

Hill Climb Series Comes to Town! Three Fall Events Round Out Cincy Season

A new fall series of hill climb time trials is being started by QCW. This three race series, the Greater Cincinnati Hill Climb Championship, is being promoted by coach Paul Eddleston as a just-for-fun event, similar to QCW's weekly time trials. Times from all three races will be added to determine an overall winner, the Greater Cincinnati Hill Climb Champion! This new series will be run exactly the same as time trials, and is limited to QCW members only. (These are not USCF-sanctioned events!) There is no charge for entering any or all of these races. All three races will take place on different climbs, adding some variety to the series. The first is Saturday, September 23rd, near the eastside Newtown area. We will ascend Mt. Carmel Rd., starting at the intersection with Broadwell. This course is 1126 meters long with four switchbacks, and will require use of the small chainring for the entire ascent. (As a comparison, the Mt. Adams course used in Cyclebration is 600 meters long.) The start can be reached by turning from Round Bottom Rd. onto either Broadwell or Mt. Carmel Rds., about two miles east of Newtown Rd. Parking is very limited in this area, so we strongly recommend that you ride out to the course. Contact the PELO line (677-7356) the night before to find out where and when potential group rides to the start will depart from. After each race a mellow group ride will be featured. The second race is a week later, on Saturday, September 30th. This race will ascend Point Pleasant Rd., climbing up from Route 8 in Kentucky. Point Pleasant Rd. is located about 8-9 miles west of downtown, just across from the Anderson Ferry. This ascent is 1448 meters long, and is very steep, featuring three switchbacks. Needless to say, you will be in the small chainring for the entire ascent. Parking is limited, so we again recommend that you ride to the course. Currently we expect a group to

leave Riverfront Stadium just after 9:00 AM to go to the course. However, this plan is subject to change, so check the PELO line the night before for confirmation.

The series finale is Saturday, October 7th. Those of you who have been regulars in Paul's Saturday and Wednesday coaching sessions will be ready for this one: Devou Park. This Covington venue will start at the east entrance to the park, on Western Ave. It ascends 1788 meters through four switchbacks, mostly in the big ring. Coaching program regulars have done lots of two minute intervals on sections of this course. To reach this venue take the Covington 5th St. exit from I-75/71 (first exit in Kentucky). Follow the signs to westbound Route 8 (Ludlow). While still in sight of the expressway turn left on Western Avenue, then right into Devou Park. At the first fork bear right to reach a large parking lot at the top (the course will bear left at this fork).

All races will start at 10:00 AM.

You must check in (at the start

line for the first two, at the parking lot for Devou) no later than 9:50 AM to start. Each rider will wear a race number, which you will keep for the entire series. Results will be posted as soon as possible after the last rider has finished. To be eligible for an overall placing you must complete all three events. The overall winners will be hailed as Greater Cincinnati Hill Climb Champions! Informal group rides will follow each race.

Volunteers are needed for each race to help run the start and finish lines. The work is very similar to that performed at Tuesday time trials. Due to the short nature of the courses, it is possible for you to race an event even if you work as a volunteer. If you can help us out, please call Paul Eddleston at 531-9232 before the race to let him know that you will be there. Thanks for your help, and see you there!

Late Flash: For the second year QCW will be taking a field trip to the Major Taylor Velodrome in Indianapolis. This year's trip is Saturday, September 16. You do *not* need a track bike to attend. For details call Fred Mause at 245-9527.

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



QCW Produces Champions!

A number of QCW racers have produced significant victories recently. On July 8th the USCF Midwestern Regional Masters Championships were held in Crane, IN. In the 30-34 group Scott Denny claimed the top spot, while Chip Ellison matched this accomplishment by winning the 35-39 category. Look for both of these riders in their spiffy blue "USCF Champion" jerseys! At the District Road Race Championship a different two QCW riders produced victories. Colin Vogt won the 30-34 category, and Dave Carr claimed the 55-59 group. Freddie Mause also claimed 3rd in this latter race.

Cycling Maps Available

The Ohio-Kentucky-Indiana Regional Council of Governments (OKI) has two sets of bike route guides available for Greater Cincinnati. One set including the Ohio counties of Butler, Clermont, Hamilton, and Warren, has just been released in a new, revised edition. Several QCW members participated in the revision of these maps. Also available is a set including the Kentucky counties of Boone, Campbell, and Kenton. This set was updated in 1993. (Sorry, but maps for Indiana counties are not available from OKI. The State of Indiana has indicated that they are going to produce their own set.) The maps are printed on waterproof, tear-resistant paper, and cost only \$3 per set. You can order these directly from OKI by writing to:

Ohio-Kentucky-Indiana Regional Council of Governments
801-B West Eighth Street - Suite 400
Cincinnati, OH 45203-1607

Do NOT enclose payment with your order. OKI will include an invoice with the shipment that also includes sales tax and postage. Order soon! A limited number of maps will be printed. The previous version of this set has been sold out for over 5 years, and when this press run runs out, that may be it for quite a while.

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
Secretary:	Charly Gehling	793-0800
Treasurer:	Dave Carr	677-2911

At-Large Directors:

Kurt Etter	459-1588
Scott Lyle	731-9675
Jim Obert	683-7295
Roy Roberts	781-2884
Dan Roketenetz	684-6000
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)

OFF-ROAD

Sep 10 DINO Series, Paoli Peaks, IN 812/330-3966
Sep 10 Henry Clay 30K, Coopers Rock State Park, WV 304/296-4142
Sep 16 Alum Creek XC, Columbus, OH Team Columbus 614/890-4145
Sep 16-17 Canaan Mtn Series, Davis, WV 304/259-5286
Sep 17 In the Woods, Zanesville, OH Tom 614/674-4297 evenings
Sep 17 DINO Series, Skylight, KY 812/330-3966
Sep 17 Alum Creek XC, Columbus, OH Team Columbus 614/890-4145
Sep 24 Mickey's Mtn Challenge, Hopedale, OH Bill or Calvin Mickey 614/94
Sep 24 DINO Series, Muncie, IN 812/330-3966
Sep 24 Fall Foilage 40K, Slatyfork, WV 304/572-3771
Oct 1 DINO Series, Linton, IN 812/330-3966
Oct 1 Babcock Fall Challenge, Babcock State Park, WV 304/574-2453
Oct 7 "The Wayne" National Forest Tour, Nelsonville, OH Team Columbus 6 4145
Oct 8 DINO Series, Yellow Banks, IN 812/330-3966
Oct 8 In the Woods Fall Festival, Zanesville, OH Tom 614/674-4297 evenings
Oct 14-15 PowerBar Relay, Owenton, KY Richard Matthews 502/484-2998
Oct 15 Mad River Mtn. Madness, Bellefontaine, OH Team Columbus 614/890
Oct 15 Mickey's Mtn Challenge II, Hopedale, OH Bill or Calvin Mickey 614/94
Oct 15 Wilkesville 2 Alice and Back, Wilkesville, OH Team Columbus 614/890
Oct 22 Eagle Creek XC, Ostrander, OH Team Columbus 614/890-4145
Oct 22 DINO Series, Logansport, IN 812/330-3966
Oct 22 Weed Choppers Ball, Elm Creek, OH Julie 614/237-8126
Oct 28-29 Alpine Lake Fall Challenge, Terra Alta, WV Jim 304/329-3510
Oct 29 Alum Creek XC, Columbus, OH Team Columbus 614/890-4145
Oct 29 DINO Series, Indianapolis, 812/330-3966
Nov 4 DINO Series, Paoli Peaks, IN 812/330-3966
Nov 5 Eagle Creek Fall Classic, Columbus, OH Team Columbus 614/890-4145
Nov 11 Alum Creek XC, Columbus, OH Team Columbus 614/890-4145
Nov 12 In the Woods, Zanesville, OH Tom 614/674-4297 evenings
Nov 26 Alum Creek XC, Columbus, OH Team Columbus 614/890-4145
Dec 3 Alum Creek XC, Columbus, OH Team Columbus 614/890-4145
Dec 10 Alum Creek XC, Columbus, OH Team Columbus 614/890-4145

ROAD

Sep 9 Tomato Festival GP, Reynoldsburg, OH Team Columbus 614/890-4145
Sep 22-24 A to Z Fall Classic, Athens and Zanesville, OH Bruce Mitchell 614/5

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.

Saturdays 10:00 Riverfront Stadium, 2-3 hr ride Paul Eddleston 531-9232
Saturday and Sunday 8:30 Mountain bike ride, Mason/Loveland area, Dan Roketenetz 684-6000 (2,3,4)
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

What a Pain in the @#\$\$!

Cycling and Saddle Sores

Saddle sores have long been a problem for cyclists. These painful little infections can make spending any time in the saddle miserable, and, if left untreated, can escalate into serious problems. The great Irish rider Sean Kelly once had to withdraw from the Tour of Spain while leading with overall victory virtually certain, because of a serious infection. Shelly Verses, a professional soigneur formerly with the 7-11 squad, recently wrote of treating an infection so bad that it caused the rider's scrotum to split open. Obviously we're dealing with something that can escalate into a very serious condition.

Saddle sores are skin infections caused by bacteria. When sitting on a saddle for long periods we create perfect conditions for an infection. Warm, sweaty conditions are perfect for cultivating bacteria. Sitting on a saddle creates pressure that can force bacteria to be literally injected under the skin. Friction from an old chamois can irritate the skin and make it more susceptible. The infected spot will become very tender. The spot may become reddened, and form a raised spot similar to a pimple. Eventually the sore may burst open, or become encysted. Both of these situations are serious conditions that require professional medical attention.

The best cure for saddle sores is prevention. The most important step is to always ride in clean shorts. Never rewear your shorts without washing them first. (This is a strong argument for owning more than one pair of riding shorts.) It's also important to keep yourself clean. Clean yourself well before and after every ride. Use a topical antiseptic solution like Betadine or Hibiclens to clean the area. Betadine is an iodine solution that has the additional benefit of toughening the skin with regular use, making it more difficult for bacteria to get

under your skin. For those who are more prone to problems (as with all medical conditions, some people are much more susceptible than others), a stronger treatment is to use an antibiotic ointment, such as Neosporin. To reduce friction a little talcum powder goes a long way. When using a natural chamois always lubricate it with something like Vaseline, Nivea, or K-Y. A lycra saddle cover also helps limit damage from friction.

Unfortunately, despite all precautions, we sometimes get infected. The first step is to redouble our cleanliness efforts. Apply fresh Neosporin to the sore spot at least four times daily. As with all antibiotics, keep this up for at least a week after the infection seems to clear. If the infection doesn't clear within a couple of days professional help is indicated. Your doctor can prescribe an antibiotic to attack the infection from the inside. Keep your doctor informed about your riding, and discuss the possibility of saddle sores. If you've discussed it in advance, when the time comes you may be able to get your doctor make a prescription over the phone, without an office visit. This can obviously save some bucks. However, if the infection doesn't clear it's time to call again. You may be sent to a surgeon. (Oh no, not surgery!) Relax, it's not a big deal. The surgeon will make a small cut in the sore (twenty seconds, max.). This allows it to drain, and, combined with antibiotic treatment, will usually do the trick. In an extreme case an encysted sore will need to be removed entirely.

Saddle sores are usually minor annoyances, and serve just to make our riding uncomfortable for a short time. However, don't ignore the discomfort. Left untreated an infection can become serious enough to require surgery. ALWAYS USE CLEAN SHORTS, and use good hygiene practices, and you'll likely never know how painful riding can become.

Wright Brothers Cyclery and Fitness Fall Sale!

1995 mountain bikes, including special deals on:

Diamond Back APEX

double butted cromoly steel frame, featuring full Shimano LX componentry, Mavic rims was \$799, now just \$699, save \$100!

Diamond Back ASCENT EX

double butted cromoly steel frame, Shimano LX components with 8 speed GripShift was \$599, now just \$534, save \$65!

Diamond Back TOPANGA

cromoly steel frame with full Shimano Alevio components, featuring RapidFire shifters was \$429, now just \$384, save \$45!

QCW Members Only! 20% off all clothing

Prices good while quantities last!

Visit one of our two locations soon:

Harpers Point, Kemper and Montgomery Rds. 489-2222

Florence, Mall Rd. in the Circuit City Mall, 283-2222

"Expect the Best"

Coaches' Corner

The Off-Season

-Paul Eddleston

The season is drawing to a close, and we are all beginning to look forward to a well earned rest and then to the ensuing holiday period before the start of next season. Well, the beginning of next season is almost upon us; that is, if you want to go into next season as a better cyclist than last year. A goal I hope we all share!

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

The off-season phase extends from your last race to January 1st. This usually means from the beginning of October in Cincinnati, but you may have already finished. Begin this period by taking a complete break from cycling for one to two weeks, but no longer. It's been a long hard season and this will give you a good mental break and make you look forward to the beginning of training again.

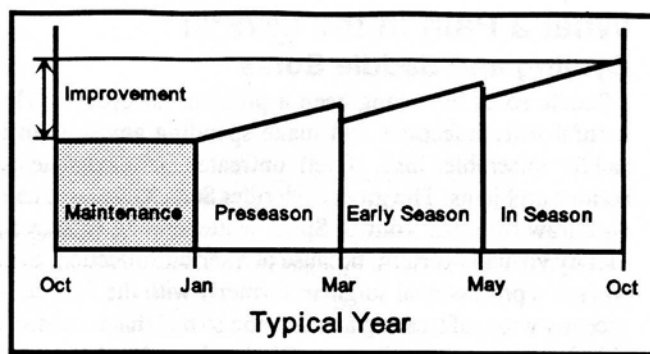
Winter Clothing

You may not be accustomed to riding in the cold, particularly sprinting. Basically, you can safely ride if there is no ice on the road, so you probably don't want to go out if it is much below freezing. When you do go out it is important to wear adequate clothing. The most important thing is to keep your head warm at all times, not just while riding. Therefore, always wear a warm hat. Don't think that your helmet will be sufficient. Helmet manufacturers spend thousands of dollars researching better ways of increasing the ventilation of their helmets to keep your head cool, so make sure you wear a hat under it. Hands need gloves, or, better still, mittens, and your feet will benefit from overshoes. Wear many layers of clothing instead of one thermonuclear device, so you can remove some if you get too hot. Make sure your tights come up high enough on your back and that your tops are long enough to cover the small of your back.

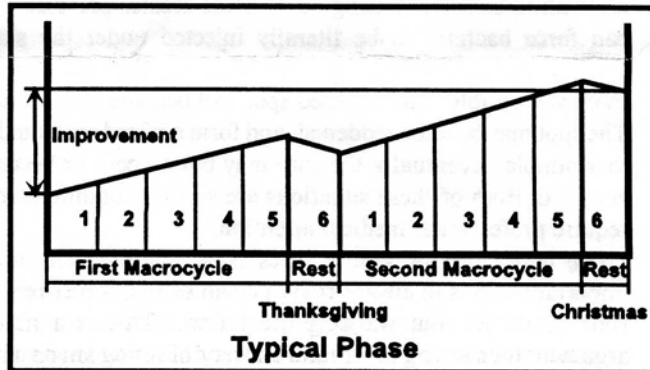
During this phase it is important to get a mental break from competition, and, to a lesser extent, cycling. However, activities should be chosen that stress the cardiovascular system in a similar way to cycling so that little fitness is lost. Running, swimming, cross country skiing, etc., all provide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

Macrocycles

The period is split into two macrocycles, each ending in a rest or easy week. The first one ends just before Thanksgiving, so you don't have to worry about fitting in training around family activities. The second one ends before Christmas, so it would



seem that the holidays have been designed to accommodate cycling. As always, we aim to improve slightly during each macrocycle before taking a short break. For example, you do a slightly longer run or more sprints each week.



Microcycles

Each macrocycle is split into shorter periods known as microcycles. There are two per week. The first microcycle begins on Monday, which is a rest day. Tuesday is the day for doing sprints. Sprints are performed year round because they are a highly complex exercise that takes so much neurological skill to perform properly that you cannot afford to neglect them, even during this phase of the year. Because of the skill factor, there is really no other way to do them other than on the road. You should do less than the rest of the year, but try to build up the number you do as the macrocycles progresses. Try starting with two and building up to five.

Wednesday is usually our day for working on our aerobic power, i.e. zones 2 and 3 (anaerobic threshold). The off-season phase is no exception, however, you don't have to do it on the bike. Choose between running, swimming, cross country skiing, aerobics, or roller riding, etc. Just make sure that you work up near your anaerobic threshold and that you increase the quantity as you progress. Try to spend between one and two hours a week at this activity.

Be very careful with these new activities. As a cyclist you are a somewhat fragile creature and prone to injury if you dive into a new activity too aggressively. Don't play football.

You still have to ride your bike this time of year, so do it on Thursdays. You need to work in zone 1, your endurance capacity. This needs two to three hours of stimulation on the bike, but, if the weather is too cold, ride on the rollers instead. I don't know many people who can ride that long on rollers without turning into a zombie, but some more zone 2 training wouldn't hurt instead.

Continued on page 5

On Friday, take a rest. Do any activity you want, or watch a cycling video to keep up your enthusiasm. Saturday and Sunday comprise the second of the week's microcycles. On Saturday, combine Tuesday's and Wednesday's workouts with a few hours for lunch in between. On Sunday, take part in a group ride for between three and five hours. Choose one that maintains a good pace and is a little competitive from time to time without being crazy. You want to be slightly pressured during this ride while staying mostly in zone 1. Keep an eye on your pulse during these rides. If it consistently goes below 120 you would be better off staying at home and watching a Tour de France video; you'd learn more.

Sign-Up Now For Fall Classes

Paul Eddleston's ever-expanding coaching program has reached another significant milestone. Now in its third year of existence, it has become so popular that Paul says he can no longer keep tabs on who's in it and who isn't. For this reason Paul is now introducing a registration system. Riders must now fill out a short form to become active members in the program.

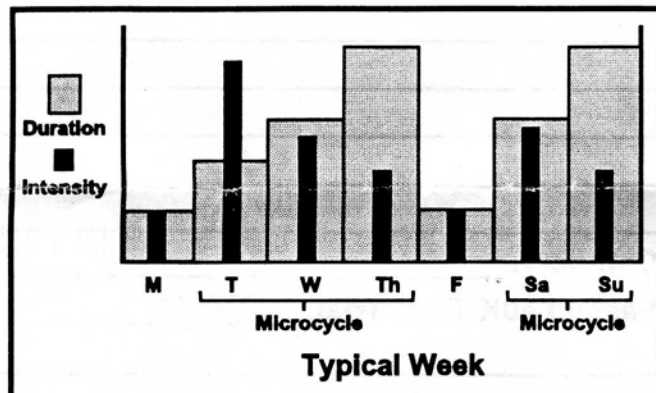
Commenting on the program, Paul is encouraged by the progress. "After nearly three years we are starting to see results. This year we had riders scoring points, and others finishing in the main bunch for the first time in their careers. We have some riders new to cycling who will be ready to race next year, and we had one rider who won five races this season."

The 95/96 program will start with an orientation seminar on October 8th at Wilmington College's Cincinnati Branch, followed by group rides every Sunday through to January. "We are going to spend the Fall having some fun while building aerobic conditioning and camaraderie on our group rides."

Throughout the Fall Paul will be adjusting riders' positions, sizing frames, and producing training manuals and diaries for his riders. Then, in January, the program will move into a higher gear as the new season draws closer. "We intend to start next season's races with the same form that we had when we finished this season."

Paul asks that riders wishing to register for the 95/96 Coaching Program do so as soon as possible. Please fill out and return the form on the last page of this newsletter, or call Paul directly at 531-9232.

Directions to Orientation Seminar: Wilmington College, Cincinnati Branch is located in Sharonville. From East Kemper Rd. between Chester Rd. and Tri-County Mall turn north on Chesterdale Rd. After about 1/4 mile turn right into the Triangle Office Park. Immediately bear left to 3 Triangle Drive. The seminar will begin at 10 AM on Sunday, October 8th.



You may have noticed that so far I have not mentioned weight training. Really, there is no place for weights in a road or criterium rider's training program. Everything you can do with weights, you can do more efficiently on the bike, as you are also teaching your body to pedal. The nearest activity we do to weight training is sprinting, as it is a high strength activity, but sprinting, being the highly neurological skill activity that it is, can not be duplicated with weight training unless you were to develop a special piece of apparatus designed to mimic the motion of the legs during cycling. In fact, this has been done; it's called a bike.

Fixed Gears

Many riders feel that it is necessary to turn to a fixed gear for this phase of training. This is an ill-founded idea. A fixed gear forces your legs to go round, but at anything from 20 to 150 rpm. What is the logic in being in the wrong gear for 90% of your riding time? Remember the basic principle that the body will improve at whatever task we present it with on a frequent basis. In races you have gears so that you can allow your body to function within its most efficient rev range of between 85 and 100 rpm. Why try to force it to do something it's not designed to do? Instead, concentrate on pedaling efficiently in the rev range that your body prefers.

If you follow this program throughout the off-season, you will be able to start training proper in January at a level more or less the same as the one that you ended the last year. Then you spend the next few months improving on that, instead of trying to get all your lost fitness back.

"Lost Bridge" Now Reopened

The Lost Bridge, located on the QCW time trial course, should be open by the time you read this. This replacement bridge is located a couple of miles after our start line. Bridge traffic has a stop sign, while traffic on Miamiview Rd. (i.e. our course) does not have to stop. However, this is a very fast section of road for a time trialer, and the sight lines for traffic turning off the bridge are not good. Please be especially careful to keep your head up in this area!

Time Trial Leaders through August 29th:

Overall fastest, and senior men through 40+:

Jim Flaherty 22:27 (27.3 mph)

Senior and Master Women:

Elaine Todaro 26:30 (23.1 mph)

Men 45+: Grant Wearne 24:52 (24.6 mph)

Men 50+: Roger Macomber 24:35 (24.9 mph)

Junior Men 10-14: Nathan Munchmore 30:30 (20.1 mph)

Junior Men 15-18: Brad Davis 25:33 (24.0 mph)