

Cyclebration '94 Features Large Pro Field

Cyclebration '94, Queen City Wheels' premier racing event, returns bigger and better than ever! With the addition of a new criterium in Covington, and new dates more favorable to Pro riders, the largest number of professional riders ever seen in Cincinnati is expected. At press time confirmed teams include **Coors Light**, featuring 1992 Cyclebration Champion Joe Parkin, **Chisum Racing**, featuring 1993 Cyclebration Champion Dirk Pohlman, **Wheelsmith**, led by '93's Eden Park KOM winner Trent Klasna, **Guiltless Gourmet**, **Scott/BiKyle**, **LDM/Kinetic**, and **NutraFig**. It is expected that nearly all US-based professional teams will be represented. Changes in the USPRO calendar have placed Cyclebration between the NorWest Cup, in Minneapolis on July 31st, and the US Professional Criterium Championship, in Chicago on August 14th. Since these two events are relatively close geographically, the problem of travel that has often kept pro teams from attending has been removed. Cyclebration is the last tune-up available for pro riders aiming for the Chicago championship.

Sponsorship is critical to an event of this size, and Cyclebration features some outstanding sponsors for 1994. Thursday night features the **Coors Light Criterium** in Covington's Mainstrasse District. This evening event also features a celebrity race at 6:00 PM, and the Covington Cup, featuring mountain bike police officers from 20 Greater Cincinnati departments battling it out for local bragging rights. Friday night returns to Mt. Adams for the **Sportshot To The Top Hill Climb**. This extremely popular hill climb time trial draws the largest crowds to ever watch cycling in this area. **The Provident Bank Mayor's Cup** courses through Eden Park on Saturday the 6th. This difficult course is a spectator's delight, especially along Cliff Rd. behind the Krohn Conservatory, where the riders must ascend a long, steep climb on every lap. A full day of races awaits on Sunday at **The Blue Ash Dash** presented by **Kroger's Just Fruit Spreads**. This final race in the Cyclebration series is often livened up by spirited competition as riders battle for final placings in the series.

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The Cincinnati Stage Race Returns September 3-4

Training Race Format Designed To Provide Local Racing Opportunities

The Cincinnati Stage Race returns for the second year on Labor Day Weekend, September 3rd and 4th. This time-based stage race features three stages: a Saturday morning Hill Climb Time Trial, a Saturday noon road race, and a Sunday Criterium. Designed as a training race, the Cincinnati Stage Race is run just for low-cost fun, and does not offer any prize money. (This race was started as one answer to the common complaint that entry fees are too high, and that the amount of prize money is unimportant to most racers.) Race categories include Sport, Intermediate, and Beginner licensed racers, as well as Citizens. This popular event follows Cyclebration '94 and the Ault Park Series to provide a great finish for local road races for this year.

Last year 88 riders competed on these same courses. The 1 kilometer hill climb is on the south side of Miami Whitewater Forest, start-

ing at the Big Sycamore Picnic Area. The road race is on the popular New Haven circuit, a six mile loop accessed from the Shaker Trace Bike Trail of Miami Whitewater Forest. (Parking for these two stages is at the Miami Whitewater Boathouse parking area.) Sunday's criterium returns to the Cincinnati Financial Corporation course, located at Cincinnati Financial's headquarters on Winton Rd., just north of I-275, next to the Forest Fair Mall.

The competition will likely be as aggressive as last year, when second place finishers in the three categories were only 10, 14, and 23 seconds behind the winner. The fastest time on the hill climb was 1:43 (21.7 m.p.h. uphill), while the A race averaged 29 m.p.h. in the road race! Top placed QCW riders in 1993 include Chip Ellison and Tom Friesz, 2nd and 4th respectively in the A race; Adam Krause and Roy

(Continued on page 6)

QCW Information
New Rides, Races,
and Events Updated
Continuously!
Line: 677-PELO

QCW To Offer Conconi Test

Do you know your anaerobic threshold? This is a valuable item to know, as anaerobic threshold (AT) training is probably the most useful single training technique available. Unfortunately, most cyclists not only have no idea of their AT, but it also changes during the year. The most accurate means of determining AT is in a fitness lab, but this procedure is expensive. A second method was developed in the early 1980's by Dr. Francesco Conconi, of Italy's Ferrara University. Dr. Conconi is a famous cycling doctor who developed this test as part of his effort to help Francesco Moser train for his 1984 hour record. The Conconi Test is an on-the-bike performance test that can be performed fairly easily. Although developed on a velodrome, the test can be performed on any short circuit, or even on a trainer. Starting at a slow speed, the rider begins to do laps. Each time the line is crossed a heart rate reading is taken, and then the speed increased by 1 m.p.h.. This is continued until a speed is reached that cannot be maintained for a full lap. The heart rate data is plotted on a graph. A steady increase in heart rate versus work load will be shown. Eventually a point will be reached where the plotted line flattens. Although the heart rate continues to rise, it does so at a lower pace. This break point is the anaerobic threshold.

QCW will offer our first ever AT Testing Clinic on Saturday, September 10th. This clinic will take the place of the regular Saturday training race (the Reds have a day game on this date, so we can't meet at the stadium anyway). The testing will be done in Mt. Airy Forest, at "The Circle". (From the Colerain Ave. entrance bear left. The circle is straight ahead about 1/2 mile.) To participate you must have a cyclecomputer and a heart rate monitor. If you do not own a heart rate monitor come anyway - we will arrange for you to borrow one. The testing session (which will not exhaust you) will be followed by a group training ride. We will begin testing at 9:00 AM. We will not start any riders after 9:30. Since you must be both warmed up and totally recovered before beginning your test, plan your arrival accordingly. The group ride will leave at 10:00. *Note: This training sessions is open to QCW members only. If you bring a guest they must join the club to be eligible for testing. An ANSI/Snell approved helmet is required of all riders.*

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
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Scott Lyle	731-9675
Roy Roberts	781-2884
Dan Roketenetz	684-6000
Rob Westendorf	661-2536
Roxanne Westendorf	661-2536
Charly Wright	489-2222

Calendar

Races (OH, KY, IN, WV)

Aug 4-7 Cyclebration '94 Cincinnati, OH
Aug 7 200 Years of Defiance Crit, Defiance, OH
Aug 7 Blackbear 40K MTB, Charleston, WV John Leyton 304-296-4142
Aug 13 Indy Airport RR, Indianapolis, Dan Daly 317/831-6729
Aug 13 Team Canton Crit, Canton, OH
Aug 13-14 Snowshoe Challenge MTB, Snowshoe, WV John Leyton 304/296-4142
Aug 14 Milk Race, Orrville, OH
Aug 14 Velo-Z MTB, Zanesville, OH Tom Hayes 614/674-4297
Aug 19 Dublin AfterWork Crit, Dublin, OH Team Columbus 614/890-4145
Aug 20 OH/WV District TT, Prospect, OH Tym Tyler 614/890-4145
Aug 27-28 Pines Challenge MTB, Valparaiso, IN Brent Walk 616/453-4245
Sep 3-4 Cincinnati Stage Race, John Luginbill 677-PELO (see cover story)
Sep 10-11 KY Open MTB, Carrollton, KY Richard Matthews 502/484-2998
Sep 11 Henry Clay 30K, Morgantown, WV John Leyton 304/296-4142
Sep 17-18 Canaan Series #3 MTB, Davis, WV John Leyton 304/296-4142
Sep 25 Fall Foilage MTB, Slatyfork, WV John Leyton 304-296-4142
Sep 25 Velo-Z MTB, Zanesville, OH Tom Hayes 614/674-4297
Sep 27-28 Pines Challenge MTB, Valparaiso, IN 616/453-4245
Oct 15-16 SE MTB Championships, Carrollton, KY, Richard Matthews 502/484-2998
Oct 16 Babcock Fall Challenge MTB, Fayetteville, WV John Leyton 304/296-4142
Oct 23 Velo-Z MTB, Zanesville, OH Tom Hayes 614/674-4297
Nov 20 Velo-Z MTB, Zanesville, OH Tom Hayes 614/674-4297

Saturday Rides Starting In August To Become Training Races

Saturday's training rides with coach Paul Eddleston have been a popular addition to QCW's program. In response to a large number of requests, starting August 13th these rides will become training criteriums. (There will not be a race on September 3rd, during the Cincinnati Stage Race. There will also not be races on September 10th or 24th, due to conflicts with Reds games. There will be standard training rides on those days.) We will continue to use the top deck of Riverfront Stadium, which offers an excellent 1 km circuit. If attendance is high we will divide into two groups, based on experience. Race distances will be approximately 20 km. Races will start at 9:30 AM *sharp*. Arrive early enough to be warmed up before the start. These will be *club races*, not USCF races. You must be a QCW member to participate. We will follow all USCF criterium rules. This includes a free lap for mishaps, as well as mandatory helmets. Clip-on and aero bars *are not permitted!* Races will be followed by group rides for those wishing to get in more miles. For more information call the QCW information line at 677-PELO.

QCW At The Track

A group of 11 QCW members made a pilgrimage to the Major Taylor Velodrome in Indianapolis on July 16th. In addition to becoming familiar with riding a track bike (how do you stop without any brakes?), we had a great deal of fun trying each other out in match sprints, and giving our best shot at 200 meter and kilometer time trials. Our times were all respectable, and some would have earned medals at our 1993 districts (there were no 1994 district track championships). We all want to go back, and we probably will. Future trips will be announced on the PELO line, probably with very little forewarning. If you're interested in going, check the line at least twice a week.

Correction

I think that I've finally gotten everybody's age correct for time trial records. Grant Wearne holds the 45+ record at 24:00. Roger Macomber holds the 50+ mark at 24:45.

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 QCWPELO line before listed here.

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

Saturday 9:55 Riverfront Stadium (east side ticket office), coaching ride, Paul Eddleston 761-9206 (1-2)

Sunday Sunday rides vary in location and time. Check the club information line (677-PELO) on Saturday for Sunday rides.

Tuesday 6:30 QCW Time Trials Cleves/North Bend 677-PELO

Tuesday 6:00 Loveland at the bike trail, Doug Pendery or Tom Cross 791-9292 daytime (3)

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)

Thursday 6:00 Litton Industries parking lot, SR237 at I-275 (N.Ky. near airport), Keith Logsdon 344-9085 (2-3)

Thursday 6:00 Loveland at the bike trail, Doug Pendery or Tom Cross 791-9292 daytime (4)

Events

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, Kurt Etter 459-1588

First Wednesday of each month: Bicycle/Pedestrian Advisory Committee (BIKE/PAC) meeting, 7:00, Centennial Plaza, 805 Central Ave.

Sep 17 Ohio Rail-Trail Meeting and Outing, Loveland 614/224-8707

Results

When you call in results, please include your category!

June 5: **Mountain Bike Festival**, Carrollton, KY: Wright Run: **Jeff Vaught** 2nd, X-C, S: **Jeff Vaught** 11th; June 11th: **KY/IN District RR**, Sligo, KY: EES: **Mark Strecker** 3rd, **Scott Denny** 12th; Master Women: **Roxanne Westendorf** 2nd; Master Men 30-39: **Chip Ellison** 10th; I: **Jeff Vaught** 11th; June 11: **Coors Classic Criterium**, Pt. Pleasant, NJ: I: **Pat Hardewig** 11th; June 11-12: **Ohio State Police Games**: **Bob Rich** 1st overall (RR, Crit, TT), 1st in TT; June 12: **Putnam Park Festival**, Mt. Meridian, IN: I: **Kurt Etter** 1st; June 15: **Ault Park #4**: 20K: **Colin Vogt** 1st, **Chris Stufft** 2nd; June 19: **Mansfield GP**, Mansfield, OH: S: **Chip Ellison** 14th; June 29: **Ault Park #6**: 40K: **Jim Brown** 3rd; July 6: **Ault Park #7**: 20K: **Chris Stufft** 2nd, **Colin Vogt** 3rd; July 9: **Crane RR**: S,I: **Tom Friesz** 5th, **Colin Vogt** 14th; Master 35+: **Jim Brown** 4th, **Chip Ellison** 9th; July 13: **Ault Park #8**: 20K: **Jeff Vaught** 3rd; **Ault Park Overall**: 20K: **Chris Stufft** 3rd, **Colin Vogt** 5th.

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!

Time Trialing With A Heart Rate Monitor

Do you use a heart rate monitor when you time trial? We recently put this question to a number of QCW racers. The answers revealed that there is very little agreement over what combination is the fastest, and it seems that everybody has to find what works best for them by trial and error.

This survey was prompted by my own experience. I found that when I wore a monitor while time trialing my times were slower. This is, of course, contrary to all I've been led to believe. The reason for the slower speed is undoubtedly influenced by the rolling nature of the QCW course. My target heart rate is 180-182. I am fairly light, and I don't carry my momentum over the rollers very well. Therefore, I need to work harder up the hills to maintain my speed, then continue to work to regain my speed on the downhills. When I wear a monitor my heart rate rises when climbing. When I start down, I haven't had the mental discipline to ignore the high (185+) reading and push hard down the back. When I don't wear a monitor, it's easier to endure the short periods of greater pain, and my speed improves. This experience made me wonder what the experiences of other riders were, so I started to ask.

There are several trends immediately apparent: older riders are far more likely to wear a monitor (perhaps because they can more easily afford one), and the fastest riders do not use a monitor. In fact, the two fastest riders in QCW history, Jim Flaherty and Paul Liebenrood, both ride not only without a monitor, but also without a cyclecomputer. This illustrates how well a good rider knows his body, as well as strong powers of concentration. Most racers who use monitors do so to avoid pressing too hard, and so avoid premature fatigue. The heart rate range of many is impressively tight. Roger Macomber holds the 50+ course record. Despite the hills, his heart rate varies only 2-3 beats-per-minute (BPM) during a ride. Many riders reported similar small ranges. Although he does not wear a monitor while time trialing, Jim Flaherty wears one when training indoors, and has become very familiar with how he feels at different heart rates. In competition he is certain that his heart rate varies by no more than 2 BPM. In contrast, riders who consider themselves poor time trialers report much broader ranges. Ranges of 10 BPM or greater are experienced only by those who report that they are not competitive with others of similar category or age.

The key to maintaining a tight heart rate range is concentration. It's very easy to let your mind wander, and suddenly find that you've lost 2-3 m.p.h. and your heart rate has dipped 5-10 bpm. Improving your performance requires mental discipline, and practice helps. It's no mistake that QCW's best time trialers are also our most regular Tuesday night attendees. Whether you choose to use a heart rate monitor or not, practice is the fastest way to get fast. *Rob Westendorf*

Current Time Trial Results

Time trial leaders through 7/12:

Senior Men (also Master 30+ and 40+):

	Jim Flaherty	21:57	(27.9 mph)
Senior Women:	Stacy Kisker	26:26	(23.2 mph)
Junior 13-14:	Paul Rosenstein	30:51	(19.8 mph)
Junior 15-18:	Tim Beckman	27:50	(22.0 mph)
Junior Women:	Eliza Williamson	33:07	(18.5 mph)
Women 30+:	Barb Hinkle	28:59	(21.1 mph)
Women 35+:	Carolyn Wilk	28:59	(21.1 mph)
Men 45+:	Roger Macomber	24:45	(24.7 mph)

Coaches' Corner

Position

-Paul Eddleston

How To Measure Position

Position is basically the shape we adopt on the bicycle. It is determined by the relationship of the three points of contact that we have with our bicycles. When we talk about our position on the bike we are really concerned with the distances between the pedals, seat, and handlebars.

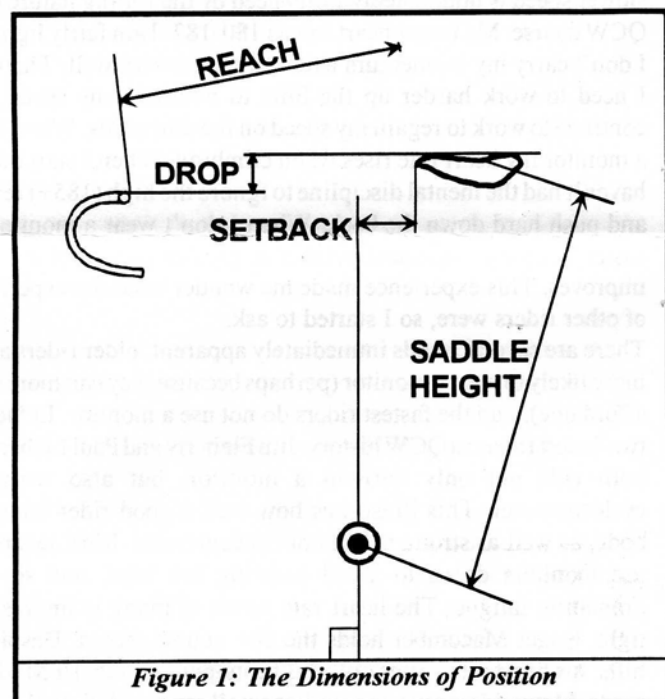


Figure 1: The Dimensions of Position

Because the pedals rotate around the bottom bracket it is more convenient to measure from the center of the bottom bracket to the seat. It is very important to measure to the lowest part of the seat, which is usually halfway along its length. The distance from the tip of the seat to the bars (**reach**) is taken to the nearest surface of the handlebars and the **drop** is measured from the uppermost surface of the bars.

Figure 1 shows the four dimensions of position. Note that the diagram does not include a frame. This is because position is not dependent on the frame at all; it is purely the relationship between the three points of contact. For example, the dimension for seat height is *not* measured along the seat tube, as is commonly done, but between the center of the bottom bracket and the lowest part of the saddle, as stated earlier. The fact that it closely follows the position of the seat tube is purely coincidental.

Basis of Optimum Position

The adoption of the optimum position must take into account two requirements: aerodynamic and biomechanical. The position adopted by a rider must allow him or her to cut through the air and also make the best use of the rider's fitness.

Recent research in Europe utilizing ergometers in wind tunnels has revealed that the optimum position for road racing disciplines consists of having the rider seated high and well back, with a flat back parallel to the ground. The adoption of this position is now almost universal in European pro ranks, but sadly, the USA is lagging behind.

How To Determine Optimum Position

The problem of achieving the optimum position can be defined simply as calculating the four dimensions of position for each individual rider. If you study these four dimensions it is possible to relate each one to various parts of the human anatomy. For example, it is fairly easy to imagine how the seat height might be related to the length of the legs. By the same token, it is possible to see that the set back of the seat might be related to the length of the thigh, the reach related to the length of the trunk and forearms, and the drop related to the length of the upper arm.

If we accept this hypothesis one can see that in order to come up with four dimensions of position for any one rider we are going to need to know the sizes of the various body parts involved.

From the measurements in figure 2 it is possible to determine the various proportions of the rider. For example, the average ratio of the thigh to the lower leg is 1.11 in males, 1.14 in females. Therefore, if we were to divide the measurement of the thigh by the one for the calf we will get a ratio which will be similar to "1.11" for men and "1.14" for women. If this ration is larger than this average we know that this particular rider has long thighs. If the figure is smaller then he or she has short thighs.

This kind of analysis can be applied to the other measurements using the following average values:

Trunk/Inseam	=	0.76
Arm/Forearm	=	0.87
Forearm/Inseam	=	0.4

Once we know a rider's peculiarities, i.e. long thigh, short trunk, long forearms, etc., we can apply this information to determine the position dimensions.

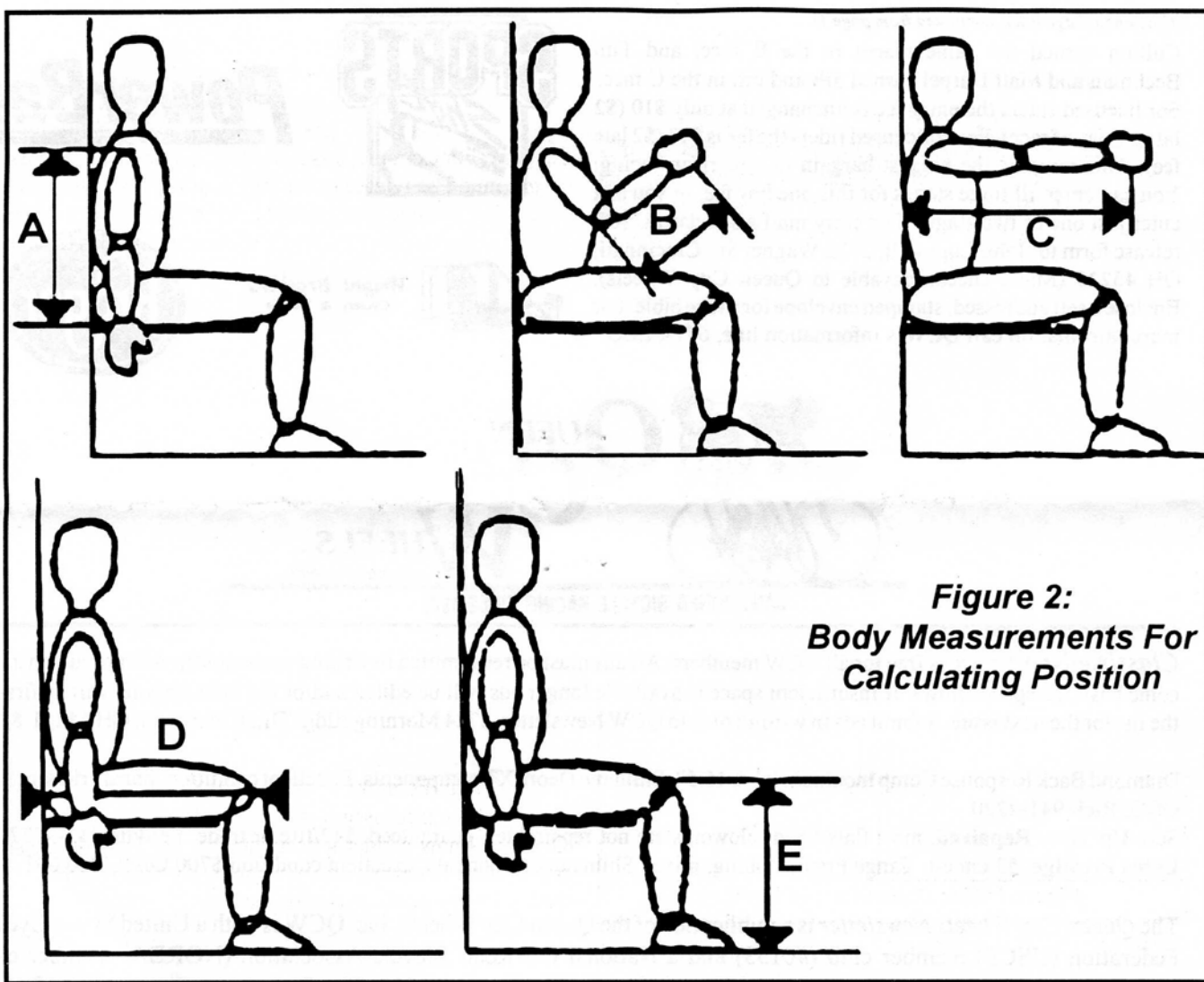
Inseam	Set Back	Reach	Drop
75-78 cm	4-6 cm	47-51 cm	5-6 cm
79-82 cm	5-7 cm	50-54 cm	6-7 cm
83-86 cm	6-8 cm	53-57 cm	7-8 cm
87-90 cm	7-9 cm	56-60 cm	8-9 cm

Table 1: Dimensions of Position

If we consider the shape of a cyclist on a bike, it is possible to see how the lengths of the various parts of the body relate to the four dimensions of position and, therefore, why it is important that we know the various relationships of these parts. For instance, it is quite clear that the **height** of the seat is related to inseam. In fact, it is determined by multiplying the inseam by 0.885. The **set back** is related to the length of relative length of the thigh, the **reach** to the trunk and forearm, and the **drop** to the upper arm. Therefore, a high ratio for any of these parts will mean choosing dimensions from the higher end of the range in the table above.

How To Modify Your Position, i.e. Slowly

While it is nice to have a position that is defined down to the nearest millimeter, it is not practical from an anatomical point of view to accept this as absolutely accurate. The numbers must act as a guide first, and trial and error and experimentation will



**Figure 2:
Body Measurements For
Calculating Position**

prove the best approach later.

Having said that, it is important to move towards this new position in a cautious way to give the body time to adjust. The calculations, if done correctly, will seem to produce a position which may at first seem a little extreme. This is quite normal. Adjustments must be made a few millimeters at a time over quite a few months, or injury and frustration will be the result. It is an exercise worth persevering with as the resulting satisfaction and feeling of *oneness* with the bike is almost spiritual.

How To Adapt An Existing Bike

It should be possible to apply the position resulting from this method to your existing bike. However, you may experience a few problems. For those with long thighs it may not be possible to push the seat far back enough because of an overly steep seat tube angle. Don't compromise by using a longer stem - try different combinations of seats and seat posts to overcome this. Also, you may have difficulty getting the bars low enough if

your current frame is too large. Don't compromise by putting the seat up. Try instead looking for a sloping stem.

If you still can't achieve the optimum position with your existing bike you are going to have to find a more suitable frame, or have one built to suit. Don't despair at this thought, though. Remember, you are going to move towards this new position very slowly anyway, so your old frame will probably do for now.

Previous Articles Now Available

At this time of year it is very common for new members to join almost every day. The previous article is the fourth in a series by coach Paul Eddelston. Copies of the previous articles, "*How Hard Is Hard*", "*Systematic Training*", and "*In-Season Training*" are available free of charge to QCW members. Send a self-addressed, stamped envelope to: QCW News, Robert Westendorf, 2724 Morning Ridge Drive, Cincinnati, OH 45211-8204.

"Winning isn't everything, but it beats anything that comes in second."
Paul Bryant, college football head coach

"Don't be good, be great"
Dan Hampton, NFL defensive tackle

"If you don't invest very much, then defeat doesn't hurt very much and winning is not very exciting."

Dick Vermeil
NFL Head Coach

(Cincinnati Stage Race, continued from page 1)

Cullum earned the same places in the B race; and Tim Beckman and Matt Darpel earned 5th and 6th in the C race. For licensed riders the entry fee is unchanged at only \$10 (\$2 late fee day of race). For unlicensed riders the fee is \$13 (\$2 late fee). This remains the biggest bargain in American racing. You can enter all three stages for this one low fee, or you can enter just one or two stages. For entry mail a standard USCF release form to: John Luginbill, 2722 Wagner St., Cincinnati, OH 45225 (Make checks payable to Queen City Wheels). Enclose a self addressed, stamped envelope for a race bible. For more information call QCW's information line, 677-PELO.



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SANCTIONED BICYCLE RACING SINCE 1972

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

Diamond Back Response Comp mountain bike, 16.5", Shimano Deore XT components. Excellent condition, hardly ridden, \$650 OBO, Rick 941-2220

Sew-Up Tires Repaired, most flats fixed (blowouts are not repairable), guaranteed, \$12/tire or trade, Freddie 245-9527

Lotus Prestige, 53 cm c-t, Tange Prstige tubing, mixed Shimano components, excellent condition \$700 OBO, Rob 661-2536

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 the Queen City Wheels, 185 Albright Dr., Loveland, OH 45140, or call 677-PELO.

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