

The Official Newsletter of the Queen City Wheels

## Time Trials Start May 2 New Volunteer Policy Will Be Used

QCW's most popular event, the Tuesday night time trial series, will start on May 2nd for the 1994 season. This will be QCW's 21st consecutive season of time trials. The '93 season saw 349 "official rides", of which Eugene Spiegel posted the most rides (16), while 97 different riders took a shot at the course. These numbers represent a slight decrease over 1992 (404 rides by 106 riders). Both year's totals represent a significant drop from the large crowds of the late 1980's. This drop reflects a national trend of decreasing participation in road events.

1993 was a "slow" year in one other respect: the course record was broken in only two categories, as Grant Wearne's 23:21 broke Ed Theuring's 1990 mark of 24:15 in the 40+ men category, and Roger Macomber's 24:30 eclipsed his own 45+ record by 7 seconds. However, one other new record was established, as Tim Beckman's 26:33 is now the time to beat in the new category of Junior Men 14-15. The current course records are:

Sr. Men:	<b>Paul Liebenrood</b>	21:38 (1991)
Sr. Women:	<b>Bonnie Breeze</b>	25:03 (1991)
Jr. Men:	<b>Rick Hoeting</b>	23:23 (1990)
Jr. Men 14-15:	<b>Tim Beckman</b>	26:33 (1993)
Women 30+:	<b>Lois Ellison</b>	26:19 (1990)

Men 35+:	<b>Jim Flaherty</b>	21:44 (1992)
Men 40+:	<b>Grant Wearne</b>	23:21 (1993)
Men 45+:	<b>Roger Macomber</b>	24:30 (1993)

The first rider will start at 6:30 PM every Tuesday night. You must check in at the start line between 6:15 and 6:25 to be included on the start list. We will try to accommodate late arrivals when possible, but if you are late it is possible that you will not be allowed to start.

A new policy will be instituted this year regarding workers at time trials. The past few years have often seen nights with plenty of riders and few volunteers to do the timing. In addition, there are now very few people who know how to use the timing equipment. An unfair burden has placed on this small group to always be present as workers, and seldom as riders. Appeals for more help have not generated much response. Therefore, for 1994 the following policy is in effect: Every QCW member who rides the time trials is expected to help run the event. A suggested frequency is that for every four nights you ride, you should work one. Four volunteers are required to safely run the event. In the event that there are not enough volunteers on any given night, after rider check-in the names present will be compared to a work history list.

(Continued on page 3)

## QCW Announces It's Sponsors For 1994

The Queen City Wheels is pleased to announce it's sponsor line-up for 1994. Heading the list are returning major sponsors *Kroger*, *Sportshot*, and *Wright Brothers Cyclery*. Additional re-

turning sponsors include *Eastside Weekend*, *Powerbar*, and *WEBN*. QCW extends it's thanks to all of our sponsors, and asks you to remember them in all of your purchases.



**Wright Brothers**  
Cyclery & Fitness



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QCW Information  
Line: 677-PELO

# Mike Nodler

## In Memory Of

I'm going to a funeral. In May 1992, Mike Nodler was training for the national time trial when he was hit by a truck. Among numerous serious injuries, Mike broke a vertebrae. The accident nearly killed him.

Although Mike, an extremely talented cyclist, made a courageous comeback the next year, doctors told Mike that he couldn't race again for fear of permanent damage to his back.

On January 11, 1994, Mike killed himself. He left the cycling community of Indiana, Kentucky, and Ohio devastated. We loved and respected him.

Mike's on my short list (so far) of people to look up in the great void when I checkout. I've gotta ask him why and after all of the ugliness, we'll laugh about the time I collared him at Cyclebration and got him interviewed by the announcer. Boy, was he mad!

Hey Mike wherever you are, you better come up with a good one cause it's gonna take a lot to crack a smile on this mug! I will think of you from time to time, for all time.

*Love.*

*Alice Stevenson*

*Reprinted with permission from Midwest Flyers, March 1994.*

All QCW Board meetings are open to all members. Meetings are generally held on the second or third Monday of each month, but the schedule is highly variable. Call the PELO line to confirm meeting dates and times. You can call any Board member with your comments or questions at any time.

### 1994 QCW Board of Directors:

President:	Jim Flaherty	489-0833
Vice-President:	Chip Ellison	831-4381
Secretary:	Charly Gehling	793-0800
Treasurer:	Dave Carr	677-2911

### At-Large Directors:

Jim Clingman	533-9854
Kurt Etter	459-1588
Scott Lyle	731-9675
Roy Roberts	781-2884
Dan Roketenetz	684-6000
Rob Westendorf	661-2536
Roxanne Westendorf	661-2536
Charly Wright	489-2222

## Jersey Update

The 1994 QCW team jersey order has been placed, with delivery expected around May 1st. The clothing will once again be manufactured by Louis Garneau. The final prices will be: jerseys: \$45 (\$4 more than the estimate), Skinsuits: \$75 (\$5 less), and shorts: \$39 (\$4 less). Helmet prices have dropped to an incredible \$15! Helmets are expected to arrive in mid-April. Everyone who ordered clothing will be called when it arrives. You can then arrange for delivery.

## Cyclebration Update

It appears fairly certain that a new Thursday night race in downtown Covington for Pro/Elite/Expert riders only will be added. In addition, USPRO currently ranks Cyclebration as the 12th largest Pro event in the US. Adding this new race may move us up even higher on the list! Stay tuned for more details.

# Calendar

## Races (OH, KY, IN, WV)

Apr 16 Race at the Lakes Circuit  
 Apr 17 Tour de Fairfield Cty., Lancaster OH, Team Columbus 614/890-4145  
 Apr 17 Babcock Bunnyhop MTB, Fayetteville, WV John Leyton 304/296-4142  
 Apr 21 Indianapolis TT Series #1, Todd Sullivan 317/576-0156  
 Apr 23 Sugar Creek Races Crawfordsville, IN Kurt Kelsing 317/362-8354  
 Apr 23 Race at the Lakes Crit, Tallmadge, OH, Philip Whitworth 216/633-8539  
 Apr 24 Tour of SE Ohio RR, Wilkesville, OH, Team Columbus 614/890-4145  
 Apr 24 Elkins MTB, Elkins, WV John Leyton 304/296-4142  
 Apr 24 Velo-Z MTB, Zanesville, OH Tom Hayes 614/674-4297  
 Apr 27 Sellersburg TT Series #1, Sellersburg, IN Bob Peters 812/948-2453  
 Apr 30 Delaware Cty Classic RR, Delaware, OH, Team Columbus 614/890-4145  
 May 1 USA Criterium, Fishers, IN Tim Konrad 317/578-8793  
 May 3 Southeastway Park Training Crit, Indianapolis, Joe Ake 317/781-8646  
 May 6 Downtown Criterium, Columbus, OH, Team Columbus 614/890-4145  
 May 7 Eagle Creek Crit, Indianapolis, Dan Daly 317/831-6729  
 May 7 SeaWorld Sport Fest Circuit, Aurora, OH  
 May 7-8 DiDi Mau Classic MTB, Nelsonville, OH 800/878-9767  
 May 8 Race for Smiles Crit, Columbus, OH, Team Columbus 614/890-4145  
 May 8 Tuscarawas Valley TT, New Cumbertown, OH  
 May 8 Valley Time TT  
 May 10 Southeastway Park Training Crit, Indianapolis, Joe Ake 317/781-8646  
 May 12 Richmond TT Series #1, Richmond, KY Gary Gomulinski 606/277-0859  
 May 14 Revco Classic crit, Cleveland, 404/352-2485  
 May 14 Hall RR, Hall, IN, Dan Daly 317/831-6729  
 May 15 Mooresville Classic Crit, Mooresville, IN, Dan Daly 317/831-6729  
 May 15 Lowellville Challenge RR, Lowellville, OH  
 May 17 Southeastway Park Training Crit, Indianapolis, Joe Ake 317/781-8646  
 May 19 Indianapolis TT Series #2, Todd Sullivan 317/576-0156  
 May 21 Tour de Bluegrass, Georgetown, KY Diane Hart 606/266-9622  
 May 21 Marietta Downtown Grand Prix, Marietta, OH, Team Columbus 614/890-4145  
 May 21 Team Akron Stage Race, Akron, OH, Team Akron  
 May 21 Team Canton RR, Canton, OH, Team Canton  
 May 21-22 Canaan Series #1 MTB, Davis, WV John Leyton 304/296-4142  
 May 22 Velo-Z MTB, Zanesville, OH Tom Hayes 614/674-4297  
 May 22 Anderson Bicycle Classic, Anderson, IN Daniel Murphy 317/642-4241  
 May 22 Holzer Clinic Criterium, Gallipolis, OH, Team Columbus 614/890-4145  
 May 22 The Great Toledo Bicycle Race  
 May 24 Southeastway Park Training Crit, Indianapolis Joe Ake 317/781-8646  
 May 25 Ault Park #1, Cincinnati, Oakley Cycles 731-9111  
 May 27-29 Dayton Criteriums, Dayton, OH, Lloyd Greene 513/268-9915  
 May 29 The WAYNE MTB, Nelsonville, OH, Team Columbus 614/890-4145  
 May 29 Mickey's MountN Bike Challenge, Hopedale, OH Bill Mickey 614/946-5631  
 May 31 Southeastway Park Training Crit, Indianapolis Joe Ake 317/781-8646  
 June 1 Ault Park #2, Cincinnati, Oakley Cycles 731-9111  
 June 4-5 The Mtn Bike Festival, Carrollton, KY Richard Matthews 502/484-2998  
 June 4-5 24 Hours of Canaan MTB, Davis, WV Laird Knight 304/259-5533  
 June 5 KY/IN District TT Champs., Greenfield, IN David Wagner 317/894-5272  
 June 7 Southeastway Park Training Crit, Indianapolis Joe Ake 317/781-8646  
 June 8 Ault Park #3, Cincinnati, Oakley Cycles 731-9111  
 June 9 Richmond TT Series #2, Richmond, KY Gary Gomulinski 606/277-0859  
 June 10 Dublin Afterwork Crit, Dublin, OH John Rachfal 614/890-4145  
 June 11 Clifton Arts Fest Crit, Clifton, OH  
 June 12 KY/IN District Crit Champs., Clarksville, IN Alice Stevenson 812/288-430  
 June 12 Velo-Z MTB, Zanesville, OH Tom Hayes 614/674-4297  
 June 14 Southeastway Park Training Crit, Indianapolis Joe Ake 317/781-8646  
 June 15 Ault Park #4, Cincinnati, Oakley Cycles 731-9111  
 June 15 Ntl Trails Day Mountain Bike Classic, Athens, OH Mark 614/592-4077  
 June 16 Indianapolis TT Series #3, Todd Sullivan 317/576-0156  
 June 17 Dublin AfterWork Crit, Dublin, OH Team Columbus 614/890-4145  
 June 18 Dublin Intl. Team Crit. Champs, Dublin, OH Team Columbus 614/890-4145  
 June 18 Charleston Downtown Crit, Charleston, WV  
 June 18-19 Pines Challenge MTB, Valparaiso, IN 616/453-4245  
 June 19 Charleston RR, Charleston, WV  
 June 18-19 Pines Challenge MTB, Valparaiso, IN Brent Walk 616/453-4245  
 June 19 Mansfield Crit, Mansfield, OH  
 June 21 Southeastway Park Training Crit, Indianapolis Joe Ake 317/781-8646  
 June 22 Ault Park #5, Cincinnati, Oakley Cycles 731-9111  
 June 26-July 3 Fat Tire Restival MTB, Slatyfork, WV John Leyton 304/296-4142  
 June 28 Southeastway Park Training Crit, Indianapolis Joe Ake 317/781-8646

# The Wright Times

VOL II

A Publication of Wright Brothers Cyclery & Fitness

SPRING, 1994

## “It’s Spring; It’s Bicycling Time Again.”

### Races & Events

Sponsored by Wright Brothers.

- **May 15** Leukemia Society Duathlon  
At Turfway Park 5K Run /20M Bike/5K Run
- **May 22** Tour de Bluegrass Road  
Race at Georgetown, Kentucky
- **June 4** Mountain Bike Festival 2-Day  
At Ski Butler • Carrollton, Kentucky
- **June - Oct.** In Cincinnati
  - Tuesday Evening Time Trials
  - Wednesday Evening  
Ault Park Road Races
- **August 4 - 7**  
**Cincinnati Cyclebration**

### Gunnar & DBR Guns ‘Em Down

He was smiling, he was muddy, and he was a dominant force at Mud Fest ‘94, a Ski Butler Mountain Bike race that more than lived up to its name. Gunnar Shogren, Diamond Back Racing Pro-Expert Class rider came from his native West Virginia to conquer the Butler slopes though they were coated with the slickest mud of the young racing season. Riding the new Diamond Back AXIS TT XT, Gunnar pulled away from the pack in a blustery rainstorm that even included a few snow flurries.



Was it LOVE at first whack...?

## A Commuting Incident in Loveland

“Despite my good intentions, it took the untimely death of my VW to get me started riding my bike to work. I had spent hours converting my old race bike into a commuter’s dream: racks, light systems, pannier bags, and the widest tires possible. The bike was ready; I wasn’t until that fateful day -- one of the foulest of a very foul January ‘94. The VW was history, and I left home in Hyde Park, heading North for the Harper’s Point Store on my bike.

The rain was icy, the snow was piled deep along the roadside and assorted motorists honked in disbelief; some even lowered their windows to yell such diverse encouragement as: “Hey Bozo, it’s raining!”

Barely surviving the dread potholes of

Camargo Road, I turned onto scenic Loveland-Madeira as my legs loosened and I fell into my accustomed “spin.”

Then. BAM!!! I swerved off the road into deep snow. A black Camaro roared past with a comely teenager hanging out the window, waving. She had left her mark, a gentle LOVE TAP that had my left buttock stinging...only in Loveland!

No further incidents; arrived at work safely; into the dry clothing stashed in the rain-proof pannier bags. Dried my riding gear for the return trip.

When the day was over, I headed home; commuting was hardly an ordeal; it will be great in Spring and Summer...just got to keep a careful watch for teenage girls in black Camaros.”

Geoff Clark, Wright Brothers  
Harper’s Point

When you come to think of it, they are a lot like flowers! They have *pedals*, they come in beautiful colors, and they pop up like jonquils in the first warm days of early spring. Of course, we are talking about bicycles, and they are as much a sign of warm weather to come in Greater Cincinnati as the first robins.

Whether *Spring Bicycling Time* means picking up the pace of your pre-race training program or just wiping last autumn’s dust, off your trusty two-wheeler, now is the time to prepare for a season of fun and riding.

### Service Early

Don’t wait to get your scooter serviced. At Wright Brothers, we make every effort to keep service turnaround time at a minimum. However, with the longer days comes longer lines at the service counter. Beat the rush and bring in your bike for service today.

### Safety First

Preparing for a season of safe riding should be a high priority. Updating helmets and gloves and checking out tires, wheels, and brakes as well as tightening steering heads and axles are critical pre-ride steps.

See Back Page For Tune-Up Special

### Ready to Ride

The warm weather of March put thousands of cyclists on the streets...with more to come. Remember that Wright Brothers’ *Kharkov Bike & Skate Shop* will be open on the Loveland Bike Trail come warm weather. You can find great rides all over Greater Cincinnati. Just ask your Wright Brothers Cyclery for good advice on *rides to suit your style*. For a great Summer of riding consider commuting to and from work on your bike.

See Sidebar on Commuting

**Wright Brothers  
Cyclery & Fitness**  
“Expect The Best.”

# Cycling Value - We're The Way To Go...

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family on-road  
or off!

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(Expires 6 - 1 - 94)

**AV 1 Cycle Computers**  
**Now \$24<sup>95</sup> Reg. \$39<sup>95</sup>**  
(Expires 6 - 1 - 94)

**Tune-Up Special \$19<sup>95</sup>**  
Includes Brakes & Gear Adjustment,  
minor wheel true, tighten headset, bot-  
tom bracket, crank arm adjustment; lube  
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(Expires 6 - 1 - 94)

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## Wright Brothers Cyclery & Fitness

Mall Rd. • Florence  
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Harper's Point  
Kemper & Mont. Rd.  
**489-2222**

## Saturday Teaching Rides Are Very Popular With All Abilities!

Every Saturday morning between 15 and 20 riders gather on the top deck of Riverfront Stadium for coach Paul Eddleston's weekly teaching ride. Riders ranging from first year citizens through experienced expert racers are finding these rides extremely beneficial to their '94 training plan. Paul has set up each ride so that all riders are getting maximum benefit. Before departing, Paul explains to the group what the day's goal is, and what this type of training is designed to achieve. In addition, all of the riders have taken advantage of this time with Paul to ask questions and discuss individual training plans. Look for the Saturday regulars to lead QCW in results this season!

### Rides

All QCW rides are limited to QCW members only. New riders are always welcome, but must become members before riding. (Ride leaders will have membership forms.) Helmets are mandatory. If you are leading a ride that is not currently listed here, please call the PELO line (677-7356) and leave a message with the details. Thanks!

*Rides are ranked on a scale of 1 to 5, according to the typical speed and group composition. A "1" is an easy, teaching ride, average speed 14-16 mph on the flats, "2" is basic paceline, 16-20 mph, "3" is moderate to fast paceline, 18-25 mph, "4" means many will be dropped, 22-30 mph, and "5" is an all-out ride harder than many races. For rides of "3" or higher you should not expect the group to wait for you if you get dropped. Rides with two or more numbers listed are typically large groups that break up as the speed picks up. All rides are led on a volunteer basis. Due to the vagaries of personal schedules, weather, etc., we cannot provide a guarantee that any given ride will always take place as scheduled here. Please call the ride coordinator listed for details or possible changes. Changes and new rides may be detailed on the QCW PELO line before listed here.*

Saturday and Sunday 8:30 Mountain bike ride, Mason/Loveland area, Dan Rokenetz 684-6000 (2,3,4)

Saturday 10:55 Riverfront Stadium (east side ticket office), coaching ride, Paul Eddleston 761-9206 (1-2) Changes to 9:55 May 7th

Sunday 10:55 Wright Brothers Cyclery, Kemper & Montgomery, Kurt Etter 459-1588 (5) Changes to 9:55 May 7

Wednesday 6:00 Procter and Gamble Miami Valley Labs, East Miami River Rd. at Old Colerain Ave. Route and distance varies, Rob Westendorf 661-2536 (3,5)

Thursday 6:00 Wright Brothers Cyclery, Kemper & Montgomery, Kurt Etter 459-1588 (3-4)

### Events

Apr 18 Board of Directors and Cyclebration committee meeting, 7:00, 677-PELO

May 2: Time Trials begin, 6:30

First Monday of each month: Racing Team meeting, 7:30 PM. Xavier Univ. O'Connor Sports Ctr., 3800 Victory Pkwy., classroom off 2nd floor lobby

First Wednesday of each month: Bicycle/Pedestrian Advisory Committee (BIKE/PAC) meeting, 7:00, Room 226 Cincinnati City Hall

### Results

**Mar 5: Forkland Knobs RR**, Gravel Switch, KY: Cat I,N: Grant Wearne 8th; **Mar 12: St. John's Starlight RR**, Floyd Knobs, IN: Cat I,N: Grant Wearne 9th; **Mar 19: St. John's Starlight RR 2**, Floyd Knobs, IN: Cat I,N: Grant Wearne 3rd, Jeff Flury 10th; **Mar 20: Highlander RR**, Floyd Knobs, IN: Cat E,E,S: Chip Ellison 14th; **Mar 26: Long Run RR**, Louisville, KY: Cat I,N: Grant Wearne 3rd, Roy Cullum 4th; Master 30-39: Chip Ellison 1st, Jim Brown 2nd; **Mar 27: Fisherville RR**, Fisherville, KY: Cat E,E,S: Chip Ellison 12th; **Double Z MTB**, Zanesville, OH: Cat S: Joe McAfee 3rd

Please call your results in to the QCW PELOton line (677-PELO) after each race. Please give your name, the race name and date, category, and place. Please speak slowly and clearly, as many messages have been difficult to understand. Thanks!

## QCW's 1994 Reimbursement Policy

QCW has historically attempted to reimburse the race entry fees of its members. In 1993 the club waived fees for Cyclebration entries, a policy that amounted to over \$1200 saved by members. However, for 1994 QCW will return to the system used in earlier years. The Board of Directors will determine at the end of the racing season exactly how much money the Club can afford in reimbursements. This will be paid out to members in proportion to their total fees for the year. To be eligible for fee reimbursement, you must follow all of the following procedures:

1. You must purchase a **1994 QCW team jersey**. This jersey must be worn in all events. (This rule is waived for events raced before the '94 jerseys are delivered.)

2. **USCF or NORBA sanctioned races only** are eligible. Citizens events run under USCF permits *are eligible* for reimbursement. Collegiate races are excluded.

3. **Standard entry fees only** are eligible. Late fees will not be reimbursed. Races preregistered but not started are excluded.

4. **All results**, whether a place is earned or not, **must be called in to the PELO line (677-7356)** within one week after the event. Include your name, race name and date, category, and place in your message. *Do not include the fees paid in your message!*

5. All reimbursement claims must be **submitted in writing** in November of this year. Claims received after November 31st will not be processed. A form for this purpose will be included in a later edition of *QCW News*. It is your responsibility to keep track of the necessary information until this time.

6. **Events raced before receipt of 1994 dues payment are excluded.**

7. **Junior riders will be given priority** according to a formula to be determined by the Board of Directors.

8. Licensed racers must have **QCW listed as racing club** on USCF license.

9. You must **work as a volunteer** at a minimum of three QCW events prior to submission of your reimbursement form. This form will require you to list the dates and events of your volunteer efforts, so you must keep track of the exact dates (particularly for time trials).

It is impossible to estimate how much money will be available for reimbursements. However, historically very few of the eligible riders have applied for reimbursement. Those who have applied have been reimbursed up to 100%. Keep track of your races, and follow these simple rules, and you can get a nice Christmas bonus check from your club!

### Time Trials *(continued from page 1)*

The rider(s) with the longest period since working will be "drafted" to work that night. If you are drafted, you must work. If you refuse, you will not be permitted to ride any time trials until you do work. Note: You may provide a substitute worker (e.g. spouse, parent, etc.) to work, and you will be credited with working that night.

Directions: Parking is at either the start or finish. The finish (preferred parking area) is at the William Henry Harrison Memorial, on Brower Rd., in North Bend. Take US50 (west of downtown) to Miami Ave. in North Bend. Turn left on Brower Rd. (first stop sign). Parking is on the left, opposite the Memorial, about 300 yards from Miami Ave. From the parking lot either ride the course backwards (west on Brower, no turns, 10.2 miles) or return to Miami Ave., and turn left (up the hill). Turn left on Mt. Nebo (second stop sign), cross US50, and turn right on River Rd. (first stop sign). Check-in is in front of Three Rivers Heating and Air Conditioning.

## Saddle Comfort

### ***A myth or just misunderstood?***

No part of the bicycle is the source of as many complaints as the saddle. Since the very beginning, cyclists have complained about the comfort level of the saddle. You may think that "hard core racers" aren't that concerned with saddle comfort, but don't kid yourself - even if racers don't talk about it much, we all think about it. Let's face it, an uncomfortable racer will not approach riding with the same enthusiasm as one who likes his saddle. More enthusiasm means more and higher quality training time, which means better results. Yes, that's right - a more comfortable saddle will get you better results!

Saddle technology is not complicated. Unfortunately, misconceptions are common, even among the most sophisticated riders. Most people think soft and "cushy" equals comfort. However, saddles are like mattresses. The softest is not necessarily the best. Soft saddles are generally designed with foam over a steel plate. The foam offers no support, and compresses all the way down to the steel plate when sat on. Sounds great, right? A better saddle design uses a base of a flexible plastic, like nylon, which can flex. This is covered with a firm, closed-cell foam ("gel" saddles are also popular) that provides good support while spreading the load out over a wider area.

The needs of a fit racer are vastly different than the average recreational rider. A high mileage base will toughen your nether regions much more than a recreational cyclist. In addition, as your fitness level increases you actually take weight off the saddle by supporting it with your legs. This is not a conscious action, it's just a normal response as the increased power output of your legs requires a greater anchor to keep them in place. Saddle height is usually higher than the average rider. This produces a more efficient position that takes even more weight off the saddle. However, as saddle height increases the saddle must generally become narrower to allow clearance for the legs as the pelvis rotates forward. There are many new "minimalist" designs of recent years that take advantage of this to produce very comfortable saddles with remarkably low weights. Many "weekend riders" look at the narrow, firm saddles used by racers and are convinced that racers are masochistic. If you put a wide weekender saddle on a racer's bike, however, you'll probably create one miserable racer.

Saddle pads control a big market, but they should not be your first choice. Purchasing a pad is an admission that your current saddle is uncomfortable. However, a quality pad costs almost the same as a quality saddle, while adding a significant bit of weight. You are generally much better off with a quality new saddle. However, if you have a high quality saddle and still can't seem to stay comfortable, a pad may be the answer. However, remember to readjust your saddle height when adding a pad, as the thickness will raise your effective seat height.

For most racers, the early season is the only time of year when we experience any discomfort. We're out of shape from the winter, which means we place more of our body weight on a region not quite as tough as it was last fall. However, this should soon pass as you ride your way into shape. If you still can't get comfortable, consider trying a new saddle. You may be surprised by the comfort of the newest designs!

*Note: Saddle adjustment is the most important factor in your comfort! Don't neglect proper adjustment, but that's another story.*

## QCW On The Track

### ***Beginners Clinics To Be Held At Indy***

### ***Velodrome For QCW Members***

There is a place where you can ride without worrying about any cars, without ever touching the brakes, race at least twice every week, and learn more about racing tactics. Track racing is one of the most exciting and least understood aspects of bike racing. Now you can learn more about this fascinating branch of the sport, and improve all of your racing skills at the same time, with the QCW track clinics. Beginning in May, QCW has been invited to send small groups up to the Major Taylor Velodrome, in Indianapolis, for track racing clinics to be hosted exclusively for us by Phil Stephens, the velodrome's director. You'll learn all about the various types of track events, and the rules and equipment associated with them. And of course, we'll ride on the track!

For the uninitiated, a track bike is significantly different from your road or mountain machine. A track bike has a fixed gear, which means it has a single speed directly coupled to the rear wheel. You cannot coast on a track bike - if the rear wheel is moving the cranks will be moving also. Elimination of derailleurs and coasting mechanisms dramatically improves power transmission. Sprinting on a track bike is a new experience in acceleration! As for the other major difference, a track bike has no brakes! Since we're not cornering or stopping, there is no need. You can slow down by resisting the cranks, but usually you slow down just by easing off on pressure to the pedals.

Racing on the track, besides being a blast by itself, can significantly improve your road skills. A fixed gear will teach you to improve your pedaling efficiency. Mass start events will improve your handling and pack skills, and greatly increase your skill at field sprinting. Track events feature all of the same tactics as road races, just compressed into a shorter time. Track racers are some of the best race tacticians around! Finally, if you aspire to national team status, the track is the place to get noticed. (Don't underestimate yourself or your club - QCW racers have gone on to world and national championship medals. You can too!) Most of the current national road team members made the team first on the track. There are many fewer track racers as compared to the road, but there are just as many national track team members as there are road members. This greatly increases your chances. Due to its compact nature, track races are easier to watch, so getting noticed by coaches is much easier. Roger Young, one of the USCF's national track coaches, conducts weekly training sessions in Indy on Wednesday nights that include world and Olympic champions.

Dates are not set for the QCW track clinics. We are still in the planning stages, but we need to know of your interest now. The clinics are anticipated to be on Saturday mornings. We will leave Cincinnati as a group in shared vehicles. You do not need a track bike. Rentals are available at the velodrome for \$5/day (you must bring your own pedals). The other costs are all low, including a \$2 velodrome entry fee, shared gas, and perhaps some food on the way home. If you are interested in attending a clinic, or have any questions at all, please call the QCW Info Line, 677-PELO, and leave your name and number. When dates have been established, we will return your call. Join us as we all get faster!

# Coaches' Corner

## Systematic Training

-Paul Eddleston

Systematic training is training to a preestablished plan. The opposite of systematic training is *accidental* training, which can be thought of as getting any training that happens to come along during day to day riding activities.

### Typical Year

In order to form a plan to reach our cycling goals we need a time frame. Four years is usually what it takes to reach your potential. Over this period we hope to improve from where we are now to the level we want to be at. This means a steady improvement over the year, than working during the off season to maintain this level before improving again during the next year. At the start of the next year we aim to be as fit or only slightly less fit than we ended the last year, but significantly fitter than when we started it.

Each season consists of a series of four phases, defined by the kind of training activity within them and related to the racing activities of each phase. During each phase we aim for a gradual, steady improvement, and then rest for a short time to recover. We start the next phase at a level slightly below the level we ended the previous phase, but higher than we started it.

The training year begins at the end of the racing season after a short rest. This allows us to avoid losing the valuable fitness we spent all year acquiring. After all, we are usually at our best at this time of year - what a shame to let it go to waste. It can be thought of the **maintenance phase**, as we try to maintain our fitness during this period. If we consider that one week taken off the bike requires about three weeks of training to get back we realize why plenty of riders don't progress very much.

During this phase it is important to get a mental break from competition, and, to a lesser extent, cycling. However, we should choose activities that stress the cardiovascular system in a way similar to cycling so that little fitness is lost. Running, swimming, cross country skiing, etc., all provide the correct degree of intensity needed to maintain a fitness level during this phase while offering a change of sport. Aim to work in zones 1, 2, & 3 in these alternative activities and zone 6 (sprints) on the bike.

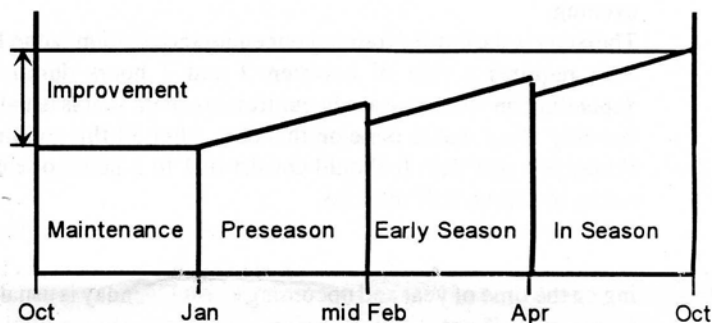
From January 1st up to the onset of training races can be considered as the **preseason phase** of the year. The goal of this period is to build up an endurance and aerobic base on which to build the speed required later for competition. Training during this phase should be generally unstructured and gradually progress in duration and intensity. Work should be carried out in zones 1, 2, 3, and 6 as before, but more of it will be on the bike.

Once the preseason phase is completed we move into the **early season phase**. This usually extends to about the time when the important races begin, which is usually around the beginning of May. Again the work is performed in zones 1, 2, 3, and 6, but towards the end of this phase we reintroduce the body to speed work in zones 4 and 5. Training is now more structured and planned. Any races ridden during this period, and there should be as many as possible, should be considered as training races. This means that the end result is not at all important. What matters is riding oneself into the ground and attempting the moves we are normally too timid to try during the

important events later in the season.

During the actual **in-season** the emphasis switches to training at the intensities used during competition. This means that for road racing all zones need to be given attention, as they are all called into play. However, the ones that need the most attention are the faster zones, as these comprise the race winning speed.

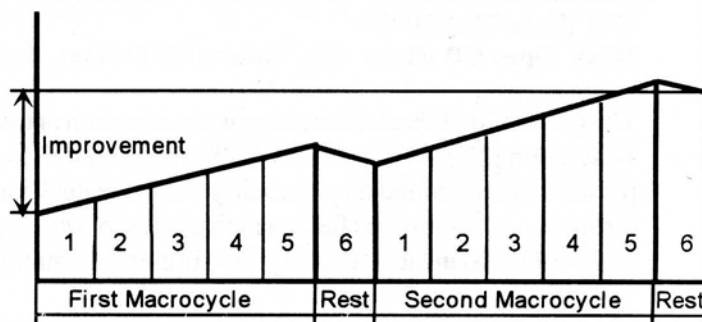
### Cycles



Typical Year

In order to assure progression each phase is divided into periods of 4 to 7 weeks called **macrocycles**. Each macrocycle is followed by a week of active rest. (This is rest on the bike at low intensity, and mainly allows for a break from the structured training of the macrocycle.) During each macrocycle we build up intensity and duration and then ease off for a week, beginning the next macrocycle at a level just below where we left off. This allows us to focus our effort and gives us a physical and mental break before we move on.

### Typical Week



Typical Phase

As with the rest of the periods mentioned earlier, the typical week is also broken down into cycles. These are called **microcycles** and are typically 2 or 3 days in length. During each microcycle we train at an intensity and duration above those of the last week, then rest for a day. It is important to train the higher intensity zones at the beginning of each cycle so as to be fresh for the next day of lesser intensity. If we tried to do sprints on a Thursday after a week of hard anaerobic and endurance work we probably wouldn't be able to produce our maximum effort, and we would not be training at our best. Therefore, a typical week during any phase of the year starts out with Monday as a rest day. This is usually the day after a race or long group ride, and it is necessary to recover before we try to improve some more. A Monday rest day can be a day off the bike altogether, as it is good to teach the body how to not ride sometimes. Tuesday marks the beginning of the week's two microcycles. As we want to train the more intense zones first, we do a sprint workout on Tuesday. This could be

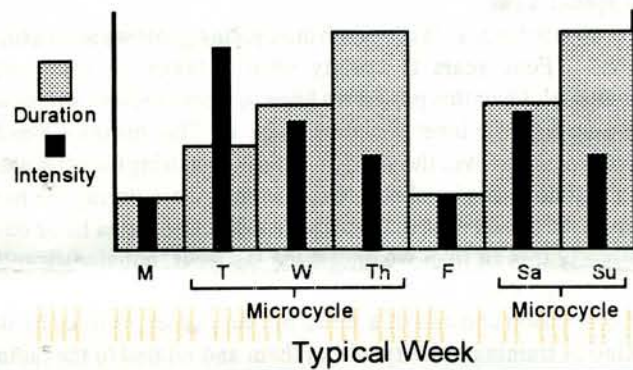
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followed by an interval training session (zones 4 and 5) if we are in the *in season* part of the year. In this case we would do sprints in the morning and intervals in the evening. Wednesday is usually the day for working on our anaerobic threshold, zones 2 and 3. The intervals from Tuesday could be done today, but before the less intense threshold training. That would mean doing intervals in the morning and threshold work in the evening.

Thursday is the day for training our endurance system (zone 1). This requires a ride of between 2 and 7 hours duration, depending on where we are in our training plan, so it is usually the only thing that is done on this day. After all this training Friday is a rest day. It should consist of 1 to 2 hours of easy riding to loosen stiff muscles.

Saturday is the beginning of the week's second microcycle, and is basically a combination of Tuesday and Wednesday depending on the time of year and upcoming events. Sunday is usually race day, or if not, a day of group riding possibly simulating efforts made in a race. This returns us to Monday and a well

earned rest. Each week's training is at a level and duration slightly above the previous week in order to maintain a progression. At the end of the macrocycle we rest to allow us to recover so we can train at our best during the next cycle. The specific training done on any particular day depends on the phase and cycle we are in.



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- 1985 **Bianchi SLX Alloro**, 55cm c-t, some Campy, \$400, Freddie 385-0401 or 922-1045
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