



Queen City Wheels

April 1, 1998

Volume 2, Number 4

Elite Nationals Update

The next Elite Nationals Race meeting will be held on **April 19, 7:00 PM. at the Loveland Safety Building, 126 S. Lebanon.**

Enclosed in this issue of the newsletter you will find a volunteer application form for the National Championships.

Even if you can't come to any of the meetings, you can be a great help by volunteering on one or more of the days that the races will be held. I know last year that members of QCW and Cincinnati Cycle Club provided a huge number of volunteers. Even more will be needed this year with the addition of the Juniors Race. It does take some time and commitment but if you are going to watch the race anyway, your help sure would be appreciated. It's a great way to show your enthusiasm for biking and also be involved in an important cycling event.

QCW

For up to the minute information on Rides, Races and Club Events call :
682-9292 (NEW #)
Not PELO Anymore

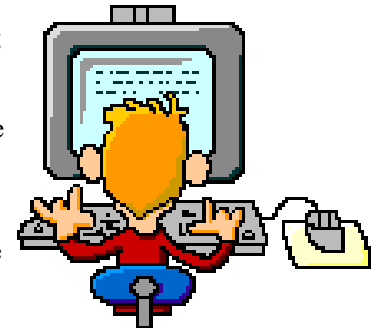
From The Editor

Next month will be May and that means the QCW Time Trial series will be starting. Mark your calendars, **Tuesday, May 4th at 6:30 PM** for the first time trial of 1999. The QCW Time Trials are one of the big benefits of being

a member . They have been possible because Jim Obert has been putting on this venue for many years now with the help of other club members. Jim not only keeps track of the club's membership but also records all the finishing times each week. So this issue of the newsletter will be dedicated to the "Race of Truth".

Everyone is welcome young, old, women and men. All that is required is that you become a member of QCW for the low price of \$15.00 a year. Then you can come down every Tuesday night to Cleves, Ohio and be timed on the 10.2 mile course.

The time trial is often looked at as the ultimate test of a rider's ability. Almost all of the great cyclists Bernard Hinault, Greg LeMond, Miguel Indurain were great time trialists too. Even Marco Pantani found out that if he



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How the QCW Time Trial Works

1. If you are not a member of QCW try to come early the first time you ride to join and pay membership dues. **You must be a member of QCW to ride the time trial.**
2. You must sign in with the person running the time trial by 6:20 to be assigned a number in the starting line up. Stay off to the side of the road. It can cause problems with the public and the police if you are in the road blocking traffic.
3. The first rider will go off at 6:30 PM.
4. Riders go off every thirty seconds.
5. You will be held and given a ten second countdown.
6. When you cross the finish line you need to call out your number so your time and position will be accurately recorded.
7. When you have cooled down go over to the corner of Cliff Rd. Do not stay in the street. Your time will be given out as soon as everyone has finished.
8. If something happens to your bike during the time trial someone will come and look for you.

Below is a nice bike for any of the riders that had a problem on the hills in the Spring Road Race Series



▲ The Charger electric bicycle is a joint effort between GT Bicycles and Aerovironment. Unlike other electrics, Charger is a pedal-assist design and will not operate unless pedaled. The rider selects one of four levels of boost and the motor makes everything feel like a downhill ride. Range is up to 30 miles on a charge. (www.charger.com)

FROM THE EDITOR

Toby Costello

wanted to win the big tours that he would have to be able to time trial much better. Being able to time trial well will help you in almost all types of racing. The ability to solo off the front or bridge a gap, the ability to bridge back up after a flat tire or mechanical problem, or to be able to solo to victory all involve the ability to time trial well.

By doing the time trial each week you can build great strength in your legs and buttocks. It can also help teach you to push a big gear for a long time. This in turn can help you to build up your anaerobic threshold. Everyone's maximum heart rate is limited by genetics but with training you can increase the percentage of maximum heart rate you can sustain. Fit time trialists generally ride at around 92% of their maximum heart rate for 1 hour. So as you can see, the time trial is a great way to add a new dimension to your training. A lot of people don't do the time trial

during the Ault Park races because they are on consecutive days. All I can say is that I'm 48 years old and I think the time trial has helped me immensely in being able to stay with the pack. If you plan on doing any multi-stage races like Paducah, time trialing can help build strength to race on multiple days. So as you can see, they are many benefits to riding the "Race of Truth". Let's see if we can't make this one of the best years yet. See you at Cleves!!!!!!!!!!



Attention All Racers!!!!!!!!!!

The road season has arrived and the next race on the Ohio Valley Spring Series will be

**"The Midwest Express"
(April 18)**

**"Procopy Union Central Crit"
(April 25)**

**&
Cyclesport Circle
(May 2)**

Call the Pelo line on page one for detail.

Remember if you can't ride, please come out and give a helping hand!



Riding the Race of Truth

By
Peter Wimberg

June 10, 1997 is a day that I will always remember in my cycling history because it is the day that I rode my first Queen City Wheels Time Trial. My friend Drew Light and I decided to give this event a try as we had ridden in the Ault Park series for many years with only marginal success (O.K., no success) and thought it may be time to try a new event before we got too old. We did of course get lost on the way to North Bend since we eastsiders don't venture to the west too often. Arriving at the start at about 6:20 with the first rider off at 6:30 meant no warm up or riding of the course, two very big mistakes as it would turn out. My greatest recollection of that 10.2 mile ride was wondering when it would be over and why the heck I was even doing it. Since that night, I have returned to ride on Tuesday nights 27 times and also traveled to Dayton and Columbus for time trial events. For all the pain and misery I went through that night, I was nonetheless bitten by the time trial bug.

That first night I rode the course with a pair of old Scott aero bars that I had to break through the rust to remove from my indoor trainer bike. With a time of 26:22, average for the crowd that night, I knew that I could do better the next week now that I had seen the course and knew what to expect physically. Over the next two months I was able to take my time down to 23:52 for the best time in the 35-39 age bracket that year. In 1998, I was able to improve to 23:17 for the best master time. My greatest regret is not having tried this event when I was younger as I have performed better at this than any other cycle event I tried in the last 15 years. Having become obsessed with times, average miles per hour, equipment, pre-ride nutrition, wind direction, etc., I hope that I can pass along some tips and information that may help others improve their times and even encourage other riders to give this great test of strength a try.

My first advice would be concerning equipment. Do you need to have a \$4000 Hotta frame to ride effectively? Absolutely not. At the State Time Trials last year in Prospect I saw plenty of incredible frames including the Hotta but I can tell you that many of the best times were ridden on standard steel or aluminum frames. If you want to compete, you will need aero bars though. Position is what will allow you to achieve speeds that you never thought were possible. When training, I am rarely able to ride alone on my road bike and average twenty five miles

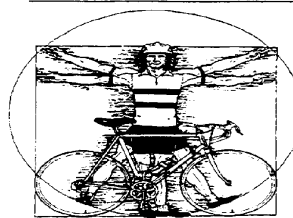
per hour over an extended time but that is standard with my aero position on my TT bike. For the money, this is the best investment to improve or compete.

Next, I would invest in a fast set of wheels whether they're Spinergy, Specialized, a rear disc, Rolf, etc. Remember that most of these wheels are only faster at speed above 25 mph but at that speed and greater they are substantially faster than regular spoked wheels. I think that wheels are a better investment than a new frame without question. If you are not sold on their benefit, ask around about borrowing a pair and I guarantee you'll see what I mean.

Once you are equipped, it's time to start training for the event. First, I would not train on the same bike that you plan to time trial on. I prefer to train on a regular road bike that isn't as fast but certainly is more comfortable for long rides. (Time trials in our area are usually 6-24 miles so you can suffer through the position crunch and use the Tuesday night series to acclimate your body to the neck strain and other TT maladies). I love to work in lots of hill climbing intervals in a sitting position into my training with periods of long intervals on flat to rolling roads. Remember that for this event you don't need a fast sprint and you aren't allowed to draft no matter what Jim Ray thinks. You need to achieve your highest level of speed and power and be able to hold it for a long time. Due to my work schedule, I ride almost 1/3 of all my miles on an indoor trainer which is perfectly suited to time trial training. I would suggest reading Joe Friel's book *The Cyclists Training Bible* for more information on strength, power and muscular endurance training.

Once you have committed to giving the Tuesday time trials a try, I first recommend that you get good directions and arrive at least one hour prior to the first rider going off. You should ride the course and warm up properly. I always try to ride the first 5 miles at a moderate pace and then try to hit almost peak speed for a few minutes over the last 5 miles and then continue riding

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RIDE THE CLASSIC!

May 8-9, 1999

TOSRV99

www.tosrv.org

■ Send a business-size SASE for a free poster and entry form to ride the 38th annual edition of the 4500-rider, 210-mile Tour of the Scioto River Valley.

.....
TOSRV99 ■ P.O. Box 14384-N ■ Columbus, OH

Rides

| | | | |
|----------|--------|-----------|---|
| Saturday | 9am | Road Ride | Meet in parking lot in Loveland at Loveland Bike Trail. |
| Saturday | 12noon | Road Ride | Meet in the Parking lot at the top of Devoue Park. |
| Saturday | 8:30am | Mtn Bike | Meet at King Island McDonalds |
| Sunday | 8:30am | Mtn Bike | Meet at Beechmont Rd. (125) east of 275 at |

Riding the Race of Truth

By Peter Wimberg

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slowly around the start line until numbers are given out. You definitely want to keep your muscles warm and ready. Thirty seconds before you go off, you will be held by one of QCW's gracious race volunteers and given a countdown from ten seconds. Then comes the fun part.

My biggest mistake in my first attempts at the time trial was going off way too fast and having such a lactic acid build-up by the end of the second mile that I had to slow down a little to recover. Now I know better and I go off at a slightly slower pace and in the first half mile build-up to what I hope my average speed will be for the total 10.2 miles. Rather than watch my time, I prefer to always watch average speed. This is much easier to look at to get a fast assessment of where I stand compared to my other ending times.

If you want to compete and improve you need to remember that there is little or no coasting in a time trial. I prefer to not kill myself on the uphill by going to a gear that will allow me to spin without losing too much speed. I do this knowing that I will gain more speed by really hammering on the downhill and building momentum for the net rise and pushing the biggest gear possible on all flat sections. I've talked to some riders that say they rarely shift gears at all over the ten miles while I personally shift many times. Find a method that suits your style of riding. While this course does not have any big climbs, there are enough small hills to hurt your average speed but it will be greatly appreciated for its training benefits if you go the State Time Trial where the terrain is much flatter.



Like any cycling event, this one hurts too. I would not want to get into a debate as to whether it's harder than a fast Crit since I have suffered there also. At least here I control the pace and the pain. The biggest difference in a time trial is that you can't fall to the back of the pack and recover for awhile. With practice, you learn to ride through the pain and to control your energy use so that you are riding above your lactate threshold but under your maximum heart rate. It helps to keep your arms and upper body relaxed so that you aren't expending needless energy. Focus all of your energy on keeping your legs moving. Once you learn to ride in this zone, you can learn to love this event.

The thing that really hooked me on time trials was the ability to measure and compare my times each week and to see improvement. I know that to hit that 24:00 mark I need to average 25.5 mph, to hit 23.5 minutes I need to average 26 mph, to hit 23 minutes I need to average 26.6 mph, etc. Simply divide your time goal into 612 and remember to convert all seconds to decimals (i.e. 23 minutes 24 seconds is 23.4 minutes). You can compare your time to everyone else there that night, everyone else for the year and, if you have the listing, everyone else for the last nine years. This is a great opportunity for lots of pie charts and graphs on your Excel program. Your friends and relatives will love to see them all.

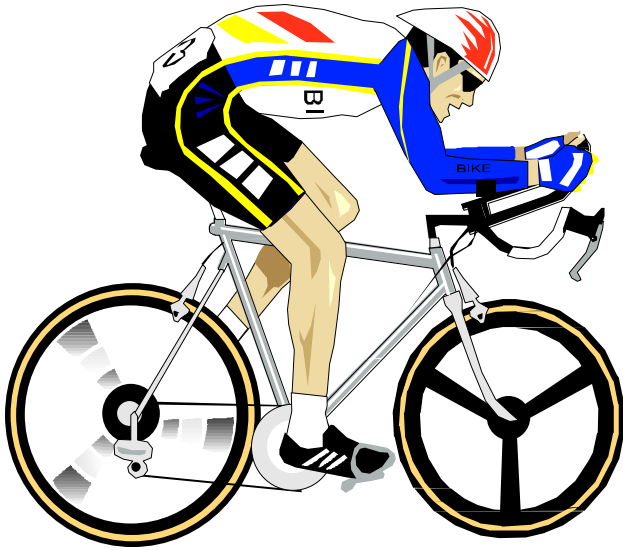
Other factors to keep in mind are that the wind usually is at your face for the first 5 miles and at your back for the last 5. A heavy wind on the first five may hurt you more than the tail wind will help you on the last five. It also seems that more personal bests are set on nights when it is really hot as opposed to nights in the 760's. A thunderstorm coming from the southwest is great motivation to ride really fast the last three miles but passing a state trooper that is stuck behind a slow moving semi with you is probably not a good idea.

Your nutritional requirements would not be that much different than any other intense cycling event. You should be prepared

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Riding the Race of Truth

By Peter Wimberg

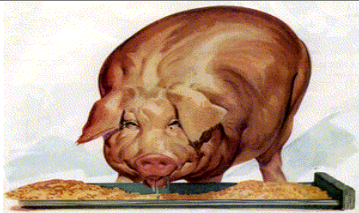


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to ride the event without drinking so keep plenty of liquids at your car for post ride recovery. I always eat and drink the same thing on the way to the time trial: two peanut butter sandwiches, and apple or banana and a coke. There, the secret is out. If you try this and your times improve, you heard it hear first. If it doesn't help you, don't blame me. I just can't think of anything else I want to eat before an event that's going to make me feel totally sick anyway.

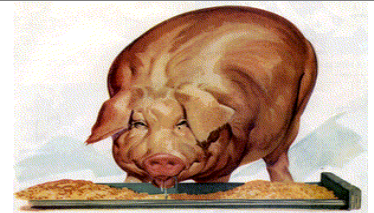
If your curious, the best times since 1990 have been 21:38 by Paul Liebenrood, 21:44 by Jim Flaherty and 21:57 by Al Senft. These times are all hovering around the 28 mph mark average. Getting passed by Al is a very impressive sight as he usually glides by me at the three mile mark. Al would probably have the record if it wasn't for that trooper we got stuck behind last June 30. We slowed to 20-22 mph for two miles and Al still did a 22:00. Once the truck turned and the trooper took off, Al left me in his dust in a matter of seconds.

I have been told that in the past the Tuesday time trials would have up to 60 riders. Now we have sixty riders over the course of the season with 8-12 riders most weeks. If you have never been, give it a try. If you used to come out, come again. If you still come, keep it up. See you in May! I'll bring the peanut butter.



WHO WILL BE 1999'S CINCINNATI'S KING OF THE PIGS?

By Eugene Spiegel



I don't know about you but I suspect you hate getting flats too. I get about four a year, usually in the wet, cold, and dark. Some piece of glass with my name on it finds me. Sometimes another name is on it. I've started to collect these names, so that I'll be able to find who is "*King of the Pigs.*"

The rules are...

Names are taken from glass bottles found in the roadway. The treacherous bottles must be removed and taken to a proper receptacle. On the grass doesn't count. After your ride record the company's name and keep track until you feel ready to send the count to me. At the end of the year you can sign the letter congratulating the company we have proclaimed "King of the Pig 1999".

As of March the clear leader is Budweiser with a commanding lead of 23, followed by Miller with 7 closely paced by Red Dog's 6 chased furiously by Bud's teammate, Michelob, with 5. Of the 65 bottles collected to date, only 3 were non-alcoholic.

The race is on.

Send totals to Eugene Spiegel c/o Reliable Bicycle, 927 Vine St., Cincinnati 45202.

Queen City Wheels
185 Albright Drive
Loveland, Ohio 45140

April 1, 1999

Volume 2, Issue 4

**Mailing
Address
Goes
Here**



Classified Adds

My name is Lily and I am the Human Resource Director for Relay Express Courier Company. Our company is looking for a Bike Courier to do deliveries in the Downtown Cincinnati and Northern Kentucky area.

We are looking for applicants to fill the position.

I can be reached at 574-5430, Monday thru Friday from 8:30 am to 5:30 pm.

Thank you,
Lily Quan