

1985 MEMBERS BCW TIME TRIAL RESULTS THROUGH JUNE 30 (MIN. SEC)

		4/30	5/7	5/14	5/21	5/28	6/4	6/11	6/18	6/25	BEST
MOCsNY	Daniel	25.58	24.15	23.48	24.05		23.23		23.23	23.23	23.23
WOLF	Glenn				25.16	24.19	27.22				24.19
HANFBAUER	Greg						25.14		24.35	24.35	24.35
MAKSTALLER	Ron				24.51						24.51
ROYALTY	Charles		24.55								24.55
SCULLY	Michael		25.59	25.57	26.10	25.54		25.43	25.17	25.17	25.17
FISCHER	Chris							25.21			25.21
KUTNEY	Mark	26.32	25.40								25.40
WAGNER	Kevin	26.17	26.22	25.58					26.58		25.58
DAMEN	William	26.55	26.15		27.03	25.58	26.20		26.38		25.58
THEURING	Ed					26.29	26.09			26.17	26.09
SCHENK	Leslee	29.30	27.45		30.47		26.12				26.12
BRUELHEIDE	Robert						26.22			26.20	26.20
GINN	Mike						26.24			26.20	26.20
PETREE	Stephen							27.11	26.25	26.25	26.25
FINAN	Steven	27.32	26.58	26.31		26.35					26.31
FINAN	Kenneth	27.42	27.08			26.58					26.58
DODDS	Michael	27.31	27.20		27.00						27.00
DOLLMAN	Joe				27.02				27.32		27.02
FOLZ	Randy							28.04	27.02	27.02	27.02
FLAHERTY	James	27.03									27.03
HIBBARD	Rick	28.09		27.14			27.05		27.45	27.21	27.05
SPEIGEL	Eugene	29.02	28.40		28.14		28.02		27.06		27.06
KLING	Timothy	28.05			27.57		27.53		27.21		27.21
BURRELL	Don				27.44				27.24		27.24
SILVER	Don			27.46							27.46
GERBUS	Tia							28.58	28.17	28.17	28.17
HANCOCK	Gene						28.30		29.05	28.30	28.30
BRUMLEVE	Mike							28.38		28.38	28.38
GEHLING	Carleen		30.50			30.38	29.36		29.49	29.11	29.11
WILLIAMS	Jim								29.35		29.35
DRAGO	Roxanne		30.55				30.08		29.51		29.51
GEHLING	Tia		30.52		30.22				30.19	30.03	30.03
BRUELHEIDE	Franklin		30.37			30.05	30.23		31.07	30.38	30.05
LANE	Gary	34.28							30.27		30.27
HAEFNER	Carol		31.25	30.27							30.27
WIEDAMANN	Heide-Inge	31.25									31.25
WIEDAMANN	Chris					31.33					31.33
KAVANAUGH	Dan					31.47					31.47
LANSKY	Steven		32.10								32.10
CARR	Paul		32.14								32.14
EUBANKS	Bob						34.07				34.07
TOM	Elizabeth		34.57								34.57
NORDQUIST	Watson		35.49	36.15			35.00				35.00

Faster Time Trials by Dan Mocsny

The time trial is an event which is usually not at the top of the list of the average rider's favorite things to do. The reasons are obvious: they are very painful when done correctly and they offer little in the way of excitement (unless of course one finds pain exciting!). The latter, however, is not always true: witness the fanatical crowds

lining the course at a time trial stage in the Tour de France. They press into the roadway leaving barely enough room for rider and entourage to streak through. They shout encouragement in a panoply of languages and wave and scream like maniacs. (I have thought about filming a good stretch of this stuff and projecting it on a screen in front of my



rollers. That would put some zing into off-season training.) The surroundings at Brower Road are a bit more subdued, unfortunately, so the rider must find motivation from within. One source is the desire to extend one's limits, and the satisfaction resulting from establishing a new personal best, or possibly repeating it in the face of advancing age. Another source of motivation is, of course, competition, for example when one has a roommate who is getting dangerously close to beating one's time. Aside from environmental and equipment differences, time trials provide a good measure to compare raw fitness levels between riders. As a predictor of performance in massed-start events time trials are not so good, as they do not usually reflect the skills required in road racing: bike handling (cornering and descending), ability to "read" a race, being relaxed in a tight pack, sprinting, and climbing. Not all good time trialers are good road racers (though they probably could be), but almost all good road racers are good time trialers when necessary.

Assuming that a rider wants to become a faster time trialer, then his or her training can be directed to reaching this goal. First of all it should be understood that there are no easy ways to miraculously get better, aside from blood doping, which was recently banned by the USCF anyway. Time trial performance reflects the level of effort you are willing to put forth (but sometimes it also reflects the fact that you were able to tuck in behind a passing truck, eh, Phil?). Time trialing is intended to be painful, and to do well a rider must be willing to suffer. This is not to say that your suffering is always proportional to your speed. As your level of fitness improves you will suffer less at a given speed. You must then immediately move the speed up a few notches so as not to miss out on this splendid agony.

It was Eddy Merckx who said, when asked to describe his training methods, "I ride a lot." There is wisdom in this apparently inane response, however, and if you are new to the wheel-sport, your first priority should be to accumulate as many miles as you can. If you have lots of experience, you can benefit from specialized training, such as the program followed by our own Paul Liebenrood in his preparation for the successful attempt on the U.S. Hour Record (I will outline this program in a future installment, complete with motorpacing road-rash stories).

Some miles are better than other miles, though, and you can maximize your training benefits by training intelligently. Try to ride with people who are slightly better than you (of course, do not tell them to do that!) so that you are "stretched" a bit in training, but not to the breaking point. Ride as

many time trials as you possibly can, looking at your watch occasionally to get a feel for your split times at the various mile markers. Emphasize the pedalling style that will benefit you most on our course. Specifically: when climbing, stay in the saddle as long as you can. The Brower road course has an unpleasant succession of hills (we might rent a few bulldozers for our next QCW picnic and attempt to level things off a bit) which you should try to climb without standing. When you are already gasping at the base of the hill this is no small order, but when you stand you increase the frontal area you present to the wind by a disastrous amount. At speeds above 15 mph this will slow you considerably. If you do have to stand, try to do it only when you are cresting the hill, and keep your upper body as low as possible. But it is better to concentrate on developing your "sit muscles" in training.

When you approach a hill in training do not pop out of the saddle at the first hint of an upgrade. Instead, select a reasonable gear, slide back in the saddle and lean forward, hands on the tops, elbows bent, and concentrate on pulling up on the pedals during the upstroke (pushing on the downstroke is automatic and should require no thought). Maintain a steady cadence (65-85 rpm) and feel the burn in your lower hamstrings (biceps femoris, semitendinosus, and semimembranosus muscles) and your hip-thigh flexors (sartorius, iliopsoas) during the contraction phase of the stroke. When your "sit muscles" are blown then you may stand up for a while. Try to reach a higher point on the hill each time before you stand, until you are able to climb any hill in the saddle as fast as you can out of it. This type of climbing is not necessarily what climbing specialists do exclusively, but it will definitely help your time trialing. To roll big gears on the flats ("power riding") requires leg strength and a symmetrical stroke (push-pull), and climbing hills in the saddle is one sure way to develop it. Needless to say you must have cleated shoes and laminated (no-stretch) straps to fasten your feet securely to the pedals if you are to stroke effectively. When I commute to school on my Bata Bikers I feel, literally, hamstring. Of course, when I am skating across a linoleum floor on my Duegi's when I arrive there, I feel, literally, foolish. Use the right tool for the job.

Some additional comments can be made, and have been elsewhere, about intervals, diet, and lifestyle factors. You know the score: eat right, get enough rest, try to minimize sources of stress (if you can do that, you should start writing articles for bike club newsletters). But of course, we can all cite the counter-examples, you know, the certain unnamed individuals who eat ice cream all winter while



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sitting before the boob tube, who stay out all hours of the night in the pursuit of happiness, who hang their bikes up all winter while their roommates sweat it out on rollers, and yet still manage to reach their best form ever when the warm weather hits and never miss a chance to emphasize that fact. Oh well...that's life.

When riding a time trial be mindful of the fact that there are other riders and vehicles on the road. Maintain a straight and predictable line. When overtaking a rider do it decisively to minimize the temptation on his or her part to draft. When being overtaken allow the other rider to move well ahead of you before increasing your speed, if that is to be your response. Do not ride for extended periods next to another rider. This creates very dangerous conditions, especially on the last 3 miles of the course where the faster riders are hitting speeds up to 30 mph and catching the slower riders, often to

find them in groups and trailed by gaswasters unable to pass. If you are riding a time trial at the limit of your ability then you should not be able to accelerate when you are caught by a following rider. However, the natural tendency is to chase your 30 second man and then ease when you have him, or else wake up and start hammering when your following adversary eclipses you. Combat this instinct with the understanding that the time trial is a competitive but not tactical event. The USCF rulebook establishes draconian penalties for "drafting," which is taken to mean riding closer than something like 80 feet behind and 7 feet to the side of a leading rider. If you want to draft somebody you can always ride a two-man. If you want to avoid work altogether, you are welcome to try riding one on my wheel, provided that you cheer frequently and carry a cyclocomputer so as to inform me of my progress.

#### Mastering the Track Stand by Dan Mocsny

The principle goal of the racing cyclist is to go faster, and it is to this end that your training efforts should be directed. It would be unfortunate, however, if you pursued this aim to the exclusion of all else, especially the intriguing art of "trick" riding at low speeds. The "trickest" such occurs at no speed at all, namely the curious performance of the "track stand," or balancing on a bicycle at zero velocity with feet in the pedals. The maneuver takes its name from the standstill tactic employed occasionally in the match sprint event on the track, whereby a leading rider stops in an attempt to force the following rider to assume the lead. It is of little use elsewhere in competitive events, but is of inestimable value for passing the time at red lights, entertaining bystanders, and defying conventional beliefs about physics. It is above all the mark of a rider who is skilled in some sense, and might as well be part of the repertoire of every accomplished cyclist.

The track stand is difficult to master at first, but then becomes easy to perform under reasonable conditions. All that is necessary is a relatively smooth road, a slight uphill grade, low wind activity, an absence of external disturbances, and a correctly adjusted headset. It is also possible to stand on a downhill grade if a fixed gear is used, or if the front wheel is held, but this is harder to do.

The fundamental track stand is the "right-foot

leading 'standing' stand." Because most roads are crowned in the center, and we ride on the right, a slight upgrade on an otherwise level road is available if the bike points sharply to the left. The technique is to roll slowly forward, out of the saddle, with hands on the brake hoods and brakes lightly applied, until the pedals are in the 3 and 9 o'clock positions (cranks horizontal) with the right foot leading. As this point is approached, the brakes are increased and the front wheel turned to the left, until the bike stops, at which point the brakes are immediately released. The trailing left leg should be turned outward so that the seat tube lightly rests against the back of the knee. The rider should be leaning well forward with knees and elbows only slightly bent. The front wheel should be turned sharply to the left (45-75 degrees) and there should be absolutely no net forward movement of the bike. Once the rider has found the "zone of stability" the stand may be maintained indefinitely. Minor adjustments in balance may be made by rolling slightly forwards and backwards and changing the angle of steer. If the rider starts falling to the left, he increases the weight on his right foot slightly and steers a bit farther to the left. This rolls the bike forward and leftward a small amount and arrests the fall. A fall to the right is prevented by the opposite maneuver. At no time, however, should the front wheel be turned to the right enough to straighten it. If this occurs then it is probably too late to "save" the stand. The front wheel must always remain sharply turned, both



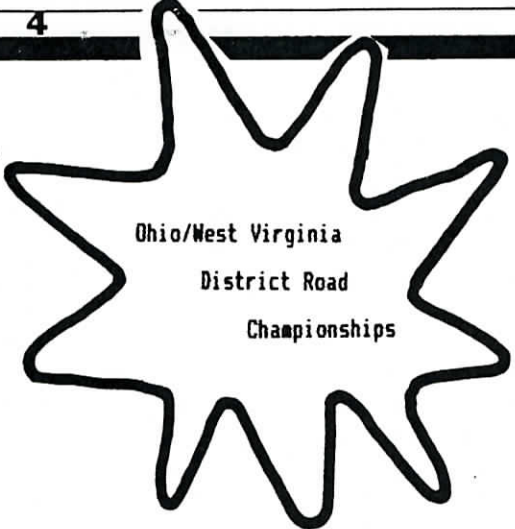
to point up the grade and to take advantage of "wheel flop." The latter is the lowering of the front of the bike which occurs upon sharp turning of the front wheel. This effect is more pronounced when the head tube makes a larger angle with the vertical, which is part of the reason why it is easier to do a track stand on a mountain bike than on a track bike.

When the right-foot leading stand is mastered, the left-foot leading stand may be tried. But now the front wheel must be pointed to the right, and few roads will be sloped correctly for this. However, the track is.

It should be noted that the track stand is entirely different than rolling along in a forward direction, however slowly. As long as forward progress is being maintained it is not possible to steer at a sharp enough angle to initiate a stand. This is the main reason so few riders can perform the stand: it is difficult to start because it goes against the instincts developed in normal riding. You have to stop the bike and really cut the wheel. There is a fear of falling that prevents people from leaning far enough into the turn to reach the "zone of stability." This hesitation results in the catastrophic fall back to the right which is countered by a wild rightward steer and resumption of forward motion.

To learn the stand will require some specific practice. Do not try it with cleats at first. Pick a smooth stretch of road with a slight uphill and no disturbances. Select a low gear, but not too low, or the bike will respond too quickly to changes in weight distribution on the pedals. Practice the techniques outlined here, and after a few short sessions you will amaze your friends. It is permissible to fall at first a few times. In fact, it is better to fall after struggling a bit than to panic and give up too soon.

If you choose not to stand still, and you are waiting at a light with a rider who is, do not wobble past him on the side toward which his front wheel is pointing, unless you can maintain a good clearance. If he suddenly becomes unstable, he will need to roll in your direction quickly. What would follow would not make a pretty sight. Conversely, if you are going to stand with "wobblers," try to get behind them before stopping. And remember to exercise common sense with your skill. If you are on the center line of a two-lane road waiting to make a left turn in a cross wind with steady streams of Environmental Destruction Units driving by on both sides, nobody will laugh at you if you put your foot down. Neither will they laugh if you decide to increase your insurance coverage.



Ohio/West Virginia  
District Road  
Championships

by Dan Mocsny

The Ohio/West Virginia district road championships were held on a 7.2 mile circuit near the Sugar Creek Ski Hill outside of Bellbrook, Ohio, on Sunday, June 9, 1985. The weather was hazy and humid with temperatures reaching the mid-80's by midday. There was no rain during any of the road events, all of which were held concurrently with the Senior Men's 15-lap event. The course consisted of narrow two-lane roads over flat to rolling terrain. There was one substantial hill to climb out of the Sugar creek valley with grades of about 10 % and an elevation gain of some 200 feet or more. The climb occurred in two stages immediately after the start-finish area along Sugar creek. The first stage of the climb was gentle and constituted the feed zone. The second stage of the climb proceeded up a wooded ravine and became steeper at the top. The hill was not outrageous but served to produce most of the DNF's. The road was narrow on the climb, making it perfect for attacks, as well as for being trapped behind fallen or dropped riders. More about these later. The hill was not long enough to especially favor the climbers, but in the later laps of the Senior Men's event it became substantially more difficult as the pace increased.

After the crest of the hill, the course went winding around a curious stretch of farm roads, one of which narrowed to just one lane. There were a number of dangerously tight 90 degree turns, including two zig-zags. Most of the turns were swept fairly clean, but there were stretches of deteriorated road surface. The tightest and roughest portion of the course was dubbed "Paris-Roubaix" by the riders, who no doubt wanted to make light of the source of their anxieties by identifying it with the world's most prestigious single-day race. Following the Paris-Roubaix was a rolling stretch of road leading to the downhill, which was free from sharp turns and other hazards, to the relief of the riders who reached speeds of 50 mph while descending. At the base of the hill the course followed the creek for a few kilometers to the start/finish line. The course was challenging and favored all-rounders, as it had climbing, criterium-like turns, and flat stretches with crosswinds.



I entered the Senior Men's event with no real hope of doing well, as the distance and size of the field were not to my liking. In the early going the course proved to be insanely inadequate for a pack of nearly 100 racers. I quickly tired of the elbow work in the corners and moved to the back of the field where things were more relaxed. Most riders, myself included, repeatedly violated the center-line rule either deliberately or to avoid compressions in the field, much to the consternation of the following officials and oncoming motor vehicles. The only serious accident, however, was caused by rider error on the seemingly least hazardous portion of the course.

My move to the back made the going very easy in the early laps, as I could select my own line through the turns and roll through them without slowing down as much as the tightly packed riders in front of me. This tactic was fine as long as riders withdrew from the race a few at a time. Had any major splits occurred early things would not have been so pleasant. However, riding at the back exposes one to the possibility of being blocked on narrow roads by crashes, as I found out the hard way.

Early action featured a breakaway led by Murray Wilmerding and joined by Glenn Wolf, both from our area. The break contained strong riders and appeared to be threatening despite its seeming prematurity. The break was captured after a few laps, soon after which the field was decimated by a terrible crash allegedly caused by some erratic move by a rider at the front of the pack. Our own Murray Wilmerding was an unfortunate victim of the pile-up and was forced to withdraw from the race with head and arm injuries and a damaged bike. A rider from Cleveland had most of his front teeth knocked out and suffered lacerations on his face and tongue. (I spoke with him at the Indianapolis track a week later. He had his teeth re-implanted and in braces and a number of stitches in his chin. He spoke with a slur but rode well enough. His unorthodox impact was explained by his unsuccessful attempt to jump over the first two riders who fell in front of him, which failed when his front wheel snagged a protruding handlebar.) Other injuries included concussions and a broken collarbone. Once again the silly leather "hairnet" which the USCF accepts as satisfactory head protection was clearly demonstrated to be inadequate to spare the riders who struck their heads on the pavement from sustaining injury.

Disaster struck me again with about 5 laps to go when 2 riders collided and fell directly in front of me on the steepest portion of the uphill. Because the hill steepened at the top there was a distressing tendency for riders to hit that portion

overgeared and to begin weaving at the same time that following riders, intent on not losing momentum, were squeezing up from behind. I swerved to avoid the two falling riders but I slipped and fell on some loose soil at the road edge. I was able to push myself back up on my wheels because I fell against an embankment, but the grade was so steep that I could not get started in the gravel and I fell again, still strapped into the pedals. All the while I was wishing for someone to push me (which is legal following a mishap, but not to exceed 10 meters' distance), but the spectators were all at the crest of the hill, too far away to be of assistance. Things are of course different at a European road race, where spectators congregate on the climbs because they know that that is where all the action is. I had no choice but to get out of the pedals and remount the bike. I had a momentary recollection of pictures in Velo-News of hapless European pros falling on the climb up the Koppenburg, and suddenly it didn't seem funny at all. My only thought at the prospect of another chase was "...not again!"

After a laborious restart I teamed with Mark Kutney of Cincinnati, who wasted valuable oxygen apologizing profusely for knocking me down. There was no time for recriminations and we quickly began the chase. To his credit he made a formidable time trial partner, and we cut our deficit to about 10 seconds over the next 5 miles (had he wimped out on me at that point, I hesitate to think about the violent acts I might have committed). However, the field was chasing what was to become the winning break and they rolled away from us again through the Paris-Roubaix. When we reached the downhill we could not even see them. I had one of the worst feelings of my life as I saw the race slipping away, so near and yet as unattainable as the moon. We rolled down the descent with neither intent to quit nor hope of catching the pack. But somehow, miraculously, the pack slowed at the base of the hill when they caught some of the breakaway riders and gave up on the rest, and we managed to stagger back on, just in time to begin the climb. We were both suffering from leg cramps and we barely held on. At this point my only goal was to finish with the group I was now riding with. My friends were unaware of my agony as it appeared to them that I was safely in contact during every pass through the feed zone.

The crash at the front of the pack caused a tremendous jam of riders. A number of riders suffered large delays including myself. I teamed with Steve Ryan of Columbus and paced back to the main group after a very taxing chase. We caught the pack at the top of the descent and were thus able to rest before the next climb. Many other riders had



to chase longer; for the next few laps, whenever the field slowed, small groups of riders would stagger back on. Tim Tyler, a prominent victim of the accident, reportedly took three minutes to get up from the pavement and resume riding. He had to chase for four laps, suffering from road rash, nausea, and dizziness, before he regained the field. He later had to drop from the race.

There were more or less constant attacks throughout the rest of the race. Most originated on the climb and were followed by furious chasing from the field along the farm roads. A strong tail wind along one memorable stretch led several times to such high speeds that a 52x13 gear barely sufficed to allow a rider to hold the wheel before him. Next time I will bring a 12-tooth cog.

As the race progressed, the pace on the average increased, and the cornering became smoother as the surviving field became smaller and more select. As I was always one of the sloppier riders in the turns, I stayed meekly toward the back. The race afforded good practice in following wheels in the turns. A few times we hit the corners fast and together. I heeded Glenn's famous line: "There's always room on the inside." What he didn't say was that there might not be much. I ate a few weeds more than once or twice.

The temperature was rising in the later laps and most riders left in the race were taking bottles every lap. The feed zone was splendid chaos; riders throwing bottles, feeders reaching up with refills, with bystanders squirting water on the riders (whether they wanted it or not) and obviously enjoying it. There were many dropped bottles in the road, and it was no easy thing to stay afloat upon running over one with one hand off the bars looking for a handup. Eating was difficult with all the climbing and corners; only a few straightaways were long enough to allow a rider to choke down a banana, and when the pace was high in those portions eating was out of the question. I managed to eat only 4 bananas in the course of the race, which lasted a little over 4 hours.

The pace undulated for the next few laps. The winning three-man break was opening a large gap and no one appeared inclined to chase them, least of all me. At some points we slowed to a tourist pace, but not for long. The Cleveland Wheelmen had several riders in the 30-man main group of survivors. Other than Mark, I saw nobody that I knew. Cleveland kept sending someone away and blocking the field and therein I saw an opportunity. With one lap to go a lone Cleveland rider had about 45 seconds on the field, but he looked catchable. Not relishing the prospect of a mass sprint for fifth place, I

summoned my reserves and mounted an attack on the final climb, gambling that team Cleveland would still block for their man if I was decisive enough to bridge to him alone. I hammered most of the way up the hill in a 52x16, asking my knees for forgiveness, and enjoying the rapidly fading exclamations of amazement from the pack. 100 meters from the top I paid the price for my brashness, as I started to blow up. I dropped the gear to a 42x16 and floundered a bit, but a glance back showed an astonishing gap on the now madly chasing field. I crested the hill and went into time-trial mode, not an easy thing to do after 95 miles of racing, quickly winding up a 52x13 and catching the Cleveland man within two miles. He must have heard me breathing from 100 feet back, as I was working harder than I thought I ever could.

He appeared relieved to have some help and we worked very well together. The field was strung out single file and gaining on us as we ripped through the corners as fast as we could go, risking everything. I almost lost it in one corner which I had confused with another wider turn; nothing to do but carve a sharper line, and thank heaven the turbo/R's held to the last few inches of pavement. I had no desire to hit the weeds; I don't look good in green. We got through Paris-Roubaix with perhaps 20 seconds on the field and pounded through the rollers with everything we had left. The headwind there took its toll, and I feared the worst, but we plunged into the descent still clear. By assuming tucked positions, two riders can coast down as fast as they can pedal, and we rolled out of sight of the chasers. The time gap was constant, but at the higher speed on the descent, the distance gap increased. At this point I began to feel that this crazy move was actually going to work. We raced through the closing kilometers and the Cleveland man was looking very haggard, and he was shouting that we were going to be caught. He sort of drifted back from my wheel with 500 meters to go, refusing even to contest the sprint, apparently happy with fifth place, or more likely on the verge of imminent collapse.

I wound it up with what little I had remaining and managed to roll toward the line at something more than a crawl. I popped through the final bend and flew between the lines of shouting spectators, punching the air in triumph at nailing fourth place, gasping with exhaustion, and overwhelmed with incredulity at the outcome of the race. I had been looking back frequently over the last few kilometers but the restricted visibility prevented me from seeing that the field had been closing the gap at an alarming rate over the rolling stretches at the base of the hill. The field did not have the luxury of a tactical mass sprint as each rider was involved in



something like an individual pursuit at the end. At the finish line I was told that I had but a 50 meter advantage over the front of the pack.

All who knew me were dumbfounded, as I entered this event with no previous success of such magnitude, and the quality of the field was substantial. They were even more taken aback after hearing of my tribulations in the race. I had no special preparation for this race other than to emphasize longer rides in the weeks preceding it. My training has actually been directed toward the individual time trial, an event in which I had previously thought I might have a chance. After the event, I was, as you might guess, a physical wreck. But my complaints shrank to trivialities in comparison to the suffering endured by the riders in the crash. I love our sport but I am terribly distressed at the frequency with which these things happen. Some of it has to do with the riders themselves, many of whom favor a uselessly aggressive approach to riding in a pack. Your competitors are really your comrades, linked by a common fixation with the wheel. But if you cannot ride faster than the guy next to you, the only thing left is to squeeze him on the road. Of course, due to the tightness of the turns we usually face, it is often a matter of survival. But there is no need to be grim-faced and hostile in the peloton. Smile, be polite, show people that you care about them--and then accelerate with brutal authority. Win like a gentleman. And live to race tomorrow.

As the race progressed, I was both the victim of adverse circumstances, and the beneficiary of favorable occurrences. The course (except for the corners) favored my style of riding, and having the Cleveland man to work with compensated for the excessive distance from the uphill (which was the obvious place to attack) to the finish line. Being off the back twice dashed any possibilities of bridging up to the winning break, tenuous as they were already. The lesson in all of this is to refuse to give up in a race as long as you can still pedal. After all, "It's not over 'til it's over."

It was a good day for Cincinnati. Mark Kutney was third in the pack sprint to post ninth. In the Junior 15 race, Tom Corrs placed fourth, but only the top three in this event were qualified for Nationals. Third in this event was taken by a seven hills rider. My thanks to everyone who supported and participated in the day's events, especially to Leslie Shenk, Roxanne Drago, and Christine Folmar, three fine ladies who provided Glenn and I with handups, encouragement, and transportation.

The number of riders seems to be increasing

substantially in this post-Olympic era. In light of the potential for tragic accidents, it would be wonderful to secure a closed course with wider roads. But this would demand some aggressive promoting and sympathetic locals, both of which are in short supply. Also in short supply are course marshals and race assistant volunteers. This is understandable: ours is a participant sport, and we would rather be riding, thank you. Perhaps you can imagine better ways to spend a morning than standing in a pasture waving a flag at rednecks, but this is the sort of thing that needs to be done so that some egomaniac bike racers can have their little moment in the sun. And what a moment it is, let me tell you. Makes four hours of working like a draft animal and risking destruction almost worthwhile. So consider helping in some capacity next year. The promoting club will be happy to use you.



Glenn Wolf and I went up to the track on Friday afternoon, June 14, to practice riding it in anticipation of the district championships on the following day. I was not smooth at first and the possibility of doing well was looking rather tenuous. But then disaster struck; when we arose Saturday morning a strong rain was falling. It turned out that the weather was clear in Cincinnati, and many riders drove all the way to the outskirts of Indy before discovering the situation. Some returned home and others elected to find a motel and spend the night. The only possible rain date (Sunday, June 16) conflicted with the scheduled running of the district 40K road time trial, and so we were presented with a difficult choice. The scheduling was defended by the district rep who claimed that very few riders were interested in entering both events in any case.

As we were already in town we elected to stay. Saturday was a disaster; Glenn and I, being only marginally compatible off-bike roommates, wore on each other as we moaned about the weather and tried to think of something to do. We went to a shopping mall and wandered around. The weather finally cleared in the afternoon, but the track was not



going to be opened, we learned after a few phone calls. So we took our road bikes out for a little ride on narrow roads with lots of traffic.

On Sunday morning I knew that I was off. My kilo was sloppy and slow (I almost fell over at the start); I clocked a 1:16.7 to tie for 4th place. My pursuit started better, as I was on my 5:14 schedule for the first 4 laps. But then I unraveled and felt like I was going slower than I can on the road, fading to a 5:27 (which, though laughably slow, was still good enough for the bronze in this lightly contested event). I felt really dazed the whole morning; there was a nightmarish quality to the whole thing. Then the match sprints ground on for hours. I went into the tunnel and dozed for a while.

The last event was the senior men's 40K points race. Neither Glenn nor I had planned to ride it, but we both entered. The "field" of 12 riders was as big as any I wanted to face in my first massed-start event on the track. I stayed at the back in the early going to avoid killing anyone. But then Paul Liebenrood, Phil Kennedy, and Tim Tyler attacked and opened a gap. Everyone else seemed to be in trouble, so I just jumped up to them and sat on. Tim did not seem to like what I was doing, but I told him that I wasn't going to sprint for any points, so he relaxed. We didn't want to lap the field, but we had to because five riders blatantly slowed while the remaining two were pacing together a half-lap

behind us. The race progressed with the triumvirate doing all the work and slugging it out for the points. The other riders were getting lapped at different rates and it became confusing. With about 40 laps remaining, I started working as I was now clearly the freshest rider in the race. I strung the field out on a few multi-lap pulls and even took one of the point sprints. At this point P.L. glued himself to my wheel to protect his third place. He was tired after his victories in the kilo (1:10.5, his fastest ever), pursuit (5:05), and match sprints. He was clearly having trouble at the end of the points race. Phil Kennedy did OK. He did not qualify in the kilo, which obviously disappointed him, but he did make the pursuit (5:10) and the points race, which he won.

QCW rider Jon Spicker, defending district match sprint champion, had to settle for the bronze this year, defeating Glenn Wolf in the final for third and fourth. The final ride for first and second provided the greatest excitement of the day, as Paul Liebenrood forced his opponent into the lead with a dramatic swoop down and then up the track with 250 meters to go. His dive down the bank from the front made it appear to all that he was beginning his wind-up, and his opponent immediately jumped to gain his wheel; but then Paul shot back up to the boards, nearly hooking his startled opponent, who was obliged to lead out the sprint with Paul on his wheel.

#### MAJOR TAYLOR VELODRIVE 1985 RACE SCHEDULE

6/28	MIDWEST RACE SERIES
7/5	MIDWEST RACE SERIES
7/12	MIDWEST RACE SERIES
7/19	SPRINT INVITATIONAL **
7/26	MIDWEST RACE SERIES
8/2	MIDWEST RACE SERIES
8/3	WHITE RIVER PARK STATE CHAMPIONSHIPS
8/4*	MADISON NATIONAL TRACK CHAMPIONSHIPS/U.S. GRAN PRIX FOR JUNIORS 9 TO 13 **
8/6-10	NATIONAL TRACK CHAMPIONSHIPS **
8/16*	LADIES INVITATIONAL
8/23	MIDWEST RACE SERIES
8/30	MIDWEST RACE SERIES
9/6*	SPONSOR'S TROPHY NIGHT
9/27***	HUMAN POWERED VEHICLE CHAMPIONSHIPS

\*These races will have rain dates on the night following the scheduled race. All special event races have a full schedule of open events for all Friday night class riders.

TUESDAY NIGHT RACE SERIES happens every Tuesday Night through September 3rd.

All race events start at 7:30 pm with the exception of the National Trace Championships.

\*\*An RV WELCH INVESTMENTS Championship Series Event.

\*\*\*For further information on the 1985 IHPVA International Championships, you can contact the IHPVA, P.O. Box 2068, Seal Beach, California 90740.

## SPECIAL OFFER!

It's not too late to order your QCW JERSEY. They can be ordered with a pocket, \$35.00, or without a pocket, \$30.00, custom tailored by Ellen Obert. You can call Ellen at the *Obert Jersey Shop*, 851-5134.



# CLUB ROSTER as of June 30, 1985

ALBRINCK Diane 941 Lakeshore Cinti OH 45231 5211226	ALBRINCK Mike 941 Lakeshore Cinti OH 45231 5211226	BARTHOLOMEW Don 11730 Enyart Rd Loveland OH 45140 6770622	BOOTES Michael 1602 Young St Cinti OH 45210 3814667	BRUELHEIDE Franklin R. 3223 Riggs Av Erlanger KY 41018 7772567
BRUELHEIDE Robert F 3223 Riggs Av Erlanger KY 41018 7772567	BRUMLEVE Mike 427 Probasco #16 Cinti OH 45220 8612111	BURRELL Brian 4994 Bonaventure Ct Cinti OH 45238 9223867	BURRELL Don 4994 Bonaventure Ct Cinti OH 45238 9223867	BYRD Thomas D. 317 W. Main St Lebanon OH 45036 9320180
CARR Paul 11504 Carolina Trace Harrison OH 45030 3672365	DAMEN William 5932 Euclid Rd. Cinti OH 45236 9842911	DAVENPORT Joel 1225 Regent Av Cinti OH 45237 2421708	DAVIS Kathy 9247 Maineville Rd Loveland OH 45140 6835556	DAVIS Mike 9247 Maineville Rd Loveland OH 45140 6835556
DODDS Michael J. 46 N. Lake Cinti OH 45246	DOLLMAN Joe 8762 Woodview Cinti OH 45231 5223696	DRAGO Roxanne 92 Fox Hollow Ct. Fairfield OH 45014 8740526	EUBANKS Bob 3215 Brookwood Dr Edgewood KY 41017 3414807	EUBANKS Rob 3215 Brookwood Dr Edgewood KY 41017 3414807
FINAN Kenneth P. 7659 Bitterroot Ln cinti OH 45224 5218110	FINAN Steven 5608 Goldenrod Dr. Cinti OH 45239 5418244	FISCHER Chris 2437 Dorian Dr Cinti OH 45215	FLAHERTY James 632 Riddle Cinti OH 45220 2216696	FOLZ Randy 2458 Fairview Av Cinti OH 45219 2413426
FROSCHAUER Bill 3011 Alpine Terr Cinti OH 45208 3211915	GARLAND Michael 5860 Renee Ct #10 Cinti OH 45239 5428055	GEHLING Carleen-Charley 22 Woodcreek Cinti OH 45241 7930800	GEHLING Tim 22 Woodcreek Cinti OH 45241 7920800	GERBUS Tim 203 Loraine Av Cinti OH 45220 8617231
GIBSON C. David 2500 Heatherwood Ln. Cinti OH 45244	GINN Mike 5539 Edger Dr. Cinti OH 45239 7413170	HAEFNER Carol 4818 Calvert St. #1 Cinti OH 45209 3517614	HANCOCK Gene 10885 Kimberly Union KY 41091 3317929	HANCOCK Helen 10885 Kimberly Union KY 41091 3317929
HANFBAUER Greg L. 5070 Western Hills Av Cinti OH 45238 2447164	HARRIS Joe 9 W. Lakeside Ft. Mitchell KY 41017 3413291	HIBBARD Rick 6897 Pecos Dr. Cinti OH 45244 5614784	HUTCHINSON Carlos 7936 Clovernook Av Cinti OH 45231 9316051	HUTCHINSON Richard J. 7936 Clovernook Av Cinti OH 45231 9316051
HUTCHINSON Teresa 7936 Clovernook Av Cinti OH 45231 9316051	KAVANAUGH Dan 6164 Salem Rd. Cinti OH 45230 2323145	KLING Timothy L. 6022 Monticello Av Cinti OH 45224 5420408	KRAUSE Ed 1105 Columbus Av Batesville IN 47006 9344290	KUTNEY Mark 110 Wentworth Av Cinti OH 45215 8213789
LANE Betty R. 5070 Western Hills Av Cinti OH 45238 2447164	LANE Gary 5070 Western Hills Av Cinti OH 45238 2447164	LANSKY Steven P. 1425 Main St Apt 3-F Cinti OH 45210 4210298	LAPTHORN William J. 6330 Stover Ave Cinti OH 45237 5316339	MAKSTALLER Ron 603 Dewdrop Cr. Cinti OH 45240 8252775
MOCSNY Daniel 2158 Gilbert Av Apt A Cinti OH 45206 9610668	NICHOLS Scott 645 Tyler Av Milford OH 45150 8315830	NORDQUIST Watson N. 3544 Edgeview Dr. Cinti OH 45213 6317786	OBERT Jim 9816 Greenriver Dr. Cinti OH 45231 8515134	PETREE Stephen C. 55 Flanders Ln. Cinti OH 45218 7422325
PETRY Don 2150 Augusta Blvd Fairfield OH 45014 8294079	REIBER Scott W. 1623 Madison Ave Cinti OH 45231 5218092	ROYALTY Charles M. 3404 Telford St #4 Cinti OH 45220 7510625	SANDERS Pete 140 Oak St. Cinti OH 45246 6710240	SCHENK Leslee 8195 Keller Rd Cinti OH 45243 8917837





## HOT TIRES by Dan Mocsny

Yesterday evening I rode on the hottest new equipment item to arrive in some time: "Turbo R" tires and latex tubes from Specialized. Let me say that the performance increase this combination gives over any other clincher tire/tube combination is, well, breathtaking. The turbo R's are lightweight (185 g) and feature a fine-weave casing and a smooth tread surface made of some compound purported to give improved handling. The latex tubes differ from the usual black butyl rubber tubes in that they are noticeably thinner (actually translucent) and more elastic. They are also lighter (75 g) and considerably more expensive (\$7 retail). The turbo R's retail for \$14 each. They have a "maximum" pressure rating of 115 psi but the manufacturer claims that its figure is "conservative." Which means we can go wild with our floor pumps.

Because of the thinness of the tube and the high inflation pressures possible with the high-performance tire, it is essential that the spoke holes of the rim are adequately covered with tape. We have found that four layers of 1/2" width fiberglass filament plastic tape work well (this material is also called "strapplin' tape" by the illustrious manager of Cincinnati's self-proclaimed finest bike shop). Be careful to overlap the tape on successive turns around the rim so that it spans the spoke holes by at least 1/16" on both sides. Also take care to avoid folding the tape so that any sticky side is facing the tube. After winding the layers around the rim, cut a hole for the valve with a sharp tool and clean up the hole with a small diameter round file. It is a good idea to lubricate the tire, tube, and taped rim floor with talc prior to installation. Avoid inhaling talc dust as it is known to be harmful to lung tissue. If you prefer you can tape the rim with Velox rim tape, but be sure to use the wide size even if you have narrow rims (except Araya rims with small spoke holes), because the narrow size tends to sag into the spoke holes under high pressures and expose their sharp edges. Strapplin' tape is cheaper (when purchased in large rolls) and works just as well. Cotton rim tapes deteriorate in wet weather; use only all-plastic tapes or plastic-backed tapes. Forget about using rubber rim strips unless you enjoy fixing flats.

To insure secure seating of the tires use only narrow rims with hooked edges such as Mavic module E's or Rigida 1320's. The latex tubes have a smaller diameter than the rim and tire so they tend to work their way under the tire bead. This of course can lead to a blow-off failure so be sure that the tire is properly seated upon inflation. If the tire does not seat properly somewhere, mark the spot, deflate the tire, and roll the tire in the affected area between thumb and forefinger until the tube is completely hidden by the tire bead on both sides.

Once the tires are properly installed and inflated you will be in for an enjoyable ride. The combination of the high-performance tire and the very elastic latex tube makes for lively handling. Even at high inflation pressures you will experience noticeably less jarring from bumps in the road than from your usual clincher set-up. The straight-line rolling resistance seems to be lower and the smoothness in cornering is confidence-inspiring. At speed you will hear a very soothing hum from the tires just as you do from a high-quality silk tubular. In fact this combination delivers a performance beyond that of all but perhaps the best tubular tires. It appears that there is no longer any reason to use tubular tires except in high-level competition. This is because the tubular tire/rim combination will always be inherently superior to the clincher arrangement, so no matter how good a clincher tire is, it would immediately be improved if a similar tubular tire were constructed. For those of us who detest the expense and maintenance problems of tubulars, however, the turbo R/latex tube combination seems to give much the same performance while preserving the convenience of clinchers. Now if only someone would invent a 200 g carbon fiber reinforced resin clincher rim...

What makes these tires better? The turbo R is essentially a turbo S with a smooth tread. The factors contributing to rolling resistance include internal losses in the tire and tube as they are elastically deformed and restored upon contacting and leaving the road surface. All things being equal, the thinner and more elastic the tire casing and tube, the lower the rolling resistance. A latex tube is thinner and more elastic than a butyl tube and should therefore make any tire roll easier. And as we all know, the higher the inflation pressure, the less the tire deforms. So at higher pressures the rolling resistance decreases. It has been known for some time that a bald tire has less resistance (to a lot of things, unfortunately) than a tire with a tread pattern. This is because tread patterns undergo "squirm" when they contact the road, contributing to frictional loss. This may be especially severe on tires with raised center ridges, as the tire casing must deform sharply around the ridge where it contacts the road. This is of course exactly the opposite of what advertisements have been claiming for some years now. The new smooth surfaced tires employ a proprietary compound which is said to improve grip while having satisfactory wear characteristics. The rubber does seem to be sticky when the bike is pushed sideways by hand across a linoleum floor. As far as how long the tires will last, well, we shall see. The latex tubes appear to be very delicate; it may be wiser to use a heavier tire/tube combination for the bulk of your training miles.

How much of an improvement could the typical rider expect in a time trial at our Brower Road course on these tires? For starters, it looks as though the tires can take 150 psi when properly installed (actually my guage was pegged, so the pressure could have been higher) for the duration of a time trial. (If one of these babies lets go it would be pretty spectacular.) Even at this pressure, the ride is surprisingly smooth compared to the turbo S/butyl tube combination I used previously, which would rattle me into stupefaction at 140 psi inflation on the bumpy climb into the park. I took 25 seconds off my previous best time in spite of an untimely broken rear-wheel spoke which whapped disconcertingly against the chainstays for the

latter 8 miles. Other than this I was having a super night and weather conditions were nearly ideal (overcast skies, light drizzle, little wind, but not warm enough). I attribute 10-15 seconds to the tire/tube combination.

As speeds increase rolling resistance increases less rapidly than air resistance, so slower riders should experience a greater improvement than faster riders from superior tires. A clincher or nylon-butyl tubular rider in the 27 minute range could probably expect to cut as much as 30 seconds off his or her time with this set-up at a radical inflation pressure. Part of this would be due to the tires themselves, and part of it due to the mental boost one gets with the realization that one is getting more for the same effort. If you are serious about your time trialing and you are riding clinchers you owe it to yourself to try these tires and tubes. If you are riding cheap tubulars you are wasting your time and money. There is now no reason to buy a tubular tire unless it costs at least \$25, and even then not a very strong reason. So try these tires and tubes and let me know what you think. By the way I don't own Specialized stock; not yet, that is.

Send your articles to:

QUEEN CITY WHEELMEN  
5070 Western Hills Ave  
Cincinnati, OH 45238

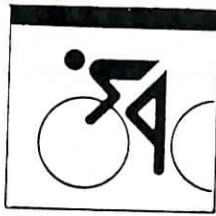
Publication date:

When news is available

Questions:

244-7164





## WHAT'S INSIDE?

The June/July issue of the *RACER'S NEWS* contains all the great stuff (and maybe some not-so-great-stuff) that we could cram into the six page weight limit for 1st class postage.

Dan Mocsny, in a style that only his friends can appreciate, has graciously provided his perspective on the District Championships, riding and training tips, and a special technical report on new equipment.

The Club Roster now boasts 76 members. Phone numbers are listed for all those who provided one, and ok'd its publication. Use this list to arrange those all-important training rides. If the roster contains incorrect information please let us know. And, if you paid dues on or before June 30, 1985 and your name does not appear we want to fix things as soon as possible.

Time Trial results and "best times" are listed for all members that rode during April, May, or June. They are sorted in order of the best times so that you may compare your performance. Note that there were no times recorded at all for June 11. This was the first rainout that I can remember. Be sure to thank the many volunteer timers and assistant timers that made the Time Trials possible.

*TOSRV 1985 will be remembered for the tragic accident that did not need to happen. We have included a reprint from the Columbus AYH newsletter regarding this mishap. Please read and share it with your cycling friends.*

The Major Taylor Velodrome in Indianapolis is an exciting alternative to weekend entertainment. Their schedule of major events is also included.

It's not too late to order your **QCM JERSEY**. They may be ordered with a pocket, \$35.00, or without a pocket, \$30.00, custom tailored by Ellen Obert. You can call Ellen at the *Obert Jersey Shop*, 851-5134.

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