

Special Time Trial Issue!

Look Out Ethel! Here They Come Again!

Time Trials Return for 23rd Year

The crowd is hushed in anticipation. Each individual is alone with their own thoughts. Then, a solitary voice pierces the silence: "Five, four, three, two, one, GO!" Circle May 7th on your calendar now, it's Opening Night! For the 23rd year the Queen City Wheels time trial series is returning to test the mettle of any rider daring to take the challenge. Long our most popular event, QCW's time trials are one of the longest running club events in the entire country.

Time trials take place on Lawrenceburg/Brower Rd., in the westside communities of Cleves and North Bend. The 10.2 mile course is horseshoe shaped, with the finish at the President William Henry Harrison Tomb, only about a half mile from the start. The route runs through some very scenic areas, including a stretch in Shawnee Lookout Park. Deer are

common in the area, and riders have also reported seeing foxes and even eagles from the adjacent Oxbow Conservation Area. (I suspect, however, that some of our more focused riders have never seen *anything* not directly related to going fast!) The road is mainly flat, with a number of small rollers. Last year saw a leveling off of attendance, after several years of declining participation. The average number of riders was about 12, down from our late 1980's high of over 30.

1995 saw new course records in three categories: **Eric Brinker** posted a 35:03 in the Junior Men 10-12 group; **Brad Davis** posted a 25:33 in the Junior Men 15-16 group, and ageless **Roger Macomber** broke his own mark in the Master 50+ group with a 24:35. Who knows what new records we'll see this year?

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Spring Training Races...

This year's Spring Training Series started off with a whimper: our first-ever race day cancellation due to weather. The March 10th event was cancelled due to the extremely low temperature on the weekend of the race. The race was called when the forecast did not call for the temperature to exceed 20° by race time. In fact, the high for the day didn't even reach above freezing. Safety guidelines call for a minimum of 30° at the start of a race. At low temperatures the risk of injury from the cold, or crashes from ice on the road, is just too great. Postponements of more than an hour, to allow the temperature to rise, are not practical. Putting on a race requires a lot of race day volunteers, and to ask these people to wait around for most of their Sunday is unfair. The cancellation announcement was posted on the PELO line the evening before the race, which points out a good reason for you to keep current with QCW's hotline. Races in Louisville and Columbus on the same day were also cancelled.

On the 17th, however, sunny skies and up-

per 40's greeted the first field of the year. Time once again to see who's been riding through the winter and who's out for the first time. The 24th saw much larger fields contest the three categories (1/2/3, 4/5, Citizen). Both days featured a Spring weather nemesis more feared than the cold: WIND! Especially on the 24th, lighter riders found themselves fighting to keep their place on the road. Both race days saw hotly contested events in all categories. As of this writing one race remains, on the 31st. The long term forecast looks good, but you'll

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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

March is almost over, 8 inches of fresh snow covers the ground, the trees are almost bare of buds, and the spring races are in high gear. It's road race season in Cincinnati. Our first race was scheduled for March 10, two weeks later than last year's start, but had to be cancelled due to the 12° morning temperature. The first training race took place March 17 in Morrow. It turned out to be a great day for racing. Temperatures in the 50's brought out 50 racers ready to start the season in hilly Warren County. This year's spring series featured 3 March road races, all originating out of Morrow. After QCW's races, Pedro's will host a Mariemont criterium. One week later Suburban will hold a Northern Kentucky criterium, followed by CVC's Cincinnati Financial criterium.

QCW is planning an active summer. In addition to the weekly time trial series, we will continue to work on our East Fork State Park mountain bike trail. The mountain bike race will again take place in the fall. We hope to put on a scaled back version of Cyclebration. A Covington and a Blue Ash race for late July are in the planning stages. Newport is very interested in sponsoring a race in June. To hold these events it's vital to receive help from you. With enough volunteers the work can be spread around. This means a select few do not do all the work. This select few then does not get burned out. Next year, this unburned-out select few has the energy to plan more events. Everyone wins.

Elsewhere in this issue, Rob Westendorf informs us he is stepping down from the position of newsletter editor. Rob has done a superb job of getting the newsletter off the ground. We are all appreciative of the work he has done and hope he will continue to offer a training article each issue. He has also agreed to continue helping with the

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From the Editor

Time to Move On

It really doesn't seem that long, but I'm now into my fifth year of producing this newsletter. It seems like such a short time ago that Roxanne and I were having a great breakfast with Chip and Lois, discussing the "hows" and "whats" of "the future newsletter". On the other hand, there are aspects to this job that really drive home just how long it has been. For instance, this issue represents the fifth time that I've written a front page article about the opening of time trials. Even though I consider time trials to be the single most important activity of the club, it's tough to write the same thing five times (I refuse to just rerun old articles). Most of the club-oriented news that I write about now is a repeat of something I've written before. Recently I've picked up some new help in writing, and I'm very grateful. However, I still think the time has come for me to pass the torch on to someone else. I intend to finish this year as your newsletter editor, but, beyond that we need to find someone new.

There are many additional reasons that I have decided to step down. At the top of the list is my decision to coach. I've been learning from Paul Eddleston's program for two years now, and have recently earned my USCF Sport Coach license. I don't have unlimited time or energy to devote to cycling, and I've decided that coaching is the direction that I want to go. Another reason is that this position is very visible and influential, and I'm very opinionated. My positions have received great exposure through this newsletter, and I think it's time that someone else's voice should be heard.

The requirements of this job are many. You must have sufficient writing skills, be knowledgeable enough about racing to write intelligently, be

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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>

Racing Nib

It's started - yep, we are racing again. Working a corner in our first race I realized that I'd rather be racing than watching - it is just too frustrating standing on the sidelines. Then one short week later I'm out in it again wondering what in the world I'm doing attacking in the first five miles of a 50+ mile road race, which is only my fourth road ride of the season - yikes... but it's spring, time to get back into shape, and the best and fastest way to do that is by racing.

Looks like the QCW jerseys are few and far between so far this spring - it's like every other guy rides for that "S" team (no free advertising here). So let's see if we can't get a few more QCW jerseys out there. Remember racing is a great way to get into shape - oh, I said that already, didn't I? No license is no excuse - both NORBA and USCF now issue single day licenses. And check out the race calendar - you can race practically every weekend & not have to drive more than two hours to do it.

Remember, if you have results or any good race stories leave them for me on the PELO line or drop me an email (chipe@wilmington.edu) - feel free to keep on bitchin' too.

Niblets: It's nice to see OB and company out supporting our race series - as usual he's hammering... What is that "S" team doing to recruit so many good riders?... Don't forget to stop out and see Clarence when you're bikin' through Morrow... Did I actually see Eggy in a race this spring?... What about Roy R. racing - LOOK OUT!... Check the PELO line for date and time of Ken's next stream crossing clinic... Thanks to all of the officials and volunteers that made our spring series possible, and the racers too!

-Chip Ellison

Aerodynamic Positioning

Almost everybody already knows that wind resistance is the major factor limiting a cyclist's speed. However, few of us can translate that bit of trivia into useful information. This is unfortunate, as the speed to be gained by optimizing our position can be substantial. Even an experienced time trialer may stand to gain as much as 30 seconds on the QCW course through careful optimization of their position. A considerable body of work has been published in recent years detailing the results of many aerodynamic tests. Fortunately for us, much of this work has been distilled down to the practical level. Dr. Edmund Burke's new book, *High-Tech Cycling*, has a great deal of information covering position, as well as equipment choices.

First and foremost, you need to start out with a sound road riding position on your bike. Paul Eddleston has previously covered positioning in this newsletter (August, 1994), and Paul is still glad to help you find your best position. Other than the use of aerodynamic bars you should not change from your standard road position for time trials. Using aero bars, there are four keys elements to aerodynamic positioning. These are presented below in order of aerodynamic importance.

Narrowing the Arms

Keeping the arms as narrow (close together) as possible reduces your frontal area, and allows for the airstream to be directed around the body more smoothly. However, riding with the arms so close requires a high level of skill. Gradually bring your armpads closer, maybe a centimeter or two at a time. Practice until you can ride comfortably with your forearms touching. This may take up to several months.

Ride With a Flat Back

The most aerodynamic position for your torso requires you to bring your back parallel to the ground. To do this requires rotating your pelvis forward. This may require you to improve the flexibility of your lower back and hamstrings. The far forward saddle position favored by some triathletes makes reaching this position more comfortable, but greatly compromises bike handling and power efficiency. Your saddle should be level, and the stem long enough to allow a comfortable stretch of the back.

Lower Your Head

Lowering your head allows your head to fill in the gap above your forearms. It is important to remember that lowering your head is not the same as dropping your chin. Your head needs to be as low as possible, preferably behind your hands, but your eyes must be up and looking forward. The bottom of your helmet should be parallel to the ground. If you just drop your chin the tail of your helmet will stick up into the wind, limiting your efficiency.

Keep Your Knees In

Keeping your knees in is just as important as keeping your forearms together. This may require you to raise your stem to avoid hitting your arms.

The tilt of your bars should be adjusted primarily for comfort. Lower is more efficient, but only if that doesn't place your hands far below your head. Lower the tilt to the lowest point that you can hold while still maintaining a flat back and low head.

Ohio Off-Road Series '96 Announced

Health and Fitness Promotions of Columbus, OH, has recently announced the Ohio off-road series, with a total of \$6500 in prize money to be awarded. Promoted as the first-ever Mountain Bike Grand Prix in Ohio, the series will offer something for both beginner and veteran mountain bike racers alike. The series will use an official Grand Prix points system to determine an Ohio state champion in each category. All venues are in Ohio State Parks. Five of the nine events will be held in Paint Creek State Park, just west of Chillicothe, including the series opener and the final championship races. One of the remaining race sites includes the QCW course at East Fork Lake State Park. All state park venues have "made for mountain biking" trails, and all feature an abundance of single track, creek crossings, wide open passes and obstacles that will challenge all categories of racers. All park sites have camping available and shower facilities. The race schedule:

Sundays, June 9, June 23, July 21, August 18,

September 8 - **Paint Creek State Park**

Saturday, July 6 - **Hueston Woods State Park**

Saturday, July 13 - **East Fork Lake State Park**

Saturday, July 27 - **Atwood Lake State Park**

Saturday, August 10 - **Caesar Creek State Park**

Categories include all levels from Beginners to Expert/Pro men and women. Entry fees for each event are \$12 preregistered, \$15 race weekend for Beginner categories; \$15 and \$20 for Sport categories; and \$20 and \$25 for Expert categories. For more information and race entry forms call (614)487-1916, or write to Health and Fitness Promotions, 2029 River-

4 side Dr., Suite 102, Columbus, OH 43221.

Warming Up

Proper warming up procedures are critical for producing your best ride, yet most riders approach this part of racing in a very haphazard fashion. Most of us ride a few miles, do a little bit hard, then head for the start line. We check in, and usually stand around talking. A few riders hover around the start line circling like sharks, then we stand in line. By the time you start your body is nowhere near physiologically ready for the effort. Fortunately, there has been scientific work done that has shown dramatic improvement in performance and injury prevention. Warming up should stimulate the targeted individual physiological system that will be used during the majority of the time trial.

The QCW time trial route is a mid-distance course, so we will spend most of the time in zones 2 and 3. We will seek to prepare the body for intense anaerobic threshold work without fatiguing the legs. This is achieved through the use of high cadences, minimum 100 RPM, when in the more intense parts of the warm up. Your cadence should increase throughout each step of the warm up, progressing to higher cadence at the end with no leg load (resistance). The USCF has developed a procedure based on scientific study. It requires the use of both a wind trainer and rollers, so most of us will have to make modifications to use it in most situations. However, I am presenting it here unmodified. You will have to determine the best way to adapt it to your circumstances.

Warm Up Schedule For Mid-Distance

- 20 min. easy (on the road, HR \leq 65%)
- 10 min. at ZONE 2 (on wind trainer, HR 73-80%)
- 1 min. at ZONE 1 (on wind trainer, HR $<$ 65%)
- 5 min. at ZONE 2 (on wind trainer, HR 73-80%)
- 4 min. at ZONE 3 (on wind trainer, HR 84-90%)
- 3 min. at ZONE 1 (on wind trainer, HR $<$ 65%)
- 2 min. at ZONE 4 (on wind trainer, HR 91-95%)
- 5 min. at ZONE 2 (on rollers, 100 rpm, HR 73-80%)
- 2 min. at ZONE 3 (on rollers, 120 rpm, HR 84-90%)
- 5 min. at ZONE 1 (on rollers, 100 rpm, HR \leq 65%)

OFF ROLLERS DIRECTLY TO START LINE!

Obviously this schedule is difficult to follow most of the time. Besides requiring a wind trainer and rollers, it also takes at least 57 minutes, plus time required for changeovers from road to trainer to rollers back to the road. It's difficult to find this much time on a weekday evening and still make a 6:30 start time. My first timesaving recommendation is to drop some of the wind trainer portions. The roller portions can be approximated on the road by staying in a small gear (42x18 or smaller) and spinning. Forget your speed, heart rate and cadence are what matters. Speaking of heart rate, you can't jump from high to low heart rates instantaneously. Dropping from 90% to $>$ 65% takes time. Your goal should be a constant effort in each section that brings you into the target heart rate zone by the end of the interval.

Whether you can perform this entire procedure or not, base your warm up around an easy start on the road and a couple of high cadence low gear finishing intervals. Try to time your warm up to arrive at the start line only two minutes or so before your start time. You will be sweating, but your body will be activated to perform the required task at your very best.

Your Best Start

A fast, efficient start is extremely important to a time trialist. Not only is a good start time-saving, but a nice, clean start can really help build confidence for the coming effort. Confidence increases motivation, and motivation increases speed. Unfortunately, not many riders, and very few unlicensed riders, are efficient starters. Fortunately, most of the elements of a good start are easy to achieve, especially since most the important parts are done *before starting!* Let's go over the basic start procedure:

1. Get your bike in the proper gear for starting. This gear should allow rapid acceleration for about 10-12 pedal strokes. Gear combinations of 52x16 or 53x17 (700C wheels) are common. You should experiment to find your optimum.

2. Get to the start line about 2 minutes before your start time. You should come directly from your warm-up. Don't worry about getting your heart rate down from the warm-up, it isn't necessary.

3. Listen to the timer count down for the rider in front of you. Start your computer when this rider starts - you can adjust for the extra minute or half minute after finishing, but you don't want to be fussing with buttons in the last seconds before you start.

4. Roll up to the holder. Once he has your bike firmly, hold both brakes on, and engage your feet in the pedals. Be sure that both feet are firmly clicked in. Keep your brakes on until the moment you start.

5. Rotate the cranks backwards to place your more powerful leg (usually right for right-handers) just forward of the down tube. This will give you a full power stroke as you start.

6. Place both hands in the drops, *not* on your aero bars. You need full control for the burst of power you will be using, and there are no aerodynamic benefits at the low speed of your start. Look ahead at the road, not down.

7. The countdown begins. Steady your breathing, and focus on the task at hand. On the count of two or three, stand on the pedals (make sure you are still holding your brakes on). Your front wheel should be pointing straight ahead.

8. On "Go", release the brakes and pedal forward, concentrating on pulling up on the back foot. Keep your line straight. Throwing the bike from side to side make look impressive, but it actually causes you to travel a longer distance, and does not increase speed. (Starting on time is your responsibility, not the holder's or the timer's. It is not up to the holder to hold you back until the timer says go. His only job is to keep you upright until you pull away. QCW time trials are kept casual, so we don't penalize early starts, we just adjust for the actual number of seconds you left early. In a USCF time trial, however, if you start early you are also penalized one second for every second you leave early. You're better off starting a second late than a second early.)

9. Remain out of the saddle, accelerating and shifting as necessary, until your speed begins to level out.

10. Move smoothly into the saddle, don't just plop down. Keep pedaling while you lower yourself. Move onto your aero bars as quickly as practical.

Make your starts smooth, efficient, and powerful, and you will be rewarded with more time savings than you think!

Calendar

Races (OH, KY, IN, WV)

OFF-ROAD

- Apr 20 Eagle Creek, Columbus, Team Columbus 614/890-4145
Apr 21 Baer Wheels Falling Rock, Newark, OH Team Columbus 614/890-4145
Apr 21 Mickey's Challenge XC, Hopedale, OH Calvin Mickey 614/946-5631
May 5 Baer Wheels Falling Rock, Newark, OH Team Columbus 614/890-4145
May 26 Mickey's Challenge XC, Hopedale, OH Calvin Mickey 614/946-5631
Jun 2 Alpine Valley, Cleveland, OH HMA Sports 216/752-5151
Jun 8-9 Fat Tire Boogie, Carrollton, KY 502/484-2998
Jun 9 Baer Wheels Falling Rock, Newark, OH Team Columbus 614/890-4145
Jun 9, 23, Jul 21, Aug 18, Sep 8 Paint Creek SP, Chillicothe, OH Shannon or Jennifer Kurek 614/487-1916
Jun 15-16 Ski Paoli Paeks, Paoli, IN Chris Gutowsky 812/330-3966
Jun 23 Mickey's Challenge XC, Hopedale, OH Calvin Mickey 614/946-5631

ROAD

- Apr 14 Mariemont Crit, Cincinnati John Chinkes 872-0002
Apr 14 Circuit de Cantwell Cliffs, Cantwell Cliffs, OH Team Columbus 614/890-4145
Apr 14 Spencer RR, Spencer, WV Jeff Fetty 304/927-4338
Apr 16 Referree's Race, Jackson's Mill, WV Mike McWhorter 304/26-7980
Apr 20 Northern Kentucky Crit, Florence Alex Perkins 331-0925
Apr 21 Campus Cyclery Crit, Cincinnati 721-6628
Apr 21 Ohio Spring Classic RR, Sugar Grove, Team Columbus 614/890-4145
Apr 27 Race At The Lake Criterium, Monroe Falls, OH 216/633-8539
Apr 28 Delaware Co. Bank Classic RR, Delaware, OH Team Columbus 614/890-4145
May 4 Stonewall Jackson RR, Weston, WV Mike McWhorter 304/269-7980
May 15 Indianapolis TT, Todd Sullivan 317/475-9096
May 18 Ohio State RR Championships, Logan Team Columbus 614/890-4145
May 19 Tour of SE Ohio RR, Wilkesville, Team Columbus 614/890-4145
May 19 Rhododendron Fest RR, Beckley, WV Rick Adkins 304/253-0778
May 19 Breakaway TT Series, Kokomo, IN
May 20-21 Wheels Warriors Crit., Lafayette, IN Matthew Jourdan 317/497-9272
May 26 Woodchoppers RR, Webster Springs, WV John Reed 304/847-2454
Jun 1-2 River City Classic, Louisville, KY Dave Spitzer 502/458-2094
Jun 1-2 WV State RR, TT Championships, Snowshoe, WV Mike Holt 304/457-6230
June 2 Tour of Fairfield County, Lancaster, OH Team Columbus 614/890-4145
June 15-16 Tour de Crane SR, Crane, IN
June 8 GP Classic RR, Fairmount, WV Gary Martin 304/366-7760
Jun 16 Breakaway TT Series, Kokomo, IN
June 19 Indianapolis TT, Todd Sullivan 317/475-9096
Jun 19 Dublin GP, Dublin, OH Team Columbus 614/890-4145
Jun 20 Fostoria GP, Fostoria, OH Team Columbus 614/890-4145
Jun 21 Saturn GP, Mansfield, OH Team Columbus 614/890-4145
June 22 Holzer Clinic Crit, Gallipolis, OH Team Columbus 614/890-4145
June 23 Granville GP, Granville, OH Team Columbus 614/890-4145
Jun 24 Reynoldsburg GP, Reynoldsburg, OH Team Columbus 614/890-4145
Jun 25 Cycle Work GP, Bowling Green, OH Team Columbus 614/890-4145
Jun 26 Marion Star Classic, Dublin, OH Team Columbus 614/890-4145
Jun 27 Delaware Crit, Delaware, OH Team Columbus 614/890-4145
Jun 28 Sports Clinic GP, Lancaster, OH Team Columbus 614/890-4145
Jun 29 Selby Hospital Women's Challenge, Marietta, OH Team Columbus 614/890-4145
Jun 30 Coshocton Crit, Coshocton, OH Team Columbus 614/890-4145

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 Rocketnetz 684-6000

Tuesday and Thursday 6:00 Mountain bike ride, Loveland at the bike trail, lights required, Doug Penderly or Tom Cross 791-9292 daytime

Tuesdays 6:00 Riverfront Stadium sprint training group

Wednesdays 6:00 DeVou Park Overlook, Paul Eddleston 531-9232 starts April 10

Thursdays 6:00 Quality Inn Riverview, Covington

Saturdays 10:00 Riverfront Stadium, sprint training group

Time Trials (continued from page 1)

Current Course Records

Sr. Men:	Paul Liebenrood	21:38	(1991)
Sr. Women:	Bonnie Breeze	25:03	(1991)
Jr. Men:	Rick Hoeting	23:23	(1990)
Jr. Men 10-14:	Eric Brinker	35:03	(1995)
Jr. Men 15-16:	Brad Davis	25:33	(1995)
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)

Spring Training Races (continued from page 1)

know by the time you read this.

Spring races continue in April, now hosted by some of Cincinnati's other racing clubs. On April 14th the Mariemont Criterium will be hosted by Going Mobile. The first race will start at 10:00 AM. For more information you can call John Chinkes at 872-0002. On Saturday, April 20th the Northern Kentucky Flyers (aka Suburban Chevrolet) will host the Northern Kentucky Criterium. The first race starts at 10:00 AM. Contact Alex Perkins at 331-0925 for more information. Finally, on the 21st the Campus Cyclery Criterium will be hosted by the Cincinnati Velo Club. Held at the extremely popular Cincinnati Financial course in Fairfield, this race also starts at 10:00 AM. You can call Campus Cyclery at 721-6628 for more information.. Your best bet to get in race shape is to race, so we expect to see you out at all of these events!

Time to Move On (Continued from page 2)

prepared to write often and in quantity, creative in many ways, and energetic enough to track down stories and information, as well as prod those who have promised to write. Sometimes you need to be firm, and other times diplomatic. You must handle with good cheer those people who expect to be paid for newsletter articles. And if you're as opinionated as me, and write as such, you need to be thick-skinned enough to take some not always gentle abuse from those who disagree with you. Finally, you need the computer equipment, software, and skills to perform desktop publishing. (Note: if you are willing to be the editor, but don't have the computer needs, I can work out a deal to keep doing the layout work if you assume the editorial, i.e. writing, duties.)

Let me anticipate and quash now one rumor that I know will occur (it has before): I am not in any way mad, upset, or in anyway displeased with QCW. I am very grateful to Queen City Wheels for many things, and I have enjoyed my work producing this newsletter. I just hope that you found it a worthwhile benefit of the club.

-Rob Westendorf

Prologue (continued from page 2)

setup of each issue.

We want to thank our 1996 team sponsors Wright Brothers Cyclery and Fitness and our local Powerbar representative. Wright Brothers Cyclery will again be selling our team jersey in their two shops. See on the road or trail. -Jim Flaherty

The Worst Hill In Town, Part 2

Some of you certainly are passionate about your (least) favorite climbs. Maybe it's spillover from the presidential primary season, but few people were content to simply nominate a climb. The "negative campaigning" seeking to bash the reputation of other climbs surprised me. However, overall the response to the call for nominations was light. This may be because most of you don't even want to think about hard climbs, or, as one rider put it, I may have done too good a job with the article calling for nominations. It seems that the climbs I listed as examples covered most of the potential nominees. At least one rider rode one of the example hills, and was surprised to find it so hard that it outdid his other potential nominees. I hope that your response rate in the next phase, voting, is a little higher.

In a couple of regions the number of nominees was fairly high. In these cases I narrowed down the list myself, in some cases with the assistance of other riders living in that region. The weakest of the nominees was eliminated. For those of you who find that your hill isn't listed, please don't take it personally. There were no nominees in the North category. I guess folks felt the hills there couldn't compete.

And the nominees are:

WEST

Springdale Rd., travelling east from Harrison Ave. (Taylor Creek neighborhood)

Day Rd., east from East Miami River Rd. (Dunlap)

Mt. Nebo Rd., west from River Rd. (Cleves, at the time trial course)

Anderson Ferry Rd., north from River Rd. (Delhi)

West Rd., east of Dry Ridge Rd. (Miami Whitewater Forest)

CENTRAL

Straight St., east from McMicken Ave. (Clifton)

Ravine St., north from McMicken, to left on Warner. (Clifton)

Clifton Ave., south from Spring Grove Ave. (Clifton)

Grand Ave., south from Westwood Ave., (South Fairmount)

White Rd., north from Queen City Ave., (South Fairmount)

EAST

OH 350, east from Little Miami River (Ft. Ancient)

Klondike Rd., east from US 50 (Milford)

Fagin's Run, west from OH 132 (New Richmond)

Benton Rd., south from US 50 (Owensville)

Filager Rd., east from OH 222 (Batavia)

NORTHERN KENTUCKY

KY Route 20, west from Petersburg (Petersburg)

Amsterdam Rd., south from KY 8 (Constance)

White Rd., south from Decoursey to Locust Pk. to White (Ryland Heights)

Uhl Rd., west from KY 547/Five Mile Pike (Silver Grove)

Your task now is to start riding these hills. At the end of the summer we'll print a ballot form. To vote in any region you must have ridden at least three of the hills *this year*. You can vote in more than one region if you so choose. The results we collect will be used to help pick courses for this fall's Cincinnati Hill Climb Championship. Do a few of these hills now, and you'll have a lot less fear of that killer hill you heard about in the next race. Remember: the Ohio State RR Championships are very hilly! *Have Fun!*

Coaches' Corner

Skills Practice

-Robert Westendorf

Most of us tend to think of racing purely in terms of fitness. However, your skill on the bike is an important factor not only in your racing effectiveness, but also in your safety. However, have you ever practiced your skills? Think about it: infielders practice fielding, linemen practice blocking, and rumor has it that basketball pros practice free throws. No matter how good you think you are, if you don't consciously practice skills at least occasionally, you aren't good enough. While this is especially true for new racers, it still holds true no matter what your level of racing.

There are many skills that you should practice. Most of these are routinely done on nearly every ride. These include riding straight and steady, looking back while riding, signaling, and drinking and eating. There are others that, while you may use the skill every ride, are not something that you often think about while doing them. These include cornering, descending, sudden stops, or even pedaling. If you start to think about these skills during a race, you have a problem. You need to be on automatic while racing, and you achieve that through practice. How often you practice depends on your skill level. I strongly suggest that you talk to a coach about your situation to develop a good schedule tailored to your needs. With that said, let's cover a few practice drills.

Pedaling

Proper pedaling form will definitely improve your performance, but most cyclists ignore it for the entire careers. The pedal cycle is a circle. This may sound obvious, but our muscles don't work in circles. We think about "pumping" the pedals. The most efficient use of power is when it is directed *perpendicular* to the crank. To improve pedal mechanics you must concentrate on directing your power in the proper direction. The weakest areas of the pedal cycle are at the top and bottom of the stroke, so these are where we'll target our work. On the bottom concentrate on scraping your feet, as if you were cleaning mud off your shoes, then lift your leg as it begins to come up. Over the top concentrate on pushing forward. In practice sessions don't even think about the downstroke, it comes naturally enough. Do this one leg at a time. Your "off" leg should be totally ignored. You will be driving the bike only with one leg at a time. Choose a gear that you can maintain a cadence of at least 75, with your heart rate in zone 2. Go for 1 minute, then immediately switch legs. Do this twice for each leg, take a 2 minute relief, then repeat. Do this about every two weeks or so, increasing to three times for each leg, two sets. Increase the time to 2 minutes per leg, and increase the cadence to 90. Eventually increase the time to five minutes per leg. Do this throughout the year to adapt to a more efficient pedaling style.

Sudden Stops

Stopping or slowing quickly relies on use of the front brake, which has far more stopping power than the rear. To prevent loss of control, you must have the proper body posture. Your feet should be level, hands in the drops, and arms braced. Slide as far back in the saddle as you can, maybe even off the saddle, and keep your head up. Use both brakes, with more pressure on the front brake. If the rear wheel begins to skid, let up a little

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