

*The Official Newsletter of the Queen City Wheels*

## Cyclebration '94 Expands To 4 Days Largest Ever Pro Turnout Expected

Cyclebration, QCW's annual major race weekend, is growing again! A new event, the Covington Criterium, has been added for Thursday night. This twilight event will feature a \$2000, 40 lap Pro/Elite/Expert race on a 0.8 mile course in the Mainstrasse area of Covington. The addition of this race has caused USPro to up the allotment of Pro points for Cyclebration to 194 for first place, with points awarded to 20 places. This year's races will occur on August 4-7. This is one week later than previous years. The date was moved back at the request of USPro. One week prior to Cyclebration the Norwest Cup pro race will be held in Minneapolis, and one week after the USPro Criterium Championship will be contested in Chicago. Since these two events

are relatively close geographically, all of the US professional teams will be in the region. This minimizes the problem of travel costs, which is the major reason given in the past for pro teams' failure to appear at Cyclebration. In fact, although it is extremely early for team commitments, four pro teams have already announced plans to attend. These include Coors Light, featuring 1992 Cyclebration champion Joe Parkin, and possibly including Roberto Gaggioli, the first Cyclebration champion; Chisum Racing, featuring defending

Cyclebration champion Dirk Pohlman; Scott/BiKyle, returning for the third straight year; and the powerful new team Guiltless Gourmet. Other teams are expected to commit soon.

Cyclebration is a volunteer-run event, and requires your help. There are many tasks that need your help. No special skills are required for most jobs, just the willingness to help. The QCW Board has modified the club's race fee reimbursement policy, which requires volunteer efforts at three events, to specify that one of these events must be Cyclebration. Many tasks are simple, such as setup or tear-down, which require a lot of laborers. Other tasks require more responsibility, such as course marshal, registration, or concession sales. We are already gathering names and

assigning tasks. The importance of your assistance cannot be overstated. In addition, while we always appreciate those who unexpectedly show up on race day to help, we really need to know ahead of time how many people can be expected, and to get most tasks preassigned. Call the QCW PELO line, 677-PELO, and leave your name and phone number. We will be back in touch to discuss scheduling, and to talk about what position you might prefer filling. With your help, this will be the greatest Cyclebration weekend ever!



### Trouble at the QCW Time Trial Course

#### Good Community Relations Require Your Help

Time trials have twice been visited by officers of the Cleves Police Department this year. The first visit, on May 17th, was in response to a citizen complaint about rider behavior. This officer informed us that QCW must send a representative to the Cleves City Council meeting on May 25th to discuss our presence in their community. The second visit was the following week, on May 24th (the day before the council meeting), when an officer parked his cruiser and watched us until we were done, and, presumably reported to council. Jim Obert attended the council meeting on the 25th. He found that the main complaint about our pres-

ence is that we block the road at the start. We have historically gathered in front of the Three Rivers Heating and Air Conditioning building, on the corner of River Rd. and Symmes Alley. However, the city considers all of the pavement there to be part of the road. We therefore need to change our procedure to keep all riders off the blacktop road surface and onto the concrete sidewalk. In addition, when lining up for the start please stay as far right as possible, at the edge of the pavement approaching the start line. With your help, we can maintain good community relations and use this course for another twenty years!

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

# QCW Velodrome Excursion

QCW Day at the Major Taylor Velodrome, in Indianapolis, will be on Saturday, July 16th. Velodrome director Phil Stephens will be presenting a program specifically for QCW racers to introduce us to track racing. The program will include explanations of the various track events and rules, a tour of the facilities, and, of course, riding on the track. We will use the velodrome's rental track bikes. If you own a track bike, please bring it. In addition, bring your cycling clothing (including your QCW jersey, changing rooms are available), including a helmet. Total cost of the program will be \$6, which includes a rental bike and the standard track entry fee. The program will begin at the velodrome at 10:00 AM *central* (Indy) time. You can meet us at the velodrome, or, join us in ride sharing. We will meet at the Park-n-Ride lot located at the Miamitown exit (exit #7) off I-74/I-275. (This is the first exit west of where I-74 and I-275 merge on the west side of town.) Departure time is 9:00 AM *eastern* (Cincinnati) time, estimated return is 3:00-3:30 PM. If you plan on attending, please leave a message on the PELO line to let us know that you are coming.

## July Team Meeting

The July team meeting will be held on the *second* Monday of July, instead of on July 4th. The topic will be part two of bike fit, and will cover fitting your bike to you. Team meetings are held in the second floor meeting room of the Xavier University O'Connor Sports Center, 3800 Victory Parkway.

## Correction

In last month's issue we incorrectly listed Grant Wearne's 1993 time trial effort of 23:21 as the 40+ course record. As it turns out, QCW President Jim Flaherty is two years older than I thought he was. Jim's 1992 time of 21:44 is the correct 40+ course record, as well as being the 35+ record. The *QCW News* regrets the error.

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

## Support Our Sponsors

Just as the support of our sponsors is critical to the success of both QCW and Cyclebration, your support of them is also critical. When you patronize a QCW sponsor, let them know that you appreciate their support of Cincinnati cycling! 1994 sponsors include: **Kroger, Wright Brothers Cycling, Sportshot, EastSide Weekend, WEBN, and PowerBar**

# Calendar

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

June 10 Dublin Afterwork Crit, Dublin, OH John Rachfal 614/890-4145  
 June 11 Clifton Arts Fest Crit, Clifton, OH RPM 216/333-2233  
 June 11 KY/IN District Road Championship, Sligo, KY Albert Lindner 502/228-  
 June 12 KY/IN District Crit Champs., Clarksville, IN Alice Stevenson 812/288-4  
 June 12 Velo-Z MTB, Zanesville, OH Tom Hayes 614/674-4297  
 June 12 Putnam Park Festival, Mt. Meridan, IN Dan Daly 317/831-6729  
 June 12 Biff Badly MTB, Lafayette, IN Brent Mullen 317/423-4695  
 June 12 Tour of Hocking Hills, Hocking Hills, OH Team Columbus 614/890-41  
 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 17-19 West Virginia Fat Tire Festival, Slatyfork, WV 304/572-3771  
 June 18 Dublin Intl. Team Crit. Champs, Dublin, OH Team Columbus 614/890-  
 June 18 Tour de Tombstone, Charleston, WV Ann Cooke 304/342-0606  
 June 18 Valley MTB Series, Loudonville, OH David Van Arsdalen 419/756-041  
 June 18 Coyote Chase MTB, Franklin, IN Debbie Gill 812/526-6809  
 June 19 City Criterium, Charleston, WV Ann Cooke 304/342-0606  
 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 Festival MTB, Slatyfork, WV John Leyton 304/296-41-  
 June 28 Southeastway Park Training Crit, Indianapolis Joe Ake 317/781-8646  
 June 29 Ault Park #6, Cincinnati, Oakley Cycles 731-9111  
 June 29 Sellersburg TT Series #3, Sellersburg, IN Bob Peters 812/948-2453  
 July 6 Ault Park #7, Cincinnati, Oakley Cycles 731-9111  
 - July 9 Crane RR, Burns City, IN Dan Daly 317/831-6729  
 July 10 Valley MTB Series, Bellville, OH Dave Van Arsdalen 419/756-0415  
 July 12 Southeastway Park Training Crit, Indianapolis, Joe Ake 317/781-8646  
 July 14 Richmond TT Series #3, Richmond, KY Gary Gomulinski 606/277-08:  
 July 13 Ault Park Finale, Cincinnati, Oakley Cycles 731-9111 7/16 Su  
 - July 16-17 Canaan Series #2 MTB, Davis, WV John Leyton 304/296-4142  
 July 17 Velo-Z MTB, Zanesville, OH Tom Hayes 614/674-4297  
 - July 17 Tour of Brookside, Indianapolis Tim Konrad 317/578-8793  
 July 17 Bud Light Crit, Ft. Wayne, IN Doug Melchi 219/358-0129  
 July 19 Southeastway Park Training Crit, Indianapolis Joe Ake 317/781-8646  
 July 21 Indianapolis TT Series #4, Todd Sullivan 317/576-0156  
 July 22 Dublin AfterWork Crit, Dublin, OH Team Columbus 614/890-4145  
 July 23 First Knox Classic, Mt. Veron, OH Team Columbus 614/890-4145  
 - July 23-24 Paducah Summer Festival SR, Paducah, KY Sara 502/554-2938  
 July 24 Tour de Lake, Spencer, WV Jeff Fetty 304/927-4338  
 July 24 Spencer MTB, Spencer, WV John Leyton 304/296-4142  
 July 24 Huntington Banks Classic, Columbus, OH Team Columbus 614/890-4  
 - July 30 OH/WV District RR, Cantwell Cliffs, OH Tym Tyler 614/890-4145  
 July 30-31 Mud, Sweat, and Gears MTB, Carrollton, KY Richard Matthews 50  
 2998  
 July 31 OH/WV District Criterium, Logan, OH Tym Tyler 614/890-4145  
 - Aug 4-7 **Cyclebration '94** Cincinnati, OH 677-PELO  
 Aug 7 Blackbear 40K MTB, Charleston, WV John Leyton 304-296-4142  
 Aug 13-~~or 14~~ OH/WV District Time Trial Champs, Delaware, OH Tym Tyler  
 890-4145  
 Aug 13 Team Canton Crit, Canton, OH  
 Aug 13-14 Snowshoe Challenge MTB, Snowshoe, WV John Leyton 304/296-  
 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 21 Valley MTB Series, Bellville, OH David Van Arsdalen 419/756-0415  
 Aug 27-28 Pines Challenge MTB, Valparaiso, IN Brent Walk 616/453-4245  
 - Sep 3-4 **Cincinnati Stage Race**, Cincinnati John Luginbill 677-PELO  
 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 502/4  
 Oct 16 Babcock Fall Challenge MTB, Fayetteville, WV John Leyton 304/296  
 Oct 23 Velo-Z MTB, Zanesville, OH Tom Hayes 614/674-4297

## 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 Roketenetz 684-6000 (2,3,4)

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

Sunday 9:00 Wright Brothers Cyclery, Kemper & Montgomery, Kurt Etter 459-1588 (5)

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

Tuesday 6:00 Loveland at the bike trail, Doug Penderly 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) *Suspended during Ault Park Series, May 25 - July 13*

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 Penderly or Tom Cross 791-9292 daytime (3)

## Events

June 27 Board of Directors and Cyclebration committee meeting, 7:00, 677-PELO

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 (July meeting will be 7/11)

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

## Results

Apr 3: **MudFest IV**, Carrollton, KY: S: **Robert Harper** 15th; Apr 9: **L'Esprit RR**, Sligo, KY: 30+: **Grant Wearne** 8th, **Jeff Vaught** 15th; Apr 23: **Anniston Challenge Crit**, Anniston, AL: 30+: **Chip Ellison** 14th; Apr 26: **Velo-ZMTB**, Zanesville, OH: S: **Joe McAfee** 4th; May 1: **Calvin's Challenge 12 Hour**, Dayton, OH: Women: **Maryam Kadkhodayan** 1st; May 7: **Eagle Creek Park Criterium**, Indianapolis, IN: 30+: **Chip Ellison** 7th, S: **Chip Ellison** 14th.; May 14: **Tour de Hall RR**, Hall, IN: 30+: **Jim Flaherty** 6th, **Chip Ellison** 18th; May 21: **Tour de Bluegrass**, Georgetown, KY: 35+: **Jim Flaherty** 2nd, **Rob Westendorf** 5th, **Roy Cullum** 6th; May 21-22: **Blossom Oak Hill Stage Race**, Akron, OH: I: **Kurt Etter** 7th GC (8th in RR, 6th in crit., 18th in TT); Master: **Chip Ellison** 6th GC (2nd in TT, 7th in crit, 6th in RR); May 22: **Gallipolis Criterium**, Gallipolis, OH: S: **Tom Friesz** 13th; May 28: **West Carrollton Criterium**, Dayton, OH: B/C: **David Kegley** 15th; May 30: **Scitex Time Trial**, Waynesville, OH: 35+: **Jim Flaherty** 1st (also fastest overall time, all categories), **Chip Ellison** 5th; 50+: **Roger Macomber** 1st; Women: **Roxanne Westendorf** 5th, **Maryam Kadkhodayan** 6th; June 1: **Ault Park #2**: 20 K: **Kurt Etter** 3rd; **Tom Friesz** 5th.

## Women Riders Wanted

Are you tired of trying to ride with groups that are too fast? Are you tired of riding alone, and looking for other women to ride with? Well, you're not alone. There may not be hordes of women riders in Cincinnati, but there are more than you think. The key to getting appropriate rides together is to get organized. Roxanne Westendorf is gathering information aimed at getting a few rides started. If you are interested, call her at 661-2536 with your ideas and preferences. She will try to coordinate the information gathered and start getting some regularly scheduled rides going.

## Current Time Trial Results

Time trial leaders through 5/31:

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

**Jim Flaherty** 22:11 (27.6 mph)

Senior Women: **Stacy Kisker** 26:26 (23.2 mph)

Junior 13-14: **Paul Rosenstein** 30:51 (19.8 mph)

Junior 15-18: **Brad Davis** 28:34 (21.4 mph)

Junior Women: **Eliza Williamson** (Eliza is only 12 yrs. old. New course record.) 33:07 (18.5 mph)

Women 35+: **Roxanne Westendorf** 30:46 (19.9 mph)

Men 45+: **Roger Macomber** 24:48 (24.7 mph)

## A Problem in the Parks?

The Cincinnati Park Board has had a problem for the last few years with the activities of homosexuals in certain parks, particularly Mt. Airy Forest. This may now be turning into a problem for cyclists in these parks. There have been several incidents of men in cars closely following solo riders through the parks. No matter what twists and turns the rider takes, the car reappears, even following as close as ten feet. Abrupt U-turns performed specifically to lose the car only work for a couple of minutes. No threats have been made, and the drivers have never said anything, but the situation is definitely frightening to the rider. According to the Park Police, there is little that they can do. No laws have been broken by the drivers (following too close can only be cited if witnessed by an officer), so there is little that they can do. The only tactic that has worked so far is for the cyclist to make an abrupt U-turn. Get the license plate number, and yell it out loud as you pass the car. The driver will get the message. Next, report the incident to the Park Police. Although they cannot cite the driver, they are concerned with activities within the parks. If the problem persists, they may be able to determine a way to change the situation. Do not confront the driver! Confrontation may escalate the problem, and a bike always loses to a car.

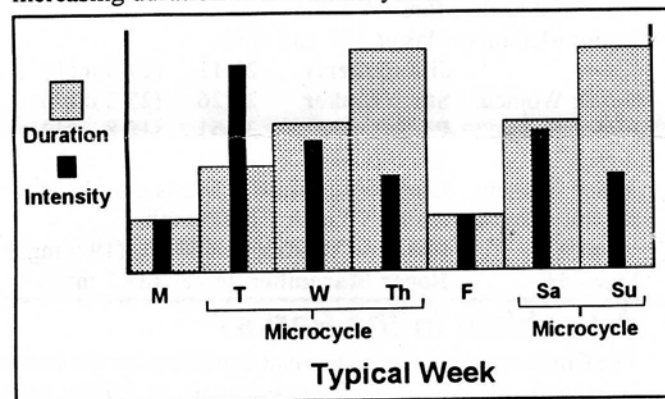
## Calling In Your Results

All QCW members are reminded that to be eligible for reimbursement, your results must be phoned in to the PELO line (677-PELO) within one week after the event. Do NOT assume that someone else has called your results in for you, or that because some club officer was present at the race that we know you raced. You must still call in! One additional note to those who have been calling in: state the category raced! The overwhelming majority of callers are not stating the category. I don't know everyone's category, and I don't know if you raced juniors, seniors, or masters. Finally, if you are upgraded in category, please phone that information in also. Thank you for your assistance!

# Coaches' Corner

## In-Season Training -Paul Eddleston

The previous two articles covered the different energy systems and how they relate to the intensity of effort, and about how the year is broken down into various components related to training. Now I want to bring these subjects together and cover the training methods and workouts we need to do during the next phase of the season, the *in-season* phase. Specifically, we are going to look at a typical week during the in-season phase. As you may remember, the week starts off with high intensity/short duration and progresses through decreasing intensity and increasing duration in two microcycles.



### MONDAY

Monday is typically a rest day off the bike. It is usually the day after a race so it is a good idea to rest on a Monday. You could go for a short, easy ride, but it is useful for us to teach our bodies that it is OK not to ride.

### TUESDAY

Tuesday is really the first day of the training week. As we always start with the higher intensity exercise first, Tuesday is a sprint and interval day.

Each sprint workout should be preceded by at least a 15 minute warm-up and should be conducted on an empty stomach. Your first three sprints should be short (7-10 second), explosive efforts in a big gear from almost a standing start. These should be done on a flat or slightly uphill section of road. This trains your explosive power and jump. It is very important to rest sufficiently between each sprint effort in order to insure that the next sprint can be performed at it's maximum. Do this by riding in a low gear at or below 125 beats-per-minute until you feel fresh.

After the short *warm-up* sprints, you need to do some *pure sprints*. Choose a gear slightly lower than the one for the short sprints and sprint for 10-25 seconds flat out from a brisk rolling start. It is important not to sprint for too long as this will deplete your supply of creatine phosphate, and you will no longer be doing a pure sprint (zone 6), but a short interval (zone 5). Remember, a pure sprint does not hurt your legs. It's only when you have depleted your supply of creatine phosphate and started using up glycogen reserves that lactic acid is produced and makes your legs begin to burn. This is one of the reasons that you must rest sufficiently between sprints in order for you to replenish your supply of this high energy fuel. Do between two and ten pure sprints, depending on your level of fitness and place in your training plan. If you are too tired to manage the number of sprints you set out to do, then stop the session. There

is no point trying to sprint if you are too tired to do a 100% sprint each time. Instead, ride at an endurance pace (zone 1) for at least 1.5 hours.

After the sprint workout in the morning and after an afternoon rest you should do an interval workout. Interval training is any training where you ride hard, then easy, hard, then easy. There are many types of interval training. The type you do after a sprint workout is the short or *pure interval* training. This is performed in zone 5.

Again, you need a 15 minute warm-up and an empty stomach. To perform a series of pure intervals, jump hard and sustain the effort for between 25 and 45 seconds, then coast and rest for four times as long as the effort. This is repeated as many times as your program prescribes, if possible. This may be anywhere between two and eight. The rest is relatively short in order to maintain high levels of lactic acid in the muscles. This helps increase lactic acid tolerance and gives you that last lap, race winning effort.

### WEDNESDAY

Following the principle of decreasing intensity and increasing duration, Wednesday is the day to train in zones 2, 3, and 4. To train zone 4 you need to ride at near your maximum heart rate for about two minutes, then rest for about eight minutes. This is known as long interval training. Do as many as you can until the intensity fades, gradually increasing the quantity as you progress through your macrocycle.

After the morning's long interval workout, in the evening you can train your anaerobic threshold system, zones 2 and 3. Aim to ride for periods of 10 minutes at a time just below your anaerobic threshold as many times as possible (probably between 2 and 5) and rest 15 minutes between each effort. This can be performed on the flat or on hills, reflecting the type of race on the approaching weekend.

### THURSDAY

Thursday is endurance day. After the intense training of the previous two days you should be quite tired, but you should be able to ride in zone 1 quite easily. Aim to at least equal the duration (not the actual distance) of the upcoming race, and try to schedule the distances so that they gradually increase over the period of the macrocycle. However, with endurance training, it doesn't hurt to do more if you feel good.

### FRIDAY

Friday is a rest day, but you don't want to be totally inactive. Ride for 1-2 hours at an easy pace in a low gear. This is like a massage on the bike, and is known as active rest. Always rest the day before the day before a race, and not the actual day before. This avoids the tired, sluggish feeling that usually occurs after a rest day.

### SATURDAY

As Sunday is usually race day, Saturday is the day that you reawaken your body after the rest on Friday and bring it back up to speed. You don't want to tire yourself out today, but you want to ride with some intensity for a short time. Do a few sprints and spend a few minutes near your anaerobic threshold. Stay out for a duration that is inversely proportional to tomorrow's race. That is, if you are riding a 100 mile road race, ride for an hour. If you have a short criterium ride for between 2 and 2.5 hours.

### SUNDAY

Sunday is usually when the races are. If you do not have a race

# The Wright Times

VOL II

A Publication of Wright Brothers Cyclery & Fitness

JULY, 1994

## Developing The Right Muscles: A Key to Performance

### Races & Events

- **June 4** Mountain Bike Festival 2-Day  
At Ski Butler • Carrollton, Kentucky
- **June - Oct.** In Cincinnati
  - QCW Tuesday Time Trials
  - Wednesday Evening  
Ault Park Criterium Races
- **August 4 - 7**  
**Cincinnati Cyclebration**

**Editor's Note:** As part of the Mountain Bike Festival at Ski Butler, we are sponsors of the first annual "Wright Run." The event: a 4-mile route that tests runners over the same hills, valleys and ski slopes that challenged mountain bikers over the race weekend. The inaugural Wright Run recognizes the close fitness kinship between the runners, bike racers and triathletes of our community. Recently, WRIGHT TIMES discussed the training implications of this kinship with Ron Loos, respiratory therapist and personal trainer at the Center for Better Health and Weight Management.

"Aerobic and anaerobic capacity are the foundation of fitness and capability for the runner and cycling athlete," says Ron Loos. "I find that most competitors work hard on this facet of their

Wright Brothers is Exclusive Certified Dealership

## Fiber Flight Spokes: The Cutting Edge of Wheel Technology

The same carbon filament technology they used to put their composite components on NASA's Space Shuttle is allowing Salt Lake City's EDO Sports to bring rocket science advances to the humble bicycle spoke.

At Wright Brothers, EDO's *Fiber Flight Composite Spokes* "are hot," according to Florence Shop Manager, Alex Perkins. "Our triathlete customers were the first to discover them, now road racers such as Northern Kentucky's Team Suburban Chevrolet/Geo have turned to the unique black aero-shaped spokes for their competition road bikes."

### Performance & Comfort

Fiber Flight Spoke technology, lightweight and design features create its advantages for the serious cyclist:

- knife edged and wing-shaped, the spokes cut wheel-generated turbulence versus conventional round spokes. In 50 Km, the advantage cuts 24 seconds of track time.
- light weight carbon filament construction cuts weight 40% - 8 ounce reduction of rotational weight vs conventional 14 gauge steel spokes.
- carbon filament construction reduces wheel borne vibration significantly, allowing riders to understand the meaning of *composite comfort*.

(See Page Two)

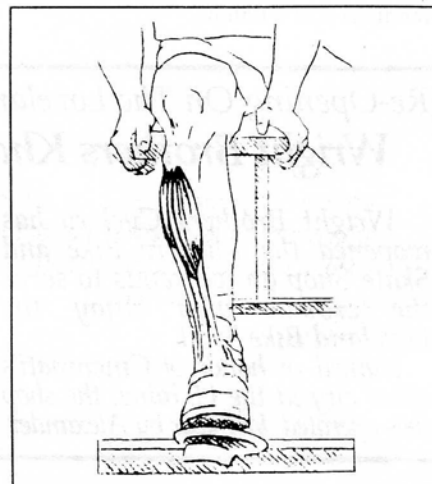
Remember June 19!

## Father's Day

Get Something Great for Dear Old Dad  
...at Wright Brothers...at a Bargain

- **Factory Fresh '93 Bikes**  
All Only 10% Above Dealer Cost
- **'94 Univega S 7.7 Mtn. Bike \$899**  
Sensational Concept front suspension, bar ends & seat post; Shimano LX HyperDrive; STX Hubs & Brakes
- **'94 Diamond Back Road Bike \$799**  
Master TG Model; Shimano RX 100 STI, Mavic Rims, Continental Tires; double butted chrome moly frame.
- **New Saris Bike Roof Rack Systems**  
Easiest to install; best small car system.

At Wright Brothers, Dads are allowed to remember their Day even if Mom forgets!



The muscles in the shin -- extensor digitorum longus, tibialis anterior, peroneus tertius -- are key to the *up phase* of the bicyclists pedal stroke and can be developed with toe raises.

training. Heart monitors seem to be part of the basic fitness package for most competitors. They understand the benefits of using the monitors in developing their ability to work within their heart rate limits to maximize their aerobic fitness and push the envelope of their anaerobic capacities.

Mr. Loos said that on the other hand, most athletes could improve their performance by gaining a better understanding of the muscles and muscle

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# Developing The Right Muscles: A Key to Performance



groups they use in their sport. Working to improve their strength and flexibility in these and associated muscle groups would be an appropriate "next step" in their fitness programs.

According to Mr. Loos, the key muscle groups for cyclists are those which act on the knee joint. They include the quadriceps femoris group on the front side of the thigh, the hamstring group on the backside of the thigh, as well as the combination of muscles that assist in the flexing and inward rotation of the knee.

The hamstring group is the most necessary and most naturally developed of these groups for the cyclist. This is the group most utilized in the rotational thrusts of pedaling action. Often, because of the nature of training, the hamstring is developed, while the quadriceps femoris group, which should be stronger, is neglected.

Mr. Loos explained that results of such one-sided development are often experienced by the athlete facing unusual competitive circumstances. "Frequently, we hear of mountain bike racers, required to run sections of a mud-slick course, being severely restricted by pain and fatigue in less developed, less used frontal thigh muscles," he said.

The ultimate answer is cross training and use of equipment such as knee/leg extension machines for the quadriceps femoris group and knee curls for the hamstring group.

Consulting with trainers at area fitness centers will help focus on the right muscles.

View of the muscles of the front of the thigh. Muscles include 1. Rectus femoris; 2. Vastus lateralis; 3. Vastus medialis and 4 Patella.

Zinoviev, former world time trials champion and captain of the Soviet Union Olympic bicycling team. Zinoviev's expected return has been delayed. Bikes are repaired and on sale and Bauer skates may be rented at the shop. For details, call 683-0008.

## Re-Opening On The Loveland Bike Trail

### Wright Brothers Kharkiv Bike & Skate Shop

Wright Brothers Cyclery has reopened the Kharkiv Bike and Skate Shop on weekends to serve the crowds who enjoy the Loveland Bike Trail.

Named in honor of Cincinnati's sister city in the Ukraine, the shop was operated last year by Alexander

# Space-Age Spokes From Fiber Flight

## Certified Wheel Builders

Wright Brothers is one of the region's only certified Fiber Flight Composite Spoke dealers. Mike Stenger of the Florence Cyclery staff has been trained by EDO Sports factory technicians and is now a certified Fiber Flight Wheel Builder able to install the space-age spoke sets properly.

"Mike has built a number of sets of Fiber Flight wheels this Spring," says Alex. "Two of them are mine. I train daily and have five races on them. The performance, the quality

and the vibration dampening have been outstanding."

## Wright Brothers Cyclery & Fitness

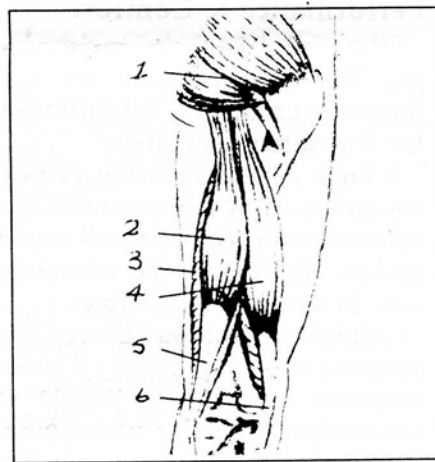
*"Expect The Best."*

### At Harper's Point

Kemper & Montgomery Road  
Montgomery, Ohio 45242  
513-489-2222

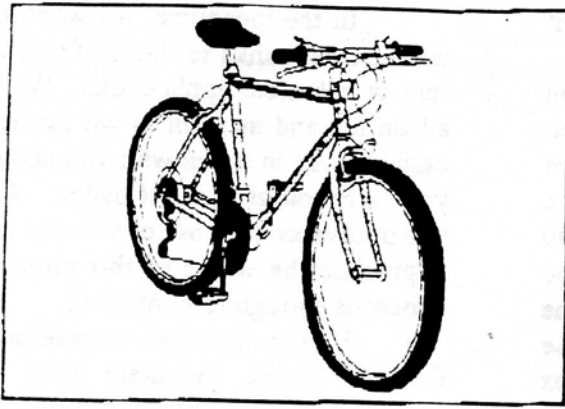
### At Florence

On Mall Road • Circuit City Mall  
Florence, Kentucky 41042  
606-283-2222



View of the muscles of the back of the thigh. Muscles include 1. Gluteus maximus; 2 Semitendinosus; 3. Semimembranosus; 4 Biceps femoris; 5. Medial hamstring tendon; 6 Lateral hamstring tendon.

# EAST FORK STATE PARK MOUNTAIN BIKE TRAIL UPDATE



Well, there's good news and there's bad news!! The good news is that the 5 mile mountain bike trail project at East Fork State Park has been approved. The bad news is that the Army Corps of Engineers is requiring that an archeological survey be performed before we can lay out the trail.

The trail project started in the Fall of 1993, when QCW approached officials at East Fork State Park about the possibility of developing an offroad trail for use of the public. Those of you who are offroad riders know there are virtually no "legal" offroad trails in the greater Cincinnati area. We were pleasantly surprised by the warm reception we received from park officials about the proposed project. The timing of the request could not have been better - we needed a place to ride and they needed new ways to increase the numbers of park users in order to keep those state and federal monies flowing in.

We kicked off the project with a fund raiser at our November mountain bike race at Camp Hook. Through the generosity of several area bike shops who underwrote the cost of T-shirts we raised \$600 to be donated to the park for trail development. Shortly thereafter, the initial applications were submitted for approval of the trail project. The application was finally approved by the State of Ohio park authority in late January,

1994. Since the land that comprises East Fork State Park is owned by the Army Corps of Engineers (and leased to the State of Ohio), the next step was to obtain their blessing. I guess one army is just like any other, since this turned out to be a case of hurry up and wait! After several months before the Corps, we finally got their approval for the trail. Just one little additional requirement before we could start - an archeological survey would have to be done before we could go any further. Wait a minute. I don't remember seeing any prehistoric ruins or old bones out there when a few of us walked over the length of the trail. It turns out that doesn't matter. Federal law requires that before a shovel is put to soil on federally owned lands there must first be a survey done certifying that there is nothing of archeological significance that will be disturbed.

We learned that the Corps is required to do these surveys themselves, but that it could be several years before they get to East Fork. After some brainstorming, we turned to the Dept. of Anthropology at the University of Cincinnati. They could not do the project for us because of some liability concerns, but they did put us in touch with Rebecca Hawkins who owns Algonquin Archeological Consultants here in Cincinnati. Doing one of these surveys ain't cheap and sometimes costs between \$1500 to \$2000 per mile. But, Ms. Hawkins was very sympathetic toward us and submitted a bid that is about as fossil rock bottom as you can find for this kind of survey. Her bid of \$1750 for the entire project involves QCW providing people power to assist in getting it done. Ms. Hawkins will train volunteers to be junior archaeologists. Under her direction, volunteers will actually be doing the required digs and cataloging of any significant finds. The digs involve a sweep of a 45 foot wide path over the full five miles of

proposed trail. A shovel is turned every few meters and notes are recorded as to what, if anything, is found.

Although we've made headway on securing the services of an archeologist, who by the way, has done a significant amount of work already at no charge to us, we still have one nagging dilemma - MONEY. The \$600 that we raised from T-shirt sales, is still in the bank as it has not yet been donated to the park. Thus, we have this available to use toward the cost of the survey. The park has received a grant of approximately \$1000, but it is specifically designated for our trail head and parking area development. So, we're short \$1150 to pay for the survey. Now, here comes the pitch.

If you are associated with a company or have an employer that would be interested in making a contribution, please put them in touch with us. We have talked with park officials and persons or companies who make a significant contribution to this project will be publicly recognized at the trail head. If you want to pay for the whole thing, we probably can get the trail named after you. Or, if as an individual member who just wants a decent place to go trail riding, you can shake loose a small contribution, it would be gratefully accepted. Every contributor will be listed in future newsletters as well as at the trail head. If every one of our members just gave \$10 to this project, we would cover the cost of the survey in no time. Can you get by with those patched tubes for another couple of weeks or delay buying those grip shifts for a little while? Think about it! This project can be a terrific asset to QCW

If you or your company care to contribute, please send your donation to Dave Carr, 804 Hickory Hill Ct., Loveland, OH 45147. Please indicate that your contribution is for the East Fork Trail. Make your check payable to QCW. If you want to be a trail sponsor, please call Dan Roketenetz at 684-

6000 to discuss details.

In the meantime, we want to express our sincere thanks to those of you who have sent in volunteer applications. We have you all on file and as soon as we can raise some cash we'll be in touch with you about earning your archeological merit badge. And, thank you in advance to those of you out there who appreciate the worth of this project and are generous enough to contribute.

Finally, if you are wondering how the Caesar's Creek mountain bike trail was completed without this hassle, then wonder no more. That trail was put in, we are told, without the approval of the Corps. Accordingly, Caesar's Creek park is in violation of their lease with the Corps. Frankly, we would rather have our trail legal from the get-go rather than be concerned about how long we could exist.

- Dan Roketenetz

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this day do a ride that simulates the types of efforts that you would make in a race.

### ADAPTING THE SCHEDULE

The above training ideas are set forth as an ideal program for a full-time senior rider. Juniors should avoid the higher intensity intervals and juveniles should just ride their bikes in whatever manner they prefer. Of course, most of us don't live in an ideal world and have to compromise.

If time is not available to work in all the zones each week several steps can be taken. Concentrate your training in the areas that most closely duplicate the type of races you do or are most important to you. For example, if you ride mostly criteriums and work full time during the day you could do sprints on a Tuesday night, intervals on Wednesday, and anaerobic threshold on Thursday. You don't need to worry about endurance training to ride a one hour criterium, so you can afford to reduce that aspect of your program to the occasional long ride. Whatever kind of intervals you did on Wednesday, do the other kind the next week, and so on through your macrocycle. Always follow the principle of doing the harder exercise first. It is also worth remembering that sprints and intervals take

only a short time to do, and it may therefore be possible to squeeze them into a lunch time session or even do them in the morning before breakfast or on the way to work.

If you have a race that falls on a Saturday, it is necessary to tweak the week's schedule to suit. If you raced on Sunday, then you will be resting on Monday, and, as you need to rest two days before the race, you will also be resting on Thursday. This leaves only Tuesday and Wednesday to train, so do the things that are important to you for the upcoming race. Remember, always rest after a race and warm-up the day before. If you are racing late in the day, you can maybe warm-up in the morning and rest the day before.

### SUMMARY

Whatever training program you end up fitting into your busy schedule, always follow the basic principles:

- I. Make your training progressive by training in cycles and resting in-between.
- II. Train the higher intensities before the lower ones.
- III. Rest the day before the day before the race.
- IV. Ride the day before the race.

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### Typical Adult Training Plan for In-Season Phase

<u>Week</u>	<u>Monday</u>	<u>Tuesday</u>	<u>Wednesday</u>	<u>Thursday</u>	<u>Friday</u>	<u>Saturday</u>	<u>Sunday</u>
1	rest	sprints: 3 & 2 zone 5: 3x45 sec.	zone 4: 2x2 min zone 2/3: 2 hrs.	zone 1: 2 hrs.	active rest	sprints zone 2/3	race
2	rest	sprints: 3 & 2 zone 5: 3x45 sec.	zone 4: 2x2 min zone 2/3: 2 hrs.	zone 1: 2 hrs	active rest	sprints zone 2/3	race
3	rest	sprints: 3 & 3 zone 5: 4x45 sec.	zone 4: 3x2 min. zone 2/3: 2.5 hrs.	zone 1: 2.5 hrs.	active rest	sprints zone 2/3	race
4	rest	sprints: 3 & 4 zone 5: 4x45 sec.	zone 4: 3x2 min. zone 2/3: 2.5 hrs.	zone 1: 3 hrs.	active rest	sprints zone 2/3	race
5	rest	sprints: 3 & 4 zone 5: 5x45 sec.	zone 4: 4x2 min. zone 2/3: 3 hrs.	zone 1: 3 hrs.	active rest	sprints zone 2/3	race
6	rest	sprints: 3 & 5 zone 5: 5x45 sec.	zone 4: 4x2 min. zone 2/3: 3 hrs.	zone 1: 3.5 hrs.	active rest	sprints zone 2/3	race
7	rest	active rest	active rest	active rest	active rest	sprints zone 2/3	race
8	rest	sprints: 3 & 4 zone 5: 4x45 sec.	zone 4: 3x2 min. zone 2/3: 2 hrs.	zone 1: 3 hrs.	active rest	sprints zone 2/3	race
9	rest	sprints: 3 & 4 zone 5: 4x45 sec.	zone 4: 3x2 min. zone 2/3: 2.5 hrs.	zone 1: 3.5 hrs.	active rest	sprints zone 2/3	race
10	rest	sprints: 3 & 5 zone 5: 5x45 sec.	zone 4: 4x2 min. zone 2/3: 2.5 hrs.	zone 1: 4 hrs.	active rest	sprints zone 2/3	race
11	rest	sprints: 3 & 5 zone 5: 5x45 sec.	zone 4: 4x2 min. zone 2/3: 3 hrs.	zone 1: 4.5 hrs.	active rest	sprints zone 2/3	race
12	rest	sprints: 3 & 6 zone 5: 6x45 sec.	zone 4: 5x2 min. zone 2/3: 3 hrs.	zone 1: 4.5 hrs.	active rest	sprints zone 2/3	race
13	rest	sprints: 3 & 7 zone 5: 6x45 sec.	zone 4: 5x2 min. zone 2/3: 3.5 hrs.	zone 1: 5 hrs.	active rest	sprints zone 2/3	race
14	rest	active rest	active rest	active rest	active rest	sprints zone 2/3	race

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### 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 third in a series by coach Paul Eddelston. Parts of the article may be unclear if you have not read the previous two. Copies of the earlier articles are

available, however. Send a self-addressed, stamped envelope to: QCW News, Robert Westendorf, 2724 Morning Ridge Drive, Cincinnati, OH 45211-8204. Please indicate if you want one or both of the articles.

## Heart Rate Monitors in Time Trials

Do you have a heart rate monitor (HRM)? Do you use it in time trials? If so, does it make you faster? There is no doubt that training with an HRM will improve your form. However, many riders have reported that they can time trial faster without one. We're interested in your experience. If you have an HRM, how do you use it for time trials? We'll collect the comments, and try to publish them in the next edition of the *QCW News*. Send your comments to: *QCW News*, 2724 Morning Ridge Dr., Cincinnati, OH 45211-8204, or give your comments to Rob or Roxanne Westendorf at time trials on Tuesday nights (no phone calls, please!). Maybe we can all find a way to go faster!

## An Invitation to Visit Frankfort

Long time QCW member Fred Steinbrecher has recently moved to Frankfort, KY, for his new job. Fred has long been a valued member of QCW, and one of our most active workers. Despite the distance, Fred still races for QCW, and has issued an invitation for any QCW member planning to be in Central Kentucky to stop by for a ride. He's enthusiastic about the quality of the roads in his new area, many featuring short climbs (one of Fred's specialties). Fred can be contacted at 323 Mallard Drive, Frankfort, KY 40601. His work phone is 800/666-9938 (ext. 3010).

**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.

**Sew-Up Tires Repaired**, most flats fixed (blowouts are not repairable), guaranteed, \$12/tire or trade, Freddie 245-9527  
**Specialized Epic** carbon fiber frameset, 54 cm w/ HS, BB, \$250; **Marzocchi** suspension fork 1", rebuilt with low miles \$75;  
**LeJeune** track bike, 70's vintage, complete less wheels, 23", \$80, Chip 831-4381 (H) or 772-7516 (W).

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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Queen City Wheels  
185 Albright Dr.  
Loveland, OH 45140

## Two Man Time Trial Lightly Attended

On May 31st QCW held "Two Man Night" at time trials. Unfortunately, due to a combination of circumstances, including poor notification, and unlucky timing (the day after a three day weekend of racing and the night before an Ault Park race), team attendance was limited to three (ten solo riders also attended). The event was handicapped to give all teams an equal shot at our **Powerbar** prizes. The fastest solo time of the faster rider of the pair was each team's base time. Your net score was your team time minus your base time. The team of **Arthur Zimmerman** and **Linda Valerio** posted a score of minus 0:59. (That means nearly a full minute faster than either of them had ever ridden alone!) **Stacy Kisker** and **Mel Baute** posted a score of minus 0:07, which was 1:31 faster than Stacy had ever gone. The third team of **Bob Brubaker** and **Keith Logsdon** posted a plus 0:26. While you may not think a plus score is very impressive, this represents a time over 2.5 minutes faster than Keith had ever ridden alone. That's impressive!

The two man event will be repeated every time there is a fifth Tuesday of a month. The only remaining occurrence this year will be in August. At that time we'd like to see you there as part of one of many teams. Mark it on your calendar!

