

THE NEWSLETTER OF THE QUEEN CITY WHEELMEN

THE RACER'S NEWS

BOB ATKINS:Secretary
1600 Thompson.Hts.
Phone: 542-3539

JON SPICKER:President, Editor
2145 Beechcroft Court
Phone: 922-7354

SPONSERSHIP

Well by now most of you club members know the QCW is going to be sponsored in 1976! Those of you that didn't know know it now, because I'm telling you! Our sponsor will be the Clifton.Montgomery Cyclery; (monkey cycle), owned and managed by the infamous Dan Humpert. Dan is sponsoring the QCW to the tune of \$1,000.

What does sponsorship mean to you? Well if you are a member of the QCW and are an active USCF licensed rider you must wear a jersey that has our sponsor's name on it; our sponsor will probably be paying for half of the cost of the jersey, (jerseys will run somewhere between 20 & 30 dollars. The club will pay you a flat rate per mile up to a certain distance travel expense to and from races; provided you take a to be determined number of QCW licensed riders with you.

NOTHING in the above paragraph is DEFINATE, because we must first set up a committee to disburse the money, after we have decided exactly what we will spend the money on; this will hopefully be done at the next meeting.

Another possibility and a very likely one is that we will give T-shirts to all members, both USCF and non-USCF, that resemble our club jerseys.

CINCINNATI CRITERIUM

Hopefully everyone knows the Cincinnati Criterium will be held April 4th at Burnet Woods. There will be at least \$2,000 in prizes; both USCF and non-USCF riders can race...anyone can race!!!

If you aren't going to race we could sure use your help the day of the race... watching the course, registration, and a blue million other things! If you can help out on that day please call Bill Laphorn (531-6339)



HOW TO CORNER:

written by: stevelansky

Ed note: With the coming of the Cincy Cry I think this article will be very useful to a lot of riders.

One of the most significant and important aspects of criterium cycling, and thus cycle racing in the United States, and certainly in the Midwest, with the exception possibly of the road stage of the Tour of Warren County and the State Road Race, is cornering. Why? It is fairly obvious to anyone who has ever raced in a short flat criterium. If you don't corner without brakes, and with the bunch, you will expend energy in order to catch the draft before the next corner, where again you will lose ground. The solution is to corner effectively. Sounds easy, but it's not.

In cornering the tendency is to lean the bicycle over. I don't know much physics, but I do know that if you lean the bike over it cannot be going as fast as it was when it was upright. It also cannot have the traction on the road that a vertical bicycle does, simply by comparison of the tire print.

Having established that you want to keep your bike vertical through the turn, the question is how? The answer is simple. Hold the bicycle vertical and when you want to turn, turn the handlebars. Sound crazy? It works!

The easiest way to execute this is to lean your body towards the center of the turn while holding the bike away from you with your outside arm. This causes a kind of push pull effect on the handlebars, as well as on the cranks. Your outside leg is going to be down, and you want to in effect be standing on that leg while at the same time forcing your upper body as far over as possible. The desired effect occurs when the body is leaned and the bike is up. Page 10 of the July Velonews illustrates this fairly clearly, Dale Stetina showing the proper position. The center line of the bike is never inside the turn of the cyclist. Thus the cycle is never leaned more than the cyclist.

You should practice this technique before using it in a race. And never let this pressure on the bars and cranks off while in a turn!

Ed note: I think if you take this article seriously and try what Steve says you will be pleasantly surprised at the results. I know for a fact that this is the same technique that former Junior National Road Champ Pat Neilson uses, quite effectively.

TRAINING RIDES

If you have time to ride your bike, (dell williamson!!!), and would like to ride with good riders the QCW is for you. Of course we have a wide selection of bad riders also.

If you want to ride on the western side of town during the week, contact Bill Gallagher (451-3284), or Bob Atkins (542-3539). If you're wanting to ride on the eastern side of town contact Brian Jones (871-7094), or John Montag 321-6803

The QCW has already pushed it's membership up to about 40. This is incredam iable when you consider we haven't even held the race yet. There are still a number of people out there k that were w members last year and havan't joined yet this year. I know some of you may be out of cycling for this season but you'll be back and don't you want to keep up with your club?... john gilmer, gene&carol cornwell, greg adams..... I'm sorry that there arn't any addresses with these names and numbers but i'm running out of time.

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|-----------------------------------|------------------------------------|
| Mike Albrinck 821-1957 | John P. Monnig 661-2644 |
| Bob Atkins 542-3539 | Rick Janke 662-7055 |
| Danny Biehl 961-4171 | Robert Janke 662-7055 |
| Alice Dews Forbes 871-4529 | Ron Janke 662-5448 |
| Bill Froschauer & Family 321-1915 | John Montag 321-6803 |
| Bill Gallagher 451-3284 | Dave Moore 381-5483 |
| Mike Griswold 793-6493 | Watson Nordquist & Family 631-7786 |
| Jim Grove 931-8099 | John O. Ogg 683-8832 |
| Dan Humpert 721-5165 | Andy Scheurer 861-5752 |
| Paul Hurm 726-6591 | Don Silver 941-1820 |
| Sam Francis 941-0520 | Donna S. Simpson 681-6894 |
| Greg Hanfbauer 921-3049 | Jeffery W. Slutz 321-7312 |
| Brian Jones 871-7094 | Jon Spicker 922-7354 |
| Bill Katz 242-5656 | John Wartenberg 751-2531 |
| Mark Kaufman 242-3725 | Dell Williamson 861-9567 |
| Phil Kennedy * Family 542-0348 | Walter J. Wittmann 871-4778 |
| Nancy Keating 321-4962 | Glen Wolf 761-1966 871-3511 |
| Brad Lightbody 542-6310 | Mike Conrad 922-6409 |
| Mark Limke 541-3337 | Al Zaffiro 471-4125 |
| Mike Limke 541-3337 | |
| Kirby McMillan 529-2253 | |

The Queen city Wheelmen is a United States Cycling Federation (uscf) member club. The uscf is the body which governs all amateur racing in the u. s. and qualifies riders for the Olympics, World Championships, and other international competition. There are no restrictions on age within the club. There is a place for the 8 year old as well as the veteran of 80. Not only are those wishing to actively race encouraged to join, but also riders intersted in doing fast touring, and there is a great need for others intersted in promoting the sport in such facets as helping run a race and generating publicity.

Every person who participates as a competior in uscf-sanctioned events must apply for and hold a seperate ampateur racing license, for which aradditional annual fee is required by the uscf. Applications for licenses are available through the qcw. You do not have to hold a uscf license to belong to the qcw, and all members of the club whether uscf licensed or not-- may compete against each o her in strictly club events.

From the beginging of May until September, midweek club races are held regularly. On Sunday's some of the members travel to various cities to participate in Udcf sanctioned races. Other activities include training rides and fast tours.

