

Queen City Wheels

June/July 1992 Newsletter

Vol. 1 No. 3

Category 2 Team New for QCW in 1992!

A new feature for QCW in 1992 is the emergence of the Club's own category 2 team. QCW has long positioned itself as a grass roots, entry-level club catering to the needs of category 3-5 USCF and citizen racers. To expand opportunities for club members, and to make it easier to attract sponsors, the Club now has formed its own elite team. For its first season, this new team is composed of rising star Rick Hoeting and Cincinnati veteran Tim Miller. We caught up with these two flyers following the road race stage of the Miami Valley Stage Race.

Early Promise Evident for Both Racers

Rick started racing as a Junior in 1988. His resume shows steady progress, up to a spectacular 1991. The Ault Park Series was an early motivator for Rick. After winning the "B" series in 1989, his motivation was strong for the 1990 "A" races. Success came quickly, and only increased his racing fire: "Ault Park is a great training ground. It's not too fast, not too slow. When you take that first sprint with the big boys, that's such a rush." In 1991 the results came fast and furious. Rick won the GC among the category 4 riders at the Miami Valley Stage Race, winning three of four stages on the way. He followed this up with four stage wins at Superweek, taking fourth overall in cat 4. This was a very important turning point for Rick's parents: "When they saw how much money I made at Superweek, they decided that maybe this bike racing stuff wasn't so bad." Dan Moore, the district rep, caught up to Rick at the Blue Ash Dash, and Rick made his cat 3 debut a smash with a solid victory against a full field. This was enough for Dan Moore, and Rick soon found himself in category 2.

Tim Miller is now in his fifth year of racing, and his third in category 2. Consistent placings in his first two years culminated with a dominating performance at the 1989 QCW Labor Day Stage Race. After winning the opening time trial, Tim handily controlled a motivated field to win by over a minute. Elevation to category 2 proved a mixed blessing, however. Since support for cat 2 was nonexistent in Cincinnati, Tim was forced to race for out-of-town teams. This resulted in either racing without teammates, or with teammates he didn't know. In 1991 Tim actually decided to leave road racing for mountain bike racing, but QCW's support has brought him back to the road for '92. Tim laughs as he recalls a bright spot from 1990, however: "Finishing ahead of Greg LeMond at 'A to Z' was a lot of fun!"

Sponsorship is a Key

In addition to the QCW sponsors, the cat 2 team has been looking for the additional support required for the upper echelons of racing. Through **Wright Brothers Cyclery**, the pair rides **Diamond Back** Prevail tg bikes. **Control Tech** ultralight stems help lighten up the front end. The whole works looks and runs better with biodegradable maintenance products from **Pedro's Synlube**. According to Rick, "The Diamond Back bikes are absolutely incredible." The weight savings of the Control Tech stems helps to offset the mass of the standard STI shifters of the Prevail tg. (continued on page 6)

DIAMOND BACK

**CONTROL
TECH**
BICYCLE COMPONENTS, U.S.A.

PEDRO'S



Wright Brothers
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Jim Flaherty Breaks Master's Record!

QCW President Jim Flaherty broke his own Masters time trial course record on May 12th. In perfect weather conditions, Jim rode to a 21:44 time, breaking the old mark by 16 seconds. This new time works out to an average speed over 28.1 mph. As of this writing, this is also the fastest time posted by anyone, regardless of category, in 1992. This standard will undoubtedly prove to be a tempting target for many Senior riders to shoot at. *Time trials continue weekly every Tuesday at 6:30 through September. See April issue for complete details.*

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From The Board

Jim Flaherty , QCW President

At this writing there is one month to go until Cyclebration '92 kicks off. This year's event is an extremely ambitious project for us. There will be two course changes requiring much additional planning and support. Eden Park's hills and attractions will offer racers and spectators an especially exciting event. The big climb behind Krohn Conservatory will be a great place to see the riders suffer. Blue Ash's new course will feature open spaces, trees, and grass, providing spectators good vantage points of the whole race course. Cyclebration '92 has been awarded 170 USPRO points, assuring us of top pro riders. As the big weekend approaches there is one thing we desperately need: We Need You! An event of this magnitude needs volunteers. We need people to set up, tear down, man the QCW booth, help out at registration, and act as course marshalls...None of the work is boring, and it is all rewarding and fun.

We will be holding a Volunteers Meeting on Monday, July 13, at 6:30 PM at the Sycamore shelter behind the Blue Ash Recreation Center, at 4433 Cooper Rd. You can sign up for committees and enjoy refreshments. If you cannot make the meeting call the RIDE line (791-RIDE), or anyone associated with the race, to volunteer. This includes Charley Gehling, Roy Roberts, Charlie Wright, Dan Roketenetz, or me. Remember, the success of the race hinges on You!

Calendar

Races: (OH, WV, KY, IN)

July 1 Ault Park #6
July 3 Marion Cat 4 and Jr. Criterium (Marion, IN) George Geier (317)384-7171
July 5 Firelands Races (N. Olmsted, OH) Peter Gutierrez (216)734-8141
July 7 Criterium Training Series (Indianapolis) Charles Moll (317)353-1320
July 8 Ault Park #7
July 9 Richmond Time Trial (Richmond, KY) Gary Gomulski (606)233-7438
July 11 Break-Away TT Series (Kokomo, IN) Larry Barnhardt (317)452-7100
July 12 Mud, Sweat & Gears MTB (Owenton, KY) (502)484-2998
July 12 Delaware Criterium (Delaware, OH) Team Columbus (614)267-1458
July 12 Night Moves Criterium (Louisville) Craig Holmes (502)367-0000
July 14 Criterium Training Series (Indianapolis, see July 7)
July 15 Ault Park Finale
July 15 Indianapolis Time Trial Series #4 Todd Sullivan (317)576-0156
July 17-19 Canaan Mtn. Series MTB (Davis, WV) Matt Marcus (304)259-5286
July 18 Three Rivers Festival Criterium (Fort Wayne, IN) Charles South (219)484-6374
July 18 Tour of Brookside (Indianapolis)
July 19 Doctor's Hospital Criterium (Columbus) Team Columbus (614)267-1458
July 19 Firelands Races (N. Olmsted, OH, see July 5)
July 21 Criterium Training Series (Indianapolis, see July 7)
July 25 Campus Trophy 2 Man Time Trial (Cincinnati) Glenn Wolf 721-6628
July 25 Ohio Sports Festival TT (Oregon, OH) 1-800-669-6446
July 26 Ohio Sports Festival RR (Toledo) 1-800-669-6446
July 26 Mining Counties Road Race (Woodsfield, OH) Alan Marcossen (614)472-1911
July 26 Break-Away TT Series (Kokomo, IN, see July 11)
July 28 Criterium Training Series (Indianapolis, see July 7)
July 28-Aug 1 Junior National Track Championships (Indianapolis)
July 29 Zipp Express TT Series (Sellersburg, IN) Bob Peters (812)948-2453
July 31-August 2 Cyclebration '92
Aug 2 Firelands Races (N. Olmsted, OH, see July 5)
Aug 2 Velo Z MTB (Zanesville) Dan German (614)452-3100
Aug 3,4 Junior National TT Championships (Bloomington)
Aug 4 Criterium Training Series (Indianapolis, see July 7)
Aug 5-7 Junior National RR Championships (Nashville & Bloomington, IN)
Aug 8 Dublin Cycling Challenge (Columbus) Team Columbus (614)267-1458
Aug 8 Ride for Sight Race (East Palestine, OH) Bob Batchelor (216)457-7118
Aug 8 Break-Away TT Series (Kokomo, IN, see July 11)
Aug 8 Tour of Brookside Criterium (Indianapolis) Charles Moll (317)353-1320
Aug 9,10 Moore County Cyclefest (Mooreville, IN) Dan Daly (317)831-6729
Aug 13 Richmond TT Series (Richmond, KY, see July 9)
Aug 15,16 Snowshoe Challenge MTB (Snowshoe, WV) (304)752-1000
Aug 16 Smith Dairy's MilkRace (Orrville, OH) Rich Corfman (216)682-1911
Aug 16 Tour de Blugrass (Lexington) Paul Versnik (606)254-9622
Aug 18 Criterium Training Series (Indianapolis, see July 7)
Aug 23 Break-Away TT Series (Kokomo, IN, see July 11)
Aug 25 Criterium Training Series (Indianapolis, see July 7)
Aug 25 Great Race (Elkhart, IN) Kurt Folkmier (219)522-1939
Aug 25 Zipp Express TT Series (Sellersburg, IN, see July 29)

Rides:

Sundays 9:00 Hyde Park Square 54 mi. to Morrow, flat
Sundays 10:00 UDF Newtown
Tuesdays 5:00 Campus Cyclery to time trials
Thursdays 6:00 Campus Cyclery, 40-60 mi. variable route(usu. 2-3 climbs)
Saturdays 10:00 Van Leunens, North Bend at West Fork, 35 mi. rolling

Events:

Tuesdays 6:30 QCW Time Trials, Cleves/North Bend (Please check in at the start line later than 6:15)
July 13 Cyclebration '92 Volunteer's Meeting (see President's Column to left)



This issue of the *QCW Newsletter* is covering two months in one issue, due to the time demands imposed by the forthcoming Cyclebration '92 weekend. I need to have the time available to handle mail registration. Therefore, rather than skip July, I combined the issues. For the same reason, the August issue will probably be 5 to 10 days later than normal.
RW-Ed.

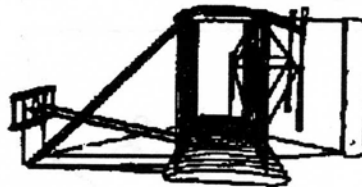
Cyclebration '92

Cincinnati's Premier Racing Event!

July 31, August 1,2

Once again, in 1992 the Queen City Wheels will be promoting a weekend of outstanding bicycle racing in Cincinnati. *Cyclebration '92* will feature three races, with a broad range of categories featured. The showcase races, featuring Pro and category 1 and 2 amateurs, has been enhanced this year by inclusion in the USPRO points series. This new feature promises to significantly increase Pro rider participation, and should make this category more competitive than ever! (As of this writing, one Pro team, *Chevrolet/LA Sheriffs*, has already confirmed attendance!) With a total prize list of \$14,300, Cyclebration '92 is the biggest racing event in the country on these dates.

Sponsorship is critical to the success of an event of this magnitude. Major sponsors so far confirmed include Sportshot, Kroger Brands State Avenue Grocery Products Division, WEBN, and Rally's. Look for our promotional spots on WEBN during the month of July! Additional help is provided by the cities of Blue Ash and Cincinnati. Technical support is provided by Wright Brothers Cyclery.

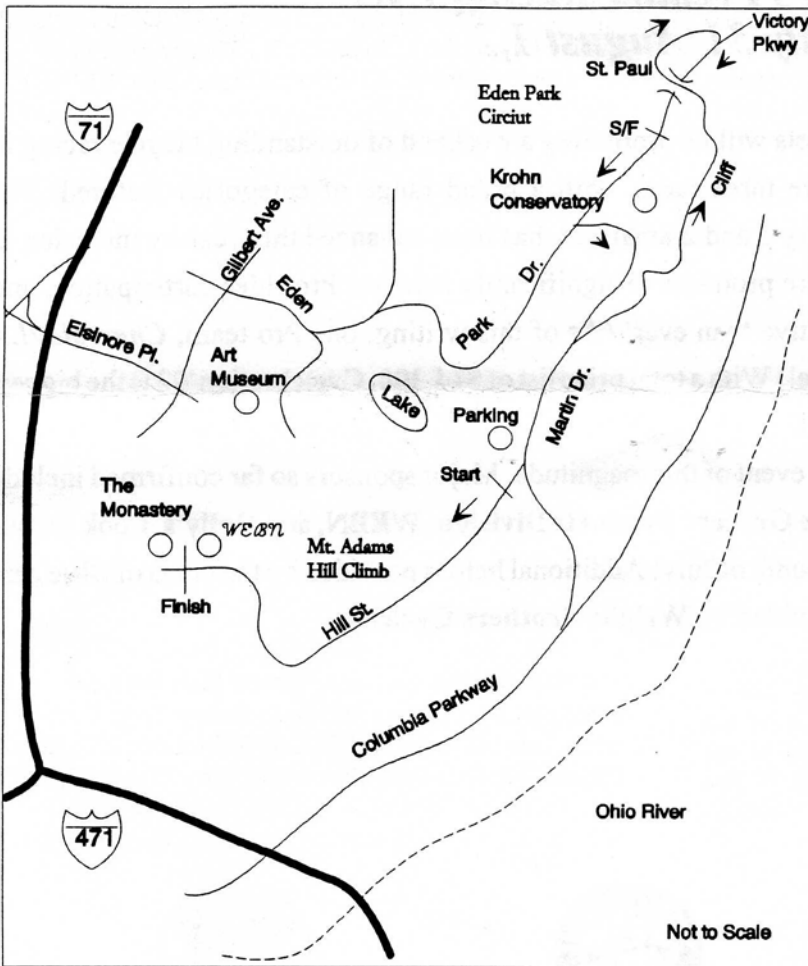


Wright Brothers
Cyclery & Fitness



WEBN

Mt. Adams/Eden Park Courses

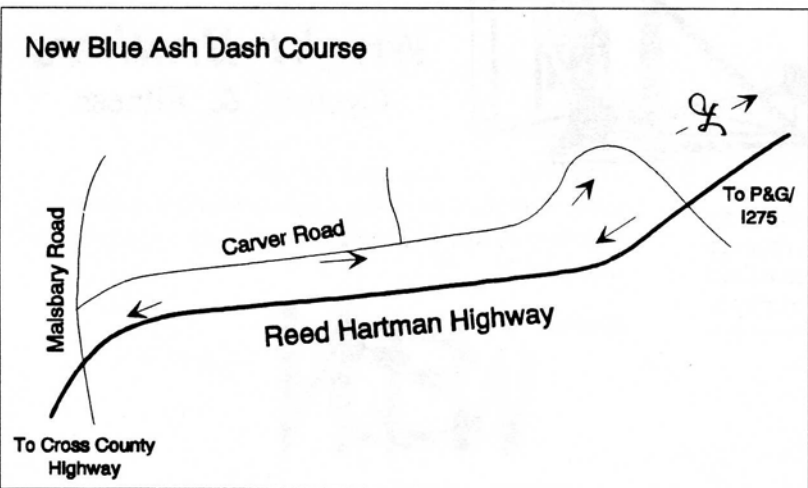


The Mt. Adams Hill Climb is back for another year. Racers start at the bottom of Hill Street near Martin Drive, and climb up to the Monastery on a 1 km up-hill course.

The Eden Park Circuit Course is new for this year. The course features very challenging hills and sharp turns.

Parking for both races is located on Martin Drive near the resevoir wall.

New Blue Ash Dash Course



There is a new course for the Blue Ash Dash this year. The course still uses Reed Hartman Highway, and is located about 2 miles south of the original course. The course should offer a good view of the riders for spectators. Parking will be on the Northeast side of Reed Hartman Highway at the North Mark Business Center.

Tactics and Training!

Pacelines and Crosswinds by Rob Westendorf

Technique in pace line and echelon riding is fundamental to successful bike racing. It is a skill that you must have down to instinct to have any chance of success at anything higher than citizen-level racing. The basics of pace line riding are covered in-depth in many excellent books, so I'm not going to start with a beginner's lecture. (If you are new to pace lines, your best learning opportunity is to ride with experienced riders. Refer to the ride listings on page 2.) My emphasis here will be on those aspects that I had the most trouble learning, or that I feel are poorly understood by a significant proportion of racers.

The advantage of a pace line is efficiency. To maximize that efficiency the speed must remain steady. Constant accelerations, even little ones, quickly drain even the strongest riders. This becomes more critical as the effort level goes up. Riding in a pace line at 90% effort is twice as hard as at an 80% effort. Effort is the key word here, and I really shouldn't have used speed earlier. The typical terrain in this region includes very few truly flat roads. Most are rolling, many are hilly. When you hit a grade, you can't try to maintain the same speed without blowing yourself or blowing up the line. Let the speed drop, but maintain a steady effort level. The overall speed will be higher due to the greater efficiency.

After his pull the lead rider swings off *into the wind*. This is very important. There is an incredibly entrenched pattern of only pulling off to the left. However, most rides have a crosswind. The most efficient drafting position is on the downwind side of the lead rider. If you pull off to the downwind side you will cross overlapped wheels. If you continually press your luck this way, you will eventually go down. Do not feel bashful about pulling off to the right into a wind from the right. By the same token, if the wind is from the left, the lead rider must move left on the road to give the following riders room on the right. When you pull through move sideways into the wind to keep the line in the same overall position on the road, and give room to the rider dropping back to pull in on the downwind side.

The second rider in a line is the one best able to feel wind shifts, so it is his responsibility to determine the direction to pull off. This second rider must clearly state (shout) to the lead rider the proper direction. When pulling off, the lead rider should flick his elbow to the side to indicate his intention. Signal with the arm opposite the direction you're pulling off. This is because in a staggered line the following riders won't be able to see your other arm. In a straight line you can signal by flipping your fingers. Others can easily see your hands on the bars. Always signal your intentions in a pace line. Communication is critical, especially as the pace goes up and suffering minds have trouble concentrating.

When you pull off, be steady and predictable. Don't dive way off to the side. Give the trailing rider just enough room to come by your bars. This closeness gives both riders a little more draft. It takes practice, though. Sideways proximity is much tougher mentally than front to back. Stay as close as you feel comfortable, and, with practice, you'll get closer. Once you've pulled off don't sit up and slow way down. This forces you to jump hard to get back on at the end of the line, and really wears you down. Keep your speed close to that of the line. This assumes that you haven't been too heroic with your pull, and have something left. Keep this in mind in determining how long you're going to pull. ■

Results

April 12 Tour de Teke (Dayton): Senior Women: Lois Ellison 4th; **Men 30-39:** Chip Ellison 7th **April 24-26 Kalamazoo Stage Race: Sr 3:** Chip Ellison 8th **GC; Sr Men 25-34:** Lois Ellison 28th **May 9-10: Ohio Regional Senior Olympics: Men 55-59:** Ed Theuring 1st in all three cycling events. Ed was also featured on WLWT's Sunday sports coverage of the event. **May 16 Anderson Classic: Jr 15-18:** Eric Knight 11th, (2nd Jr 15-16); **Men 30-39:** Chip Ellison 7th; **Cat 3:** Chip Ellison 21st; **May 17 Anderson Classic: Sr. Women:** Lois Ellison 7th; **Sr 3:** Chip Ellison 13th; (Note to rider who reported 1st on Saturday and 4th on Sunday - you didn't leave your name or category.) **May 17: Illinois District TT : Master 35+ :** Jim Flaherty 2nd **May 23-25 Miami Valley Stage Race (Dayton): Sr 2/3: Prologue:** Rick Hoeting 4th, Tim Miller 10th, Bill Brigger 23rd, Chip Ellison 40th, Mark Zavaglia 45th; **TT:** Rick Hoeting 6th, Tim Miller 8th; **GC:** Rick Hoeting 5th, Tim Miller 6th, Chip Ellison 51st; **Sr 4: Prologue:** Mark Strecker 3rd, Eric Knight 37th, Kevin Berger 52nd, Brian Kippenbrock 55th, Eric Elfner 57th, Adam Luginbill 67th, Don Karle 81st; **Criterion:** Mark Strecker 3rd, Adam Luginbill 5th; **GC:** Adam Luginbill 6th (Also top Junior); **Masters: Prologue:** Jim Flaherty 15th, John Cole 26th; **TT:** Jim Flaherty 2nd; **GC:** Jim Flaherty 2nd; **Women: Prologue:** Lois Ellison 4th, Anne Barnes 17th; **Criterion:** Lois Ellison 9th; **RR:** Lois Ellison 5th; **TT:** Lois Ellison 3rd; **GC:** Lois Ellison 3rd; **May 27 Ault Park #1: 40K:** Rick Hoeting 2nd, Chris Dorand 3rd, Chip Ellison 5th, Tim Miller 6th; **20K:** Eric Knight 1st; **May 31 OH/WV District Time Trial: Men 35+ :** John Cole 4th; **Sr Men:** Bill Brigger 11th, Mark Strecker 13th; **Jr 15-16:** Eric Knight 1st; **Jr 17-18:** Adam Luginbill 1st, Nate Rand 2nd; **Women 30-39:** Lois Ellison 1st; **Men 30-34:** Chip Ellison 3rd, Rob Westendorf 8th; **Men 35-39:** Jim Flaherty 1st, Paul Arner 3rd; **June 3 Ault Park #2: 40K:** Tim Miller 1st, Rick Hoeting 3rd, Scott Denny 4th, Chip Ellison 5th; **20K:** Eric Knight 1st, Tom Friesz 5th; **June 10: Ault Park #3: 40K:** Tim Miller, 1st; **20K:** Eric Knight 1st; **June 14: OH/WV District Road Race: June 17: Ault Park #4: 40K:** Tim Miller 1st, Rick Hoeting 2nd, Eric Knight 3rd; **20K:** Ken Schlacter 5th; **June 20/21: Michigan 24 Hr: :** John Cole 5th - 427 miles; **June 24: Ault Park #5: 40K:** Rick Hoeting 1st, Tim Miller 3rd, Eric Knight 4th, Steve Tosh 5th; **20K:** Tom Friesz 1st, Ken Schlacter 5th
Congratulations to Adam Luginbill for his upgrade to Category 3, and to John Spicker for his upgrade to Category 2!

Phoning In Your Results:

Please read carefully! To see your results listed here you must phone them in to the RIDE line (791-RIDE) no later than the fifth of the month following a race. This is also required if you expect to be eligible for reimbursement of your fees at the end of the season. Please leave your message *slowly* and *clearly*. The majority of messages so far have been unintelligible. Report the following information (and nothing else!): your name, race name, date, category, and place. Do not, *do not, DO NOT!* report the entry fee! Save this for your written report at the end of the year.

A New Start in 1992

It's obvious that these two racers are highly psyched for their new situation. Each is unequivocal about their support for the other. "Our biggest strength is each other," comes from both riders. Responsibility to a teammate is a new factor for the pair. "I race totally different now with Rick," according to Tim. "No matter how hard it gets, I'm not going to let Rick down, whether he's working for me or I'm working for him." This teamwork is already paying off. On May 2nd and 3rd Tim won back-to-back races in Indianapolis, at the Eagle Creek Classic and the Clean Air Criterium. Rick also took third in the first of these. Rick made major contributions to these victories by covering breaks and controlling the field when Tim was away. Tim downplays the wins a little: "The other teams really didn't know who we were." Rick is more emphatic: "These were really satisfying. There were a lot of big teams present, including Turin, Team Columbus, and Frigidaire. If they didn't know us on Saturday, they sure did on Sunday!" Each rider can play to the strengths of the other. Rick is an exceptional sprinter who also has great time trial skills. Tim is a sound all-arounder skilled at sprinting, climbing, and time trials.

Looking to the Future

Key goals for 1992 center around QCW's Cyclebration races. Both consider good showings in the Club's annual promotion an extremely important part of the season. Before then, both riders are looking forward to earning some placings at Superweek. This is a lofty standard, since every pro team in the U.S. figures to be present. On the local front, each has goals for the QCW time trials. Tim seeks to break his personal record, and post one the top five times of the year. Rick is more ambitious: "I want to break the course record." That's a pretty lofty goal, but Rick already owns the course record for Juniors, and his Senior times are moving within striking distance. Both Rick and Tim are looking forward to expanding the team in 1993. "We could have a really devastating team with three more riders" according to Rick. Tim, who is acting as the team's business manager, is more pragmatic: "We need a lot more money to support a bigger team. My goal for 1993 is to add one, maybe two more people." Both recognize that results are what brings in sponsor dollars, so they feel some pressure for 1992. However, if the early returns of the season are any indication, look for a much bigger team next year!

Classifieds: All ads must be 25 words or less, and must be resubmitted in writing each month. Ads are run on a first come basis, as space allows. If insufficient space is available for all ads the later arrivals will be first on the list for the next issue. Submit ads in writing to QCW Newsletter, 2724 Morning Ridge Dr., Cincinnati, OH, 45211-8204

Basso Ascot (Columbus MS) 52.5 c-t, mixed DA/Ult/105 \$900 OBO, Ciocc SLX 48 c-t, mixed Chorus/SR \$800 OBO, 4 7sp wheelsets, 661-2536
Lejuene track bike 59 cm, set up for road riding \$150 OBO, 1 pr FAST clinchers: 28 hole Campy Record, Mavic Open 4 CD, special offer buy now and get a free pair of extra rims \$70, Chip 831-4381

1991 **Santana Tandem** 53-50 Metallic blue 28 sp, 3T adjustable stems, Phil Wood BB & hubs. Cost \$2500, sell \$2195, Diane 341-9072 for details, after July 5th

The *Queen City Wheels Newsletter* is a publication of the Queen City Wheels, Inc. QCW is both a United States Cycling Federation (USCF) member club (#0153) and a National Off-Road Bicycle Association (NORBA) member club, promoting sanctioned bicycle racing in the Greater Cincinnati area since 1972. The Club sponsors a number of events throughout the year, and fields a racing team for racing events throughout the country. Membership is open to anyone with an interest in bicycle racing. For further information contact: Queen City Wheels, 185 Albright Dr., Loveland, OH 45140, or call (513)791-RIDE.

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