

## There's Pain In Them Thar' Hills! Time to Vote on The Worst Hill in Town

There are plenty of tough hills in the Greater Cincinnati area. Now it's time to make your choices for the toughest to ride. Included in this issue is a ballot form to cast your vote. *Maybe* we can settle some of the arguments that are common over which hill is meaner than the others.

The concept is simple: which hill is the hardest? The decision is not so simple. What makes a hill hard? The two prime factors are length and grade, but is a short, steeper hill *harder* than a longer hill? What about other factors? These might include road surface quality, turns (switchbacks?), or exposure (is there shade on hot days?). Every rider will have his own opinion about how these things combine to make a climb tough. But that's why we want *your* opinion.

The voting rules are simple:

1. You must have ridden a hill *this year* to cast a vote for it.
2. You must have ridden at least three of the nominees to vote in a region. You may vote in

as many regions as you are eligible.

3. Rank your choices 1, 2, 3, etc., with 1 being the hardest. If you didn't ride a particular hill leave that space blank.

4. Ballots must be received by September 23rd. to be counted. Send ballots to: QCW Worst Hill, c/o Rob Westendorf, 2724 Morning Ridge Dr., Cincinnati, OH 45211-8204. You can also vote by email at [robroxanne@fuse.net](mailto:robroxanne@fuse.net).

Note: Some hills may be considered more *esthetic* than others (nicer area, more scenic, etc.). Others may have more or less traffic. Please try to disregard these and any other distractions, and base your ratings solely on the difficulty of the climb. Note that the *pave-ment quality* is a valid factor in making your ratings.

I have exercised my editor's/promoter's power and changed one of the nominees. In my rides of the west region nominees, I considered it obvious that West Rd. (in Miami Whitewater Forest) was much too short to be

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### Is It Worth It?

#### The Pros and Cons of Component Upgrades

Bicycle racing requires a fair amount of equipment. In order to race effectively there is a certain minimum quality of equipment that is required. However, there is a huge variety of brands and models available for nearly every component, and this variety also covers an equally huge range of prices. In addition, for many the bike is one of their "toys". Who among us doesn't enjoy buying ourselves more toys? Unfortunately, though, most of us operate with a limited budget. We can't get every "new improved" piece of hardware that comes down the pipe. The purpose of this article is to examine some of the areas where upgrades are the most cost-effective, as well as other areas better left alone. In this first of two articles, we'll start with road bike equipment.

There are three major reasons for upgrading parts: weight, mechanical performance, and aerodynamics. The first two factors apply in most upgrades. When upgrading for aerodynamic reasons, these first two factors are usually secondary. Let's start with the most

popular single upgrade of today: brake lever/shifter combos. Moving the shifters to the levers has resulted in the fastest-ever market acceptance of a new component style. There is a good reason for this: *these shifters work!* They have made it much easier to shift in pressure situations. Originally most riders thought that the only major use would be to change gears in a sprint, and certainly sprinters were the first to try. (Davis Phinney was the first rider to ever use them in a race.) However,

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QCW Board meetings are open to all members. Meetings are generally held on the second or third Monday of the month, but the schedule is seasonal. Call the PELO line (677-7356) to confirm meeting dates and locations.

## Prologue

Two days after returning from the Olympic Road Race in Atlanta, we were thirty thousand feet above Kansas, racing toward Colorado. Looking forward to a week of hour long, grinder climbs followed by twisting, rocky descents can make even the most stubborn roadie a "mountain biker". The mountain bike magazines on the plane added to the excitement of what was to come. There it was. I think it was 'Mountain Bike' magazine. In the editorial section the magazine's editor was actually complaining that NBC was going to give far too much prime time coverage to the Olympic road race. He went on to describe road racing as a dead, boring sport. He believes mountain biking should get all of the cycling coverage. This is a cycling magazine complaining, not about too much synchronized swimming and equestrian coverage (any amount is too much), but about too much cycling coverage! I constantly see evidence of these rivalries within cycling. Roadies describe mountain bikers as out-of-shape thrill seekers (some truth here). Mountain bikers describe roadies as Type A, lycra-clad jerks, using training rides merely as opportunities to drop people (some truth here, too). Riders who like doing centuries seem to dislike those who race, and those who race consider these riders barely cyclists.

I can't believe that anyone who has only ridden on the road wouldn't love the outright fun of a steep mountain bike descent. Likewise, mountain bikers who have never ridden at 30 miles per hour in a tight pack, working together to get more speed, are also missing out. It's all rewarding and fun.

Two thoughts:

Don't ask me to carry a tent and sleeping bag on my bike.

Have you ever seen an exciting mountain bike race on TV?

-Jim Flaherty

## Editor Still Needed

My time as *QCW News* editor is rapidly drawing to a close. The next issue will be my last. While a number of people have expressed a casual interest in the position, nobody has yet stepped forward and said "I'll do it!" I would greatly prefer a new editor to be in place before I work on my last issue, partly because once I'm finished, there won't be another newsletter until we have an editor. Without newsletters to remind you that we need an editor, it might be some time before the next issue comes out. I will still continue to do the layout work if you desire me to. The rest of the editor's job consists of soliciting articles from authors, writing, and editorial direction. If you are seriously interested in the position, please let us know. If you have any questions about the nature of the job, or the amount of time involved, please feel free to call me anytime. I can be reached at 661-2536 day or evening, or email at [robroxanne@fuse.net](mailto:robroxanne@fuse.net). I look forward to hearing from you!  
-Rob Westendorf

*Worst Hill In Town, continued from page 1*

a valid contender. I have replaced it on the list with Gum Run Rd. to Buffalo Ridge Rd. (you were right, Scott, it deserves to be included) near Miamitown. The exact directions are on the ballot form.

We will tot up the numbers and list the results in the next issue of *QCW News*. For the vote to be official there must be at least five ballots received for each region. Any hill that receives less than three ratings will not be included in the final results. The results will be used by the Association of Cincinnati Cycling Coaches to set the courses for their fall hill climb series.

*The Worst Hill In Town Ballot is on the page 4.*

## QCW News

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## QCW

The Queen City Wheels, Inc., is a member club of USA Cycling.

Its goals are to:

PROMOTE sanctioned bicycle racing throughout the Greater Cincinnati area  
ADVOCATE cycling awareness with local governments  
PROVIDE members with coaching and camaraderie

Club Information: 677-PELO  
QCW Home Page:  
<http://www.iac.net/~curta/qcw/qcw.html>

# The Worst Hill In Town

## Official Ballot

West Region	Ranking	Central Region	Ranking
Springdale Rd.		Straight St.	
Day Rd.		Ravine/Warner Sts.	
Mt. Nebo Rd.		Clifton Ave.	
Anderson Ferry Rd.		Grand Ave.	
Gum Run/Buffalo Ridge		White Rd.	
East Region	Ranking	N. Kentucky Region	Ranking
OH 350		State Route 20	
Klondike Rd.		Amsterdam Rd.	
Fagin's Run		White Rd.	
Benton Rd.		Uhl Rd.	
Filager Rd.			

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Feel free to include comments on any of the climbs on a separate sheet. Return to: QCW Worst Hill, c/o Rob Westendorf, 2724 Morning Ridge Dr., Cincinnati, OH 45211-8206 Email to [robroxanne@fuse.net](mailto:robroxanne@fuse.net)

### Directions to The Climbs:

#### West Region:

**Springdale Rd.:** This climb rises east up from Harrison Ave., just south of where I-275 passes over, in the Taylor Creek neighborhood.

**Day Rd.:** This climb starts at East Miami River Rd., south of Old Colerain Rd. and north of Blue Rock Rd., in Dunlap.

**Mt. Nebo Rd.:** This climb is located in Cleves, at the start area of the QCW time trial course. Travel west from River Rd. on Mt. Nebo Rd. to the climb.

**Anderson Ferry Rd.:** This climb rises north from River Rd. (US50), right at the Anderson Ferry (Ohio side).

**Gum Run/Buffalo Ridge:** This climb rises south from East Miami River Rd., about 1 mile south of Harrison Ave., near Maimitown. Continue right on Buffalo Ridge to top of hill.

#### Central Region

**Straight St.:** This climb rises east from McMicken St., up to the Deaconess Hospital, in Clifton.

**Ravine St.:** This climb starts from Central Parkway, between the Western Hills Viaduct and Linn St. Turn left on Warner St. from Ravine to complete the climb.

**Clifton Ave.:** This climb starts from Spring Grove Ave., between Mitchell Ave. and Winton Rd., in Clifton.

**Grand Ave.:** Start from Westwood or Queen City Aves., about 1 mile west of the Western Hills Viaduct, in South Fairmount.

**White Rd.:** This climb rises north from Queen City Ave., about 2 miles west of the Western Hills Viaduct, in South Fairmount.

#### East Region

**OH 350:** This climb rises east from the Little Miami River, at Morgan's Canoe Livery, in the Ft. Ancient area.

**Klondike Rd.:** This climb rises east from US50, about 1/2 mile east of I-275 in Milford.

**Fagins Run:** This climb rises north from OH 132, about 1 mile from US 52, in New Richmond.

**Benton Rd.:** This climb rises south from US 50, about 1.5 miles west of Owensville.

**Filager Rd.:** This climb rises east from OH 222 to OH 132, about 1.3 miles north of Batavia.

#### Northern Kentucky Region

**KY Rte. 20:** This climb rises west from Petersburg, in northwestern Boone County.

**Amsterdam Rd.:** This climb rises south from Rte. 8, just east of the Anderson Ferry.

**White Rd.:** Take DeCoursey south past I-275 to east on Locust Pike to White Rd., in Ryland Heights.

**Uhl Rd.:** From Rte. 8 in Silver Grove take KY 547 (Four Mile Pike) about 1/4 mile to Uhl Rd.



**Teams and Tactics and Strategy****Introduction**

One of the greatest joys of competitive cycling comes from being part of a small, successful group or team. It doesn't necessarily have to be a super team of elite athletes either; a great deal of enjoyment can be derived from any collective band of cyclists pulling together in a joint effort for the benefit of all the members, even at category 5 level. Racing as a three member team, for example, gives you three times as much chance to share in some glory and to know you did a good job, even if you did not personally win the race.

What is required, however, is a bit of effort on behalf of the riders concerned to learn and apply a few basic principles, and maybe some help from an objective person, such as a local coach. In this article, I hope to introduce these principles.

**Prerequisites**

One of the first tasks for anyone collecting a group of riders together as a team is to look for riders of well matched ability in the general sense. Specific individual talents, such as sprinting, are important, but it is more important that the riders are of a similar, overall level. In order to bring these people together and give a sense of identity or team spirit to the group, it is often useful to separate the team from the club by providing different jerseys. This is not essential, however, and many successful teams function purely as "cliques" within their clubs.

their usefulness is much greater than sprinting. You can now shift at anytime without taking your hand off of the bars: elbow-to-elbow in a tight pack, cornering in a crit, or struggling up a steep climb, among others. Most of us are now much more likely to be in the right gear more often, and all races are faster because of it.

The wide acceptance of these new shifters brings us to an upgrade often neglected, but strongly recommended by most mechanics: high performance cables. Basic shifter cables are stranded stainless steel wire running inside of a stainless housing. Shifter performance is affected by the friction of the system, as well as the stretch of the cable and compression of the housing. The stretch and compression problems are minimized through the use of heavier gauge cables and housings. Friction can be minimized through the use of coatings such as Teflon. There are a variety of brands available ranging from \$20 to \$50 per set. All of them are worth it. If, however, you want to stick with standard cables, be sure to keep you cables clean and lubricated for best performance.

Reducing weight is probably the hottest area now. The most effective place to shave grams is in rotating weight, meaning on your wheels. The centrifugal effect found on your spinning wheels means that weight here is felt much more than anywhere else. But before you go out and drop some big bucks on composite wheels, let's start a little simpler. Standard tubes are butyl rubber, weighing in at about 125 grams. Latex tubes can

cut this down to 45-60 grams. Since this is rotating weight, the net effect feels much greater. In addition, latex tubes are more supple, providing a smoother ride that feels great. However, latex tubes lose air at a much greater rate than butyl, so you must check your tire pressure before every ride. Prices for latex tubes run about \$10-\$13, compared to \$3-\$8 for butyl.

Quality tires are worth every penny. Not only do they shave weight, but their suppleness provides a ride quality that you must try to appreciate. The variety available is staggering. However, the weight savings are not as great as changing tubes. In addition, as a

general rule you can expect that lighter tires will have a shorter lifetime. If you maintain a separate set of race wheels, they should certainly be equipped with quality tires. If you only have one set of wheels, consider changing your tires for races.

Recent times have seen an explosion in the variety and availability of new wheel types. Spoked wheels with as few as 12 bladed spokes, or composite wheels with three, four, or five spokes are everywhere. The primary advantage of these wheels is aerodynamic, as their weight is similar to standard wheels. (In addition, often there is a greater proportion of the weight in the rim, where the faster rotation increases the effect of the weight.) For competitive time trials some type of aerodynamic



# Capricorn's

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If you are going to race "for the common good" it is very important to talk about distribution of prizes *before* the season gets under way, and not wait for the first spoils to come in. This avoids a lot of problems later, even though there will inevitably be some as egos start to get bruised or inflated. It is also important to decide the common goals and objectives of the team and to make sure that these are aligned with the personal goals of the individuals. Some examples of a cat. 4 team's goals might be to all progress to cat. 3 or to win the Ault Park 20K series.

It is also useful to set a common race schedule so riders know where the team is racing throughout the year. You don't have

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

### OFF-ROAD

- Aug 24-25 Big Bear Lake, Bruceton Mills, WV 304/329-3510
- Aug 25 Indianapolis Challenge, Indianapolis, IN Tim 317/816-5985
- Aug 31 Pine Quarry, Reynoldsburg, OH Team Columbus 614/890-4145
- Aug 31-Sep 2 KY State Champs, Carrollton, KY 502/484-2998
- Sep 2 Bike Source Labor Day Challenge, Newark, OH 614/890-4145
- Sep 6-8 Women on Wheels, Elkins, WV 304/636-9670
- Sep 8 DINO Series, Bloomington, IN 812/330-3966
- Sep 8 Henry Clay 30K, Coopers Rock, WV Jon or Laurie 304/296-4142
- Sep 8 Falling Rock, Newark, OH Team Columbus 614/890-4145
- Sep 14-15 Canaan Series #3, Davis, WV Matt or Gary 304/259-5286
- Sep 15 Mad River Mtn. Madness, Zanesfield, OH Team Columbus 614/890-4145
- Sep 15 Mickey's XC Challenge, Hopedale, OH Calvin Mickey 614/946-5631
- Sep 15 Velo-Z In The Woods, Zanesville, OH 614/674-4897
- Sep 15 Wild at the Wilderness, Loudonville, OH 614/392-6102
- Sep 15 DINO Series, Syracuse, IN 812/330-3966
- Sep 21-22 Crockett's Run Weekend, Logan, OH 614/890-4145
- Sep 22 DINO Series Culver, IN 812/330-3966
- Sep 22 Fall Foilage 40K, Slatyfork, WV Mary or Gil 304/572-3771
- Sep 29 Mad River Mtn., Zanesfield, OH Team Columbus 614/890-4145
- Sep 29 Babcock Fall Challenge, Babcock Lake State Park, WV 304/574-2453
- Oct 2 Black Bear 40K, Kanawha State Park, WV Paul or Robin 304/757-0308
- Oct 6 DINO Series Logansport, IN 812/330-3966
- Oct 6 The Epic Ultramarathon, Nelsonville, OH 614/890-4145
- Oct 6 Julies Cyclocross, Cincinnati 513/523-1316
- Oct 7 Velo-Z In The Woods, Zanesville, OH 614/674-4897
- Oct 12 Indianapolis Challenge, Indianapolis, IN Tim 317/816-5985
- Oct 13 DINO Series Selvin, IN 812/330-3966
- Oct 13 Wild at the Wilderness, Loudonville, OH 614/392-6102
- Oct 13 Falling Rock, Newark, OH Team Columbus 614/890-4145
- Oct 13 Mickey's XC Challenge, Hopedale, OH Calvin Mickey 614/946-5631
- Oct 17 The Wayne, New Staitsville, OH Team Columbus 614/890-4145
- Oct 18-20 Ntl. Collegiate Champs., Carrollton, KY 502/484-2998
- Oct 27 DINO Series, Kokomo, IN 812/330-3966

### ROAD

- Aug 24 Big Mountain RR, Houston, IN Dan Daly 317/831-6729
- Aug 27 Southeastway Park Crit, Indianapolis, IN Joe Ake 317/781-8646
- Aug 31 Pine Quarry RR, Reynoldsburg, OH Team Columbus 614/890-4145
- Sep 1-2 Pioneer Festival Crit, Winchester, KY Charlie Campbell 606/266-3244
- Sep 7-8 Park Crit, Indianapolis, IN Joe Ake 317/781-8646
- Sep 13 OH Crit Champs, Mt. Vernon, OH 614/890-4145
- Sep 14 Tour de MainStrasse, Covington, KY Craig Johnson 606/491-0458
- Sep 14 Breakaway TT, Kokomo, IN Mark Naegeli 317/883-5082
- Sep 16 Southeastway Park Crit, Indianapolis, IN Joe Ake 317/781-8646
- Sep 17 Great Western TT, Greenfield, IN Todd Sullivan 317/475-9096
- Sep 17 Indianapolis TT, Indianapolis, IN Todd Sullivan 317/475-9096
- Sep 20 Hoosier State Games Crit, Indianapolis, IN Phil Stephens 317/722-0424
- Sep 20-22 A to Z Classic SR, Athens, OH Bruce Mitchell 614/594-8219
- Sep 23 Southeastway Park Crit, Indianapolis, IN Joe Ake 317/781-8646
- Sep 26 C2C Crit, Grove City, OH 614/890-4145
- Sep 28 Monrovia TT, Monrovia, IN Dan Daly 317/831-6729
- Sep 30 Southeastway Park Crit, Indianapolis, IN Joe Ake 317/781-8646

### Rides

Rides listed include not only those led by QCW members, but also the rides of other racing clubs in the area. Some rides are faster than others, and some assume that you know the route. Please call the ride leader listed for more details. Additional rides and updates are regularly posted on the PELO line. 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!

Sundays 9:00 Hyde Park Square

Saturday and Sunday 8:30 Mountain bike ride, Kings Island McDonalds, Dan Roketenetz 684-6000

Tuesday 6:16 QCW Time Trials, Cleves

Wednesday 6:00 Coaches' Ride, DeVou Park Overlook, Paul Eddleston 531-9232

Thursday 6:30 Loveland at the bike trail parking lot, Doug Penderly or Tom Cross 791-9292 daytime

Thursdays 6:00 Quality Inn Riverview, Covington

Saturdays 10:00 Riverfront Stadium, sprint training group

## Is It Worth It? (Continued from previous page)

wheel is now just about required to remain competitive. Outside of time trials, there is some question of durability, especially on the metal-spoked wheels. If a spoke breaks, chances are you are not qualified to replace it. Aero wheels can be quite expensive, though the price of some has dropped to become nearly equal to standard wheels. If you can only afford one, start with a front wheel, which will maximize your aerodynamic gains.

Component upgrades can be done for either weight or performance gains. If you are dissatisfied with some part on your bike, certainly you'll be happiest by replacing that part first. As for recommending specific parts for performance upgrades, bear in mind that most of the components available today are present in the professional peloton. The performance of even the lower priced parts has improved so much that nearly all will work effectively for racing. The primary advantage of higher priced parts is durability. If you plan to keep the same bike a long time, by all means get the best you can afford. If, on the other hand, you plan to purchase a whole new bike within the next couple of years, it is probably smarter to save a few bucks now.

On the upper end, most upgrades today are being done to reduce weight. Composite parts, even titanium bolts are available. For the maximum benefit, start by reducing weight that is higher on the bike. Weight that is lower to the ground lowers the center of gravity of the bike. Weight at the top, on the other hand, gets thrown back and forth whenever you go hard, especially out of the saddle. And the highest part on the bike is: the saddle! Although all saddles have been pared down in recent years, most stock saddles still come in over 300 grams. This can be reduced by over 100 grams with some of the designs now available. Staying high, certainly the most overlooked weight point is the handlebars. Standard bars are well over 300 grams. Lighter bars in the range of 220-240 grams are now widely available, with prices in the \$35-\$70 range. This 100+ grams lost is probably the best bargain on your bike.

Where else can we shave grams? Everything else will carry a significantly higher price tag, so there are definitely some diminishing returns. However, if you've got the bucks, you can cut the fat nearly everywhere. Titanium bolt kits are popular, as are titanium stems, carbon fiber forks (which also carry performance benefits), threadless fork/stem combos (a.k.a. Aheadset), cranks, etc. In approximate order, upgrading the following parts will produce the greatest gram reductions: crankset, saddle, bars, cogset, bottom bracket, pedals, seatpost, stem, skewers, and headset. Beyond this point, the weight savings are not very great. However, if you've still got some cash left, come see me. I've got this piece of property...



## DOWNHILL FLYER - SPECIAL REPORT

The title of this article is inspired by the latest edition of Mountain Bike Action magazine, which sports the caption, "Downhill Fever - Special Report", across the cover. Although I've yet to read it, it is, no doubt, about professional mountain bikers who ride down huge hills at maniacal speeds, thrilling all those who watch this crowd pleasing event. The article's caption took me back to my younger, wilder days (last year), when I once thought, "Hey, if those young punks can do it, so can I." Yeah, right!

A bunch of us QCW guys head out to Colorado every summer to ride up and down mountains, drink Coors and have a great time. As a matter of fact, most of my buddies are out there right now as I sit at my desk writing this. I was scheduled to go again this year, but due to business considerations, my trip was canceled. Some of the guys accuse me of cowardice for fear of doing a repeat of last year. This is an accusation which is mostly unfounded and one which I will mostly continue to deny.

At any rate, it was the second day of our trip to Aspen. After a hard first day of riding, and having been in higher altitudes for a week longer than the rest (I rode the Slick Rock Trail in Moab, Utah, as a 53rd birthday gift to myself, by myself, in 120 degree weather - another stupid human trick, which I may relate in a future issue), I was ready to take on the great descent down the ski slopes of Snowmass Mountain. The chair lifts hauled all of us and our bikes to the top of the mountain. After the photo-ops with the spectacular scenery as a backdrop, we started our ride down. Unbelievable single track and fast fire and access roads all led to feelings of invincibility, ability, nerve and skill. Right again!

Everything was going great until the last half-mile, when we hit the gravel maintenance road leading back to the chair lift loading point. Now, my recollection of this road from the previous year was that it was in excellent shape. I also remember thinking on that earlier occasion that I could probably ride this road much faster next year when I was more experienced. Well, now here I was again, looming on the approach to my conquest. Besides, there were all my pals just ahead of me who I would pass at an incredible speed, thereby impressing them with my uncanny nerve. And, there were all those people on the chair lift just above me who would see this marvel of a downhiller, thereby instilling them with awe. It would be high-five time at the bottom and lots of talk about my daring at dinner that night.

The scene was set: As I rounded the turn out of the single track onto the maintenance road, I believe I must have hit a trip wire that sent me into testosterone overload. Eyes bulging and teeth bared, I let gravity take over and hurl my middle-aged, torpedo-shaped body down that mountain on my borrowed, full suspension Pro-Flex (my own bike was destroyed by UPS just prior to the trip) to my glorious finish at the end. I zoomed by Walt, yelling, "Yippi-Ki-O!" I dusted G.T. like he had a flat. I screamed by, and at (unrepeatable) Ken. And so on.

It was like I had been set free of every normal human

constraint. What a rush! This was the most unbelievable feeling I thought one could have in this sport. Truly beyond description. But, as all too often happens in the real world, such feelings are fleeting at best. Because now, the road all of a sudden wasn't in the same wonderful condition as the previous year. I found myself in a deep rut going like a bat out of hell! Exhilaration turned to pure fright. Start braking I thought. Too late. A huge rock lay in the rut just ahead of me. This rock was saying, "Your ass is mine, Rok." And, it was too!

Because of my vast experience with flight over handlebars, I instinctively rolled into a tuck position, mumbling a word that rhymed with that same position and awaited the inevitable; which did not take long. The next thing I remember did not include cheers and high-fives (although, as you can well imagine, there was still lots of talk at dinner that night). Instead, as I lay there, I heard such things as, "Oh, mah gawd" (valley girl on chair lift), "Did you see what that dumb shit just did? (priest walking by), "I think he's dead" (G.T., still can't understand why not), and, "See what happens when you do stupid stuff, children" (a mother to her two little boys, all on matching Huffys). And so on.

After laying in the dirt for what seemed like an eternity, still clipped into the pedals (those Time MTB pedals don't give up easily), there were plenty of low-fives to help me up, except for Doug, who was too busy doing a photo journal of the event. My helmet was busted into three pieces. I had scrapes and contusions all over, a mild concussion, and a large welt on my right hip, which over the next few days turned my entire midsection, from my hips to my knees, into dark blue. Standing buck-naked, I looked like I was wearing bike shorts. Not a pretty sight, even with shorts! But, it did inspire my lovely wife to present me with a pair of blue puff balls at Christmas, which now hang from the rear view mirror of my car.

I don't know how fast I was going when I met my nemesis. Some say 20, some say 30, I like to brag 40, but I know my air speed was over 50. I cartwheeled with my bike anywhere from three to six times depending on who you talk to. I'm lucky I didn't kill myself; didn't even break anything. After several months of various aches, pains, colors and humbling reminders, I've made a full recovery, except for some occasional drooling.

So, listen. If you are ever tempted to try to emulate the likes of those professional banzai types, here are a few things I've learned which I pass on to you:

Don't try it, unless you just can't help yourself.

Know your trail first.

Never ride your own bike.

Wear lots more protective gear than I did (elbow and hip pads, a Depends, etc.).

Don't do it by yourself.

Have "911" on the speed dialer of your cellular phone before launch time.

Have fun and be careful out there!

-Dan Roketenetz





to schedule every weekend, just choose some events that you would like to do as a team, like the local spring training series or district championships. If your team has funds, you could class these *team* races as "supported" events, and pay the entry fees for the team to ride them.

**Strategies**

A strategy is the overall plan for a race, and tactics are the individual skills a team can use to pull off their strategy. Some examples of a strategy include keeping the race together for your sprinter, trying to get a member in the race winning break, or trying to win all of the primes. To execute a strategy a team depends on commitment, patience, reading the race, element of surprise, efficient use of energy, complete execution of tactics, adaptability, risk-taking, consolidation, capitalizing on their opponents weaknesses, and racing their strengths.

A number of factors should be taken into account when deciding the teams' strategy. Among them are course profile, race distance, idiosyncrasies of the course, type of event, last kilometer, last 200M distance from last corner to finish, competitors (quality and quantity), other teams present, feed zones, weather conditions, riders' conditions, and rules of the event.

**Tactics**

Tactics are the building blocks of strategy. They include lead-outs, attacking, blocking, breaks, chasing, sprinting, and climbing. The key to applying tactics is to make them as subtle as possible, especially with blocking. If nobody knows you're blocking, they probably won't attack or chase the break.

**Technical Skills**

As a slick, well-oiled team it is important to become proficient in techniques such as pace lines, echelons, feeding, wheel changes, group riding, cornering, and bike handling.

If you are intrigued by this *team* concept, try getting on one of the local teams, or even starting one yourself. Then you will have the opportunity to experience the joys of working collectively with your teammates and sharing the inevitable success.

-Paul Eddelston

**QCW Email Addresses**

Are you "on the Net"? Just dying to get email messages from all over? List your new address on the QCW Home Page! Need to find out an address? Find it on the Home Page! One of the features of the QCW Home Page is a listing of the email addresses of QCW members. If you want to be listed, check us out at <http://www.iac.net/~curta/qcw/qcw.html>. (Thanks, Curt, for keeping us up-to-date!)

**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. Submit ads to QCW Newsletter, 2724 Morning Ridge Dr., Cincinnati, OH 45211-8204.

Yakima 2 bike roof rack, 48" bars, for cars with rain gutters \$200 with accessories Grant 231-3469

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