

# NEW ORLEANS BICYCLE CLUB, INC.



SPONSORED BY  
GUS BETAT AND SON, INC.

819 N. BROAD AVE., NEW ORLEANS, LOUISIANA 70119

NOVEMBER, 1983

VOL.16 NO.4

## WINTER TRAINING

by Stan Truxillo

Bicycle riding needn't stop in the winter, although the racing season is pretty well ended until February or March. Some club members run during cold weather, some do weight training, and many ride alone or in small, informal groups. Winter is a time for a slower pace, for building, or rebuilding, the foundation on which later speed work must be based. If you've pushed hard during the warmer months, you're probably a bit burned out. Winter is a good time for your riding to become fun again. But don't stop training, or you'll be starting from scratch this spring.

Winter weather can be unpredictable, and can change by 25 degrees from 7 am until noon. Most riders have learned to use several layers of clothing, such as wool jerseys with arm warmers and leg warmers that can be added or removed as needed. For long morning rides, it is usually best to underdress slightly for the temperature, as you'll get much warmer as the day warms up. For late evening rides, dress for initial comfort. The falling temperature will approximately offset your higher body temperature during the ride. In really cold weather, the "booties" or shoe covers that zip up over your regular riding shoes are a real godsend.

## WEEKEND WINTER RIDES

by Stan Truxillo

Weekend winter rides will usually be on Saturday or Sunday. Distances vary between about 45 and 85 miles. Rides will start in either of two places: UNO's Baptist student center on the Lakefront (for rides out to Irish Bayou or Slidell), and Betat's on Causeway (for carpools to Covington or Abita Springs). Because of the unpredictable winter weather (and unpredictable riders), there will be no fixed schedule for these rides. Check with Betat's Magazine Street store (891-6226) on Thursday or Friday to find out about the weekend rides.

## WEEKDAY TRAINING RIDES

A handful of hard-core riders will be riding through the winter on Tuesday and Thursday NIGHTS around City Park, from about 5:30 pm until 7 or so. Park in the lot at the south end of Kennedy High School on Wisner Blvd. Part of the course is very dark. Good lights are an absolute necessity! These are training rides, not races. Pace

will vary: easy spin, fast spin, big gear jumps, etc., as the spirit moves us. Novices are invited. For information, contact Stanton Truxillo at 586-6213 during the day, or 283-6735 at home.

## LIGHTS

by Stan Truxillo

As anyone who rides much at night knows, bicycles tend to be semi-invisible in the dark, even when reflectors and batte

ry-powered headlights are used. The problem is not with motorists approaching from the rear, as their headlights will pick up your reflectors, and eventually you. The problem, rather, is with motorists pulling out in front of you or turning across your path at intersections. We usually attribute this to "stupid drivers" or to rudeness, and react accordingly. But I really believe it happens because motorists don't see us; and there is a solution to that: a bright headlight. I rode through last winter with a Union halogen headlight and generator, and was startled at the courtesy shown me by most motorists. The halogen headlight is so large and so bright that it looks like a motorcycle headlight. Most motorists expect this "motorcycle" to be moving fast, and they expect it to observe the rules of the road. An additional advantage is that the beam is so bright that, if properly adjusted, it will actually let you see obstructions in your path.

After one winter's use, my Union generator began to weaken, so I bought a Sanyo Dynapower generator, but threw away the Sanyo headlight and kept the halogen. The combination is excellent. The halogen bulb is still bright, but the Sanyo generator produces much less drag and less noise than the Union.

There are other good lighting systems available (Ed Kearney makes and sells some excellent ones), but the point is this:

a good lighting system is a major safety advantage at night. As the credit card commercial says, "Don't leave home without it!"

## BIATHALON CHALLENGE

Rumor has it that the Tchoupitoulas Social Aid and Running Club has challenged the N.O.B.C. and the New Orleans Track Club to a biathlon. It is to be a 3 mile run and a 15 mile ride. Entry fee is a toy, to be donated to Children's Hospital to give out for Christmas. This seems like an excellent opportunity for us to show the cyclists are better all-around athletes than runners are! It also promises to be fun! Date: December 18. Time, location and details to follow.



## GREAT LOUISIANA ROAD RACE

SHREVEPORT-NEW ORLEANS 350 MILES by Candy Celestin and Randy Legeai

*It was a dark, cold and foggy morning. . .*

It really was rather bizarre. I mean, here are about fifty riders of every possible type congregated in a pitch-dark parking lot in a dense fog, preparing to ride 152 miles on a road that most people hate to drive in a car. Billy Richards is bathed in the eerie glow of television lights as he is interviewed for the local news show. Suddenly, it seemed, Dee Harper announces that riders should line up. He tediously explains the day's route and other important points as we shiver in the dark, dressed for the 80 degree weather we expect and not the 50 degree weather we're in. With a police car in the lead, and the sky still black, we are finally off.

It was indeed a race to remember. The official NOBC support crew, Rob Streeck, with his arm still in a sling from a shoulder injury, slept in the Betat van the night before the start. It seems the desk man at the hotel couldn't find his reservation, or the rooms that the rest of us were staying in! The first day of the race consisted of 152 miles. Over ninety of the miles were spent in chasing a breakaway group of eight riders who broke away during what was supposed to be a neutral period until daybreak. No one ever saw nor knew that they were off until the feed truck at the sixty-mile point told us they were 25 minutes up on us. At that point, Candy Celestin, Rui Ponte (NJBC), and Randy Legeai began to chase in earnest, quickly dropping the rest of the field, which had mostly stayed together up to that point. Pushing hard on the mostly flat course, it was hard to believe that any group could have put so much time on us in so short a distance. The lead group, led mainly by Dave Persons of Lafayette, had been pushing hard from the start, glued to the bumper of the police car, the driver of which apparently didn't know about the neutral period. Shortly before reaching Alexandria, Candy came off the chase group and was soon riding with one of the stragglers from the now-disintegrating lead group. Just before she was dropped, we passed Harold Glaspy Sr. who had been riding with the lead group. When we asked how far up they were, his only reply was "Oh, a looong, looong way". Harold made no effort to join the chase group, and was obviously well cooked after over 120 miles of riding. As Rui and I approached Alexandria, we had to make a couple of turns in order to stay on the "course". As we went by, a police officer directed us to make a left turn. Fortunately, I remembered that we had to make a right turn at the next intersection, as there was no officer or sign there! The lead group had been even less lucky (or unlucky). At the turning point, Dave Kneiling had continued straight, while the rest had turned. As a result, Dave established a lead over the rest of the lead group, as his novel route was somewhat shorter, and didn't include many of the traffic signals that the other did.

Just after exiting Alexandria, we came to a feeding station. The people at this stop excitedly informed us that the lead group was only "a few minutes" up the road. Although quite exhausted, we decided to gut out the remaining 25 miles or so and see how much time we could make up. With only about ten miles to go, we caught a couple of riders, including Tom Gee of Mississippi who had finished Paris-Brest-Paris a month earlier. Tom stayed with us, and we finally finished about 10 minutes behind the leader, Dave Kneiling. The lead group was then given five minutes because they got lost at the turn! Yes, we complained. Candy finished not long after, which was surprising, as she had crashed badly when the rider she was following suddenly stood up and clipped her front wheel. She now had to contend with riding another full day with badly cut palms (she had just removed her gloves), a scraped elbow, deeply scraped knees, and miscellaneous other injuries, not to mention a cleat which had been twisted 90-degrees (a mechanic at a gas station couldn't straighten it).

After a well-earned rest in Marksville, everyone started out about 7 am the next morning. There was a group of about twenty riders working the front of the bunch. About fifty miles into the stage, there were some squeezed brakes, and two riders went down. Dave Persons used this situation to initiate a breakaway of about five. Once the break was established and a tired Dave Kneiling had been "convinced" to work too, things settled down. This break of Dave Kneiling, Dave Persons, Tom Gee, Randy Legeai, and Rui Ponte would ride the rest of the distance to New Orleans without seeing another rider.

The route the second day was somewhat sketchy, to say the least. No maps were provided, and the pre-race description of the course sounded far from simple. A number of riders managed to get actually lost, and most, if not all, took the wrong route, thus adding considerably to the day's mileage, and making the much-needed feed stations very hit-or-miss. By the time Rob Streeck found the lead group, everyone in the pack had run out of food and water. The police car in front and the official car behind were still there, although it turned out that they didn't know where they were supposed to be going. And we were following them! The chase group, which included Candy, also managed to bypass the feeding stations, and finally in desperation stopped at a 7-eleven to refuel at about the 90-mile point. Undaunted, the riders continued.

At the Sunshine bridge, riders began checking their cyclometers for mileage counts - 120 miles. With a 158-mile stage the second day, that only left 38 miles to go, right? Not so. After asking for the fifth time how many miles to LaPlace, and receiving the same answer, they got



20 miles earlier, the chase group knew it was in trouble. Meanwhile in the lead group, serious fatigue was setting in. Upon crossing the bridge, riders started asking Randy (the only 'local' in the group), how many miles there were to go. They were not comforted by the reply that there were around 70! The police lead, now augmented by three motorcycles, led on (they knew not where!). Comments heard in the chase group: "Ron Haldeman has to be a mad animal to race these trans-continental things!" "If I ever finish this . . ."

At LaPlace, Dave Persons initiated an 'attack in slow motion', which is about as fast as one does it after around 160 miles. Dave Kneiling was defenseless, as was Rui, who had never recovered from the hunger knock after the missed feed. The trio of Dave Persons, Randy and Tom quickly rode away from the others. Tom lost contact at the spillway, and Dave and Randy continued on to the finish at the parish line, with Randy out sprinting Dave at the end. Tom held his lead to finish the stage third. Rui stopped, ate two candy bars given him by a police officer, then caught and beat Dave Kneiling. Randy and Dave Persons put enough time on Kneiling in the final 30 miles to overcome his first-day advantage, and thus place 2nd and 1st overall. Time for this stage of over 190 miles: about 9 hours.

If you were to talk to any of the riders an hour after the race, you would learn that they were ready to do it all again. Everyone offered suggestions to a tired promoter/finisher Dee Harper. The race will probably go again next year, so for those of you who dare, try it! You might surprise yourself.

NDBC results: Sr. Men: Randy Legeai, 2nd overall, 1st 25-29 category. Gr. Masters Men: Billy Richards, 1st 55-59 category. Sr. Women: Candy Celestin, 9th overall, 1st woman overall, 1st 30-34 category.

#### \*\*ANNUAL AWARDS BANQUET\*\*

The 1983 N.D.B.C. awards banquet will be held this year on Sunday, December 4 from 12 noon at the rooftop meeting room of 123 Walnut Street Condominiums near Audubon Park at the river. As usual, the banquet will be pot-luck, so bring along your favorite dish. Awards will be presented for Best-all-'round rider, Most Improved rider, etc. There will also be special awards for the Time Trial Series, and for District Champions. Sally Draper, USCF district representative, will award club members their district championship medals. There will also be election of 1984 club officers. The club will provide drinks, chips etc. So come enjoy a wonderful view of the city and a fun end-of-the-year banquet. All current N.D.B.C.

members and their family (and friends) are invited.

#### THE YEAR IN REVIEW

by Randall Legeai

1983 was a very different year. Once again, the club fielded a truly outstanding Veterans team, which returned from the Nat's with many high placings, including a National Championship. As good a year as it was for the Vets, it was just that bad for the Seniors. From a promising group of seniors in early-season races, the NDBC contingent in Senior races dwindled during the later part of the season, as other obligations and responsibilities imposed themselves on a number of team members. Nevertheless, in terms of placings in important races, the NDBC seniors came out quite well, especially considering the concerted effort of VS riders Eddie, Chio, Tony, Jorge and Tom. We captured first and third places in the District Road Championships, as well as high placings in many other club races. For next year, I hope to see a more concerted and reliable effort on the part of the seniors, who could, with proper planning, dominate most races. The successes this year, despite the lack of any well thought out planning, makes this fact obvious. Next year, the senior ranks will be looking for support from new seniors like Chris LaPorte. The Junior ranks, however, will not suffer terribly for the loss, as they will be gaining riders like Bret Bartos, one of the club's most promising younger riders. One of the more exciting developments of '83 has been the boom in women's cycling. Most local events of any size can expect about ten women from at least three different teams. It was not too long ago that this was a good turn-out for any class! The core of women cyclists in the state finally appears to have gelled, and I think we can expect more from this class on both the local and regional levels for '84. Another interesting development has been the continued interest and support by the local triathletes, many of whom have joined the club. During the peak of the season, from June through August, the NDBC training races have enjoyed fields of over sixty riders, which is a lot for a weekday afternoon! In fact, toward the end of the summer, the group divided itself into two subgroups for reasons of safety. It remains to be seen if the construction now beginning on the course will force a move of the series for '84. A similar problem will confront us as to 40K time trials next year. The much-loved Belle-Chasse course is rumored to be undergoing major work (ie., they're moving the levee). A certifiable course exists presently on old highway 51, although it lacks as convenient a starting area. As a trade-off, we get less traffic, no police worries (so far), and a much faster turn-around. In a few late-year time trials held there already, the times turned in were excellent. Perhaps some discussion for the January meeting. By the way, District Rep. Sally Draper is rumored to be considering an attempt to set up a



district race schedule in order to avoid race conflicts and make it easier for everyone to find out about the local club events.

All in all, 1983 was an exciting year. There were more people than ever willing to help out with race organization and promotion, which I take as a sign that the racing community in Louisiana is maturing. There has also developed a distinct rivalry between clubs, with each club having its rather distinctive style (or lack of same) of racing. 1984 should be a very challenging year!

#### NEWSLETTER CONTRIBUTIONS

Let me make you an offer you can't refuse. You send me something, I'll print it! simple as that. I would like especially to have some triathlon info. for our February issue. Anything you care to put to paper concerning your training programs, race experiences, wild drunken parties, etc. Is there some piece of cycling equipment that you've found to be especially good or bad? Perhaps you have some comments about the types of races the club puts on. Do you perhaps have some equipment that you would like to sell? Send me anything. Any contributions to the newsletter should be sent to Randy Legeai, 7617 Burthe St. New Orleans, La. 70118. Thanks!

#### TOUR DE LOUISIANA

Yes folks, its that time again! 1984 will be the 13th year for the Tour de Louisiana. Actually, it's the 16th year since the club has sponsored an annual race at this time of year. The Tour's predecessor was the New Orleans 100 National Bicycle Race, which was begun in 1969. The event was sanctioned by the ABL of A, which later became the USCF, and featured a 100km road race on Lakeshore Drive. The hand-written and poorly-typed flyer mentioned that the course would be completely blocked off. There were no classes or categories, you just had to be 17 or older. The flyer went on: "This is a chance for all you Northern and Westerners to grab an easy victory before the season starts, be a hero, pick up some easy B.A.R. points, and really show us what racing is all about." The club had been in existence at this point for about one year. There was no mention of prizes! Well in continuing this tradition, we have built the Tour into a respected early-season stage race which regularly attracts riders from all over the country. The Tour of Texas and Austin training camp will be March 3 - April 2 this year, and we are presently planning to have the Tour on the following weekend, April 8-9, which is 2 weeks before Easter. How big a success this year's Tour is depends on you! We are currently planning an event similar to that of last year's, which I think would have been a tremendous success had the local flooding not prevented many people from travelling. Any suggestions would be greatly appreciated. As usual, we will need all the race-day help we can get in order to put on a proper event, so keep that weekend open on your calendar! By the way, the winner of last year's Tour, Dan Casebeer, set a national 1hr track TT record recently in Indianapolis. Dan rode 44.623 Kilometers in one hour! The winner of the Women's event, Susan Eyles, also went on to a tremendous year, placing 8th in the National Road Race, and third in the Time Trial (1:02:39).

N.O.B.C.  
New Orleans Bicycle Club  
7617 Burthe Street.  
New Orleans, Louisiana 70118



Patrick Hennessey  
7300 O'neil Dr.  
New Orleans La. 70123