

Are Your Goals on Track for this Year?

By the time you read this newsletter, you should be moving into the next phase of training to reach your top performance level for high point of the summer racing season.

The length of time of your intervals should be tailored back to shorter efforts as you will learn in Rob Westendorf's Coaches' Corner on page 7.

If you are strongly competing already or seek to be competitive into June you have likely made goals or objectives to get yourself to that point.

Remember the third goal of the QCW is to provide members with coaching and camaraderie. To assist in this effort, your newsletter needs your input. Tell us about your rides, racing experiences, or something you may have read that would be helpful to other members.

This input doesn't need to be a major essay, just a few words or even call the editor to relate your anecdote.

Submissions can be made by calling me at 321-1508; E-Mail: kevber@one.net; U.S. Mail: 674 Totten Way, Cincinnati, Ohio 45226. If you would like to fax an item, just call me in advance for the number.

Time Trials, Ault Park Races coming up

Weekly time trials will begin Tuesday, May 6, at 6:30 p.m. and run through the summer. The 10-mile, horseshoe-shaped course starts in Cleves and ends in North Bend.

The Ault Park Racing Series (aka Cincinnati World Championships) begins Wednesday, June 4, and the following six Wednesdays. The 20K race begins at 7 p.m., while the 40K event gets under way at 8 p.m. Oakley Cyclery is the primary sponsored of this annual event.

A Spring Racing Overview

Welcome to the 1997 racing season. Many of us already have a race or two or more under our belts at this point, while others are still not yet "in shape".

Just a gentle reminder that being in shape at this time of year makes it even harder to be in shape in July, but not racing this time of year makes it REALLY hard to be in shape in July.

Now is the time to start and there is no better way to train for the Cincinnati World Championships (aka: Ault Park) than by doing training races now. Yes, you may get dropped and yes, they will be hard but the benefits you will see later in the season far out weigh the risks.

Aside from the Cincinnati Racing Cartel/Starbucks Spring race series there have been a couple of other spring series in the area. First is the Kentuckiana Series. This series has been going on since the mid-80s and is an outstanding low-stress, low-cost road race series. Most of the races were within a one to two hour drive from Cincinnati through the end of March. Always good road courses and racing is available for all categories.

A little more upscale is Tym Tyler's/Team Columbus Ohio Spring Classics. These road races were in the Columbus

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Meeting Slated

A general Queen City Wheels organization meeting will be held at 7:30 p.m. Monday, April 28, at the Norwood Public Library. Anyone interested in discussing and assisting in upcoming plans for events and other club issues are invited to attend. Call the PELO line for more info.

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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 1997 Cincinnati Spring Series is in full swing with record attendance. QCW's Morrow Road Races took place the first two Sundays in March. Each race had over 100 riders competing. The race ads placed in VeloNews and paid for with Starbucks sponsorship money helped draw in riders from all over the region. The 10 week series continues through April 27.

Wright Brothers Cyclery is back with us in 1997. They will continue to give QCW members a 10% discount on merchandise. This year make sure you tell the salesperson helping you that you are a QCW member. Next year's sponsorship will be based on the sales dollars we spent at Wright Brothers. Wright Brothers has been very generous to QCW over the years. Their contributions help make QCW events possible. The jerseys they order for sale in the stores make quantity purchases possible, lowering the cost to you. They then sell the jerseys at no profit at Wright Brothers stores. When the last Cyclebration took place Charlie Wright made sure we could cover all of the bills. Remember this next time you need to visit a bike shop. Their Harper's Point store has moved a couple of miles south on Montgomery Road, just north of Columbia Acura. Good luck on the move.

Many of you have been helping Bill Urban on the East Fork Mountain Bike Trail. They continue to maintain the trail and help

solve some of the water problems on the beginning stretches. We have been asked by park management to open up several miles of additional trails. This is a testament to the hard work performed at the park.

Dan Roketenetz and I have been working with Riber Sports Marketing on planning a big pro/amateur race for 1998. We are meeting with several neighborhood councils to lay the groundwork for a return of Cyclebration. We will keep you informed.

-Jim Flaherty

From the Editor

Yes, you finally have the first newsletter out with me as your new editor. I didn't intend to have such a slow start in getting it out.

After nearly two years of putting cycling on the back burner in my life due to career and health problems getting in the way, I had grand plans this winter of getting started again, but Murphy's Law hit me hard. Frankly I'd like to consider all of March an "unmonth" or one that didn't happen this year.

In the month that I turned 30 years old, I lost the job I thought was finally going to give me the freedom to get back into riding again. (No more working for various clients seven days week and different shifts!) Suddenly I found myself back networking and doing the old freelance thing again with my bike -- that only came out of storage long enough for Wright Brothers to clean two years of dust off of it and install a new computer -- not

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QCW News

Published six times per year by:

Queen City Wheels, Inc.
185 Albright Dr.
Loveland, OH 45140

Editor: Kevin J. Berger 321-1508
Club Editor: Jim Flaherty 489-0833
Racing Editor: Chip Ellison 677-1432
MTB Editor: Dan Roketenetz 684-6000

Submissions of articles of interest are always welcome. Send submissions to: QCW News, 674 Totten Way, Cincinnati, OH 45226

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>

Went to Slickrock to celebrate his birth

-Dan Roketenetz

I arrived in Salt Lake City, Utah on the morning of July 10, 1995, after a pleasant flight from Cincinnati. I had a couple of hours of work there and was due in Price, Utah, a few hours south, the next morning. After I was done in Salt Lake City, I headed down toward Provo where I got off the interstate onto State Route 6 to get to Price. Route 6 is a two lane road that runs along the edge of the Unita National Forest and then through a very scenic valley that once was the bottom of an ancient ocean. For those of you who have never seen this part of the country, I gotta tell ya that it doesn't take long before you're on scenery overlook. It seemed that every turn produced a sight more beautiful than one I had just seen.

Price turned out to be a small town with not much to see or do, except that it had a wonderful dinosaur museum there, right across the street from where I was working. So, I spent my lunch break in the museum amazed at the number of prehistoric animals that had been unearthed in southern Utah. Turns out that the makers of Jurassic Park had been criticized for portraying their Velociraptor (what a great name for a mountain bike tire!) as much larger than previously thought by experts. But, just a few months before my visit, the remains of a Velociraptor had been discovered not far from there that was twice as big as those portrayed in the movie. In fact, on display was the ripping, claw from the beast that was pretty intimidating just to look at. I spent July 11 and the morning of July 12 in Price.

July 12 was a big day for me for two reasons. First it was my 53rd birthday, and second, I was going to ride the world famous Slickrock trail in Moab that afternoon as a gift to myself. After I finished my work in Price, I anxiously headed south toward Moab. Once I crossed Interstate 70 the scenery went from beautiful to breathtaking. The car glided down through Arches National Park with its outstanding rock formations. I only wish I had more time to spend to see the sights but as I only had the afternoon to spend, I was on a singular mission - Slickrock.

I arrived in Moab just after noontime. I went directly to the Poison Spider Bike Shop where I had made a rental reservation for a bike. I had originally planned on taking my own bike to ride. In fact, I shipped it by UPS to my motel in Price. But as fate would have it, it never made it out of Cincinnati as it got destroyed by the gorillas in the shipping room. The rental bike turned out to be a nice upper end Trek with a Manitou suspension fork. I was on a tight schedule as I had to be back at the bike shop by 5:00PM. I was told that it take a good rider about three hours to do the trail. I also decided to

leave my car at the bike shop rather than to drive the four miles to the trail head. That way, I could see a little bit of Moab on my bike at the same time. That's where I made my first mistake. The first mile was okay, but the next three were straight up! I was exhausted by the time I reached the trail head.

When I got to the parking lot at the trail entrance, I noticed that there wasn't a soul around. What's this I thought. Some world famous trail. Nobody's here except me. That's when I learned my second mistake. It was 115 degrees up there. But, being from the summer saunas of Cincinnati, it didn't feel all that hot to me. Hey, the air was dry! I can do this and I'm going to do this. I don't want to ride with any wimps anyway. And besides, it's my birthday and this is my present. Not to be deterred, off I went.

The trail is 13 miles long, comprising of a lead-in trail of about two miles with the rest being a closed loop. The thing that is initially striking is the starkness of the terrain with low lying scrub type brush, an apparently rare groundcover over much of the rock surface (for which there are constant reminders to stay off) and, of course, the incredible vistas from the top of the rock. The trail is marked by a white line painted on the surface with the difficult areas marked by black diamonds. I soon realized that this was going to be a unique experience, far different than the usual in the woods trail riding back in Cincinnati. The lead in trail is mostly rolling. Tires were humming and I was having a great time. Once into the loop, the trail became more dramatic and challenging. I walked the first couple of black diamond sections because of the steepness of the descent or the scariness of the off camber stuff. But, as I gained some confidence I found that I was able to do more of the technical transitions than I had first thought.

Because of the dry heat, it didn't take me to long to finish off the souvenir water bottle I had been given at the Poison Spider. I reached for the nozzle of my CamelBack and that's when I discovered my third mistake. It wasn't there. I must have left it back at the car in my exuberance to get to Slickrock. So, there I was about six miles into this ride with no water and half a PowerBar in my pocket. Three strikes just slid over the plate. Although I was thirsty, the next couple of miles were not too bad, at least I didn't think so. The heat and the altitude caught up 'with me all at once. My body just didn't want to do what I wanted it to. Every pedal stroke became a monumental effort. Every thought that ran through my mind flashed images of dire consequences against a backdrop of the CamelBack slogan, "Hydrate or Die." Maybe I would run into another rider who would help me out of this dilemma. I really don't know why I had thought that,

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Greater Cincinnati Rider of the Year Program Update

The racing clubs of Greater Cincinnati are sponsoring a program to determine the top local riders in 1997. This "Rider of the Year" program includes all road events promoted by local clubs, plus all district championship events. Racers who ride for a sponsoring club are automatically included in the program. The goal of the program is to promote local racing and local clubs, and encourage local riders to get out as often as possible.

Points are earned by placing in eligible events. This includes spring training races, Ault Park, QCW time trials, and any other race run by a sponsor club. All places listed in the official results, whether "in the money" or not, will be awarded points. Local officials will help out by picking as many places as they can in every race. (Note: you can help out by volunteering as a "picker" for other race categories.) In addition, if you miss a race (of

your own club only) because you're working as a volunteer, you will be awarded bonus points in compensation. All categories will be included, and tracked separately. There will be a winner in each category, as well as an overall winner.

This program is in its first year, so some "tweaking" of the formula is expected. If it turns out that the original methods give an unfair advantage to anyone, that formula will be changed in mid-stream. Updated standings will be posted on the QCW Home Page after each race. In addition, for the web-deprived, occasional updates will be posted at the registration area of local races.

This program is the first item to come out of a new cooperation between QCW and other local racing clubs, as well as local coaches. We anticipate honoring the winners at an annual Cincinnati Cycling Banquet. This "all clubs" event will be an expansion of the annual QCW banquet. Good luck to all in the coming year!

1997 QCW Membership Application

All memberships are for the calendar year, and expire on December 31st. (Note: Memberships accepted after September 1st are valid through the following year.) Dues are \$15 for individuals (\$20 for USCF/NORBA licensed riders with clubs other than QCW on their license), \$7 for Juniors (under 18), and \$20 for families.

Date: _____

Name: _____

Additional Names: (Family Memberships only) _____

Address: _____

Phone: _____ Birthdate: _____

WAIVER

In submitting this application for membership in the Queen City Wheels, Inc., I understand that bicycle riding is inherently dangerous. I do hereby by for myself, my heirs, executors and administrators, release, and forever discharge any and all rights and claims for or to be for which I may have or which hereafter accrue to me against the Queen City Wheels, Inc., including officers, administrators, ride leaders, individual member(s), officials, coaches, and volunteers, and or any other parties connected with events sponsored by Queen City Wheels, Inc., individually or collectively, from all responsibilities for any injury to persons during such events.

Applicant Signature _____

Signature of Parent or Guardian if under 18 _____

Return to: Queen City Wheels, Inc., 185 Albright Dr., Loveland, OH 45140

area and ran through April 26 on Saturdays.

For more up to the minute information on any races or training rides, just check the pelo-line.

I plan on trying to make this column more informative this year with specific information and experiences from races. So if you have a good race story leave me a message on the pelo-line or email me at: chipe@wilmington.edu.

-Chip Ellison

Calendar

RACES (OH, KY, IN, WV)

OFF-ROAD

- Jun 8-Fat Tire Boogie, Carrollton, KY, 502-484-2998.
- July 12-13-Mud, Sweat & Gears, Carrollton, KY, 502-484-2998.
- Sept. 1-The Labor Day 8 Hour Relay, Carrollton, KY, 502-484-2998.
- Oct. 12-The Bike Butler MTB Race, Carrollton, KY, 502-484-2998.

ROAD

- Apr 27-Mariemont Crit., Cincinnati John Chinkes 665-9313.
- May 3-Eagle Creek Park Crit, Indianapolis, IN. All cats. Dan Daly, Box 933, Mooresville, IN 46158; 317-831-6729. Also call Dan regarding other racing in Indiana throughout the year.
- May 4-CyclePath Ohio District Road Race Championships, TeamColumbus hotline, 614-890-4145.
- May 10-Southeast Ohio Medical Center Grand Prix-Portsmouth, Ohio, TeamColumbus hotline, 614-890-4145.
- May 18-Chippea Creek RR, Brecksville, OH. Charles Howe, 7652 Olmsted Falls, OH 44138; 216-235-4458.
- May 26-National City Bank Tour of Downtown Chagrin Falls (Part of the NE OHio Memorial Day Weekend of Racing, 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 10:00 Hyde Park Square
 Saturday and Sunday 8:30 Mountain bike ride, Kings Island McDonalds, Dan Roketenetz 684-6000
 Tuesday 6:30 Riverfront Stadium training group
 Wednesday 7:00 Riverfront Stadium women's training group, Beth Jordan 872-0002
 Thursday 6:30 Loveland at the bike trail parking lot, Doug Pendery or Tom Cross 791-9292 daytime.

Events

First Wednesday of each month: Bicycle/Pedestrian Advisory Committee (BIKE/PAC) meeting, 6:30 p.m., City Hall basement; call Jim Coppock at 352-5305.

Newsletter Deadlines

The 1997 newsletter deadlines are May 15, July 15, Sept. 15, and Nov. 15. The issue will be dated for the following month. Don't hesitate to call or send information if you think you missed a deadline. Although I hope to keep the issues on schedule, I have some flexibility or a space open if I know something is coming. Specific themes or topics have yet to be determined for the upcoming issues. However, it is your newsletter so remember you can submit any information you feel helps to promote the goals of the club and sport for new, old, and potential members.

knowing when it would be able to come down from the hooks in the garage.

Well, I quickly recovered and now I have a new position with a pr/ad agency in Northern Kentucky. On the same day I accepted that position two weeks ago, my wife and I contracted on a new house and should be moving once again in a couple weeks into the Deer Park area. Although I don't expect to be racing this year, you can count on seeing me hiding behind the wheels in the next few weeks.

I really miss the sport. It used to be that you could tell that the amount of riding I was doing wasn't up to the standards I set for myself based on my poor mood. Or, if the early spring weather or unusually rainy summer made it difficult to get in a good ride. I've considered myself a cyclist now for at least 17 years, so I hope you can imagine the feeling I get in my gut when I walk out into the garage and all I do is duck out of the way of Carbonlite Univega with few miles on it. (It's not the same feeling you get in your stomach after eating nothing but seven PowerBars to survive a 200+ mile ride in 12.5 hours.)

But after many years of riding, another reason that's pulling me back is the knowledge that my father now logs more miles than me annually. What a challenge!

-Kevin J. Berger



Check out Starbucks' newest location at 9408 Kenwood Rd. (in downtown Blue Ash)

*Or the other locations at . . .
 Hyde Park Plaza, Madeira Crossing,
 6800 Wooster Road in Mariemont,
 Rookwood Pavilion and downtown on the
 Skywalk and Frouth and Vine Streets.*

since I had already been up there for more than two hours and had not seen anybody.

I came to the section of trail that ran high above the Colorado River. I stood there for a long time hoping that the water vapor rising off the river would somehow replenish my wilting body. I pressed on, with this ride becoming more akin to the Bataan Death March. I was constantly in search of puddles or anything else with a little moisture. The air was so dry that my perspiration evaporated instantly so that I couldn't even catch a few precious drops off my brow. With about three miles left to get back to the parking lot, I trod across the protected flora to take refuge under a bush. Now cursing the big rock that I was on I needed to get out of the unrelenting sun. As I lay there trying to regroup mentally and physically, I thought, "What if I don't make it?" Actually, not making it was not my biggest concern. Rather, I was more worried about what my smart-ass friends would put on my tombstone. I could see my epitaph clearly:

Came to Slickrock to celebrate his birth,
Not enough water to quench his thirst,
Not enough carbo in his stock,
Guess you weren't so slick, Roki

That did it for me. There was no way I wasn't going to make it now. I reached down deep into my soul and I hauled my dragging butt out of there.

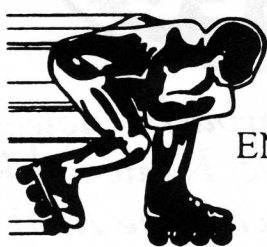
When I finally made it back to the parking lot, it was well after 4:00 PM. I had to be back at the bike shop by 5. Even though it was all downhill to the shop, I was fried. I had my doubts my ability to negotiate the curvy descent into town.

As I exited the park, there he was. A fellow cyclist, in his Jeep, dressed to the cycling "nines" and a mountain bike in the back. I hailed him down and asked if he could give me a ride into town. Turns out he was one of those visitors from across the ocean that makes Slickrock "world famous." He responded in a heavy French accent, "Tres sorry, monsieur. But, I must go to zee Sleekrock to ride zee trail.!" "I'll give you twenty bucks," I said. "No, no, no, I must go now to zee Sleekrock." "I hope you turn into a giant French Fry," I thought as I pointed my bike toward town. I don't know how I made it back to the shop in one piece, but I did, just before closing time.

I learned two important lessons from this experience. Avoid shipping your bike by UPS and don't expect French tourists to give you a ride. Now when I'm asked if I've ever ridden in Moab, I respond, "Yea, I've done Slickrock." "No kiddin', how was it?" "No problem, a piece of cake." Only you and I know the rest of the story.

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*For details on membership call Dan at 598-1869
or the CBB hotline at 852-0898*

Intervals for March Training

As we move into the early phase of the racing season the time has come to introduce intervals into your plan. When done properly, interval training is one of your most powerful tools. However, most of us don't know how to do intervals, nor how to properly incorporate them into our training plan.

Intervals are designed to improve our ability to perform at or above our lactate threshold (LT, also known as anaerobic threshold, AT). Most of the critical moments in races involve riding at levels over our LT. Improve your performance at your LT, and you improve your placing. Unfortunately, determining your LT has not always been easy. You could go to a performance lab for a scientific evaluation, but that's expensive. The most common method used is based on age, but this is wildly inaccurate. I have recently become aware of a new method, developed by Joe Friel, a physiologist and cycling coach who often writes for *VeloNews*. His simple procedure requires only a timer or odometer and a heart rate monitor, as well as your good judgment.

Timed or distance efforts are made while monitoring your heart rate. The test can be done as a workout, or at an established time trial. The average heart rate of your effort can then be used to estimate your LT. Since motivation is such an important factor in an effort, this system requires you to estimate your motivation level. Joe Friel uses the guidelines of "race effort" and "workout effort" as the brackets of his motivation scale. Personally, I think that for many riders the motivation level is high any time they start a new workout, so many workouts are done at "race effort". You must make a judgment about your effort level, and use this in estimating your LT. The table below gives guidelines for predicting LT values:

Distance(Time)	Race Effort	Workout Effort
5km (6-8 min)	110% of LT	104% of LT
10km (12-15min.)	107%	102%
10 miles (22-30 min.)	105%	101%
40km (1 hour)	100%	97%

Use the values listed to determine a range for your LT. If your heart rate monitor can calculate an average over a time period, use that number. Otherwise, estimate your average by monitoring your high and low heart rates during the effort. In either case, you can probably ignore your heart rate from the early portion of the effort in your average estimate, and include only that time after your heart rate has stabilized. Repeat the calculation for a number of attempts. The more times you make the

calculation, the more accurate your LT estimate will be.

Now that we have a number for LT, we can use it to determine our target HR for interval training. Use the same table to calculate a target for our effort. For example, a 15 minute interval should be done at 102% of LT. It is permissible to rise to 107% for short periods, or if your motivation level is very high. Continue to track your LT values by recording your average HR for every workout in your training log. Over the course of the season you will find that your LT heart rate will *decrease*. (You will also find that your maximum heart rate and resting pulse will also decrease with training.) This is a reflection of the improved efficiency of your cardiovascular system (your heart is stronger, and pumps more blood with each stroke), as well as probably indicating some loss of weight. Over the course of the season a change of 5% or more is typical.

Including intervals in our training program should only occur after the establishment of a solid training base. Forget mileage, I define a good training base as a minimum of 50 hours in the saddle, and preferably 75 hours. Once our base is established we start with longer efforts of lower intensity, gradually moving to shorter efforts at higher intensity. I start with 20 minute efforts at about 100-102%. Start with just one effort per workout, and work up to three over the course of about six weeks. Allow at least 20 minutes between efforts. Slowly add more intense efforts, 10 minutes at 102-104%, and then 6 minutes at 104-110%. The first few times that you do a new interval duration I prefer to have you do them on climbs. Unfortunately, there are no 20 minute climbs around here, but don't let that cause you to jump straight to the shorter intervals. Do your best with the terrain you've got. By the time we roll into May and June we'll introduce even shorter intervals, including 2 minute and 45 second efforts. But we'll leave that for future discussions.

A more complete discussion of LT determination can be found by reading Joe Friel's article, "Straight from the heart." This can be found on the *VeloNews* web site, at <http://www.velonews.com/training/friel/straight.html>.

-Rob Westendorf

Check out Wright Brothers' New Montgomery Rd. store

Wright Brothers Cyclery and Fitness has a new Montgomery Road location, just north of I-275 and south of Columbia Road, next to Columbia Acura. The phone remains to be 489-2222.

Also, don't forget you'll find the same great service at the Florence, Ky. location, next to Circuit City, along Mall Road. Their phone number is 283-2222.

Our Internet Connection

Thanks to QCW member Curt Austin (curta@iac.net), information about our club can be accessed by cycling enthusiasts around the world via the world wide web. The address is <http://www.iac.net/~curta/qcw/> or through <http://www.iac.net/~curta>.

In addition to basic information about the club and its goals, Curt has included pictures, an online application, a listing of member services and E-mails addresses. He also has been updating the pages with race, ride information, and other announcements. At last check of the page, among the links listed are the Cincinnati Cycling Club, Dayton Cycling, Ohio Bicycle Federation, The Global Cycling Network, Cycling in Pittsburgh, and Dirt Rag Magazine. You might also check out Cyber Cyclery at www.bikesite.com and Velo News at www.velonews.com

QCW News Advertising

The *QCW News* accepts advertising from anyone with an interest in bicycle racing. Rates for 1997 are:

Size	Single Issue	Annual (6 issues)
1/2 page	\$30	\$150
1/4 page	\$18	\$90
1/8 page	\$10	\$50

Ads can be accepted in camera-ready form, or, for advertisers purchasing a minimum of two issues, free assistance in design and layout of your ad will be provided. Contact the editor for details.

Classifieds

For Sale: Time MTB clipless pedals and shoes (size 42). Excellent condition. \$75. OBO. Grabber 2-inch receiver hitch bike rack. Holds two bikes, expandable to four. Excellent condition. \$80 OBO. Call Dan, 684-6000, leave message.

For Sale: Serotta, Colorado tg frame/campy chorus componets; 52 cm; British racing green (Forest Green); Time Pedals; computer. \$1,800. Call Charley at 248-2215.

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, 674 Totten Way, Cincinnati, OH 45226; E-mail: kevber@one.net or kevber@aol.com; or call 321-1508.

The *Queen City Wheels Newsletter* is a publication of the Queen City Wheels, Inc. QCW is both a United States Cycling Federation (USCF) member club (#0153) and a National Off-Road Bicycle Association (NORBA) member club, promoting sanctioned bicycle racing in the Greater Cincinnati area since 1972. The Club sponsors a number of events throughout the year, and fields a racing team for racing events throughout the country. Membership is open to anyone with an interest in bicycle racing. For further information contact the Queen City Wheels, 185 Albright Dr., Loveland, OH 45140, or call 677-PELO.

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Queen City Wheels
185 Albright Dr.
Loveland, OH 45140

