

Coaching Program To Expand 10 New Coaches Sought This Year

Now in it's second year, Paul Eddleston's coaching program has been a great success. In an attempt to expand the program to further benefit the Greater Cincinnati racing community, Paul has teamed with other local coaches to form a new organization of coaches. This as-yet-unnamed organization seeks to expand the number of coaches in the area by providing a support organization to train and assist all coaches in a nonpartisan manner. Joining Paul, who holds a USCF Elite Coach certificate, in starting this new group are Kirk Hyatt, a newcomer to Cincinnati who is also a USCF Elite Coach, and QCW News editor Rob Westendorf, who holds a USCF Sport Coach certificate.

The agenda of the new group is quite simple: to expand the number and skills of cycling coaches in Greater Cincinnati. They are putting together a program to recruit and train

individuals interested in becoming a cycling coach. It doesn't matter what club you belong to, or even if you belong to a club. If you are interested in coaching they want to help. All three coaches consider their coaching to be independent of any individual club. Each is willing to help any rider or club who asks. Affiliation is unimportant. However, if you want to become a coach just for a particular club, that's fine - they still want to help. All three hold the view that more coaches is better. The new group's initial goal is to train at least one coach in every club. A nice initial target is at least one coach for every 10 riders. This means at least 12 coaches overall in Greater Cincinnati.

The training program will be based around the USCF coaching program, but will not be limited to USCF riders. There are a lot of

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Are There Big Cats In The Woods?

One of the attractions of mountain biking is the ability to get deep into the woods where others don't often go. On occasion this allows you to see rare things not common to more frequented areas. One of these may be a cougar. *A cougar? In Hamilton County? Are you serious?* According to William Reichling, a local field researcher with the Eastern Puma Research Network, there have been 34 sightings in Hamilton County since 1988. Mr. Reichling has personally spotted an animal three times. Just how or why the big cat got back here, or if it ever really left, remains a mystery. However, Mr. Reichling and his associate, Mr. Dave Reynolds, feel they've recorded enough tracks, sightings, and animal kills to know that it is most definitely back in our area.

These field researchers are asking for your help in documenting the resurgence of the big cat in our area. Mountain bikes offer a quiet, rapid means of travelling in the woods that would seem to maximize your chances of glimpsing these rare animals. This is especially true for those of you inclined to more ambitious trips, such as some of the national

forest areas of Kentucky, eastern Ohio, or West Virginia. If you see a big cat, it is important to report it as soon as possible. Many times field researchers such as Mr. Reichling or Mr. Reynolds will follow up with a ground survey to record tracks, scrapes, and other scientific evidence of the cougar's presence. You can contact the local pair directly, either William Reichling at 513/451-1146 or Dave Reynolds at 513/941-0062.

Many of us already know the great pleasure of being deep in the woods. We now have just one more reason to make the trip, and keep our eyes open. As for me, to make such a sighting I'd give my left... uh, you know what I mean!

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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

The status of racing clubs in this area is highly variable. Many different clubs have been "the dominant club" in Cincinnati at different times. When I started racing in the dark ages (1977) QCW was the only club in town, and there wasn't always enough racers to call us a team. When I returned to racing after college the scene was quite different. Four clubs now graced the scene. Today there are five USCF-registered clubs, though several clubs have come and gone in the interim. (Unfortunately, several "outlaw" clubs, those who don't register with the USCF, still exist. Don't try to wear your jersey in a race that I officiate.) Remember *SoloSports*? How about *Mike's Bikes*? Nearly every club past and present has at one point been the big cheese in town. For the first five years *Oakley* dominated Ault Park. For two years *Velo Club* had 35 cat. 2 and 3 riders. Currently it's *Suburban's* turn at the top. More power to 'em - I hope they're still around in five years.

Through all of this QCW has been and remains the biggest club and primary stabilizing influence in Cincinnati racing. Alone of all local clubs, QCW recruits everyone. We have always sought to be the grass roots club in Cincinnati. Yes, some racers will start with us and become quite good, and then move on. Not only are there no hard feelings when riders move on, we continue to support them. If you choose to move on, we will still wish you the best of luck. You're still entitled to all of the benefits that QCW membership brings, time trials, newsletter, coaching, etc. And if someday you want to come back, you're more than welcome. Lots of riders that started with QCW have moved on. As a rough guess over 75% of the racers in this area started by racing for QCW. Some have moved on to greatness, including national records, national championships, and even a world champion.

All of the work done by QCW is performed by volunteers. Unfortunately, that volunteer pool has stagnated. The board has remained essentially unchanged for several years, primarily because there is no one else willing to serve. These same people have been doing all of the work of the club without respite, and some of them are burning out.

Why do I bring this up now? As newsletter editor, I've been in a very visible and accessible position for five years. Many members have used me as their contact point with the club. Now that I'm in a "lameduck" position, I want to be a little more blunt. Lately the criticism level has risen dramatically. I think this has been fostered by the rise of some of the new clubs in the area. Some people perceive these other clubs as getting a ton of stuff, and they want QCW to give them their share. First, let me set the record straight on a number of points: No racer in this town in any club is getting paid to race. A very few are having some of their entry fees paid. In return, they *must* ride as a team member, including mandatory work for other team riders. How many of you have ever worked for anyone else in a race? How many of you have contributed to QCW in anything more than a token manner? The volunteer turnout for the QCW spring training races was pathetic. QCW is the largest club in town, yet lately it seems to have the fewest people willing to contribute anything back to the club. I have the highest regard for the current board, but the board has been unchanged for too long. We cannot keep asking the same small group of people to do all of the work in running this club. They've got to burn out. Many of the signs are already there. Very few of the members have any real idea of the work that the board does. You seem content to take advantage of club events, and complain that there aren't

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QCW News

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Submissions of articles of interest are always welcome. Send submissions to:
QCW News, 2724 Morning Ridge Dr,
Cincinnati, OH 45211-8206

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>

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Racing Nib

It is Thursday morning after the first Ault Park. The sun is finally shining and my legs are tired. The race last night was the second race of my season and the first one I have finished. Until last night I didn't feel much like writing this column. As we all know bicycle racing takes a lot of energy - not all of which is produced by those little mitochondria in your muscles. A lot of the energy needed comes from your head. Some people talk about being psyched or focused, others talk about a passion for racing. Whatever it is, it doesn't just happen, you have got to do it to get it. You might remember (at least a bit) the feeling of flying down the hill at Ault Park, dodging bumps, water bottles, and people while still holding that wheel in front of you. There is nothing like that feeling of racing. You can remember it, but you can't feel it unless you do it. That thrill of racing, that passion for doing it, doesn't happen by watching or remembering or even wondering what it is like. You just have to do it. So next Wednesday morning put your bike in the car and stop by Ault Park on the way home that night. Do a race - it'll make a difference.

If you have race results or any good race stories leave them for me on the PELO line or drop me an email (chipe@wilmington.edu).

NIBLETS: What a great turnout for the first Ault Park, thanks to Chuck and Oakley Cyclery for keeping this event going.... Saw our old buddy Bonnie B. at Olympic Trial race #4, she's hanging right in there and looks good in her new 'do.... I hear Scott (aka: Sparky) is riding just about every morning now - whatever that means.... And it is true: Colin did shave his legs.... Nice to have Tommy back in a race to draft off of.... So maybe we could all wear S***** jerseys and make Ault Park one big lead-out.... Thanks to Paul for continuing to mail me good training info.... Remember Hap's is just down the street from Ault Park & Guinness is the perfect recovery drink.... I saw Greg, he even said "hi" to me.... Life is full of opportunities - don't miss too many of them.

-Chip Ellison

Quick Tips

☛ If you go to enough races, you'll run into it: the dreaded Port-O-Let *without toilet paper*. It seems to happen all of the time. But you can beat this problem by packing a roll of TP into your race bag. Leave it there for the season. You won't regret it!

☛ We've all seen it: the start of a citizen's or cat. 5 criterium, and several riders are dropped before the first corner because they couldn't get into their pedals. Maybe it's happened to you. In the stress of a race situation your actions need to be automatic, which means you have to practice these skills before the race. Practicing getting into your pedals is pretty boring, but there is any easy way to get the required practice: *stop trying to track stand at lights!* A track stand is a useless skill for anybody but a track match sprinter, but everybody seems to want to do it. Go ahead and put your foot down, and you'll get all the practice you need in clipping in.

Got a Quick Tip worth sharing? Drop us a line (see page 2 for address and phone) and we'll put it in! Be sure to leave your

Coaching Group Forms (continued from page 1)

people who want to ride faster who don't carry a USCF license. This includes mountain bike riders, of course, but it also includes triathletes, as well as that large group of citizens who just want to ride fast. (Ever notice how many century riders want to finish in the first group?) The basic principles of cycling training apply to anyone who rides on two wheels. Another targeted group is the active racer. Many of the people who have gotten USCF Coaches' Certificates nationwide are primarily interested in learning more to improve their own racing effectiveness. This is a perfectly legitimate interest supported by the group.

The USCF program is extremely impressive. Many racers are critical of the USCF for many reasons, but this new coaching program is possibly the best organized, most effective thing that the USCF has done. Certainly there is a lot of information available about training, skills, position, equipment, etc. There is also solid information on coaching skills.

The program will begin with an orientation meeting in late June (exact date and location to be announced later). At this meeting each participant will receive a USCF Sport Coach Manual (note: the manual costs \$20). The program will be explained, and the typical duties of a coach in Cincinnati will be covered. A second meeting will occur in mid-July. This will give each coach-to-be the chance to read the manual, and begin to digest the material. This second meeting will be a clinic to explore some of the more important and/or more difficult areas in depth. After some time to further study the manual, a final meeting will take place in August to prepare the participants to take the exam. This session will cover the exam questions, and focus on any problem areas. At this point each participant will have to take the exam on his/her own, and submit their answers to the USCF (there is no charge to take the exam and get certified). The program aims to have all of the candidates certified as Sport Coaches by October 1st, which is the beginning of the 1997 training season.

Anybody interested in coaching is encouraged to participate. Even if you're not sure that you will have the time to be an active coach, going through the program will teach you a lot that will improve your riding. Each of the three founding coaches is available to answer any questions that you have. Feel free to contact any or all of the three coaches. Paul Eddleston lives in Oakley, and is usually present at Ault Park. He can be reached at 531-9232. Kirk Hyatt lives in Clifton, and can be reached at 929-4958. Rob Westendorf lives in Westwood, and is usually present at time trials and Ault Park. He can be reached at 661-2536.



Worst Hill in Town, Part 3

The initial comments are in about the worst hill in town nominees. The second most common comment has been "Why wasn't such-and-such hill included?" The usual answer has been "Because you didn't nominate it!" However, the comment heard the most has been "Oh My! I never knew!" That's right, Cincinnati has some extremely tough hills. Unfortunately, the third most common comment has been "I can't find it." That, I can do something about.

On Saturday or Sunday dates yet to be determined we will have rides available that will take in some of the contenders. Each ride will be targeted to last from 1.5 to 2 hours, and take in 2 or 3 of the accursed climbs. The location of the starting point will depend on which hills we will be climbing. The dates have yet to be determined because, frankly, I don't know my schedule that far in advance. I anticipate that each ride will start at 9:00 AM, and finish around 11:00 AM. This will leave the bulk of the day for other activities. (Note: One of the Kentucky rides will probably take closer to 3 hours, if not longer.) The pace will be "mellow fast," which means that while we won't be crawling, we won't drop anybody, and the group will reform at the top of the climbs. At least one coach will accompany each ride. I'm a westsider, so I'm looking for an Easterner to put together routes for the eastern climbs. Check the PELO line for dates and locations of each of the rides. (You do call in daily, don't you?)

-Rob Westendorf

From The Editor (continued from page 2)

more. Things can't continue to go on this way. Unfortunately, none of you seem to be willing to pick up the baton. This club is approaching a crisis, and you may be part of the problem. Please give careful consideration to your position in the club. If you want to see things happen, take the bull by the horns and start doing. Stop asking others to do for you.

-Robert Westendorf

This editorial reflects the personal opinion of the author, and does not necessarily reflect the views of QCW or any of its board members.



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Along the Little Miami Bike Trail

New Advertiser

Capricorn's in Morrow is our newest advertiser. Located right on the new section of the Little Miami Bike Trail, *Capricorn's* has been the gracious host for registration of QCW's spring training races for the past several years. Proprietor Clarence Coffinbarger caters to the cyclists' every need. Cold drinks in summer, hot drinks in winter, Powerbars of all flavors, even tubes, everything you need to keep you going is right here! This includes a public restroom. Stop in for a break, or just to meet and chat with our long time supporter. For those of you on the Sunday morning Hyde Park-to-Morrow ride, *Capricorn's* is located right at the normal halfway break point in Morrow.

More Quick Tips

☛ When you leave your car, whether it's to race or to ride on or off-road, use a safety pin to secure your keys in your pocket. Bouncing around can bounce your keys right out without your knowing it. In a crash, no matter how minor, lots of things get lost. You reach back to pull out that PowerBar, and your keys come out with it. Don't risk it - secure those keys!

☛ One thing is clear from watching people start at the QCW time trials this year: nearly everyone is starting in too big of a gear. Unless you have a tricked out bike without a front derailleur, you should be starting in the small ring. *And I mean everybody!* Don't put it in the big ring until after you've accelerated up to speed, or you'll severely overtax your power.

Calendar

Races (OH, KY, IN, WV)

OFF-ROAD

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 13 Harbin Park TT, Fairfield, OH 829-7586
 Jun 14-16 Ski Paoli Paeks, Paoli, IN Chris Gutowsky 812/330-3966
 Jun 16 Wild at the Wilderness, Loudonville, OH Dave Starr 419/884-8192
 Jun 20 Harbin Park TT, Fairfield, OH 829-7586
 Jun 23 Mickey's Challenge XC, Hopedale, OH Calvin Mickey 614/946-5631
 Jun 27 Harbin Park TT, Fairfield, OH 829-7586
 Jun 29-30 Granny Gear Trail Days, WV 304/259-5533
 Jun 30 Beech Fork Race, Huntington, WV Dave 304/525-5312
 Jul 4-7 Tandemonium, WV 304/259-5533
 Jul 6 Hueston Woods SP, Oxford, OH Shannon or Jennifer Kurek 614/487-1916
 Jul 7 DINO Series, Syracuse, IN 812/330-3966
 Jul 11 Harbin Park TT, Fairfield, OH 829-7586
 Jul 13 East Fork SP, Cincinnati, OH Cincinnati Shannon or Jennifer Kurek 614/487-1916
 Jul 13-14 Mud, Sweat and Gears, Carrollton, KY Richard Matthews 502/484-2998
 Jul 14 Velo-Z In The Woods, Zanesville, OH 614/674-4897
 Jul 14 Bunner Ridge Classic, Fairmount, WV Bob Vernon 304/594-3484
 Jul 18 Harbin Park TT, Fairfield, OH 829-7586
 Jul 20-21 Canaan Mt. Series #2, Davis, WV Matt or Gary 304/259-5286
 Jul 21 OH/DINO Series, Fairfield, OH 812/330-3966
 Jul 21 Mickey's XC Challenge, Hopedale, OH Calvin Mickey 614/946-5631
 Jul 27 Atwood Lake SP, Canton, OH 614/487-1916
 Jul 28 DINO Series, Louisville, KY 812/330-3966
 Jul 28 Tour de Lake, Spencer, WV Jeff 304/927-4338
 Aug 3-4 Northeast Alpine Challenge, Cleveland, OH HMA Sports 216/752-5151
 Aug 3-9 WV Fat Tire Festival, Slatyfork, WV Gil 304/572-3771
 Aug 4 DINO Series Muncie, IN 812/330-3966
 Aug 10 Caesar Creek SP, Waynesville, OH Shannon or Jennifer Kurek 614/487-1916
 Aug 10-11 Big Bear Lake Classic, WV 304/329-3510
 Aug 11 Falling Rock, Newark, OH Team Columbus 614/890-4145
 Aug 18 DINO Series, Logansport, IN 812/330-3966
 Aug 18 Eagle Creek, Eagle Creek, OH Team Columbus 614/890-4145
 Aug 18 Mickey's XC Challenge, Hopedale, OH Calvin Mickey 614/946-5631
 Aug 31 Pine Quarry, Reynoldsburg, OH Team Columbus 614/890-4145
 Aug 31-Sep 2 KY State Champs, Carrollton, KY 502/484-2998
 Sep 8 Falling Rock, Newark, OH Team Columbus 614/890-4145
 Sep 15 Mad River Mtn. Madness, Zanesville, 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 29 Eagle Creek, Eagle Creek, OH Team Columbus 614/890-4145
 Oct 6 Julies Cyclocross, Cincinnati 513/523-1316
 Oct 6 Pine Quarry, Reynoldsburg, OH Team Columbus 614/890-4145
 Oct 7 Velo-Z In The Woods, Zanesville, OH 614/674-4897
 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 27 Eagle Creek, Newark, 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 Rokenetetz 684-6000
 Tuesday 6:16 QCW Time Trials, Cleves
 Thursday 6:30 Loveland at the bike trail parking lot, Doug Pendery or Tom Cross 791-9292 daytime
 Thursdays 6:00 Quality Inn Riverview, Covington
 Saturdays 10:00 Riverfront Stadium, sprint training group

ROAD

Jun 8 Tour de Hall, Indianapolis Dan Daly 317/466-1000
 Jun 8 GP Classic RR, Fairmount, WV 1-800-CALL-WVA
 Jun 9 KY/IN District TT, Greenfield, IN David Wagoner 317/894-5272
 Jun 9 Falling Rock CR, Team Columbus 614/890-4145
 Jun 9 Lowellville RR, Lowellville, OH 216/792-9142
 Jun 11 Southeastway Park Crit, Indianapolis Joe Ake 317/781-8646
 Jun 12 Ault Park Series 731-9111
 Jun 15 German Fetsival Crit, Ft. Wayne, IN Doug Melchi 219/358-0129
 Jun 15 Columbia Challenge TT, Columbia Station, OH 216/235-4458
 Jun 15-16 Tour de Crane SR, Crane, IN
 Jun 16 Breakaway TT Series, Kokomo, IN Markus Naegeli 317/883-5082
 Jun 18 Marion Star GP, Marion, OH Team Columbus 614/890-4145
 Jun 18 Southeastway Park Crit, Indianapolis Joe Ake 317/781-8646
 Jun 18-30 Tour of Ohio, Team Columbus 614/890-4145
 Jun 19 Ault Park Series 731-9111
 June 19 Indianapolis TT, Todd Sullivan 317/475-9096
 Jun 19 Dublin GP, Dublin, OH Team Columbus 614/890-4145
 Jun 19 Great Western TT, Greenfield, IN Todd Sullivan 317/475-9096
 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
 Jun 22 Tour de Hall, Hall, IN Dan Daly 317/831-6729
 June 23 Granville GP, Granville, OH Team Columbus 614/890-4145
 Jun 24 Delaware GP, Delaware, OH Team Columbus 614/890-4145
 Jun 25 Cycle Work GP, Bowling Green, OH Team Columbus 614/890-4145
 Jun 25 Southeastway Park Crit, Indianapolis Joe Ake 317/781-8646
 Jun 26 Ault Park Series 731-9111
 Jun 26 Marion Star Classic, Dublin, OH Team Columbus 614/890-4145
 Jun 27 Bucyrus GP, Bucyrus, 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 29 Firecracker Crit, Marion, IN George Geier 317/662-3921
 Jun 30 Coshocton Crit, Coshocton, OH Team Columbus 614/890-4145
 Jul 1 Tour of Brookside, Indianapolis Glenn Gareis 317/841-9744
 Jul 2 Southeastway Park Crit, Indianapolis Joe Ake 317/781-8646
 Jul 4 OH State TT, Prospect, OH Team Columbus 614/890-4145
 Jul 6 Miami Valley Celebration, Dayton, OH Karen Garrett 513/268-9915
 Jul 6 Southeastway Park Crit, Indianapolis, Joe Ake 317/781-8646
 Jul 6-7 Crane SR, Bedford, IN Dan Daly 317/466-1000
 Jul 10 Ault Park Series 731-9111
 Jul 11 Brookside Crit, Indianapolis George Gareis 317/841-9744
 Jul 12 Saturn District Crit, Mansfield, OH Team Columbus 614/890-4145
 Jul 13 Southeastway Park Crit, Indianapolis, Joe Ake 317/781-8646
 Jul 13 First Know District Crit, Mt. Vernon, OH Team Columbus 614/890-4145
 Jul 14 Stonewall Jackson TT, Weston, WV 1-800-CALL-WVA
 Jul 11 Breakaway TT Series, Kokomo, IN Markus Naegeli 317/883-5082
 Jul 17 Ault Park Series 731-9111
 Jul 17 Indianapolis TT, Todd Sullivan 317/475-9096
 Jul 18 Natl. Women's Crit, Grandview Heights, OH USCF 719/578-4581
 Jul 18 Frigidaire Crit, Grandview heights, OH Jay Baumeister 614/529-4268
 Jul 20 Southeastway Park Crit, Indianapolis, Joe Ake 317/781-8646
 Jul 20 Grove City GP, Grove City, OH Team Columbus 614-890-4145
 Jul 20-21 Paducah SR, Paducah, KY Sue Morehead 502/554-7979
 Jul 21 Indianapolis TT Todd Sullivan 317/475-9096
 Jul 21 Six on Your Side GP, Team Columbus 614/890-4145
 Jul 27 Southeastway Park Crit, Indianapolis Joe Ake 317/781-8646
 Jul 28 Monrovia TT, Hall, IN Dan Daly 317/466-1000
 Aug 11 Breakaway TT Series, Kokomo, IN Markus Naegeli 317/883-5082
 Aug 14 Men's Ntl. Champ. RR, Hocking Hills, OH USCF 719/578-4581
 Aug 21 Indianapolis TT, Todd Sullivan 317/475-9096

QCW Time Trial Results

1996 QCW Time Trial leaders through May 28:

Overall:	Colin Vogt	23:31	26.0 mph
Women:	Kathleen Severe	27:13	22.5 mph
Junior:	Brad Davis	27:49	22.0 mph
40+:	Kim Burke	24:18	25.2 mph
50+:	Roger Macomber	25:11	24.3 mph
In-Line Skates:	Susan Vogt	37:17	16.4 mph

Ault Park

-Paul Eddleston

For many people, the races in Ault Park represent the focal point of the season: the reason they train all year or their goal for the year. For that reason, I thought it might be useful to share a few of my ideas about how to approach the event so that the races might become even more competitive.

The format

For those of you who are unfamiliar with the series let me give you a brief outline.

The series consists of six events held on consecutive Wednesdays between the end of May and the beginning of July, usually skipping the Wednesday around Independence Day. The races are held in Ault Park (hence the name) and are promoted by Oakley Cycles (thank you).

The vents are open to USCF licensed riders only, who are split into two races (known as A and B) depending on ability. (I don't think there is any official designation as to which race a rider should be in, but if you try to sneak into the B race when you clearly belong in the A race someone will let you know.) The B race is 20km and the A race is 40km. The circuit is 1km long and is on the side of a hill. The event is a low budget affair, entry fee is less than \$10, and the prize list is commensurate with that.

Each race is strange and almost unique in that it is of a points race format. That is, every five laps there are points for the first four riders across the line (double points at halfway and the finish). The points accumulate throughout the series, the winner being the one with the most at the end of the last race. There is little prize money for the winner of each night's race, the overall is the main goal. This format makes for a unique style of racing about which we will go into later.

Enough said, let's move on to the important stuff.

A matter of philosophy

Before you even turn up to the event, it is important to know why you are there. Attendees, in my opinion, generally fall into three categories: those who usually race in what might be considered the "Big Scene" and race every weekend for hundreds of dollars in prize money, split most of it with six teammates, and spend the rest on gas and Wendy's SuperBar; those who are usually volunteering at the races in the "Big Scene" and, if they are not volunteering in this race, want to find out why the other guys are always complaining about the officials; and finally, those riders who have no idea that the "Big Scene" even exists, and think that the Ault Park Series is actually the World Criterium Championship but ESPN didn't show up because they are upset with Marge Schott.

Actually, most riders fall somewhere in between these three groups of people, but the point is that to some people this is not an important race and to some it is *very* important.

If the race is not important to you...

If you are more concerned with races that fall on the weekends and have the bigger prize lists and greater prestige in mind, then it might be as well to treat this race as good training, for it can be excellent providing you approach it that way. If it is going to be a training race for you, don't allow the event to compromise your regular training schedule, but incorporate it

instead. For example, make sure you are not holding back the day or morning before because you have a race (which you have decided is only for training) coming up on Wednesday. This night is normally reserved for long anaerobic or anaerobic threshold intervals, so try and get that kind of workout out of the race. If you follow the normal events of the race you will end up with a sprint workout consisting of 4 or 8 sprints with inadequate rests in between. Not a normal Wednesday ride (I hope).

Instead, try being aggressive by attacking and trying to get away over and over again. Ault Park is known for its negative racing and you will undoubtedly get pulled back, but it will be a great exercise in frustration management, as well as a good workout. Try not to be tempted to go for the sprints: remember, victory is not why you are here, but look out for opportunities to attack after the sprints. In fact, it is a great chance to try out some real life tactics in a situation where failure can only be measured by counting how many opportunities you let pass.

If the race is important to you...

Now, if this series is your *raison d'être* (reason to be) then you are going to have to make some fundamental changes to your training schedule to accommodate it. First, let's talk about your actual training, even though it's a little late to do anything about it now that the series has started, it will help for the rest of the series. Ault Park is typically won by a sprinter in sprints (zone 6) from the main bunch after a fast descent of the hill fighting for position (zone 5). If he is without teammates he will also have to do some work (zones 3 & 4) to make sure he didn't miss out on any important-looking breaks (usually none). When not engaged in these two activities he has been riding near the front of the bunch observing and recovering (zones 2 & 3). The races both last less than an hour, so endurance (zone 1) is not a factor.

So, you can see from the above that in order to do well in this event you should have spent the last few weeks training zones 4 & 5 (intervals), the last few months building aerobic capacity (zone 3), and every week since you can remember training your sprint (zone 6). Remember, even if you are not a gifted sprinter, and few are, you can still dramatically improve your sprinting if you train for it.

Now you know what you should have been doing, let's move on to what you need to do now. Ault Park is on a Wednesday, which, if you have been following the schedule, doesn't fit. You can't move the races so you have to change the schedule. Make Wednesday your Sunday instead, and everything will fall into place. This means resting on Monday, warm-up on Tuesday, race on Wednesday, and rest on Thursday. This leaves Friday, Saturday, and Sunday for training. It's almost better than racing on Sundays, isn't it?

Tactically, Ault Park is a peculiar race because of the points format. It is almost impossible to stay away (if you can even get away) unless you are in excellent shape or fall into someone's team strategy. You know how difficult it is to get away in the last 5km of a regular race? Well, in this race you're always in the last 5km. That doesn't mean you shouldn't try. I'm never going to promote negativity, but it does mean you have to be cautious. The obvious good places to attack don't seem to work, like at the top of the hill or going up the hill. The hill itself is

(Continued on next page)

Coaches Corner (Continued from previous page)

not significant, as you get a giant run-up every lap (if you're away on your own it becomes a col) so it's not good to attack there, and the races are not really long enough to tire anybody out, so you can't rely on endurance.

The best thing seems to be to concentrate on winning sprints, particularly the double ones. Try to get a good lead-out from another team or a good sprinter. The key to winning the sprints is positioning and timing. You really have to come around the outside of the field down the hill and time it so that you hit the front about 50 yards after the bottom, ideally just behind someone with the same idea (or a teammate). It is longer around the outside, but you get such a slingshot off the descent that you are going faster than the people on the inside, and usually have a clear shot to the line. As you are passing riders, try to be constantly moving to your left towards the gutter so as to lessen the distance to the line, but be conscious of never cutting off anybody coming up fast on the inside.

If you opt for the inside line on the descent you may get a shorter line, but you run the risk of being blocked in or hitting one of the grates along the gutter.

Remember to sprint past the line, not to it. Many riders fade 10'

from the finish as the grade begins to bite. If you do find yourself blocked in or particularly if you come around the outside but arrive a little late don't ease up too much as your slingshot will still carry you to the front at the right time to attack: a classic move. This may work particularly well after a double points sprint as everybody will be wanting to relax, and your chances of starting a successful break will be high.

Do go for the double points and remember, the last sprint is worth only as much as the middle one, so don't save everything for the last lap and then put your hands up as if you've won, because you probably haven't.

If you find yourself struggling at the back after a sprint, remember, it will slow down so don't pack, hang on. Chances are that it will slow down again. That feeling you get after a long sprint is one of the worst you can have on a bike, but it is only temporary while your body recovers, so relax and take deep breaths, but stay on.

Whether you succeed or fail at Ault Park, make sure you enjoy the racing. Thank the officials and the sponsors and go home knowing you were part of a great race, and start thinking about the next one.

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