

## '95 Time Trials Have Begun!

### Annual Cleves Ritual Back For 22nd Year

Once again, the village of Cleves will again face an invasion every Tuesday night of shaved leg, lycra clad, heart monitor beeping bicycle freaks. But man, can these folks fly! The QCW time trials have returned!

Now entering our 22nd year, QCW's time trials remain the club's most popular event. The course is a 10.2 mile horseshoe-shaped section of extremely lightly traveled road. Several miles pass through portions of Shawnee Lookout County Park. The road surface is excellent, with some early rollers, finishing with a long, flat straight. There are no turns or stop signs to be negotiated. The finish is located about 1/2 mile from the start, at the William Henry Harrison Memorial. The current course records are (note two new records already this year!):

Sr. Men: Paul Liebenrood	21:38	(1991)
Sr. Women: Bonnie Breeze	25:03	(1991)
Jr. Men: Rick Hoeting	23:23	(1990)
Jr. Men 10-12: Eric Brinker	35:03	(1995)
Jr. Men 14-15: Tim Beckman	26:33	(1993)
Jr. Women: Eliza Williamson	33:07	(1994)
Women 30+: Lois Ellison	26:19	(1990)
Women 35+: Carolyn Wilk	27:57	(1994)
Men 35+: Jim Flaherty	21:44	(1992)
Men 40+: Jim Flaherty	21:57	(1994)
Men 45+: Grant Wearne	23:37	(1994)
Men 50+: Roger Macomber	24:35	(1995)

The volunteer policy first instituted last year was a great success, so we're bringing it back. 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 people are required to safely run things. In the event that there are not enough volunteers on a given night, after rider check-in we will check the names against a "work history" list. The rider(s) with the longest period since working will be "drafted" to work that night. However, since instituting this policy the volunteer response has been great, and nobody has ever been drafted. Let's go for two years in a row!

Rider check-in begins at about 6:15 P.M. at the start (directions on page 3). Check-in closes at 6:30, at which time all riders will be assigned a start number. Riders go off in numerical order. When you cross the finish line, yell out your number. This lets the finish crew know who you are, and where you started. (Note: the crew may know who you are, but your number is more important than your name. If you don't call out your number you may not get recorded properly.) After the last rider is finished the crew will calculate the net times as quickly as possible, and we will then read them off. Please do not bother the timer crew to get your time until they are ready. After times are read off there is usually a group that rides the course backwards to the start line as a social cool-down.

1995 is off to a fast start, with two new records on the first night. Let's keep it up!

### Spring Training Series Proves to be a Popular Success

The Greater Cincinnati Spring Training Series, produced by QCW in conjunction with the XU Racing Team, Cincinnati Velo Club, and Team Suburban Chevrolet, proved to be a great success! A total of nine races, featuring flat road races, hilly road races, and fast crits, drew solid fields every time out. Problems were minimal, with the only significant problem being the near-cancellation and last minute course relocation of the Butler County Race on April 2nd. Even the weather was cooperative, with sunny skies for most events, and only one wet race suffered by the many participants.

Some highlights of QCW racer performances include 3rd and 4th overall for Jeff McLane and

Chip Ellison, respectively, in the A category, and 3rd and 4th overall in the B category for Robert Harper and Pete McCann. Race winners include Chip Ellison (A) and Robert Harper (B) in the Cincinnati Financial Criterium on February 26th, and Jeff McLane (A) in the Warren County Circuit Race on April 9th.

It was obvious, however, that training was more important than results for this year's fields. The racing was bold and aggressive, with many attacks and strong riding in all of the races. All of the riders are to be congratulated for this positive display. Look for the names of the spring series participants to show up in the Results column throughout the rest of the year!

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## QCW Race Receives Honorable Mention

QCW's Covington Criterium and Bicycle Patrol Officer's Race received an honorable mention from the Kentucky Chamber of Commerce. The award was presented for innovation in tourism at the Chamber's Annual Luncheon in November. Since the award was nominated by the City of Covington, let's hope it means that the future of this event looks good. Let's keep up the good work!

-Keith Logsdon

## Northern Kentucky Training Rides

There are once again going to be training rides in the Northern Kentucky area this spring, summer, and fall! The rides will meet at the Western Atlas (Formerly Litten Industries) parking lot. This year for the first time we met on New Year's Day. Initially we are meeting on weekends only - Sundays at 2:00 and Saturdays by appointment (i.e. call first). We recommend that everyone try to attend the training rides at Riverfront Stadium or training races, however, in order to remain flexible for our sometimes busy families, we may meet as needed earlier or later in the day. This has been a trademark of the group - flexibility.

As the season progresses we plan to meet on a regular basis at least once during the week and once on the weekend. Typically, we aim for Saturday mornings and Sunday afternoons during the summer. We tend to meet early on Saturdays to accommodate our family schedules, since most of us are "Married with Kids"; so early on many Saturdays that we're done before the Riverfront rides begin!

By the end of last season there were nine of us. On most rides we had at least three and more often than not we had five. We hope our group will grow this year. This location is easily accessible from all of Northern Kentucky (at the intersection of I-275 and Kentucky Route 237, southwest corner, first exit west of the airport). At this spot we're almost "out of town" and within a mile or so the rural roads are sparsely traveled. For more information please call Keith at 344-9085.

-Keith Logsdon

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.

### 1995 QCW Board of Directors:

President:	Jim Flaherty	489-0833
Vice-President:	Chip Ellison	831-4381
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Jeff Vaught	921-6412
Charly Wright	489-2222

QCW is an all-volunteer organization. Please contribute a portion of your time to help promote racing in Cincinnati!

## Calendar

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

Wednesdays May 31-Jul 19 Ault Park Series 731-9111  
May 13-14 DiDi Mau Classic MTB, Albany, OH 614/698-2005  
May 14 PDQ Cleveland RR Series, Dave Hall 216/572-8312  
May 14 Mooresville Classic, Mooresville, IN Dan Daly 317/834-4636  
May 14 Kokomo Tribune TT Series, Kokomo IN, Marcus Naegeli 317/883-5082  
May 14 DINO Series MTB, Bloomington, IN 812/330-3966  
May 17 Indianapolis TT Series, Todd Sullivan 317/576-0156  
May 20 Selby County Hospital GP, Marietta, OH Tym Tyler 614/890-4145  
May 20 Davis Mem Hosp. MTB, Elkins, WV 304/636-9670  
May 20-21 Canaan Mt. Series MTB, Davis, WV 304/259-5286  
May 20-21 Anderson Classic, Anderson, IN Josh Muething 317/643-7498  
May 20-21 Governor's Cup, Bloomington, IN Alan Jarand 309/828-5588  
May 21 DINO Series MTB, Yellow Banks, IN 812/330-3966  
May 21 In the Woods MTB, Zanesville, OH 614/674-4297  
May 27 Miami Valley Memorial Crit, Dayton, Karen Garrett 513/268-9915  
May 28 OH/WV District Crit, Dayton Tym Tyler 614/890-4145  
May 28 Mickey's Mtn Challenge MTB, Hopsdale, OH Bill Mickey 614/946-5631  
May 29 The Great Race, Elkhart, IN Kurt Folkmeier 219/522-1939  
Jun 3-4 Mtn Bike Festival, Owenton, KY 502/484-2998  
Jun 3-4 24 Hrs of Canaan MTB, Davis, WV 304/259-5533  
Jun 3 Tour de Hall RR, Hall, IN Dan Daly 317/834-4636  
Jun 4 KY/IN District TT, Greenfield, IN Joe Ake 317/894-5272  
Jun 4 Ntl Trails Day Classic MTB, Athens, OH 800/292-1732  
Jun 4 DINO Series MTB Lake Wawassee, IN 812/330-3966  
Jun 10 OH/WV District RR, Akron OH Tym Tyler 614/890-4145  
Jun 11 Lowellville Challenge, Lowellville, OH Ted Schmidt 216/792-9142  
Jun 11 Kokomo Tribune TT Series, Kokomo, IN Marcus Naegeli 317/883-5082  
Jun 11 In the Woods MTB, Zanesville, OH 614/674-4297  
Jun 17 Alum Creek XC MTB Columbus, OH 614/890-4145  
Jun 17 KY/IN District RR, LaGrange, KY Albert Linder 502/228-8047  
Jun 17-18 DINO Series MTB Bloomington, IN 812/330-3966  
Jun 18 KY/IN District Crit, Clarksville, IN Alice Stevenson 812/288-4302  
Jun 19-25 Fat Tire Festival, Slatyfork, WV 304/572-3771  
Jun 20 Cycle Path GP, Dublin, OH Tym Tyler 614/890-4145  
June 21 New Philadelphia Crit., New Philadelphia, OH Tym Tyler 614/890-4145  
June 22 Coshocton Crit, Coshocton, OH Tym Tyler 614/890-4145  
June 23 Sports Clinic GP, Lancaster, OH Tym Tyler 614/890-4145  
June 24 Granville GP, Granville, OH Tym Tyler 614/890-4145  
June 25 Race for Smiles, Dublin, OH Tym Tyler 614/890-4145  
June 26 DINO Series MTB, Muncie, IN 812/330-3966  
Jun 25 Crit-on-the-Lake, Michigan City, IN Todd Walsworth 219/324-9228  
Jul 15-16 Mud, Sweat, and Gears MTB, Owenton, KY 502/484-2998

### Rides

All QCW rides are limited to QCW members only. New riders are always welcome, but n become members before riding. (Ride leaders will have membership forms.) Helmets mandatory. If you are leading a ride that is not currently listed here, please call the PELO (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 gr composition. A "1" is an easy, teaching ride, average speed 14-16 mph on the flats, is basic paceline, 16-20 mph, "3" is moderate to fast paceline, 18-25 mph, "4" me many will be dropped, 22-30 mph, and "5" is an all-out ride harder than many ra For rides of "3" or higher you should not expect the group to wait for you if you dropped. Rides with two or more numbers listed are typically large groups that brea as the speed picks up. All rides are led on a volunteer basis. Due to the vagaries of persc schedules, weather, etc., we cannot provide a guarantee that any given ride will alw take place as scheduled here. Please call the ride coordinator listed for details or poss changes. Changes and new rides may be detailed on the QCW PELO line before li here.

Saturdays 1 10:00 Riverfront Stadium, 2-3 hr ride Paul Eddleston 531-9232  
Saturday and Sunday 8:30 Mountain bike ride, Mason/Loveland area, Dan Roketenet 684-6000 (2,3,4)  
Sundays 10:00 Hyde Park Square 3-5 hr ride Paul Eddleston 531-9232  
Wednesdays 6:00 PM Riverfront Stadium Paul Eddleston 531-9232  
Tuesday and Thursday 6:00 Mountain bike ride, Loveland at the bike trail, Doug Pendery or Tom Cross 791-9292 daytime (4)

### Events

First Wednesday of each month: Bicycle/Pedestrian Advisory Committee (BIKE/PAC) meeting, 7:00, Centennial Plaza, 805 Central Ave.  
Tuesdays QCW Time Trials, check-in at 6:15 PM

## Attention All Wireheads!

Information superhighway users: we would like to try and coordinate our QCW members who are "online". So, if you are connected drop a line to Chip Ellison at [chipe@wilmington.edu](mailto:chipe@wilmington.edu). It's a great way to get a lot of fast free information.

## Results

*When you call in results, please include your category!*

Please call your results in to the QCW PELOton line (677-PELO) within one week 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!

**Spring Series Results:** Feb 25: **Crosby Township RR:** A: John Packfal 3rd, Jim Flaherty 6th, Jeff McLane 7th; B: Eric Simon 5th, Robert Harper 7th; Feb 26: **Cincinnati Financial Crit:** A: Chip Ellison 1st, Todd Daniels 5th, Jim Flaherty 7th; B: Robert Harper 1st, Brad Davis 6th; Mar 5: **South Lebanon CR:** A: Grant Wearne 4th, Chip Ellison 6th; B: Robert Harper 6th; Mar 12: **Maineville CR:** A: Jeff McLane 6th, Grant Wearne 7th; B: Dan Cavins 2nd, Eric Simon 4th, Robert Harper 5th; Mar 19: **Campus Cyclery Crit:** A: Chip Ellison 4th; B: Robert Harper 6th; Mar 26: **River RR:** A: Chip Ellison 4th, Tom Friesz 6th; B: Pete McCann 3rd; Apr 2: **Butler County RR:** A: Jeff McLane 3rd, Tom Friesz 4th, Jim Flaherty 7th; B: Pete McCann 2nd; Apr 9: **Warren County CR:** A: Jeff McLane 1st; B: Dan Cavins 4th; Apr 23 individual results not available at press time. **OVERALL:** A: Jeff McLane 3rd, Chip Ellison 4th; B: Robert Harper 3rd, Pete McCann 4th, Dan Cavins 5th (tie), Eric Simon 10th.

## Directions to the QCW Time Trial Course

The QCW time trial course is located in Cleves and North Bend, OH, on the western side of Cincinnati. Parking is located 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, River Rd. (west of downtown) to Miami Ave. in North Bend. (There are signs to the memorial.) Turn left on Brower Rd. (first stop sign). Parking is in the gravel lot on the left, opposite the Memorial, about 300 yards from Miami Ave. Do not park in the lot for the Memorial. From the parking lot either ride the course backwards (west on Brower Rd., no turns, 10.2 miles) as a warm-up 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. Check-in is in front of Three Rivers Heating and Air Conditioning. There is limited street parking at the start line. Do not park in the Three Rivers business lot.

An alternative route via I-74/I-275 takes exit #7, US128/Miamitown. Go south on 128 to US50. Turn left on US50. The first light is Mt. Nebo. Turn right to the start line. To reach the finish continue on US50 past Mt. Nebo, to left on Miami Ave. (less than 1 mile). From Miami turn left on Brower Rd. as described above.

When riding in the area please use the maximum courtesy possible to drivers and residents. We are guests in their community, and there have been incidents in the past. The local government has the power to make us leave, but we are currently viewed as an asset to the business community. Your cooperation in keeping relations positive is appreciated!

# This Space For Rent!

## The QCW News Will Now Accept Advertising!

Due to a number of requests, we will now accept advertisements for inclusion in the *QCW News*. Space is limited to a total of one page per issue, so get your orders in now! Contact Rob Westendorf at 513/661-2536 to place your order.

The *QCW News* is the official newsletter of the Queen City Wheels, inc. It is published six times a year, and distributed to all QCW members via first class mail. Additional copies are distributed to the public at both locations of Wright Brothers Cyclery (Harper's Point and Florence). Average circulation is about 250. The *QCW News* is produced from laser printed masters, but printing is performed via a photocopy process. Therefore, all ads are black-and-white only. All graphics must be of the line art variety (i.e. no photographs, since these do not reproduce well via photocopier).

### 1995 Advertising Rates

Size	Single Issue	Annual*
1/2 page (7"Wx5"H)	\$30	\$150
1/4 page (7"Wx2.5"H or 3.5"Wx5"H)	\$18	\$90
1/8 page (3.5"Wx2.5"H)	\$10	\$50

\*Annual ads may be the same or changed every issue, as desired by the advertiser. 50% discount for QCW sponsors *Note: If you called in the past to advertise, please call back now. I don't have the phone number or address of most of the callers. Thanks!*



## THE DAY OF THE RACE

There were butterflies in my stomach as I waited at the start line. It was the first race of my third season of mountain bike competitions. I was wearing the same old helmet I *always* wear *whenever* I ride, but I was riding a new tricked out bike. I was pumped.

I cut my eyes to the left and studied the size of the racer next to me. He looked big. Maybe a couple of years older than me, maybe 8 or 9 years old.

My attention shifted to my mom. Standing down at the end of the race course with my little brother in his stroller. She looked excited, and had her camera ready to take pictures of me.

And over there with some other parents who keep score was my dad who got me started racing a couple of years ago. First he took me into the ski lodge where we signed some papers and were given our race numbers. Then he took me for a spin around the Firstimer's course. Even though it went through the woods and had some climbing, it wasn't that much harder than the trail I ride in my yard. My dad said that when he races with all those Sports and Experts, they go on trails that I've never, been on...yet!

But the kids' race course that I was looking at wasn't nearly that long. All of it was right next to the ski lodge.

The race announcer and a lot of other people were standing up on the balcony of the lodge where we left our cooler with the sandwiches and cookies my mom packed this morning and brought up the hill from the campground down by the lake and the playground. We were camping out with my best friend and his family.

I remember a couple of weeks ago I got a phone call from my best friend. His mom wanted to know what she needed to bring to mountain bike festivals, and how much it cost to race or go to the women's clinic.

My mom told her that everyone had to bring a helmet with their bike and wear it *every time* they were on their bike, even in the parking lot where all the vendors' booths are. And the very first thing to do was to go to the ski lodge to register before riding. Mom told her that the ladies at the information desk would give her a map and a schedule that would tell her when everything was happening. Mom also said to bring something called an adventuresome spirit.

Then mom told her that the women's clinic and guided tour would be on Saturday afternoon when a lot of the recreational riders come to check out the trails through the woods. Mom said that was how a lot of people started. And then when they discovered that the beginners and teenagers rode on the easiest bike trails, a lot of them would decide to race in the cross-country.

And she told them that at Ski Butler the racer's entrance fee covered all of the competitions, like the slalom race that went down the bunny slope by the ski lodge; and the four rider relay; and the off-road footrace; and the other races called time trials, criteriums, and the Widow(er)Maker, whatever that is. It even covers the limbo. It's my favorite because I can beat all the grownups.

Mom said that the entry fee would also cover the special championship at the next festival. She called it the Diamond Back Slalom Championship for teenagers, and she said that Diamond Back was giving school trophies for teams and \$100

U.S. Savings Bonds for the fastest teenagers.

Mom told her that the entry fee was \$5 for kids 3 to 12 and for recreational riders, but it was \$20 for grownups for 1 day and \$30 for 2 if they preregistered 2 weeks before the festivals. Mom told her to register early so that they would get a Bike Butler T-shirt. I've got a bunch of different ones.

Mom also said that everybody could win big prizes if the announcers drew your names out of a hat. But mom was wrong. They drew names out of a jar.

When they called out the grownups' names, they got real excited. Especially the ones who won things like bike frames and vacations in the mountains of Maine.

Mom said that 150 people won medals at the races. Last race I won a medal with a mountain bike on it, and I won a fanny pack and a Hometown frisbee. All the kids won those things. And when we went to Hometown Pizza on the way home (cause my Dad's name was drawn for free pizzas), some people came up and asked me how I won the medal hanging around my neck. By pedaling fast, I told them.

I like to ride in these races even if I do get butterflies in my stomach before they start. Maybe in 10 years, if my little brother and I get fast enough, we can do like the Prater brothers did yesterday when they and two other teenagers beat 13 teams of grownups in the PowerBar relay. That was awesome!

- *Indy Plume*

*Editor's Note:* Bike Butler's upcoming events include the Diamond Back Mountain Bike Festival on June 3rd and 4th, Mud Sweat and Gears on July 15th and 16th, the General Butler Off-Road Triathlon and the Dagger Kayak MTB Triathlon, both on September 2nd, the Kentucky Open MTB Stage Race September 2-3-4, and the PowerBar Relay Championship October 14th and 15th. The June 3rd event includes the Diamond Back Mountain Bike Slalom Championship for Teenagers. This competition will be for both individuals and for teams representing their junior high and high schools. Two age brackets will be scored: ages 13-15 and 16-18. Diamond Back is awarding trophies three deep in both categories, as well as individual prizes ranging from \$100 U.S. Savings Bonds to Diamond Back and Avenir gift certificates. "Scholastic Team Scores" will be the combined scores of up to four racers from the same schools. School trophies will go to the top three high schools and junior high schools.

Bike Butler events are cosponsored by our own Wright Brother's Cyclery. For more information on any Bike Butler event you can contact Richard Matthews at 502/484-2998.



**Wright Brothers**  
Cyclery & Fitness

# Coaches Corner

## Riding in a Group

-Paul Eddleston

During my career as a racing cyclist I was frequently reminded of lack of skill among riders when it comes to riding in a group, even among those who have been riding a while. It therefore seems appropriate to commit this bit of cycling's mystique to paper so people can carry it in their back pockets and refer to it whenever they feel that they are the only one in the group who doesn't know what's going on.

Riding in a group is one of the elementary and fundamental aspects of not only road racing, but of any part of the cycling world, even touring. Whenever we ride with more than ourselves we are riding in a group, so it is important to know how to do it properly.

There have developed, over the years, various techniques, unwritten rules, and protocols which the cycling community uses to negotiate it's way around the planet. Learn these and you will be able to compete or ride anywhere in the world. Ignore them, and you will only serve to irritate your fellow cyclists and other road users and alienate yourself from their number. Good group riding technique is the key to unlocking the door of acceptability in the world of cycling.

### RACING

Nothing can be more frustrating or irritating than a strong and powerful rider in a bunch or break who doesn't know how to conduct him or herself. In fact, the stronger they are the more frustrating the situation can be. When riding in a bunch be alert and pay attention at all times. Ride smoothly in a straight line and try not to do anything suddenly or unexpected. Try to stay near the front and be constantly looking for opportunities to move up. Remember, if you're not moving up you're moving back. The easiest ride is always in the front half of a race, especially in a tight criterium where the back half has to almost stop to get around the corners while the front half just flies around. Unless you crash yourself, logic dictates that you will never run into a crash that happens behind you, unless it is on a *very* small circuit.

When riding in the bunch you must have the utmost respect for the other riders with you. Not so much for their ability, although that is important too, but for their well-being. Never do anything that will compromise the safety of another rider. This you can achieve by being in total control of your machine - i.e. your bike handling. It is your responsibility as a cyclist to be the best bike handler you can be. Everyone else will assume you are.

Be aware of the effects of your actions. For example, not too many riders are aware that when you get up out of the saddle to accelerate or just to change position there is usually a small movement backwards of the bike. This can be avoided, but in some it is exaggerated and can have disastrous consequences for those following.

There is an unwritten rule in Europe and most of the rest of the world that you **never** overtake on the inside of a bend in a group situation. Unfortunately, this is the major cause of crashes in the USA and should be a *written* rule. What happens when you force your way down the inside is that the whole bunch has to move to the outside to accommodate you, and there is usually some poor sod on the outside who gets squeezed out and crashes, also bringing down the following riders. If you find

yourself continually in the situation where you feel you have to overtake in this manner, try getting to front instead. If you race in Europe, you'll only ever do it once.

If you do ride near the front you'll notice that there will be some kind of formation in operation, particularly if there is a large group of riders who have broken away. Those in the know will generally form themselves into two parallel lines. One line will consist of riders moving toward the front and one of riders moving towards the rear.

Let's follow on particular rider in a race: he's called Fred, and is halfway up the line moving towards the front. He is positioned immediately behind the rider in front and just a tad to one side so he can avoid a crash should there be a problem. He is not looking at the wheel in front of him, but rather over the shoulder of the rider in front. As the rider in front of Fred reaches the front, he pulls over to one side and eases up a little. Fred doesn't accelerate to get past the rider, but allows that rider to slip back at his own pace. When he has slipped back beyond Fred's rear wheel Fred moves over in front of him and also eases up slightly. This allows the rider who was behind Fred to pass him without accelerating and to pull over in front of Fred.

Fred is now in the line that is slipping back and recovering from his effort to get to the front. As he moves back the line he was in continues to move past him one by one. Fred is looking for the guy whom he was previously following (who is now on Fred's wheel) to pass him. When Fred sees him he looks back then moves over and again takes up position behind him. Fred is again in the line that is moving toward and has successfully completed one cycle.

Things do not always work this smoothly, however. Sometimes the rider Fred is following pulls really strongly when he gets to the front, and Fred has to accelerate to get past him and pull over. This disrupts the flow of the group as the rider behind Fred begins to suffer and can't get past Fred, so the group breaks down and ends up going slower until it reforms itself. Fred would have been better to let a gap open in front of him, allowing the overzealous rider to ride away on his own. Fred could have then swung over and taken up position in front of the rider that the stronger one should have been in front of. This assumes, of course, that he also has allowed the one to drift away and not tried to keep up with his foolish pace. This method serves to keep the group together and the average speed high. The strong rider will soon come back to the group and learn his lesson.

After struggling to pass the strong rider and drifting back down the return line Fred finds that he is not yet recovered enough to move over into the forward-moving line easily. That's OK as long as he informs the rider in front of him of the situation so he can jump in next. Fred then remains at the back of this group, recovering from his earlier effort. He could have struggled up to the front again, but then he would have been unable to take his pull and caused even more disruption to the flow of the group. This way they will tolerate him sitting on the back as long as he gets back into action when he is recovered.

This kind of formation is known as a *paceline* or *through-and-off* or some other local colloquialism, and forms the basis of all group riding. It is a very efficient way of moving a large body of cyclists down the road, and is the reason why a large group of cyclists can usually catch a smaller one.



Once the size of the group falls below about five or six the pace line method is no longer efficient. Then you adopt a system known as *bit and bit*. This basically consists of the riders riding in one long line. After a short time the rider at the front swings over and eases up until he ends at the back of the group where he rejoins until he again gets to the front. Again it is important that the lead rider doesn't accelerate, or this will disrupt the flow of the group. In a criterium or circuit with lots of corners, a good way to swing off is to go into the corner wide and then slow down. This can often be the quickest and safest way to the back, and is almost automatic. The length of time each rider spends at the front will vary, but it is generally fairly short. In a smaller group it will be longer than a larger group, and in a headwind it will be shorter.

This is the most efficient way of moving two to six riders along the road. It is basically the same way a team time trial or team pursuit team operates. If you have ever been in a paceline consisting of three riders you will understand why - you end up with three guys constantly at the front and nobody resting.

**TRAINING**

The above methods are primarily used during competition, but are frequently employed during group training rides as well,

particularly the bit and bit method.

When riding in a group at a more leisurely pace a more suitable system is required. The globally recognized method adopted by cyclists riding along a highway is for them to pair up so they are effectively riding in two lines. Each pair will stay at the front for between five and fifteen minutes, depending on the severity of the conditions. When it is time for them to return to the back of the group they will move apart from each other leaving enough room for the whole group to pass between them as they drift to the back. Riders will typically be partnered with the same rider for most of the ride and will even maintain the formation when stopped at lights. They will pass through intersections as one vehicle so they never have to wait for anyone. However, for this to be successful it is crucial that they stay in tight formation.

In the event that a highway is busy or narrow the riders will merge with each other into a single line, but again they will stay tight allowing no gaps to appear between them. This way they can ensure that they will all stay together. As soon as the hazard is clear they reform into the pairs they were originally in.

Next time that you see a race or are in one or on a group ride, look for these techniques being employed. Join in and practice them as this is the best way to improve these vital skills.

**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.

**Camelback 1/2 Bak**, half the size and weight, new in package (prize), Nashbar price \$38.95 - Chip's price \$20 or a case of Guinness cans. Call Chip at 831-4381 (home) or 772-7516 (work).

**General mountain bike**, 16", mostly Shimano Exage components Call Roxanne at 661-2536 (home), \$200 OBO (We make our own beer, so save the Guinness for Chip.)

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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