

# The NOBC News

## Spring Newsletter

### '95 Race Schedule

#### MAY

- 7: Spring Ridge RR, Keithville 318/861-3658
- 7: Ciclismo '95, B'ham AL 800-366-5636
- 13: Texas State RR (San Antonio TX)
- 13: Red Stick TT 2, Baton Re, 504/767-4160
- 19: USA Gran Prix Track (Houston)
- 20: Rubicon RR & Crit (Longview TX)
- 20: Regional Masters Track, Houston
- 21: Bike Rack, Points Race (MB) Jackson
- 27: Red Stick TT, Baton Rge, 504/767-4160
- 28: City Park Criterium Series #1 (NOBC)

#### JUNE

- 3-4: La. State Road Races (Hodges Gardens)
- 3-4: KNOB Scorchers (Tsall) NC
- 6-11: National Road Champs (Seattle)
- 17: La. State Time Trial Champs (B.R.)
- 17-18: Mirage Masters SR (Dallas TX)
- 24: Nolan Teriot Crit, Lafayette, 318-365-4558
- 25 Nolan Teriot RR, Opelousas
- 24 MS State Games RR
- 25 MS State Games (MB)

#### JULY

- 2: LA Crit Champs, 318/367-6226
- 4-9: Junior National Track Houston TX
- 8-9: Tour de Louisiane (TT, RR, Crit) (NOBC)
- 11-16: Jr National RR Wichita Falls
- 23: Rocky Springs RR (Jackson MS)
- 26-31: Masters Road Nationals (Nashville)

#### AUGUST

- 03: Jeep Nationals, Helen, GA. (MB)
- 06: City Park Criterium #2 (NOBC)
- 25-27: Hotter 'N Hell Hundred (TX)
- 31: Masters World Cup (Blaine MN)

#### SEPTEMBER

- 17: Bike Rack, Points Race (MB) Jackson

#### OCTOBER

- 1: Mobile, AL (MB)
- 8: Memphis, TN (MB)
- 14-15: Cactus Cup (MB) (Atlanta, GA.)
- 22: Bike Rack, Points Race (MB) Jackson

#### NOVEMBER

- 4-5: KNOB Scorchers (Village) NC

Note: Confirm all dates before attending.

#### Contacts:

**USCF District Rep.:** Lorrie Hebert  
318/367-6226 (day). **NOBC:** Reggie  
Bresette: 504/831-6635 (day); Randy  
Legeai 504/866-6640. **NOBC Criterium  
Series:** Robert Massart 504/288-9639  
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504/835-3027  
**Bicycle Connection:** Todd Herbet  
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## Bicycle Connection Time Trial

March 14 saw the area's first race of the season, the Bicycle Connection Time Trial. The 20k Individual Time Trial event was a great success, thanks to the efforts of Dorren Schmitt, Todd Herbet, and Scuddy LeBlanc, attracting a large and diverse field that included both first-time citizen racers and a National Champion (Rod Bush - Master's tandem TT) in town from New Mexico. **Mike Williams** (NOBC), competing as a Senior 1-3 astride his usual white time trial bike, this time decked out with "full aero" Hooker TT bars, turned in a 30:28 on the wind-battered 20k course, for the second best time of the day. Mike's time was bettered only by Rod Bush (28:55). Finishing third in the Senior event was Frank Moak (Herring). **Dave Swords** (NOBC) also turned in an impressive time of 31:53, to win the Master-35 class, just eclipsing **Tim Fontan's** (NOBC) 31:59. Tim rode as a Senior 1-3, and placed 5th, just behind Gordon Konrad. Riders were treated to a rare full-closure 4-lane course, but had to contend with a fierce headwind from the start to the turn-around. The club clearly achieved its goal of attracting a very large contingent of citizen riders to the event, leading Robert Massart (organizer of the upcoming City Park Criterium Series) to increase his estimates for participation in the Citizen events. (Remember, there's a 50-rider field limit in Citizen races.) An abbreviated listing of the results appear below.

#### Women

1. Janet Ruthledge (Unat) 45:21

#### Junior

1. Trent Rives (Red Stk) 32:53
2. Jeffrey Labauve (Unat) 36:10
3. David Reiss (Unat) 39:56
4. Eric Epton (Red Stk) 40:20

#### Citizen Women

1. Janel M. Mumme (Unat) 37:04
2. Kristin Taylor (Unat) 39:51
3. Barbara Maarquen (Unat) 40:09
4. Ruth Reid (Internet) 41:31
5. Amy Yarbrough (Unat) 45:22

#### Citizen Men

1. Troy Constance (Unat) 33:44
2. Thomas Cendrowski (Unat) 34:04
3. Chuck Farrell (Phyond E) 34:05
4. Pete Hansen (Unat) 34:15
5. Rene Navarre (Unat) 34:46
6. Howard Luna (NOBC) 34:56
7. Brian Cafferty (Unat) 35:39
8. Ed Goulick (Gulf Cst) 35:50
9. Brad Errington (Unat) 36:19
10. Chester Vidacovich (Unat) 36:41

#### Senior 4-5

1. Jason Sager (Unat) 30:35
2. Jay Stiller (Phyond E) 32:06
3. Chris Delgado (Loyola) 33:21
4. David Alexander (Red Stk) 33:22
5. Chris Reid (Internet) 33:29
6. Ken Lemoine (Internet) 34:37
7. Billy Langkopp (NOBC) 35:31
8. Keith Duet (NOBC) 35:35
9. Steven Torte (Gulf Cst) 36:40
10. John Waggespack (NOBC) 37:06
12. Lorenzo Bergen (NOBC) 38:00
13. Mark Phillips (NOBC) 50:08

#### Master-35

1. Dave Swords (NOBC) 31:53
2. Tom Campbell (NOBC) 34:05
3. Paris Gautreaux (Unat) 37:06
4. Joe Kwselner (Loyola) 37:19
5. Lary Doyle (NOBC) 43:26

#### Senior 1-3

1. Rod Bush (Vegas V) 28:55
2. Mike Williams (NOBC) 30:28
3. Frank Moak (Herring) 30:44
4. Gordon Konrad (Unat) 31:04
5. Tim Fontan (NOBC) 31:59
6. Kenny Bellau (Herring) 32:01
7. Chris Kautz (Red Stk) 32:31
8. Guy Cross (Red Stk) 32:43
9. Charles P. Davis (Velo) 33:31
10. Lenny Kapowski (Velo) 34:04

### E-mail List

If you have access to the Internet via work, school, another network access provider such as Compuserve, AOL, Prodigy, etc., please let Randy know your ID so you can be added to the NOBC distribution list.

### LA State Road Championships

The State Road Race Championships will be held this year on June 3-4 at Hodges Gardens. USCF members should have already received their flyers from Lorrie Hebert. District Championships have separate events for all classes, from Junior women to Master-55+, and include a 27 mile race for Citizens. If you haven't received a flyer, contact Lorrie Hebert or one of the NOBC officers. We would like to coordinate the trip a bit better this year so that we can have as many people as possible participate, so if you plan to go, contact Randy (866-6640) or Reggie (504/643-4879). The challenging course, located near Leesville in a private park, features three notable climbs on its 5.4 mile circuit. For most people, a 39 x 21 is sufficient for this course. The road surface has been getting worse in recent years, so good quality tires would be a good idea; and a bit of riding in some hills is recommended.

### State Time Trial Championships

The Louisiana Time Trial Championships are scheduled for Saturday, June 17. This is an excellent event for beginners, with riders starting individually at 1-minute intervals. Senior classes do 40 km (about 25 miles), Juniors and some Masters do 20 km. (Juniors - remember your gear limits!) The course runs along River Road  
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### Tour le Fleur Race Report

The second annual Tour le Fleur, held in Jackson MS April 8-9 was one of the best-run events the area has seen in years. NOBC riders participating included **Brian Magendie, Randy Legeai, and Kieth Duet**. The event drew very large and nationally competitive fields for most events, especially the Pro/1/2 event which featured a \$2,000+ first place prize and more cash prizes than you could count. On the Pro side, the 128-rider Crit. field included Chevrolet/L.A. Sheriff's riders Malcolm Elliot and Steve Hegg, Saturn riders Bart Bowen and Brian Smith, Saab rider Dave Mann, Guiltless Gourmet riders Christof Guilliot and Roberto Gaggioli. Shaklee rider Jamie Carney, Montgomery Bell rider Davie McCook, and Nutra-fig riders Thurlow Rogers and Carl Sunquist, among others.

#### CRITERIUMS (Criteriae?)

The 128-strong field in the **Pro/1/2 race** was really something to see as it snaked around the downtown Jackson course for an hour and a half on Saturday evening. The pace was fast from the start, and when the field was strung out going fast through the turns it was a good three blocks long. The first half of the race was largely a contest to see who could take the most primes, which were offered every few laps throughout the event. Despite a number of attempts, no breakaways got more than 10 seconds or so during this time, although about a third of the field, including local rider **Kenny Bellau**, was shed from the pack. As the end of the event neared, however, the LA Sheriff's riders (except of course for Malcolm Elliot who was safely tucked in toward the front of the pack) started taking VERY fast flyers off the front, forcing the other riders to chase. Thomas Craven took a solo flyer with 10 laps to go and after being joined by a couple of riders the field chased them down with 3 laps remaining. At that point, Jeff Pierce, Jim Copeland, and Simeon Hemsall came to the front setting the pace and leading out Malcolm Elliott, who narrowly won the sprint to Graeme Miller. Midway through the bell lap, one rider tried to dive through the inside of a downhill turn and didn't make it, causing the only crash of the race.

The **Master-35 race** saw a top-notch field of around 60 for the 45-minute criterium on the challenging course in downtown Jackson, Mississippi. Notable riders included Tom Bain, and teammate Max Milley, Dean Buzbee, GW Wenzel, Mark Trione, and a host of other top masters. Despite the unrelenting fast pace, **Ricky Tenney**, of Cajun Cyclists, got away with Dean Buzbee (Team Concept - TX) and G.W. Wenzel (Auburn Flyers) early in the race. The pack failed to respond quickly enough, and the trio was not to be seen again. The main pack, which was just chock full of sprinters, kept up a very fast pace, with a few breakaway attempts, but nonetheless reached the bell lap largely intact. At the finish, Ricky outsprinted his breakaway companions, taking the first place prize in the \$1,000 event. **Frank Moak** of Herring Gas easily won the field sprint for fourth.

Final results of the M-35 Crit.: 1-Ricky Tenney (Cajun Cyclists - LA), 2-Dean Buzbee (Team Concept, TX), 3-GW Wenzel (Auburn Flyers), 4-Frank Moak (Herring Gas - MS), 5-Mark Trione (Port City Cyclists), 6-Max Milley (Matrix/Richardson - TX), 7-Tom Bain (Matrix/Richardson TX), 8-Eugene Smith (Flame Cycling TX), 9-Randy Legeai (NOBC - LA), 10-Joel Alexander (River City MS), 11-John Kelly (AK), 12-Rich Raspert (Outdoorsing MS).

Womens Crit: **Karen Bliss-Livingston** (Saturn) won, with Carmen Richardson (Timex) second and Tina Motoro (AWV) third. I think it was a 3-person sprint among breakaway companions.

Cat 3 Crit.: 1-Richard Laub (TX Lambs), 2-Kevin Trahan (LA), 3-Ralph Beecher (AL), 4-Steve Bandy (TX), 5-Joe Ottaro (TLS-LA), 6-Paul Humphries.

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downriver from the LSU Vet. School. Except for a few short stretches, the road surface is quite good and traffic is light. You can register the morning of the race, but you'll save \$5 by pre-registering (contact District Rep. Lorrie Hebert). All club riders are strongly urged to ride this fun event.

### Tour Le Fleur Master's Criterium "As I rode it"

This was a pretty fast race with a big field on a really great criterium course. Once the initial break was down the road, the pace stayed fast, but it was not too difficult to "sit in" within the front half of the field, which was remarkably well-behaved. There was only one crash, and that was on the long uphill straight when a couple of people got tangled up as they climbed out of the saddle. My goal today was a top-10 finish, and in consideration of my less-than-ideal fitness level, I had decided that if a small break went off the front, I wouldn't worry about it. Of course, one did, and it turned out to be the winning break. I, and apparently most of the pack, was gambling on a pack sprint, however. ("Sometimes, ya just gotta roll the dice" ---Mike Lew) With about five laps to go, I started to work my way up to the front of the large field, anticipating a big, fun, hairy bell lap and sprint. Although I was already in the top third of the pack, it was quite difficult to move up, as the pace was consistently fast, and the frequent corners on one half of the course kept the field strung out. As I was working my way up there, I noticed that Richardson Bike Mart's Tom Bain (current M-40 Master's World Cup Crit. Champion) was doing the same, and that his teammate Max Milley was firmly glued to his wheel (well, not too firmly, as I nosed my way in there at one point). Tom was dutifully pulling his teammate up through the pack, and it was pretty clear that he planned to provide a

### TOUR LE FLEUR ROAD RACES

The road races were held on a beautiful 22-mile loop with a couple of moderate climbs. Sorry I don't have good results on this, as I spent most of the time OTB after flatting midway through the first lap. What I heard was that the Master's race was very fast. Ricky Tenney won the Road Race (quite impressive!!), and Brian Magendie said he thought he finished in the top 15 or so. It sounded like the sprint was pretty hairy, with Tom Bain starting things by attacking the hill about a kilo from the finish. In the Cat 4 race, both Keith Duet and Chris finished near the top - both thought they might have made it into the top 10. Shortly before our (Master's) race started, we watched the Pro/1/2 race go by escheloned from gutter to gutter, despite a centerline rule that was supposedly in effect. (It was very windy!) Kenny Bellau (Herring) rode well, finishing as, I think, the 6th amateur. The following is from the Chevrolet/L.A. Sheriff's press release (please add salt):

*"Five miles into the race a 15 man break formed with representation from all the major teams. A strong THOMAS CRAVEN was the lone Sheriff in the bunch, but was very instrumental in driving the break. After about forty miles the pace and heat took its toll and riders began to get dropped from the break. The survivors continued to push the pace. With a little more than 25 miles left Thomas, Andy Bishop, Chad Gerlach attacked in the feed zone and dropped those left in the break. Craven continued to ride strong wearing down his two companions. With a kilometer to go Thomas wound it up and held off the competition claiming the Team's second victory in the same number of days. Andy Bishop held on for second and Chad Gerlach took third."*

### "Road Warrior" Training Rides

Informal training rides currently underway include the Tuesday/Thursday Training Races, and the Saturday/Sunday Giro rides. Both of these are highly informal (i.e. there is no one in charge). The Tuesday/Thursday training races are on Lakeshore Drive between Bayou St. John and Elysian Fields Ave, and begin at approximately 6:00 p.m. Length varies from around 18 - 24 miles. The Giro rides start at the West end of Lakeshore Drive on Saturday and Sunday at 7:00 a.m. and is around 45 miles. A number of people are interested in scheduling a regular training ride out of Abita Springs on Saturdays or Sundays. One suggestion is that they be held every other week, starting at the parking area/ ranger station along the "Tammany Trace", located just north of I-12. The ride is in need of a reliable "chief warrior" who can serve as the contact for these rides. We badly need a volunteer to coordinate a series of training rides like this, so if you're interested in taking this on, just let Randy know (866-6640) so that a flyer can be sent out.

### Taking Your Racing "On The Road"

A full season of racing nowadays requires a fair amount of travel. Going to these events with teammates can make it much easier to get to these races, reduces the cost substantially, and is a heck of a lot more fun. It is very important for riders planning to compete in races out of town to take the initiative and call club members to find out who's going where. Riders are always happy to share hotel and transportation expenses, so don't hesitate to ask around. Some tips for racing "on the road":

- Don't take more stuff than you really need. Your group won't need more than one pump or toolbox, so coordinate ahead of time.
- Keep your stuff together, preferably in one big bag, not spread out all over your teammate's car. Things get messy really fast at events like Stage Races.
- Bring food! Especially pre-race foods, like energy bars, etc., so that you don't end up eating breakfast at McDonald's before a big road race.
- If you're not all in the same race, offer to help out by bringing wheels to the pit or following car, feeding, or having a cold drink ready at the end of the race.
- If your team will be working together during a race, and some riders are going to sacrifice their own chances by blocking or attacking to support their teammates, work out ahead of time how you will split up the prizes.

good leadout for him on the last lap. Although I had noticed Frank Moak riding very aggressively at the front all day, I figured that this was a good place to be, so I stayed close (mostly 2 inches from Max's rear wheel), hoping to be able to benefit from the leadout as well. Things looked good on the last lap, with Tom now up in the top 10 or so, and Max on his wheel, and me on Max's wheel, but just before the second-to-last turn, someone behind attacked, and the pack started streaming around us on the inside. Well, all bets were off now, and I just jumped onto whatever wheel looked to be moving forward the fastest as we careened around the turn about 8-abreast over the two slick manhole covers. As soon as I cleared the last turn I jumped as hard as my undertrained little legs would permit and passed a number of people on the steeper part of the slightly uphill finish straight, but about 50 meters from the line the road levelled out a bit (and so did my acceleration), and a couple of guys slipped by me on the right (Tom Bain and Eugene Garbay, I think). I was pretty happy to find that I had still placed 9th. The real excitement, however, was Frank Moak's convincing win of the pack sprint in front of a hometown crowd (shoulda been on his wheel!), and Ricky Tenny's super performance in winning the sprint, and the race, over his two breakaway companions. ---Randy.

### State TTT

The NOBC fielded only a single team for this year's Team Time Trial Championships, held on April 15 in Deer Point. The team of Dave Swords, Tom Campbell, Steve Remy and Mark Barrilleaux had originally intended to compete in the 100k Senior event, but made a last-minute change to the 70k Master's event. Although the group lost Steve to a flat at 15k, stopped to pick up Tom's heart-rate monitor *en route*, and

## Gatorade Bike and Blade on the Bayou Criterium Series

**T**he Gatorade Bike and Blade on the Bayou Criterium Series marks the return of a local bicycle racing classic to New Orleans. Many riders still remember the Sunday morning "novice races" that NOBC developed back in the 70's on this favorite City Park course. Being a novice at the time, I learned a ton in those Roosevelt Mall races: how to start fast and stay near the front, how to read an attack and size up opponents, and how to work together to catch a breakaway. Probably the most important aspect, however, was I got to know other racers. We actually got to talk with each other, and I received lots of helpful guidance from more experienced racers, which enhanced both my confidence and my skill level. The City Park location is ideal for watching racers and tactics as they happen, and is also a great place for a family picnic while viewing the race. In-Line Skate Racing will be an added and exciting component that will follow the bicycle races. We strongly encourage all NOBC members to participate in this club promotion, by racing or by volunteering to help. Bring friends interested in racing and get them involved; they can volunteer while watching the race! It's your opportunity to help NOBC accomplish these series objectives: (1) provision of a safe (closed course) non-technical course (basically a 1.05 mile oval with no tight corners) for all levels of skill (children, citizen, USCF); (2) racing within the city that will eliminate the excuse of "travel time" for not racing, with the added benefit of racing under the cool oaks; (3) a series concept allowing you to evaluate your development through the racing season; (4) bring the Tour de La. Criterium back to New Orleans July 9\*\*; and (5) an opportunity for adults and children to stay fit, enjoy fun events, and promote family health. ---Robert

\*\*Note: To compete in Criterium Series Race #2, July 9, riders must compete in the 2-day stage race, The 23rd annual Tour de Louisianne. This NOBC event is oldest annual stage race in the United States. Official race announcements and registration forms for this event will be available separately.

### Sunday Mornings - City Park's Roosevelt Mall May 28 - July 9\*\* - August 6 The Races and Categories

Category	Start	Time	Prizes/Places
<b>USCF Bicycle Races</b>			
Masters/Women/Juniors	7:30	30 mins	\$\$\$Prizes/#/ Points
Citizens (non-USCF)	8:15	30 mins	\$\$\$Prizes/#/ Points
Senior 4/5	9:00	45 mins	\$\$\$Prizes/#/ Points
Pro/1/2/3	10:00	45 mins	\$\$\$Prizes/#/ Points
Children under 12	11:00	2 laps	Ribbons + FUN!!
<b>InLine Skate Races</b>			
Children under 12	11:30	2 Laps	Ribbons + FUN!!
Intermediate	12:00	20 mins	\$\$\$Prizes/#/ Points
Professionals	12:30	30 mins	\$\$\$Prizes/#/ Points

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had no opposition, it still posted a respectable 1:51:08, faster than last year's master's squad, and a tad under 24mph.

### EDS Gran Prix

*Houston Velodrome, 4/7 - 4/8/95*

Mike Williams and Lorenzo Berge competed in the recent track meet in Houston, joining other Louisianians Gordon Konrad and Todd Bauer. In the M-30 Kilo, Mike posted a 1:18.99 (10th), while Lorenzo rode a 1:28.26 (14th). In the 10k Scratch Race, Mike finished 8th. Todd Bauer rode a 1:14.15 kilo (8th), and Gordon Konrad rode a 1:11.00 for 5th. Gordon also finished 3rd in the Pursuit with a 5:01.44, closely followed by Todd's 5th. place 5:02.65. In the 90-lap points race, Gordon Konrad finished 2nd.

### TT Notes From Karen Kurreck

In my opinion, TTing is about 70% legs, 20% brain and 10% equipment. To train your legs, any hard training and intervals will help, but you should add some longer flat intervals (5-15 min. range). Two of my favorite workouts are: at Mission College (a flat, 3Km loop) - go 1 lap on, 1 lap off until your times start to seriously drop (about 5 or 6 intervals for me). Or, do a broken 30 km: 4 laps on, 1 lap off, 3 laps on, 1 lap off, 3 laps on. You can add the "on" times for a 30 Km estimate (or whatever distance you are training for). You can also just do timed intervals, but I like the feedback of timing myself on fixed distance intervals. If you have access to motorpacing, this is useful too for doing intervals. I did 5 min. on, 10 min. off or 10 min. on, 5 min. off (the shorter the interval, the harder you go). To train your brain, you have to do a lot of TTs. You have to figure out exactly how hard you can go so you blow

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## Staying in the Pack

One of the unique aspects of competitive road cycling is the importance of staying with the group. Because of the large energy savings resulting from drafting, a rider who is sheltered from the wind in the middle of a pack can go much farther and faster than would otherwise be possible. On the down-side, however, until one has achieved a certain level of skill and fitness, it is easy to get dropped from the pack and left behind - alone, abandoned, solo, OTB (Off The Back), dejected, and demoralized. It can be pretty discouraging for the beginning racer, and it's important to remind new riders that everyone gets dropped occasionally, especially when just starting out in the sport. It's just one of those initiation rites that we all go through on the way to becoming competitive cyclists. There are, however, a number of things that riders can do to avoid that long lonely ride home, be it in a race or a training ride. First off, remember that there's no rule that says you have to pull your fair share. Analyze your fitness level objectively, compare it to that of the rest of the group, and decide just how much work you can really afford to do. The first goal of the new rider is to finish the race with the pack. This will usually require that he or she carefully avoid overextending himself. It is common in bicycle races to be going 15 mph one minute and 35 the next. If you've just finished taking unnecessary pulls at the front when the pace suddenly increases, you'll be shot out the back like a bullet. So, in a race, be patient and save your energy for when it counts. In training, you can feel more free to test your limits, providing you don't do it when you're 40 miles from home. By all means, stay away from the front unless you know you can maintain the pace. Getting up near the front and letting gaps open or causing the pace to slow significantly (unless you're blocking for a teammate - but that's another article) is not a good way to win friends in the pack. When you do go up to the front to take some pulls, it should be for a good reason. Perhaps you want to tire out some of the sprinters in the group, or you're helping to chase down a dangerous breakaway. Even then, you should be sure you clearly understand why you are pulling, and you should keep those pulls short enough (like 30 pedal strokes) that you can still respond to an attack. After you've taken your pull, drop off gradually, and signal the rider behind by wiggling your elbow or extending your fingers on the side on which you expect him to pull through. Don't slow down too much as you drop back, and get back into the group at the next opportunity. If the pace suddenly slows, don't get boxed in, and be prepared for someone to blow past the front and attack. As you move back, gradually ease into the first opening you see. If you drift too far back, you'll become "pack fodder," stuck in the glut of riders in the middle of the pack where it's impossible to respond to anything that happens up front. If you're at or near the front and someone starts pulling away, it's much easier to catch his wheel immediately when the gap is only a few bike lengths, than to wait until it's 15 or 20 seconds and an all-out chase is required. If people start streaming around you on both sides, you need to re-accelerate and catch one of the wheels. When the pace is hard and the field gets strung out single-file, you can count on people getting dropped and gaps opening up. If you don't respond immediately when a gap opens in the string, you're very likely to get dropped too. This is where it becomes very important to be able to accelerate quickly, which you won't be able to do if you're overgeared, or if you have not been doing some short interval / jump training. The inability to accelerate and hold a very fast pace for the 30 seconds or so it takes to get back in the paceline or close a sudden gap is probably the biggest factor in getting dropped. Most people can easily "sit in" in the middle of a big pack forever, as long as the pace is steady, but the ability to maintain a high average speed is irrelevant if you get dropped when the pace surges and can't get back in the pack.

*(Time Trialing - Continued)*

up right at the finish line. A HR monitor is essential here. If you can finish with a sprint, you didn't go hard enough. You are better off spreading out that "sprint energy" over the last few Km. You also have to develop a sense of pace, so you can start out hard enough to get your HR up quickly, but not overshoot it and have to try to recover during the ride. When I have a good TT, I get into a really good rhythm where my HR is high, but very steady, and it never drops. Then I take it up about another 5 beats or so for the last 1-2 km. In a good TT, I am about 8-10 beats below my Max HR. You also have to learn to maintain concentration for the entire duration of the race. You should do periodic "practice" TTs to gauge progress. These can be relatively short - 15K to 20K. Also, you should practice starts and turnarounds at least once or twice. If you have an opportunity so see the race course before the race, look at the turnarounds, and ride them if you can. At least, be certain where they are! At World's, on the training day before the race, when they closed the course for us, I did all 3 turnarounds at least 3 times. You can easily lose a couple of seconds in a turnaround. As far as equipment, in order of importance (and price), you should get: 1. Aero bars 2. A fast front wheel (Spinergy, TriSpoke, any deep dish rim, or a radially-laced spoked wheel with an aero rim and as few spokes as you can get away with for your weight) 3. A fast rear wheel (disks are usually the fastest unless the course is hilly) 4. A TT bike. The real advantage of a separate TT bike is you can fine tune your position and equipment for TTs. Even a cheap steel one with a small front wheel and/or sloping top tube is probably better than a road bike. You can also use an old road bike and set it up for time trials. Position is everything. The wind drag of the bike is only around 10% of the total - the rider is 90%. Basically, for TTs, you want to get lower and more stretched out. You can do this on a road bike with a longer, lower stem (you may have to move your saddle forward to avoid hitting your knees on your chest - which, of course, makes the bike lousy for climbing). Many people (myself included) also use a bigger chain ring and longer cranks for TTs. Having shifters out on the aero bars is a great advantage: reaching down for shift levers is very un-aerodynamic, and also, you will shift a lot more if the levers are convenient (just like STI on a road bike). It all depends on how much time you can or want to spend fiddling with your bike before a race. It is also important to train in the position you will race in (save your fast wheels for racing though). At the very least, you should use aero bars on some of your TT workout rides. Finally, pay attention to details. Look at how your cables and computer wires are routed. If you have long hair, tuck it in your helmet. Wear a skinsuit. Buy or borrow a TT helmet if you can. Remove any extras from your bike you possibly can. I don't have water bottle cages on my TT bike (except for training). I used to carry a bottle, just in case, but I found that even for a 40Km TT, I never had time to drink and it disrupted my breathing too much if I tried. Use lots of pins to make sure your race numbers aren't flapping in the wind (both Rebecca and I sewed our numbers on our skinsuits for World's). In many cases, time trials (and stage races) are won and lost by only a few seconds. In Idaho in '93, on the final 14 mile TT, I beat Eve Stephenson by less than 1/2 a sec. ! Likewise, backing off for even a few pedal strokes can cost significant time. Every pedal stroke, you have to ask yourself "am I going as hard as I possibly can for this distance?". Remember, nobody ever remembers who got 2nd place except the person who got it! *(note: The above note was posted on the Internet by World TT Champion Karen Kurreck)*

*To include items in the NOBC newsletter, contact Randy Legeat at (504) 866-6640.*