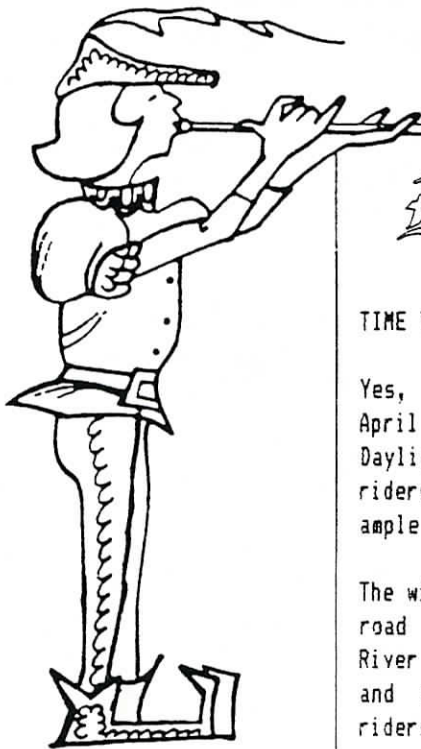


QUEEN CITY WHEELMEN NEWSLETTER

MAY, 1985



Announcing ...

TIME TRIALS .. TIME TRIALS .. TIME TRIALS .. TIME TR

Yes, the club time trial series starts on Tuesday April 30, 1985. The first rider goes off at 6:30 PM Daylight Savings time so we can assure that all riders are off the course before dark. Please allow ample time for parking, registration, and warm-ups.

The winter was especially rough on Prower Rd. The road surface has deteriorated noticeably. And the River Rd. overpass is partially closed. Be careful and show some courtesy to motorists and other riders.

We still do not have a permanent timer, so give some thought to assisting one week and timing the next

BIKE-A-THON .. BIKE-A-THON .. BIKE-A-THON .. BIKE-A-

If your mailbox is anything like the club's you've probably gotten a number of solicitations to participate in area bike-a-thons. Some of us like them and some of us do not. There are two well-organized low-hype bike-a-thons coming up that deserve your help (if only the sponsorship of a friend or family member): 1. Trail of Two Cities, 2. MS-100.

The Trail of Two Cities is coming up soon (Sunday, May 19) and benefits the American Cancer Society. Club members Tim and Charley Gehling are this year's chairpersons. Some of us have already volunteered to handle a water stop at Harrison's Tomb. If you want to ride or volunteer give Tim a call at 793-0800. Additional information is available from the ACS 559-1050 or CCR 292-2298.

RACING .. RACING .. RACING .. RACING .. RACING .. RA

For Midwest Racing at its Finest it is the Anderson Bicycle Classic, May 19, 1985 in Anderson, IN. For info call Linda Kepner 317-649-8161. Or register on race day beginning at 7:00 AM at 10th and Main Sts.

TRAINING RACES .. TRAINING RACES .. TRAINING RACES

Many thanks to Tim Burke of Solo Sports bike shop in O'brienville for putting the training series together. If you participated and liked it be sure to mention it when you stop in the store. When local bike shops support local cycling, local cyclists should support local bike shops. Makes sense doesn't it?

HERE

JERSIES .. JERSIES .. JERSIES .. JERSIES .. JERSIES

Ellen Obert tells us that all the custom jersies are finished, but quite a few of them have not yet been picked up. She will bring them to the first couple time trials for YOUR convenience. After that you will have to make other arrangements. Don't wait too long because it looks like the Oberts will be moving to Detroit.

MAJOR TAYLOR VELODROME .. MAJOR TAYLOR VELODROME ..

The Velodrome in Indianapolis has another big season planned including the CAN-AM Challenge May 17-19, the Sprint Invitational July 19, and the National Track Championships August 6-10.

For additional information call 926-VELO or write the Department of Parks and Recreation, 1426 W. 29th St. Indianapolis, IN 46208. Or visit the Velodrome any weekend beginning in May. The Velodrome is located at 3649 Cold Spring Rd.

INSURANCE .. INSURANCE .. INSURANCE .. INSURANCE ..

Last year the club was faced with a 300% increase in its Liability Insurance premium. Since the premium would have used 3/4 of our anticipated dues collections and the USCF offered clubs blanket coverage we dropped ours. As fate would have it, the insurer for the USCF decided that it had lost too much money in amateur athletics and refused to renew the coverage for 1985. The USCF has been scrambling ever since.

What they have is considerably more restrictive. All volunteers, administrators, officials and coaches are still covered for negligent acts associated with USCF events and programs and club "operations". But, many exceptions apply. Because of these exceptions we must be more strict about obtaining waivers and enforcing safe riding practices. Henceforth, there will be no official club training sessions. Beginning with the second time trial, helmet rules (USCF) and visual bike safety inspections will apply to all riders. AND NO ONE MAY BE TIMED WITHOUT FIRST SIGNING A WAIVER. I hope the beer drinkers will forgive us for this one: NO ALCOHOLIC BEVERAGES MAY BE SERVED AT OR DURING ANY CLUB FUNCTIONS.

If anyone knows where we can obtain modest supplementary coverage (Comprehensive General Liability - Broad Form with limits of \$100,000 / \$300,000) for \$100 or so please let me know.

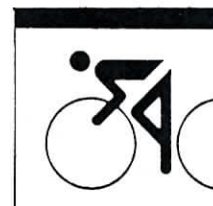
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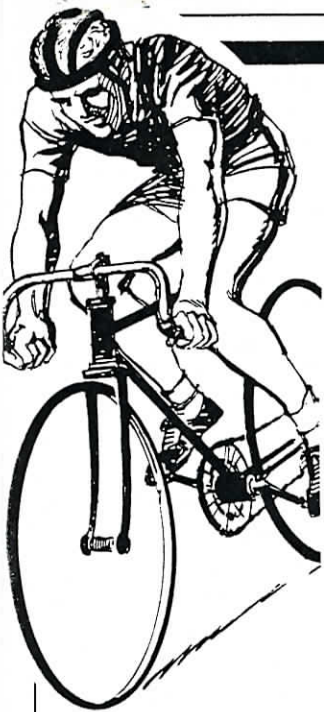
Don Burrell put the club on the mailing list for the Ohio Bicycle Communicator. Not much news from the DBF. An Ohio Bicycle Events Calendar is now available. The primary means of distribution is through local bike shops. Another meeting is to be held April 27.

member club USCF

FROM THE USCF .. FROM THE USCF .. FROM THE USCF ..FR

- The Board has reconsidered its earlier decision regarding Pro-Am racing. Permits may be issued for the 1985 season. For more info contact Andy Bohlman, Director of Technical Services, USCF
- Category upgrades. The USCF announces that all move-ups (downs) must be approved by Your district representative. The National Office sends any requests received by it directly to the district rep. for approval.
- Training Camp Program. If you are interested in participating in next year's winter development camps be sure to get race result resumes to the USCF coaching staff before September 1985. Once selected to training camp the rider is only responsible for travel expenses. All food and lodging is at USOC expense.
- National Championships. Here's the National Championship Calendar for those who are interested:
 - June 3-16 District Championships
 - July 13-14 National Criterium - Lancaster, PA
 - July 18 National 30+ Time Trial - Vass, NC
 - July 20 30+ Road Champ. - Whispering Pines, NC
 - July 29 Team Time Trial - Milwaukee, WI
 - July 30 Indiv. Time Trial - Milwaukee, WI
 - August 2-4 Roads - Milwaukee, WI
 - August 6-10 Track - Indianapolis, IN
- Blood Boosting, Packing, Doping. The USCF (in a smart move) decided that whatever you call it - it should be and is prohibited for cyclists. Dunno how they expect to detect it but they are serious. One offense = 30 day suspension; 3d offense = lifetime suspension.
- 1986 Worlds. This will be the first Worlds event held in the US. August 24 - September 7, 1986. Watch for a dues increase and a bigger cut out of sponsorships and prize money in 1986.





Riding Tips by DAN MOCSNY

GETTING SMOOTH...One of the first things that someone new to our sport notices upon riding with accomplished cyclists is, in addition to their increased speed, the fact that most of them are incredibly smooth. Come potholes, cross-winds, or maximal efforts, they keep their machines tracking straight and true without apparent effort. Contrast this with the wobbling beginner, who struggles to hold his mount under control against its maddening tendencies to twitch, veer, and swerve. Elbow-to-elbow riding in large packs demands machine-like precision from each rider, especially at higher speeds. Few things are more vexing to the skilled rider than attempting to follow the wheel of a jittery novice; few things are more sublime than riding in a line so coherent that all its riders seem to merge into one entity.

How can such smoothness be attained? It should be recognized that cycling is a comparatively new activity for humanity that demands a different set of skills than our natural means of locomotion, i.e. walking. It is not surprising, then, that most people will require considerable practice to do it well. Smooth riders did not start out that way; they had to expend several years of conscious efforts while riding to overcome sloppy style. This involved a recognition of the sources of "squirrelliness" and the mastering of the remedial techniques.

There are many sources of instability which afflict the rider. They can be grouped into three categories (1) external, those which arise from the environment; (2) internal, those which stem from the rider himself; and (3) mechanical, those which are caused by the bike.

External instabilities cannot be controlled but they can be foreseen and compensation can be made. In this category are bumpy roads, buffeting winds, and proximity to wobbling riders. The key here is to look ahead and develop a set of responses that allows the disturbance to be accommodated. If you see a rough patch of road, raise yourself slightly from the saddle and absorb the shocks with your elbows and knees, while continuing to pedal. If the rider in front of you has an erratic pace, drop back a few feet and use the added clearance as a buffer to avoid speed changes. Better yet, pass him; an erratic pace means that he will probably be dropped soon.

Mechanical instabilities have no excuse to plague you. True your wheels, adjust your headset, align your frame, or have a shop do it for you.

Internal instabilities stem primarily from pedaling style and secondarily from steering response. The former refers to the direction, intensity, and timing of the force you apply to the

pedals as the chainrings rotate. The only force that contributes to forward motion is one which is tangential to the circle described by the pedal. Tests on experienced athletes show that it is extremely difficult for most people to apply force to the pedals in this manner. The natural tendency is to shove at the pedals during the downstroke, and to continue to apply a lesser downward force for the rest of the crank rotation. This is due in part to the relative overdevelopment of the quadriceps muscles (which extend the leg at the kneejoint) compared to the hamstring muscles (which produce flexion) which results from genetic and environmental factors. Another neglected cause (in my opinion) of "mashing" is the rider's tendency to carry his weight on his legs to avoid saddle discomfort. It is interesting to note that most riders can ride on the road much longer than they can on rollers, even though the workload of the former is higher. Aside from psychological reasons and heat buildup, the reduced pedaling force and sustained sitting characteristic of roller riding increase the stress to the posterior.

An uneven pedaling style leads to erratic riding. When the rider initiates a downward push on the pedal which is not balanced by an upward pull on the opposite pedal a shift in body position occurs which results in a slight wobble of the front wheel. This is aggravated especially by the downward momentum of the leg mass rebounding as the pedal reaches the bottom of the stroke. And as the classic case of the "masher" results, i.e. one who is easily recognized in a pack of riders by his side-to-side wobble with every pedal stroke. This type of riding by a beginner is disconcerting but forgivable. However, when it is displayed by an experienced rider, it is a disgrace. It is interesting to note that even smooth riders tend to revert to such a style when pressed to the limit.

To overcome sloppy pedaling style is not difficult, but it does require deliberate effort. First, insure that your saddle is not too low. This is the single leading cause of squirrely riding, not to mention knee problems. Place your saddle too low virtually insures that you will still be trying to extend your leg when the pedal has bottomed, and it hampers your ability to pull up on the backstroke. Your saddle should be high enough to cause you to almost (but not quite) fully extend your leg at the bottom of the pedal stroke. This is just short of the height at which hip-rocking is observed to occur. I have seen riders raise their saddles and show a dramatic and immediate improvement in smoothness.

Secondly, practice pulling up on the pedals. It is too hard to "pedal around the circle".

Instead, push down on the downstroke and try to snap the pedal back up on the return. As soon as you do this, you will find yourself immediately riding straighter and faster. It is helpful to practice riding on gradual upgrades at low rpms (60-70) in the saddle and consciously trying to derive all propulsion from leg flexion. Slide back on the saddle to encourage pulling, select a moderate gear, and simply let your legs drop on the downstroke. Your hamstrings will rapidly fatigue, indicating how desperately you need to practice this. It goes without saying that you must have cleated shoes and laminated (i.e. non-stretching) toe straps to do this exercise (and I might add, to ride on the road like a racer at all). When you master this exercise you will find yourself riding in a straight line. (Try it, it works!!)

Steering response refers to when and how a rider reacts to a destabilizing tendency. The unskilled rider tends to overcorrect for an external disturbance, necessitating a countercorrection and so on. The unskilled rider also tends to react too

late, thus requiring a more drastic response. Proper responses are learned through experience, particularly in the company of other riders. You will always have to train alone sometimes, but try to ride with groups as often as possible. Observe the riding habits of others and ask them to comment on yours.

Another point to keep in mind, if you are a beginner, is that the "big guns" have ridden many, many thousands of miles. They are often quite fit; this, coupled with their efficiency and knowledge of drafting, enables them to sustain a given speed level with considerably less suffering than you incur. So do not be discouraged if you are dropped on training rides. Each of them has experienced the same thing. And if I can get strong enough, they will experience it yet again. So let your response be to train harder and spend more on equipment. Soon you too, barring marriage, injury, or business success) will be able to amaze your friends with your cycling proficiency, as well as give those at the top a run for their money.

remember

QUEEN CITY WHEELMEN

Membership Application

Renewal New Address

Male Female USCF Rider

Name _____

Age _____ Today's Date _____

Address _____

Phone: Home _____ Business _____

City _____ State _____ Zip _____

List on Member Roster Y/N? _____

Individual Membership—\$5.00

Family Membership—\$8.00

List Members at same Address:

WAVIER

In submitting this application for membership in the Queen City Wheelmen, I understand that bicycle riding can be dangerous. I do hereby for myself, my heirs, executors and administrators, waive, release and forever discharge any and all rights and claims, for or to be, for which I may have or which may hereafter accrue to me against the Queen City Wheelmen, and/or any other parties connected with events sponsored by them, individually or collectively, from all responsibilities for any injury to persons during such events.

Signature _____

(Signature of parent or guardian if under 18)

Please send completed application with check to: **Queen City Wheelmen, 5070 Western Hills Avenue, Cincinnati, Ohio 45238.**

**MEMBER CLUB
UNITED STATES CYCLING FEDERATION, INC.**

MEMBERSHIP ROSTER AS OF 5/85

| | | | |
|--|---|--|---|
| 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 | BRUELHEIDE Franklin R. 3223 Riggs Av Erlanger KY 41018 7772567 |
| BRUELHEIDE Robert F 3223 Riggs Av Erlanger KY 41018 7772567 | 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 |
| 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 | 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 |
| FROSCHAUER Bill 3011 Alpine Terr Cinti OH 45208 3211915 | GEHLING Carleen-Charley 22 Woodcreek Cinti OH 45241 7920800 | GEHLING Tim 22 Woodcreek Cinti OH 45241 7920800 | HANCOCK Gene 10885 Kiaberly 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 | 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 | 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 | MOCSENY Daniel 2158 Gilbert Av Apt A Cinti OH 45206 9610668 | NICHOLS Scott 645 Tyler Av Milford OH 45150 9315830 |
| REIBER Scott W. 1623 Madison Ave Cinti OH 45231 5218092 | SCHUCK Harold 2411 W. McMicken Cinti OH 45214 2417876 | SCULLY Michael 5621 Sunnycreeks Ln Cinti OH 45239 7413605 | SPEIGEL Eugene 4422 Winton Rd. Cinti OH 45232 |
| SPICKER Jonathon 3243 Bach Av Cinti OH 45209 8717393 | WILLIAMS Craig 3068 W. Tower Av Cinti OH 45238 9223449 | | |

