

## **Cyclebration Cancelled! Covington Crit Only Survivor**

After eight years of successful promotion, QCW's major racing event, Cyclebration, has been cancelled for this year. Featuring as many as four races in a stage race format, Cyclebration has drawn many of the best racers in the US to Greater Cincinnati. The only portion of the event that remains is a Saturday evening criterium in Covington.

In many respects, Cyclebration became a victim of its own success. One of the twenty largest racing promotions in the country, Cyclebration was also one of the largest club-run events anywhere. Most races of this size are put on as for-profit events by professional promoters. Cyclebration, on the other hand, was run by volunteers as a benefit for the American Cancer Society. Over \$30,000 has been raised in this effort over the past eight years. Since its beginning, Cyclebration has been run by basically the same core group of people. Unfortunately, it has been difficult to recruit new volunteers. This year several key volunteers withdrew for a number of reasons. Especially in the difficult area of fund-raising, QCW could not find replacements for these people. With deadlines at hand, the Race Promotion Committee saw no alternative but to cancel the event.

The Covington Criterium, first appearing last year, will continue as a promotion of the Covington MainStrasse Village Association. Originally run as a Pro/1/2 race, this year the race will again feature only one category. However, this year that category will be Senior Men 3/4. This change in category will permit the

majority of QCW license holders to compete. The race will feature one of the largest 3/4 prize lists ever seen in this area, \$1700 for 20 places, plus \$295 in primes. This large cash amount is provided by the MainStrasse Village Association. This race is on Saturday, July 29th.

This year will again feature a special race for mountain bike police officers before the criterium. Last year's wildly popular race drew 23 officers from 11 different departments. Every officer in town now knows about the event, and wants in. This year should see a big increase in the number of competitors seeking to knock off last year's winner, Officer Richard Webster of the Covington Police Department. Race sponsor Sport Shot will donate \$200, \$100, and \$50 to the charity of choice of the top three finishers. New this year is a celebrity race between the two established races. Invitees will include local sports, media, and governmental personnel. The Police Race will start at 5:00 PM, the Celebrity Race at 6:30, and the USCF event at 7:15.

Volunteers are needed to help promote all three events. At least six workers are needed for each of the police and celebrity races, and at least 15 workers are needed for the USCF race. There are also many jobs before and after the races that require volunteers that can be filled while still allowing you to compete in the main event. Please help us out, and keep this final race in good health. For those able to work, please leave your name and number on the PELO line (677-7356), and we will return your call. See you in the MainStrasse Village!

## **East Fork Mountain Bike Trail Almost Ready!**

Work on the QCW-sponsored East Fork State Park mountain bike trail has progressed steadily, and the end is in sight. According to Bill Urban, QCW's trail project coordinator, the first phase should be open to bikes by the beginning of September. This first loop, about 2.2 miles in length, features spectacular overlooks while maintaining some technical challenge. Remaining work includes erosion control and stream crossings. The Ohio Parks administrators specified the criteria for this first loop, including a 40" width. Trails in the later phases will be narrower and more techni-

cal, and designed to appeal to more advanced riders. Work on the second phase will begin sometime after opening of the first loop. A final decision must be made on the exact location, and whether this traverses hunting areas will determine the start date.

The East Fork Mountain Bike Trail is within 25 miles of downtown Cincinnati. Work continues on most Saturdays from 9:00 to about 1:00. If you are available to help construction, or if your company is interested in trail sponsorship, you can contact Bill Urban at 683-4479 (home) or 287-5137 (work).

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

# Riverfront Stadium Criterium Coming July 26th

A new training race will debut in Cincinnati on Wednesday, July 26th. This evening criterium will feature races in two categories, similar to Ault Park. The first race will be Cats. 4 and 5, and Master 35+. The second race will be Cats. 2, 3, and 4. Category 4 riders or 35+ masters of category 4 or higher can enter either or both races. The course is the plaza deck of Riverfront Stadium. Many QCW members are quite familiar with the course from our Saturday morning coaching rides. The course is a rectangular 1 kilometer loop. Each of the four corners is quite different in character, so the course will keep your attention. Recent road work has been completed, and the surface is as good as any race course around. The first race starts at 6:30 PM, and lasts for 45 minutes plus 1 lap. The second race follows at 7:30, and will be 60 minutes plus 1 lap. Street lights surround the loop, so the evening start times will not be a problem.

This race is being promoted by the Cincinnati Velo Club as a trial. The stadium administration wants to see if the racing community can put on a safe and unobtrusive event. If the race meets all of their criteria, it may be possible to expand next year into a multi-race training series spanning the season. A strong base of local races will help everyone build up fitness and experience to earn results in the bigger races.

Access to the course and parking is via the stadium auto bridge. From Main or Walnut between 3rd and 4th take Hammond St. to the auto bridge. Follow the signs to parking. The first race begins at 6:30, the second is at 7:30. Entry is \$7 per race, or \$10 for both. There are no facilities on the plaza, so bring your own water. For further information you can call Campus Cyclery during business hours at 721-6628.

## 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

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 Rokenetz	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)

Wednesdays May 31-Jul 19 Ault Park Series 731-9111  
Jul 15-16 Mud, Sweat, and Gears MTB, Owenton, KY 502/484-2998  
Jul 21 Heartland Bank GP, Grove City, OH Team Columbus 614/890-4145  
Jul 22-23 C-to-C Classic, Columbus, OH Team Columbus 614/890-4145  
Jul 23 DINO Series MTB, Manchester, IN 812/330-3966  
Jul 22-23 Paducah Summer Festival SR, Paducah, KY Sara Church 502/554-2938  
Jul 30 DINO Series MTB, Otter Creek, KY 812/330-3966  
Jul 30 Mickey's Mtn Challenge MTB, Hopsdale OH Bill or Calvin Mickey 614/946-56  
Aug 6 DINO Series MTB, Land Between the Lakes, KY 812/330-3966  
Aug 6 OH/WV District TT, Prospect, OH Team Columbus 614/890-4145  
Aug 6 Putnam Park CR, Mt. Moridian, IN Dan Daly 317/834-4636  
Aug 12 Crave SR, Crave, IN Dan Daly 317/834-4636  
Aug 13 Alum Creek MTB, Columbus, OH Team Columbus 614/890-4145  
Aug 13 DINO Series MTB, Logansport, IN 812/330-3966  
Aug 13 Alpine Valley MTB, Cleveland, 216/831-4435  
Aug 14 201 Years of Defiance Crit, Defiance, OH Team Columbus 614/890-4145  
Aug 18-19 Frigidaire Classic, Grandview Hts, OH Team Columbus 614/890-4145  
Aug 20 OH/WV District RR, Prospect, OH Team Columbus 614/890-4145  
Aug 20 Milk Race, Orrville, OH 216/682-1911  
Aug 20 DINO Series MTB, Linton, IN 812/330-3966  
Aug 20 Mickey's Mtn Challenge MTB, see July 30  
Aug 26-27 DINO Series MTB, Bloomington, IN 812/330-3966  
Aug 26 Eagle Creek MTB, Ostrander OH Team Columbus 614/890-4145

## 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 Rokenetz 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)

## Results

Results Column to be Discontinued! Very few members are phoning in their race results (could it be that few are racing this year?). Since QCW no longer requires call-in for fee reimbursements, the number of you calling in results has dropped to a handful. Therefore, we will stop printing this section after this issue.

April 2: **Mudfest IV**, Carrollton, KY: Master XC: **Chip Ellison** 7th; May 13-14: **Athens Twilight Criterium**, Athens, GA: ; 2/3: **Chip Ellison** 24th; 30-39: **Chip Ellison** 18th (Sat) & 11th (Sun); May 20-21: **Governor's Cup '95**, Bloomington & Normal, IL: JR 15-16: **Brad Davis** 9th (Sat) and 4th (Sun)  
*Congratulations to Brad Davis! Brad's strong riding this year have earned him a spot on the Chevrolet/LA Sheriffs regional junior team. Although it means that now Brad won't be racing in his QCW jersey, we still consider him one of our own. Look for Brad in his spiffy new duds at a race near you soon!*

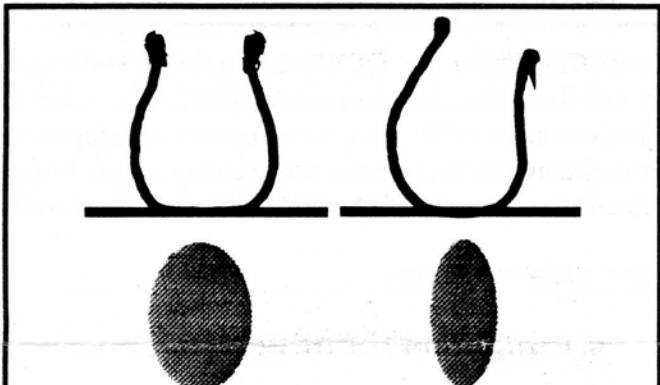
# Your Tires Are Attached How?!

## The (Almost) Mystical Allure of Tubular Tires

For years, the use of tubular tires marked a rider as a true racer. Tubular tires ("tubies", for short) were the only true performance tire. The clinchers of the time were fat and heavy, and rolled like balloons. However, as tire manufacturers incorporated new high tech materials like Kevlar into their products, the performance (and sales) of clincher tires has skyrocketed. Today, most racers have never used a tubular tire, and clinchers abound on the start line of even professional races. Given the convenience and cost of clinchers versus the hassle of gluing or repairing tubulars, surely the end of tubulars must be coming soon. *Don't you believe it!*

Across the board at all price ranges, tubulars still outperform clinchers. Don't believe it? Let's first take a look at the particulars of tire construction to understand the differences. Clincher tires contain a bead on the edge of the tire. Made of steel or a synthetic material, this bead is a very low stretch material. It stretches enough to be forced over the lip of the rim, but, when the tire is inflated, is held tight by a lip on the rim. The tube is separate from the tire, and you can change one without the changing the other. On a tubular tire, on the other hand, the two sides of the tire are sewn together, with the tube encased inside. Tube and tire are one piece. The tire is glued to a rim that has a semicircular shape.

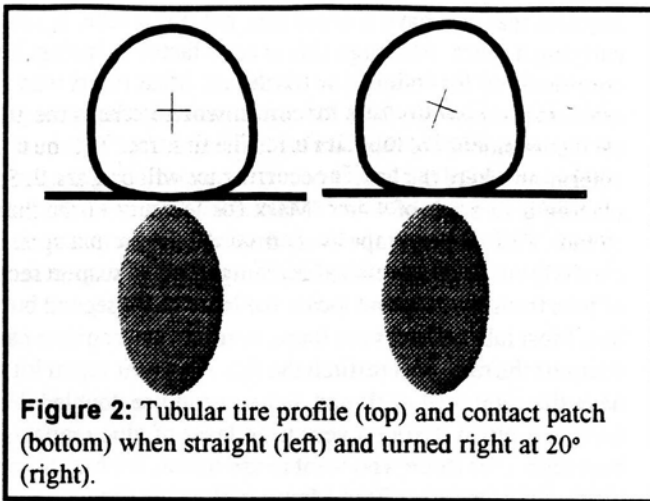
So how does performance differ? Let's look at the shape of the tire first. At the spot where the tire contacts the road, clinchers have a oval shape (figure 1). When you corner, and the angle



**Figure 1:** Clincher tire profile (top) and contact patch (bottom) when straight (left) and turning right at 20° (right).

of contact with the road is leaned over, the size and shape of the contact patch change. There is actually now less rubber on the road than when upright. Advances in sidewall technology have lessened this effect, but it still exists in all clinchers. Tubulars have a round shape. No matter what angle you lean the bike, the size and shape of the contact patch remain constant (figure 2). This provides not just better traction in corners, but also a consistency and predictability in handling that tubie users value. Confidence in handling produces faster corners.

The second performance factor is weight. Tire and rim weight is arguably the most important weight figure on your bike. Spinning at high speed, this weight is multiplied many times over by the resulting centrifugal force. The difference between small variations in weight are greatly magnified. Lighter wheels are easier to spin, and, most importantly, easier to



**Figure 2:** Tubular tire profile (top) and contact patch (bottom) when straight (left) and turned right at 20° (right).

accelerate. This means not just faster sprints, but reduced fatigue when responding to the many speed changes encountered in racing. For comparison of weight, let's stick with a single manufacturer's published figures for two tires of roughly equivalent size. (Note: I'm ignoring the weight of the rim strip for clinchers and the glue for tubulars. Let's call that a wash.) The Continental Sprinter tubular is listed at 250 grams. The Continental Super Sport clincher is 260 grams. Surprise, not much difference, right? However, the tubular tire already includes the weight of the tube, the clincher does not. High performance tubes are at least 50 grams, while standard tubes are over 100 grams. We're now looking at a weight difference of 60 to 110 grams, or 24% to as much as 44%! And we're still not done. Clincher rims have to have the raised sides and hook bead necessary to hold the tire to the rim. Tubular rims don't need this extra metal. Comparing two popular, "equivalent" rims from the same manufacturer, Mavic's MA40 clincher rim is 460 grams, the GL330 tubular rim is 330 grams. The rim difference is 130 grams. So now the weight difference between the rim/tire combinations is between 190 and 240 grams, or 32% to 42%. At a minimum, the tubular wheel is nearly a third lighter!

The final difference is quite subjective: feel. Confirmed tubular-philes swear by the luxurious feel (and sound) as a tubular "sings" down the road. Since the two tire types are made from the same materials, any differences have to be from the different shapes. A round profile behaves differently from an oval one. It's difficult to describe, but a quality tubular feels both softer and faster than a clincher.

So why doesn't everyone use tubulars exclusively? In a word, convenience. Clinchers are fast and easy to change, and on-the-road repairs are easy. Tubulars have to be carefully glued to the rim, and repairs on the road require carrying a spare tire. The flat has to be stripped from the rim, and the spare carefully placed and inflated. However, as long as the spare already has glue on it will hold just fine in all but the most extreme maneuvers. It really is quite hard to roll that tire off. On the other hand, in a speed situation (e.g. triathlon), changing a tubular is much faster. You don't have to pull out a tube, check the tire for glass, and put in a new tube. You just pull the flat tire off, put the new tire on, and inflate. Plus, you don't have to worry about pinching the tube, so you can use the fastest of the new cartridge CO2 supplies to inflate the tire.

The cost of the two tire types is fairly close. (Remember that a

(Continued from page 3)

tubie already includes the tube.) However, using tubulars requires that you have a spare tire, not just a tube, if you are carrying a spare. Although this is not a factor in racing, it is a consideration for training or triathlons. Most riders who race tubulars train on clinchers for convenience. Perhaps the greatest inconvenience of tubulars is repairing a tire. You must first determine where the leak is occurring by inflating the tire and placing it in a tub of water. Mark the location of the bubble stream. Pull the base tape away from the tire in that spot, and carefully cut a short stretch of stitching. Pull the suspect section of tube from the tire, and locate the leak with a second bubble test. Most tubular tubes are latex, so use an appropriate patch. Reinsert the tube, and restitch the tire. A tubular repair kit will have the right type of thread, but you can use doubled dental floss in a pinch. Using a very light layer of glue reattach the base tape. (For those who want to use tubies, but hate to repair them, QCW member Fred Mause will repair tires for a small fee or trade. You can contact Freddie at 245-9527.)

Gluing tires is not nearly as difficult as most people fear. First, start by putting the tires on the wheels without glue. Pump them up to their maximum, and leave them at least overnight, and longer is better. This stretches the new tire to the proper size. (Note: installation is nearly impossible without this stretching step.) Deflate the tire and remove it from the rim. With the tire off the rim pump it up to 40-60psi. This will cause the base tape to rotate outwards, and makes access easier. Spread a bead of tubular glue down a short section of the center of the base tape. Spread this so it covers the entire width of the tape. For new tires I like to use an old toothbrush to really work this first layer of glue into the tape. For the second layer, or regluing an old tire, I place my hand in a plastic baggie and spread the glue

around with the plastic. Allow a first time glue layer to completely dry, at least one hour. Allow subsequent layers to dry about 15 to 30 minutes. For new tires apply at least two layers. While the tire is drying spread a layer of glue on the rim. Again, working in short sections lay a bead down the center, then spread it all the way across the rim. It is very important that you get the glue to the outside edge, as this is where the most adhesion comes. Glue left only in the center will not hold. Allow the glue to nearly dry. It should still be just tacky to the touch. Deflate the tire, and locate the valve stem. (From this point take care not to get any glue on the sidewall of the rim. You will have to clean any glue from the braking surfaces to avoid squeals and brake grab.) Place the valve stem through the hole in the rim. Working from both sides of the valve place the tire down the center of the rim. As you near the opposite side turn the wheel over and pull the tire up onto the rim. One trick that makes this easier is to remove your shoes, and hook your toes over the inside of the rim to hold it down while pulling on the tire. A well-stretched tire will pop on with a minimum of fuss. Inflate the tire to about 60psi. Carefully inspect the tire to insure that it is centered on the rim all of the way around. At this tire pressure you can easily work the tire from side to side to reposition it. When you're satisfied, pump the tire up to it's max and allow it to dry overnight. Whenever gluing a tire it is also a good idea to put a fresh layer of glue on your spare. This will ensure the best adhesion if you need to use it. Riding on a light set of wheels with quality tubular tires is a real thrill. Although most people now use clinchers most of the time, many racers have a light set of tubular wheels for racing. If you're in the market for a new set of wheels, don't buy clinchers automatically. Give a thought to tubulars - you won't regret it!

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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