writing), he rode consistently well from March through November.

If McFadden would win the BAR award next year, he will be awarded the permanent trophy. However, with Dave Weatherly and Jim Montgomery joining the club the above task will be no mean undertaking.

Randy Legai improved painstakingly this year, so that by the season end he ranks 3rd in the standings, passing the dormant Doug Haddock.

McFadden will receive a bowl (retail value \$90, club cost \$40) and merchandise worth \$60 at the banquet.

In the TT division general points include 4 pts. 3 pts., etc. for the winner, 4 pts., etc. for the best time, and two points, etc., for the winner of each 25 K. TT. Four points, etc., were also given for the 12 hr. and the 2-Man TT.

TT	RR	Crit. Str	Gen'l Pts. BAR Pts.
3-5, 3-19,	3-12, 3-25-6,	4-16, 5-13-14,	
4-23, 5-7,	4-30, 5-28,	6-17, 7-1,	
6-4, 7-2,	6-25, 7-9,	8-12-13,	
9-3, 9-10,	9-24	10-14,	
Winner of series,		19-27-28	
Best Time,			
10-1			

	TT	RR	Crit. Str	Gen'l Pts. BAR Pts.
1. McFadn (24)	25	13	62/11	
2. Todd 11	17	22	30/8	
3. Legai 15	3	6	24/3	
4. Haddock 1	18	6	25/5	
5. Lagne 0	4	5	9/1	
6. Shral 0	0	4	4/0	
7. Shve 0	0	4	4/0	
8. Moise 3	0	0	3/0	
9. Hawes 0	2	0	2/0	

The winner of the BAR is decided on the basis of BAR points, which are attained by over-all placing in the individual divisions. In the event of a tie the rider with the most general points will be the winner.

---JFM

3-Dot Bikie Journalism...

...Yes friends, there will be a final newsletter encapsulating the racing season, and a critique of the riders. Last year's copy still has some people hopping mad, and this year should be just as provocative... Don Lagrone walked into one the local bike shops, and asked the young lady if it would be possible to look at some head-sets. She sagaciously said "Umhmm," and went to the counter, and pulled out some helmets of various sorts: "We have plastic ones, and leather ones..." Classic bikie double speak from the mouth of Boyd Fink when he got byopped by Don Lagrone during the handicap race: "Don didn't drop me, I just let him go..." "Before the Oakwood Criterium Cathy McFadden had a dream in which her husband was competing in an asbestos coat. The reason for the fire-proof coat? Fire was coming out of the cranks. Boy, that is really flyin'..." Most ungrateful remark attributed to Boyd Fink after buying Clement tires from Betat \$1 over wholesale prices: "Well, ya gotta pay these prices I suppose when there's only one whore house in town." Second most ungrateful remark attributed to same person with same foot in mouth after buying his Witcomb track bike at a good price: "Well, you gotta pay these prices I suppose when there's only one whore house in town..." There is no truth to the rumour that Bob Ferrin is starting a Jim McFadden fan club.