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The Voice of Cyclists in Northeast Ohio

PO Box 5446 , Cleveland, Ohio 44101-0446

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From the Editors

The diversity of people, the breadth of projects, and range of activities that comprise the Cleveland cycling community constantly amaze us. The involvement of so many talented people in such varied endeavors is both encouraging and inspiring. There is an interest for everyone. Here are just a few examples.

Car-Free in Cleveland is organizing monthly meet ups to explore ways to make living in the city without the use of an automobile more practical and build support structures for those who do. Read Ann Whalen's article in this month's issue for more information or visit www.metup.com.

The year long efforts of Lois Moss at Century Cycles were rewarded when Cleveland was picked as one of 20 BikeTown cities. The program seeks to change lives and communities by giving away 50 free bikes in each city to anyone with an idea on how they can improve themselves with a new bike.

Jim Sheehan of the Ohio City Bicycle Cooperative teamed up with Tom Norton, president of Turtle Plastics in Elyria, to donate their excess bicycles for a vocational education program at a school being built in Haiti.

We visited Ray's Indoor Mountain Bike Park to see a whole 'nuther' side to this wonderful machine. Imagine riding a mountain bike on a challenging course indoors, in winter, in Cleveland. After thinking about it for 5 years, Ray Petro began to build his dream facility and found instead he was building a community. After hearing of the project through local riders, Ray discovered that virtually every rider in Cleveland wanted to become involved and many started showing up to volunteer their time.

Parker Hannifin is sponsoring a hydraulic bicycle design contest with several universities including Cleveland State and the University of Akron. The idea is to utilize hydraulics (or pneumatics) to improve the basic design of the bicycle. When you consider the social, technical, practical, environmental, and health benefits the bicycle can bring while at the same time being just plain fun to ride, it truly is the Noblest Invention.

Our Cover this month show Team Columbus member Brian Badke and Team Lake Effect Member Rudy Sroka duke it out at the Cuyahoga Falls road race.

Martin Cooperman and Tom Meara, Editor & Publisher
March 2005

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IN THE ZONE

Cycling News and Events

Chuck Smith of the **Ohio Bicycle Federation** was in Washington for the League of American Bicyclists' Bike Summit lobbying Congress for passage of the **Bicycle Commuter Act**.

The Bicycle Commuter Act (HR 807) is intended to put bicycle commuters on equal footing with transit riders. Employers currently may take a deduction for money spent reimbursing transit riders for bus and subway fares. Why not permit employers to deduct money spent reimbursing bike commuting employees for expenses or adding things like bike parking, showers, or lockers? As a regular commuting cyclist, I know this could greatly increase the number of us who traverse the road to work on two wheels each morning. Please write your Congressman supporting HR 807.

What happens when you give someone a free bike? The people of Cleveland—and the readers of *Bicycling* magazine—will find out soon enough. The editors of **Bicycling** have selected Cleveland as one of their 20 **BikeTown USA** markets around the country for 2005, and in the coming months will give away 50 bikes from leading bike manufacturer Giant to any Cleveland-area residents interested in participating in the program.

Bicycling began the BikeTown USA program in Portland, Maine in 2003 and expanded to five cities—Irvine, CA; Chicago, IL; Racine, WI; Chatham/Madison, NJ; and the Microsoft corporate campus in Redmond, WA—in 2004. As part of BikeTown, the magazine gives away 50 free bikes in

each market to see how a bicycle can change someone's life, and perhaps their community.

Beginning in mid-March, any Cleveland-area resident interested in taking part in the BikeTown Program can visit www.bicycling.com/biketown and submit a short essay (50 words or less) on what they would do with a free bike. Winning entries will be selected by the editors, and all winners will be asked to keep a journal for three months to chronicle their experiences with their bike. Results for all BikeTown participants may be featured in the magazine following the conclusion of the three-month period.

In addition to bicycles, all participants received Kryptonite bike locks, Pearl Izumi bike shorts, and Bell Metro helmets. The BikeTown project ran from July through September 2004.

For more information on BikeTown USA and Bike To Work, please visit www.bicycling.com/biketown.

The beginnings of a mentoring program for new bike commuters is underway - **Cleveland Bikes** discussed it at their last meeting, although it's unclear as of yet who will be running it. Other cities, such as Seattle, have this type of program, and with **Bike Town** coming soon, this is the perfect time to start one here. Mentors for the Bike Town winners can really make a difference in the success of the project. If you're interested in volunteering as Mentor for one of the 50 Bike Town winners, please e-mail editor@crankmail.com.

Kudos go out to **Century Cycles** for being recognized as one of the **Top 100 Bicycle Retailers** in the country by the research company International

Cycle works. Retailers from across the country are measured on Market Share, Community Outreach, and Store Appearance. This is no small accomplishment considering there are 5,200 bike shops in the U.S.

A great way to prepare for Bob Hart's Marathon to Chautauqua in June is **Bob Hart's Marathon Training Rides** every Saturday, April, May. Meet at Kokopelli's Coffee House, corner of Lee Rd and Van Aken Blvd., Shaker Hts., Oh. 9:00 A. M. **No One Left Behind**, Call Bob Hart (216) 921-1930 or RHart70390@aol.com.

Upcomming Cycling Events

Saturday, 4/9. THINK SPRING. Cuyahoga Valley National Park. Akron Bicycle Club. Mike Perko; PO Box 2268; Stow, OH 44224. (330) 650-4846. www.akronbike.org

Saturday, 4/9, Berea Randonnee 1, Motel 6, 7219 Engle Rd., Middleburg Heights, 200km, 440-552-6856

Saturday, 4/16. 33rd WOODSTOCK. Pataskala. Columbus Outdoor Pursuits. PO Box 14384; Columbus, OH 43214. Bobbi Bedinghaus. (614) 777-4618. bikewoodstock@yahoo.com

Sunday, 4/17. 20th AFROST: A FREE-BIE RIDE & OHIO SPRING TOUR. Amherst. Lorain Wheelmen Bicycle Club. PO Box 102; Amherst, OH 44001-0102. www.eriecoast.com/~lorainwheelmen

Sunday, 4/17. LAKE METROPARKS SUMMER SPORTS EXPO. Kirtland. At Lake Farmpark 11 - 4:00, a free event. Swap meet, shops, speakers, demos, literature. Lake Metroparks. Bill Plessinger; 30525 Lakeshore Blvd.; Willowick, Ohio 44095. For more information: 440-585-2800. plessinger@lakemetroparks.com

Sunday, 4/17. 4th ATHENS SPRING RIDE. AKA: TOM'S TRILLIUM TOUR. Nelsonville. Athens Bicycle Club. Tom Wolf. 740-594-9944. wolf@ohiou.org

Sunday, 4/17. 15th WALK OR BIKE FOR EARTHfest. Cleveland. Jim Sheehan; at Ohio City Bike Co op 1823 Columbus Rd.; Cleveland, OH 44113. (216) 830-2667. www.OhioCityCycles.org

Sunday 4/18, EarthFest, Cleveland MetroParks Zoo, 216-281-6468.

Saturday, 4/18, Races at the Lake Criterium Series, Munroe Falls, 330-869-9658

Friday, 4/22. NIGHT RIDES ON THE TOWPATH. Peninsula. Century Cycles Bicycle Shop. Attn: Derrick; PO Box 268; Peninsula, OH 44264. (800) 201-7433. www.centurycycles.com

Saturday 4/23, Berea Randonnee 2, Motel 6, 7219 Engle Rd., Middleburg Heights, 300km, 440- 552-6856

Saturday, 4/23. 38th SPOT: SNOOPY'S PREVIOUS OHIO TOUR. Groveport. COP, PO Box 14384; Columbus, OH 43214. Bruce & Barb Meyers. (614) 882-940. t75bjm1@sbcglobal.net

Sunday 4/24, Mohican Wilderness OMBC Cross Country Series, Mohican, 419-989-0239

Sunday, 4/24. 31st MOC: MID-OHIO CENTURY. Delaware. COP. PO Box 14384; Columbus, OH 43214. Woody Barry: (740) 375-5906. Email: woodybarry@peoplepc.com

Saturday, 4/30. 7th BLACK SWAMP BUDGET TOUR. Bowling Green. Hostelling International - Toledo Area. Black Swamp; PO Box 352736; Toledo, OH 43635-2736. (419) 243-7680. Email: patsquire@juno.com.



Cleveland Touring Club

Cleveland Touring Club
PO Box 1157
Mentor, OH 44061

email: clevetourclub@hotmail.com
www.clevetourclub.org

Apr 2	9:00	NORTH CHAGRIN to Chardon Maple Festival (40)—Saturday Hilly
Apr 3	9:00	BURTON to Windsor (28) Parkman (45) Rolling
Apr 10	9:00	CHESTERLAND — HUBBUB to Russell (30) Kirtland (45) Rolling/Hilly
Apr 17	10:00	LAKE FARM PARK to Kirtland & Kirtland Hills (25, 45) LAKE COUNTY SPORTS EXPO @ NOON after ride Rolling/Hilly
Apr 24	9:00	NORTH CHAGRIN to Fowler's Mill (40) Burton (55) Hilly
May 1	9:00	NORTHFIELD CTR (also Boston Mills parking area) to Peninsula (30) Bath (42) Pancake Breakfast @ AYH Stanford House near Boston Mills Ski Area. Alternate NORTH CHAGRIN Pickup Ride Hilly
May 7	9:00	OCBC CO-OP to CO-OP RIDE (See Website) —Saturday Ride Flat/Rolling
May 8	9:00	GURNEY SCHOOL to Mantua (35) Lake Rockwell (55) Rolling
May 15	8:30	CHARDON to Punderson (25) Hiram (50) Rolling
May 22	8:30	GURNEY SCHOOL to Burton (26) Middlefield (40) Garrettsville (65) Rolling
May 29	8:30	MIDDLEFIELD SIJ Shakedown Ride Part One (38) Hilly
May 30	8:30	NORTH CHAGRIN — Memorial Day Pickup Ride Varied terrain

“[A person...] on a bicycle can go three or four times faster than the pedestrian, but uses five times less energy in the process. He carries one gram of his weight over a kilometer of flat road at an expense of only 0.15 calories. Equipped with this tool, [a person...] outstrips the efficiency of not only all machines but all other animals as well. “—Ivan Illich

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April 9th

10-6

April 10th

12-5

Sunday the 10th - 9 am

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April 2005 Wheelmen Calendar

Date	Start / Destination	How Far	The etc's
04/03	Amherst / LaGrange	45	DAYLIGHT SAVINGS
04/10	Oberlin Inn / Valley City	51	Hope the snow is GONE!
04/17	Nordson Depot / AFROST	25, 50, 62	Hope there's no late snow!
04/21	Nordson Depot	5:30 PM 7:30 PM	An outside Prolog! Meeting, business!
04/24	Oberlin Inn / New London	53	Will it finally warm up?
05/01	Amherst / Milan	56	It's bound to be warm!

We'll start with destinations this month. If the weather doesn't cooperate, we'll punt. I'm sure we'll get in a couple of these scheduled rides under out belts and the weather WILL warm up! If the weather is good maybe a metric for AFROST will be in the works. Ya gotta warm up for TOSRV next month!

Saturday rides from Prospect School at 9:00 will continue.

Let's try some evening rides starting at 5:30. That should give us time enough for 25 before dark. Tuesday will start from Prospect School, Oberlin and Thursday will start from the City Parking lot in Amherst (same as on Sunday). We'll probably be able to move that to 6:00 next month.

All rides will start at **9:00 Eastern Daylight Time**. **The time changes on 4/3!** Don't forget to set your clock **AHEAD** before you go to bed on Saturday night! Maybe we'll change (the start time) next month (and warmer mornings).



P.O. Box 844 Medina, OH 44258

Contact the following for information

www.medinabikeclub.org

President:	Dave Polcyn	330-723-3831	davepolcyn@zoominternet.net
Vice President:	Dave Ling	330-416-9421	ldbl3000@aol.com
Treasurer:	Glen Hinegardner	330-725-8430	biker10260@aol.com
Secretary:	Lou Vetter	330-725-0441	bikevetter@aol.com

Tuesday Evening Rides

Starting at 6:30 pm (Pace: Moderate 12 - 15+ mph) with some exceptions. Such as September when we will start at 6:00 pm. Get your equipment ready we'll be starting sooner then you think.

Starting Points:

April	Medina County Careen Center, two miles West of Medina
May	Medina County Careen Center, two miles West of Medina
June	Buckeye Woods County Park, on Rt. 162 two miles West of Rte.3.
July	Hubbard Valley County Park, south on Hubbard Valley Pkwy
August	Plaza 71 Shopping Center, east of I-71 at the top of the rise.
September	Buckeye Woods County Park, on Rte. 162 two miles West of Rte.3.

Sunday Morning Rides

Starting at 9:00 am (April & October) and 8:00 am (May through September).

Starting Point:

Drive your car or ride your bike to the start and join the group. We meet in the Courthouse Parking Lot at Jefferson and E. Liberty St. just off the Historic Medina Square.

BICYCLE HELMETS REQUIRED ON ALL OFFICIAL CLUB RIDES

CLUB NOTES: Our 2nd meeting of the year was for the purpose of discussing the Ice Cream Ride. The start location is changed to Hubbard Valley Park, which involves some route changes. The work was divided up and the members enthusiastically accepted their assignments. Some members complained that the club hasn't done a good job controlling the weather. Complaints included, it's cold, it's wet and it's snowing. Officers of the club are expected to make every effort to improve the weather by start of riding season in April.

LETTER FROM VETTER:

Hiking with Tom: The Cuyahoga Valley Hiking Association serves a broad area around Cleveland and on this particular Sunday the hike was in Lake County so Tom and I did our own thing. We decided to locate Panther Cave. Panther Cave was once about a hundred feet of tight crawls to one or two rooms under ground. Apparently a child got stuck in the cave many years ago and was reportedly there for more than a day. I have heard two rumors as to what took place next. Oh, the kid got out of the cave but in version one the cave was sealed up. In version two the cave was dynamited to destroy it and make the ledges safer. Well from descriptions I read and heard about how the cave used to be, I think we found it. At least we found a split in the rock formations filled with large boulders. After that we decided to hike North to Bellus road. Hiking through the woods seemed to lack the challenge we felt we needed. To make the hike more challenging we hiked down to the creek and hiked up stream toward Bellus. Oh, did I mention that the ground was covered with about two inches of snow and the creek was thawing out but had ice covered rocks. Well Tom and I always try to one up each other so while he was on the West side of the stream I hiked the East side. At times we would cross over as our chosen side became impassable. So we crossed the stream many times hiking together and apart as we moved upstream. At one point my side became impassable and Tom commented that he thought I was stuck. Well I wasn't and I crossed back over some fallen trees over a pool of water under a very small waterfall only to follow in Tom's footsteps another time. Tom was hiking onward about thirty feet ahead of me at this point and had already crossed back over to the East side of the stream. I was following his steps and crossing back to the East side also when I started to slide on the ice. I slipped and caught myself on all fours but the rocky stream bottom was covered in ice and I was continuing to slide downstream now. As I struggled to keep my body out of the water I felt like I was in a slow motion movie. The stream was only a foot wide and mere inches deep but I was straddling the stream and sliding toward that waterfall I had just crossed over minutes before. The waterfall was only about a foot high and the stream narrowed to less than six inches. Actually the waterfall was pouring through a trough carved in the rock. It kind of funneled the water into a nice tidy flow of water; cold water, cold from melting ice. Remember there was that larger pool of water under the fall and I was sliding toward it now. I struggled harder now to make sure my upper body stayed out of the water. Luckily I reached out and caught myself with one hand on a



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fallen tree and the other on an ice covered rock. So now my upper body has gone over the waterfall and I am holding my torso up by my hands and arms but unfortunately my left foot is now caught in that little trough on the top of the waterfall. The leg of my blue jeans has now become an aqueduct diverting the stream from falling into the pool. The bad news was that the water is now pouring up my left leg to my waist. In caving we call this failing the panty test. After filling my left pant leg with water the water now started flowing back up my right pant leg. Finally after my pants were filled with ice-cold water I had a change of plan. Since I already failed at keeping dry I lowered my right knee into the stream and was able to lift my left leg free of the waterfall and get back on my feet.

While I was having all this fun Tom was just turning around and from his point of view he saw me on my hands crawling under some trees over a waterfall. He had no idea I had slipped and slid about six feet before ending up side down straddling a waterfall. He just thought there goes Lou again doing something crazy. After I caught back up he could see I had a problem and suggested we call it quits and head for home. It wasn't too too terrible. My jeans were only wet on the front yet still dry in back. We hiked over to State Road and there discovered we were only a hundred yards short of reaching our goal of Bellus Road. Tom offered but I was cold and wet enough not to care about hiking up to Bellus. Besides we were on the road now and not hiking up the stream. We turned away from Bellus and hiked down the hill to the entrance to Whips Ledges where we had to hike back up to the parking lot where the car was located. On the way home I had the heat on full blast so Tom had to lower his window to get comfortable. He acknowledged that I needed the heat. Tom noticed my low fuel light was illuminated. So we stopped to get gasoline and you guessed it, I got out to pump gasoline. This allowed my warm wet jeans to become cold wet jeans once more. Getting back into the car proved to be an invigorating experience but we made it. Maybe next month we'll have a bicycle story to share.

2005

Weeklong Adventures

Utah Parks

May 29 - June 8

Cycle the Columbia Gorge

June 25 - July 1

Cycle Montana

July 16 - 22

Cycle Washington

July 30 - Aug. 8

Cycle the Divide Colorado

August 13 - 19

Cycle Utah

September 3 - 9

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**Mondays & Thursdays 4 - 9
Tuesdays & Fridays 1 - 6
Saturdays Noon - 4
(Open group ride Saturdays
10 - noon, any weather**

The OCBC is a non-profit, member-run bike education center that fosters Earn A Bike programs where kids earn donated used bikes, with helmets and locks, while learning bike safety skills. Members can use the shop, and earn parts and bikes by refurbishing the used bikes we sell.

News

Our newly inaugurated board of trustees met on the first Wednesday of March, and very efficiently conducted the co-op's business, leaving the members, at their usual meeting on the second Wednesday, with nothing to do but view a very entertaining slide show by new member John Ludway of his bike adventures in the Rockies and Alaska. We did also distribute some nice flyer displays (made from old chainrings by Matt Stankus of the Art Dept.) filled with flyers about our upcoming events (below), which you can view at area bike shops. All are welcome, as always, at all future members' meetings on the second Wednesdays of every month for this potluck event. Just call or write if you have slides!

Bikes to Haiti:

We have finally found a worthwhile use for the many donated bikes that we cannot sell or use for Earn A Bike Programs. In March we began sending bikes to Haiti, to begin a vocational education program for a school being build there with the help of a Bay Village resident, Tom Norton, president of Turtle Plastics in Elyria. (If you ever wondered what happened to the old Bay Middle School, that is where most of it went). We hope to also teach bike repair to the graduates of that school in coming years.

Upcoming Events

League of American Bicyclists Bike Ed classes

See the ad elsewhere in this Crankmail for details on these classes, which will be offered from April through September.

Sunday, April 17th: Walk or Bike for the Earth

Our annual ride to help the Earth Day Coalition celebrate Mother Earth. After the ride, enjoy free admission to the zoo and one of the longest-running, most successful Earth Day events in the country — come find out why!

Saturday, May 7th: C2C Ride

If you are not doing TOSRV, you should do this: The Co-op to Co-op Cultural Exchange, a unique new ride: start at either the OCBC or the Oberlin Bike Co-op, ride to the other shop for lunch, and back for an early supper, to complete a metric Century. See folks from the other start at the halfway-point rest stop, and decide who has better food, and a neater shop. Proceeds benefit both co-op's bike education programs.

Members' Special:

This is the last chance, probably, to get the free Bike Ed course promised last season to all previous OCBC bike purchasers: the classes detailed above will be full of Bike Town

Bicycles and Trails as Depicted in the Arts

Russell Greinke

regfz9@charter.net

Cyclists are not alone in finding stimulation in biking and/or trails. Artists working in a variety of genres, using the same material for inspiration, have explored a number of biking and road-related themes.

Romance - Utilizing bicycles as an analogy, love has been a favorite topic for songwriters, extending as far back as the boy who courted Daisy “on a bicycle built for two.” In “Brand New Key,” a 1971 hit song by Melanie, a young girl describes to a boy for whom she holds a crush how she tried unsuccessfully to get his attention: “I rode my bicycle past your window last night.” Charles Day’s 1897 story “Willing Wheeler’s Wheeling: A Bicycle Story” includes a male character who tries to garner a woman’s sympathies by faking a bicycle accident. In a more recent work, singer Tom Waits notes in his song “Broken Bicycles” that the memories of a romance may be tarnished, but they are still worth remembering: “Summer is gone, but our love will remain / Like old broken bicycles out in the rain.”

Comedy - Humorists have used bicycles as a springboard. Several black-and-white short films by early comedians found comedic effect in the unwieldiness of the “high wheel bicycle” with its gargantuan front tire. Hank Hill, on the TV show “King of the Hill,” manages to find a rather twisted father/son bonding moment when Bobby at long lasts asks his dad if he can have a gun rack installed on his bike. Remember, also, the “Raindrops Keep Falling on My Head” scene in the 1969 film “Butch Cassidy and the Sundance Kid” where the character played by Paul Newman gets laughs by doing some trick riding on a bicycle. The writer Mark Twain, in the novel “A Connecticut Yankee in King Arthur’s Court,” used bicycles for laughs in the passage of knights riding clumsily into battle on uncooperative bikes. The last words of Twain’s essay “Taming the Bicycle,” are “Get a bicycle. You will not regret it, if you live.”

Economics -The 1948 Italian film classic “Bicycle Thief” features a working class man who loses his job when someone steals his bicycle, his only means of commuting. An unsuccessful attempt to locate the missing bike results in his own pathetic attempt to steal one, but he of course has no luck and is caught. This represents one filmmaker’s view of how WWII had impacted (stolen?) economic opportunity in Italy in the years immediately following the war. The recent Chinese film “Beijing Bicycle” depicts a boy who earns his income as a bicycle messenger until his shiny new bike (symbolizing the introduction of capitalism?) is stolen. The values of the old society are clearly changing.

Freedom - Bicycles have often been used as symbols of freedom. Recall the climatic scene in E.T. when ET’s bicycle lifts into the air, escaping the authorities on the ground with their misguided plot to detain the friendly alien. The rock group Queen had a hit song with the lyrics “I want to ride my bicycle / I want to ride it

where I like." In William Kloefkorn's poem "Riding My Bicycle Without Hands Down Huntington Street," the middle-aged speaker is jubilant as he notes "with arms fully extended / I bless the grass the trees / the delicate bursts of flag and birdsong." There is something liberating about riding a bicycle in the open air.

Self-actualization - As for roads or trails, the outward journey parallels an inward journey. The real goal is to understand oneself better. Think of it this way: What does Dorothy discover on the yellow brick road? Dorothy discovers Dorothy. Bicycling on a road or trail offers opportunities for reflection that may inspire a greater self-awareness.

This list is just a sampling and is not meant to be comprehensive. There are other categories I could add. Bicycles and trails have also been used to develop themes such as competitiveness, socialization (What lesson in living does it offer to note that it is more fun to bicycle in a group?), the joys of nature, and environmentalism. Regarding the latter, in the essay "Single Track Mind: The Image of Cycling and the Evolution of the American Mind," author Sean Crotty argues that the American love affair of the mountain bike "combines the search for the sublime, a quest for the mythic ruggedness and authentic experience of the frontier, and modern consumer's desire to purchase both." Bicycles can represent pure action. Consider the cubist painting by Umberto Boccioni titled "Dynamism of a Cyclist," where the passing bike rider is depicted as an out-of-focus blur of movement. Perhaps the symbolic potential of a bicycle on a road or trail is as personal as the rider.

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Cleveland Bikes

LEGISLATION

CAMBA Advocacy Update: Cuyahoga Valley National Park

In August, we provided an update on CAMBA's advocacy efforts. Since then many things have been going on and lots of meetings have taken place. We've been spending a lot of time on advocacy, including working toward obtaining access for mountain bikes on single-track in **Cuyahoga Valley National Park**. This article recaps our efforts to date and includes copies of the letters we have sent CVNP in the past year... see: **Advocacy Update: Cuyahoga Valley National Park** in the advocacy section of our website at www.camba.us.

UPCOMING EVENTS

Cleveland Honored as this year's Bike Town

Bicycle Magazine's decision to highlight Cleveland is a tremendous honor for the city, an opportunity to draw attention to some great things and build for the future. Mike Gill of the FreeTimes notes that “:Bike Town is the concept of Bicycling editor Steve Madden, who wondered two years ago what stories he and his staff would get to tell if the magazine gave away 50 bikes in one city.” Lois Moss, co-owner of Century Cycles will be spearheading the project for Cleveland. The 50 bike give-a-way is based on a contest that asks residents to write in 50 words or less why Bicycling magazine should give them one of the 50 bikes. So enter the Bike Town contest to see if you can win a Free Bike! For more information contact ClevelandBikes or go to Century Cycles website for details. We'll be sure to follow-up with Bike Town 2005 information and events.

Get Back on Your Bike - Bike To Work Kick-Off

On Thursday, May 19th. ClevelandBikes will be supporting the Nation-Wide Bike to Work Week by sponsoring a Bike to Work day. This gives everyone that extra boost to Get Back on their Bike, get some exercise and show up to work with a little more energy. With Bike to Work Day, you will have the opportunity to join and ride with experienced commuters, “bike buddies,” riding from familiar locations. The 19th will be the first of monthly Bike to Work days that will continue throughout the summer and into the fall. So join us on May 19th and the last Friday of every month after - 6/24, 7/29, 8/26 & 9/30. For more information please email [Brendan McNamara @ ClevelandBikes@hotmail.com](mailto:Brendan.McNamara@ClevelandBikes@hotmail.com). We will follow-up next month with more detailed information for those of you who would like to participate.

Lake Metroparks Earth Day Summer Sports Expo Reminder

April 17th - join us at the Lake Metroparks Earth Day Summer Sports Expo and Mountain Bike Race at Lake Farmparks. For further details visit the Lake Metroparks website: <http://www.lakemetroparks.com/HTML/Recreation/SummerSportsExpo.htm>

Biking - The Great Five Boro Bike Tour

Michael T. Smith

I'm an avid road cyclist living in New Jersey. I grew up in Nova Scotia, Canada, where my love of biking began. I have moved many times over the years and my bike has always played a big part in discovering my new surroundings. One of those places was Columbus, Ohio, where I had the chance to ride on roads that sliced through fields of corn. This story is about my love for cycling and of my opportunity to ride in the largest bike tour in the USA.

Every year more than 30,000 cyclists gather in Lower Manhattan to ride 42 miles through the five boros of New York City. It is an incredible experience. Riders from all over the world come to participate in this great event and see New York City like many never will.

Thirty thousand riders with thirty thousand bicycles cheered on by twice as many spectators. The line stretched for miles through the streets of lower Manhattan. It was something I never dreamed I would be a part of, certainly not as a boy and then later when I was a man.

My passion for biking goes back twenty-five years. Back then my bike was just a means to get to my Nova Scotia swimming hole and back. Excitement, freedom, speed, and fear are words that come to mind when I remember the first time I rode a bike followed by the joy of moving along under my own power. The world was open to me. In my boyhood innocence, the world was mine to explore. In my teens I took a 20-mile ride and was hooked on riding. Over the years the number of miles I rode on each outing increased. It started with 20 miles and soon increased to 30 miles. Two years ago at the age of 42 I took it to another level. Each few weeks I would change my route, push myself hard and add 10 more miles, until last summer I was biking an average of 130 miles every weekend.

I am at peace with my thoughts when I am on my bike. Riding is my way of getting away from it all. My cadence matches my mood. If something bothers me I pedal hard—punishing myself—and arrive home a better person than the one that left. My bike is my psychiatrist and his couch. No words need to be spoken; thoughts and moods flow through my legs and into motion.

I have moved three times in the last six years. It's hard to leave all I know and start over, but my bike has always been there for me. The realization of a move never seems to sink in until I'm on my bike. I'll be riding along in deep thought, when I'll look up, notice my surroundings, and have the same question pop into my head every time, "How did a little boy from a fishing village in Nova Scotia end up here?" It hit me in Saint John, New Brunswick, and it hit me while riding amongst the skyscrapers of Columbus, Ohio. It was a big change from the rolling hills and ocean views of my native Nova Scotia and the river roads of New Brunswick. In Columbus, Ohio I could be in farmland after only five miles of pedaling. The roads were flat and open, a slash in the otherwise



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unbroken acres of rustling corn. I could also ride five miles in another direction and be on city streets, the contrast of city and country divided by only a few subdivisions and malls.

On the first weekend of May, the question of how a little boy from Canada wound up where he was hit me again. On that day I rode in the largest bike tour in the country. Myself and 30,000 other cyclists rode 42 miles through the closed streets of New York City. It's called "The Great Five Boro Bike Tour," and was the most incredible cycling experience of my life. For twenty-eight years cyclists have gathered for the annual May event for the chance to ride through New York City. The tour requires an army of twelve hundred volunteers to maintain control and provide assistance to those in need.

It was a perfect day for cycling: sunshine and temperatures in the 60's. I left my apartment at 5:30 A.M. to catch the ferry from Jersey City to Lower Manhattan and arrived at the starting line at 7:00 A.M. I looked behind me; the crowd of helmet-protected, multicolored, spandex-clad riders stretched well out of my view. Twenty minutes before the start a sound like rolling thunder echoed through the cement canyon. It started low and deep and swept toward me like what I would imagine a herd of buffalo would sound like. It was a cheer that started near the end of the line and rippled forward, growing in intensity as it crashed like a wave on those in front.

As it faded away I found I actually had a tear in my eye. The emotion of the moment was overpowering. At 8 A.M., after several boring speeches, the horn blared, and we were off. Ahead I saw several thousand bikes slip from the side streets to steal my starting line advantage. It was wheel-to-wheel and elbow-to-elbow during the first seven or eight miles. I'd spy an opening in the pack ahead and scoot forward to work my way closer to the front. At some point the words to the song "New York, New York" popped into my head, and I caught myself humming the tune and at times actually singing out loud.

We left the buildings behind and swarmed into central park. The pack split and traveled up both sides, surrounding the normally serene beauty like an army unleashed on an enemy. The cackle of shifting gears, the grunts of exertion from the riders around me, the yell of course marshals directing bikes out of the jogging lanes, the snap and click of bike shoes being clipped and unclipped on sharp turns, and the pounding of my heart—a combination of sounds I will never forget.

The crowd thinned after we left the park. the stronger riders moving ahead, and we crossed the Harlem River to enter The Bronx. The snake of cyclists rolled through the narrow streets to the cheer of residents who stood on the curbs to watch the procession. We crossed over The Harlem River again and rode back into Manhattan. Next we flowed over the East River into Queens and more narrow streets. Every few miles a yell would flow from the front, "Slow! Right Turn!" to be repeated by the next biker to warn the riders behind.

In Queens we were forced to wait at a park for the rest of the pack to catch up and for the officials to close the Brooklyn-Queens Expressway. I found the

exit from the park and got there before anyone else. The swarm surged forward when they opened the gates forty minutes later. We had three lanes of open highway and twenty miles to finish. My group of about one hundred riders led the way. At more than 20 miles-per-hour we rolled along one of the busiest expressways in the city. The only sounds were the hum of bike tires on blacktop and the horns of cars passing in the other direction-saluting our efforts. It was impossible not to raise an arm in thanks.

We entered Brooklyn and continued on. The sights I thought I would see during the ride never materialized. With so many bikes around me, my eyes remained focused on the road and the riders around me. Had I crashed, I would have been crushed by those coming from behind.

The stampede followed the Hudson River and began the long climb to the Verrazano Narrows Bridge. My legs were tiring and the approach to the bridge seemed to go on forever. I breathed a sigh of relief as we reached the peak and rolled onto Staten Island and the finish line. On the ferry back to Manhattan, my face flushed from the exertion and broken by a silly grin, I reflected on the day. It was a cycling experience like none other, and I doubt I will be able to match the excitement and the thrill I experienced that day. You can be sure that on the first weekend of May this year I will be there again. It's in my blood; I was born to pedal.



Waving Wednesdays Frequently Asked Questions

From the ICEBIKE mailing list.

- o What's Waving Wednesday?

It's a simple concept! It's Wednesday and you're riding a bicycle. You see someone else on a bicycle. You wave to them. They wave to you.

- o Does it cost anything to participate in Waving Wednesday?

Waving Wednesday only costs about 3 calories per wave.

- o If I wave on Wednesdays, can I still wave on other days?

Waving to promote cameraderie among cyclists is always encouraged.

- o What qualifies as a wave?

A wave 'counts' when you move your hand back and forth at least 3 times. Nodding or saluting do not count - those salutations can find their own darn days.

- o Do I really have to do this?

Yes, you have to.

(I don't know the original source of this—it's been circulating at least in Berkeley and Toronto bike advocacy groups.)



A Freebie Ride & Ohio Spring Tour
Sponsored by the Lorain Wheelmen
http://eriecoast.com/~lorainwheelmen/lor_af.htm
lorainwheelmen@eriecoast.com

Sunday, April 17, 2005 @ 9:00 AM EDT
Nordson Depot, Franklin Ave., Amherst OH

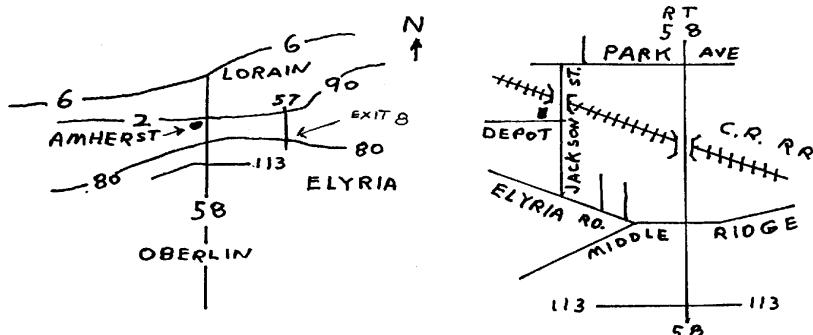
This is a ride for everyone to enjoy and an opportunity to put in some early season miles. The route will be over mostly secondary roads and the terrain is generally flat. Tour the historic towns and villages of Lorain County on (nearly) the same day as the Paris-Roubaix but without the cobbles. There will be one route with three cutoffs to provide routes of 25, 50, 64 and 100 miles.

Although this is a FREEBIE ride, there will be a map and the routes are marked with arrows on the road. All riders will be **required to wear an approved helmet** to participate in AFROST. **There will be no SAG wagon, ride patches, or food stops.** There are many places to buy food along the routes.

Donations of no more than \$.50 will be accepted on the day of the ride to cover the cost of printing of the maps.

Registration will be from 8:00 AM to 9:30 AM and leave at your leisure. Registration, start-finish and parking will be at the Nordson Depot on Franklin Ave. (just off Jackson St.) in Amherst.

Preregistration is not necessary but you can mail your inquiries to: Lorain Wheelmen, PO Box 102, Amherst OH 44001-0102 or e-mail us at lorainwheelmen@eriecoast.com.



Hey Cranky.....

It's been a long hard winter and I've put on 10 pounds, how long do I have to ride to get rid of it?

I've always thought of April as the cruellest month. The word 'April' conjures up visions of warm spring showers, sunny days, tulips and green grass. Common phrases such as 'April in Paris' or 'as fresh as an April morning' adds to the optimism that is often not reflected in reality. April in Cleveland can be very cold and dreary. Making it worse, our minds remember what it was like cycling last September but our legs have forgotten that long ago. And then there is the weight; Oh my, how easily it comes and how difficult to shed.

Before we look at how to lose it let's first examine where it comes from. It comes from the drive-thru window. Think about it, you are sitting in your car picking up pretty unhealthy food and not walking or riding to the restaurant. You're not moving around the kitchen to cooking it and you didn't even walk around the store to shop for it. A QuarterPounder, Large Fries, Hot Apple Pie and Diet Coke totals 1500 calories. They might as well be handing you two blobs of fat that you can apply directly to your midsection or backend. Next time you are thinking of pulling into the drive-thru, think again.

Caloric expenditure and consumption should be a zero sum game. You take in on average the same number of the right calories along with some other vital elements that you expend each day. I've always heard that your average calorie intake should be around 2500 (2000 for women), but where does that number come from? You can calculate it by determining your basal metabolic rate (BMR) and adding in the additional calories you expend each day through various activities. The BMR is the starting point since it is the number of calories you'd burn over 24 hours just lying around. For men, the BMR is estimated as their weight in kilograms X 24 while in women it is .9 X weight X 24. Women have the .9 factor since they generally have more body fat than men and muscle mass, even when resting, burns more calories than fat. For example, the BMR for a 170-pound (77 kg) man is $1 \times 77 \times 24$ or 1855 calories. The BMR for a 140-pound (63.5 kg) women is 1375 calories. Sleeping uses 20% fewer calories while light activity (office work) uses 200% more. An activity such as teaching, working on your feet, or cutting grass uses 300% more. Cycling at a vigorous pace uses between 600 and 800% more. Driving a car past a Drive Thru window doesn't use much at all!

That extra weight is not all your fault. The advertising industry spends billions coaxing you into buying and eating foods you don't need. Paul Rozin, a University of Pennsylvania psychology professor who specializes in why people choose the foods they eat, recently took a big step towards explaining why only 7.4 percent of the French are obese—despite a diet rich in cheeses, pastries, and other high-fat foods—while 22.3 percent of Americans are unhealthily rotund. His research comparing portion sizes served up in Philadelphia and Paris revealed that the French eat smaller portions than supersize-obsessed Americans.

Here's a sampling of what he found:

Regular Fries at McDonald's: 72% larger in U.S.

A Pizza Hut pizza: 32% larger in U.S.

Average chocolate bar: 41% larger in U.S.

Average Coca-Cola: 52% larger in U.S.

Average hot dog: 63% larger in U.S.

Average serving of ice cream: 24% larger in U.S.

Some other things to consider. A 6 inch Pizza Hut Personal Pan Veggie Lovers pizza is 275 calories while a single original Krispy Kreme glazed donut is 200. A Tall Starbucks Caffe Mocha is 340 calories. "Would you like a blueberry muffin with that?" Throw in another 380 calories. An average banana is 70 calories. There are a lot of potent forces working against your eating a healthy diet.

Now that you know how to calculate how many calories you need and maybe how to avoid consuming some extra ones, it's time to start working on how to burn up the excess.

Have you ever done the math, converting pounds of fat into miles on the bike to calculate how many miles you've got to ride to reach a target weight? It will make you put down that second Krispy Kreme in a heartbeat.

It is not easy to be precise because of the many variables involved such as speed, wind, terrain, and weight of the rider and bike. However, there is one constant; a pound of fat contains 3,500 calories or the equivalent of 17 and a half Krispy Kreme original glazed doughnuts. You can make some assumptions for the other variables to derive estimates that will get you close to a pounds/mile average. For example, a 170 pound cyclist riding 16 mph on a flat road on a windless day burns about 40 calories a mile or 680 calories in a hour. Bump your speed up to 18 mph and you burn 755 calories or 42 per mile. That equates to .012 ppm (pounds per mile).

Is 170 pounds your target weight not your current one? Well, excess weight here actually works to your advantage since the heavier you are the more work you have to do to maintain the speed and thus, the more calories you burn. If the rider above doing 16 mph weighed 190 instead of 170, they'd burn 21 more calories per hour for a ppm of .0125. Maintain that speed into a stiff 10 mph headwind and your ppm goes up to about .031 ppm. Start climbing some hills and burn off even more. The more you work, the more you burn.

You may find it easier to use a rule of thumb of 35 calories per mile for slow riding, 40 for moderate, and 45 for fast, then divide that into 3500 calories per pound. Another way to look at it is that when you ride 100 miles, you lose a pound or more. Of course, that assumes you don't start 'carbo loading' and consuming lots of extra calories because you are riding.

When you start to get discouraged and think what's the point anyway, consider what losing 20 pounds did for Lance Armstrong. You don't have to lose 20 pounds to see improvement either. As you ride you will lose weight, then you'll start to feel better, and ride better, and so on.

No matter how you measure it, it will give you something to think about as you put in one thousand miles burning off the ten pounds of Krispy Kremes.

Yo, Wheelers!

www.westernreservewheelers.com/



Early Season Ride Schedule

April

03	Solon/Chagrin Falls	9:00	JCC	34 / 28
10	Chagrin Falls via GatesMills	9:00	JCC	37 / 28
17	Willoughby	9:00	JCC	45 / 32
24	Geauga Lake	9:00	JCC	40 / 32

May

01	Circle Chagrin	8:30	JCC	46 / 41
08	Hudson	8:30	JCC	39
15	County Line Special	8:30	JCC	31 / 26
22	Sam's Tinkers Creek	8:30	JCC	42 / 38 / 30
29	Hale Farm	8:30 *	Northfield Ctr*	63 / 36

30 Memorial Day Pickup Ride 8:30 JCC

* A Riders start 30 minutes earlier at JCC



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Car-free in Cleveland Group Revives with Film Event

by Ann Henderson

“Car-Free in Cleveland” is proud to announce its revival in the virtual world on www.meetup.com, and in the real world this past Friday, March 11. The group brought its mission back to life with a free public screening of the film *The End of Suburbia: Oil Depletion and the Collapse of the American Dream*. 40 cyclists, walkers, and public transportation advocates filled the screening room at Talkies Film and Coffee Bar in Ohio City.

The film is a documentary that examines how our suburbs - which are designed mainly to be navigated by cars - will fare as our fossil fuel resources diminish quickly in the near future and gas prices continue to rise. The event also featured a panel discussion following the film, led by Mike McGraw (co-author of the book *Car-Free in Cleveland*, published by EcoCity Cleveland), Rich Enty (Senior Transportation Manager with RTA), and Gary Murphy, who is working to pilot a car-sharing program in Cleveland.

Megan Wilson took on the organizer role for the group. Her car was destroyed this fall when it was hit by another car while parked on the street in her Ohio City neighborhood. She decided not to replace it and soon discovered that living without a car - by walking, bicycling, and using public transportation - was a rewarding choice and started looking for others who had made the same choice for themselves. She found the inactive car-free group on Meetup.com and decided to take on the organizer role. In February, she met with Brendan McNamara and Ann Henderson of ClevelandBikes and Ryan McKenzie, Transportation Program Manager at EcoCity Cleveland and a plan for the first event was developed.

The group’s main goal is to encourage fellow Clevelanders leave behind the automobile in favor of cleaner, simpler methods of transit. They plan to work with bicycle advocates and cycling groups across the city to help organize cycling classes and group rides, as well as encouraging members to pair up with their neighbors to bike to work. Also, they’ll be helping the new (or hesitant) bus rider overcome the hurdles of Cleveland’s public transit system through the use of “Transit 101” classes and pairing up new riders with experienced “bus buddies.”

More than a quarter of car trips are one mile or less, 49% are 3 miles or less, and two-thirds are 5 miles or less. These distances can easily be covered by bike. Car-Free in Cleveland is working to break the habit of jumping into the car for all of these short trips and to start thinking creatively about how longer trips can be made by bike and other alternative means. Just think of all those miles you can add on to your yearly bike mileage! Also, since catalytic converters can’t filter pollutants until the engine is warmed up for a few miles, you’ll be making an impact on the environment, and saving money now that gas seems to be permanently above the two dollar mark.

Car-free meetings are held monthly. The next event is planned for Thursday, April 21 at 6:30 p.m. at Great Lakes Brewing Company. For more info or “non-driving” directions, visit <http://carfree.meetup.com/4/>.



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LEW Club Weekend & Holiday Ride Schedule

Apr. 2	10:00	Women's Ride: Lakewood Park to Shaker Square - 30 miles.
Apr. 3	10:00	Scenic Park to Euclid - 45 flat miles.
Apr. 9	7:30	Long Distance Training Ride - 100/200km - Middleburg Hts.
Apr. 10	9:00	Olmsted Falls to Medina - 46 miles.
Apr. 17	9:00	Bonnie Park to Richfield - 40 hilly miles.
Apr. 23	6:30	Long Distance Training Ride - 300km - Middleburg Hts.
Apr. 24	9:00	Olmsted Falls to Oberlin and Kipton - 50/60 miles.
May 1	9:00	Bonnie Park to Peninsula - Stanford House Pancakes - 50 miles.
May 7	9:00	Women's Ride: Lakewood Park to Euclid - 38 miles.
May 8	9:00	Bonnie Park to Scenic Park.
May 8	10:00	Bike Path Ride: Berea Falls to Scenic Park.
May 15	9:00	Tour de Cleveland - 30/65 miles.
May 22	9:00	Brecksville to Chagrin and Burton - 45/65 miles.
May 29	9:00	Bonnie Park to Medina.
May 30	9:00	Holiday Hawaiian Shirt ride start from Scenic Park to Cleveland Flats for lunch - 30 flat miles.

Ride Start Locations (Please consult club website for maps & details):

Berea Falls	In S. Rocky River Reservation, on Valley Parkway, 1/4 mile north of Barrett Road (3/4 mile north of Bagley Road; near viewing platform).
Bonnie Park	In Strongsville, in the Mill Stream Run Reservation, west of Albion Road & Valley Parkway.
Brecksville	in Cuyahoga Valley National Park, at Station Rd. parking lot east of Riverview Rd. (just south of Rt. 82).
Lakewood Park	Picnic area and parking lot, in Lakewood, north of Lake and Belle Avenues.
Middleburg Hts.	Parking Lot of Motel 6 in Middleburg Heights, Ohio, just south of Bagley and Engle Roads.
Olmsted Falls	Olmsted Falls East River Park, on Lewis Rd, between Bagley and Water Street, across from Chestnut Grove Cemetery.
Scenic Park	Parking lot at marina in North Rocky River Reservation, off of Valley Parkway 1/2 mile south of Detroit Road, in Lakewood.

Weekday Rides:

Tuesday Evenings – Short, slower (C-pace) rides starting on April 19, from the parking lot behind the Fairview Park Post Office at West 220th Street & Lorain Road, 6:30 p.m., weather permitting. Usually 10 to 18 miles in length, these are recommended for beginning and slower riders. For details call Greg James at 440-331-9419.

Wednesday Evenings – The “Mod” (Moderate Pace) Rides will leave from the Olmsted Falls Public Library lower parking lot at 6:30 Wednesday nights, beginning April 20, weather permitting, of course. These qualify as B rides, with distances varying from 20 to 40 miles, and will be led by Marc Snitzer and Greg James. For more information, contact Marc Snitzer at 440-236-3017, e-mail at msnit@juno.com, or Greg James at 440-331-9419 (email at clockwerke@aol.com).

Regular Club Wednesday Evenings – Moderate to fast pace, 20-30 mile rides starting at 6:15pm (meet at 6:00pm) from the parking lot of the Spin Bike Shop in Lakewood at 14515 Madison Ave. (two blocks east of Madison & Warren), weather permitting. For details, contact Doug Barr at 440-734-1715 (ospdoug@aol.com).

Weekend Club Rides

In the interest of looking out for the well-being of club members and guests, each ride will have a Ride Leader, who volunteers for the month, and a defined pace. Their responsibility is to keep the main group at that pace, and ensure that no riders are left behind. All riders must wear an approved helmet. The ride pace levels are as follows:

- A – Brisk pace with paceline likely, regrouping every 30 to 60 minutes with a 10 minute wait, maximum. Usual speed is 18 – 20+ mph.
- B – Touring pace with pacelines possible, regrouping every 30 to 45 minutes and waiting for all riders to assemble. Usual speeds are 15 – 18 mph.
- C – Relaxed pace with no pacelines and frequent regroups for all riders. Usual speeds are 12 – 15 mph.

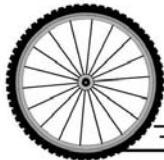
As of this writing, we are anxiously awaiting volunteers for Ride Leaders for March, and April. If no one has stepped forward, leaders will be selected from amongst members attending the rides, and maps may not be provided for riders.

If the scheduled ride for any given date is an invitational, or starts outside the tri-county area (Cuyahoga, Lorain, Medina), a pick-up ride will start from Olmsted Falls East River Park at the normal start time for the month.

Weekday Rides Returning This Month

The Tuesday Night Rides will start on April 19th at 6:30 at the Fairview Park Post Office, weather permitting (start at 6:00 in Fall). Greg James will lead the rides this year, with some assistance from other individuals. As Class C rides, 10 to 18 miles in length, these are recommended for beginning and slower riders, plus new club members. Also a good way to make our acquaintance (invite someone you know). For more information, contact Greg James at 440-331-9419 (clockwerke@aol.com).

The Wednesday Night “Mod” Ride (moderate pace) leaves from the Olmsted Falls Public Library lower parking lot at 6:30 Wednesday nights, starting April 20th. Our routes are for those who prefer quiet country roads. By necessity, we may find ourselves on busy roads, but we try to limit those times to short stretches. Most days we get back before dark, but it’s a good idea to have lights and reflectors, especially early and late in the season. The pace and speed of our rides varies depending on who shows up; we usually ride at a Class B pace. We can ride about 20 to 40 miles, but at the beginning and the end of the season it’s usually shorter than that. For more information please call (or email) your fearless leaders Marc Snitzer at 440-236-3017 (msnit@juno.com), or Greg James at 440-331-9419 (clockwerke@aol.com).



Attention Bicyclists!

Do you want to:

Get fewer flats?

Reduce your chances of having an accident on your bike?

Help your cycling friends or family ride more safely?

Be able to speak with authority about cyclists' rights?

Do you know:

The most common causes of bike accidents for experienced cyclists and how to avoid them?

The fastest way to stop a bike from 20 mph?

The safest place to ride on a winding, two-lane rural road?

How to signal your intentions to others at an intersection?

YES?



NO?



Then **YOU** can benefit from BikeEd courses offered by the Ohio City Bicycle Co-op. An instructor certified by the League of American Bicyclists will lead you through three fun-filled sessions of classroom talks, videos, and on-road instruction. Share your experiences with other cyclists, and get answers to all your cycling questions. You might be surprised at how much you learn!

Think about it: you take Red Cross lessons for swimming, and Driver's Ed classes for driving. The League of American Bicyclists' Bike Ed classes, offered through OCBC, are the best way for cyclists of *all ages and skill levels* to ride

more confidently, more safely, more often!

- Each course consists of three 3-hour sessions. They will be held the last three Saturdays of each month, April-October, 9am-12pm and the last three Tuesdays of May-August, 6pm-9pm, at the OCBC shop in the Flats.
- Cost is \$45 and includes classroom materials and a three month trial OCBC membership, with discounts on bike repair classes, new and used parts, and much more.



For more information or to register, call 216-830-2667 or check out OhioCityCycles.org!

1823 Columbus Road • Cleveland, Ohio

In addition, there will be the Regular Wednesday Night Rides out of Lakewood for the swifter riders. Contact Doug Barr for details.

This early in the riding season, we strongly recommend using lights and reflectors on your bicycle, to reduce the risk of accidents: it helps to be seen, and to see the road.

The March, 2005 Club Meeting

After the meeting came to order, the club officers gave their reports: the February meeting minutes were read, the club cash flow and account balance was described, and membership reported (80 members, as of early March). Starting with old business, Greg James described the club's progress on the upcoming Rail'n'Trail event: we have 27 early-bird (discount) registrants, 31 total as of early March. The club website has been updated with current information of Rail'n'Trail, and an advertising/signup flyer is being developed. Lunch arrangements have been made with Stanford House AYH, and the alternate road route has been tested and established for the riders seeking a greater challenge.

Fred Oswald announced that Ohio "Share The Road" license plates would be available in late March. Anyone interested (and able to wait until then) may contact the Bureau of Motor Vehicles. Proceeds from the sale of these plates will be used to print copies of ODOT's "Street Smarts" pamphlet. Mr. Oswald recommended carrying copies, should disputes with law enforcement arise over the "as far to the right as practicable" rule.

Turning to new business, Doug Barr announced that routes have been established for all three rides (15, 30, & 62 miles) associated with the 2005 Clear Air Challenge, to be held on June 19 this year. Doug will be the ride leader and coordinator for this event. He also announced a weekend excursion to Niagara Falls and Toronto, on May 28-29. The first day will include a set of winery tours, with a ride from Niagara Falls to Hamilton, followed by a ride to Toronto the next day. For further details, contact Doug Barr or Jake Elliot.

Eric Overton is asking for volunteers to help with the Long Distance Training Rides, to be held on the 9th and 23rd of April, starting from the Motel 6 at Bagley & Engle Roads. We will also have a table at the Sports Expo at Lake Farmpark (Lake County Metroparks) on April 17th, in order to promote Rail'n'Trail in particular, and the club in general; anyone interested in volunteering is requested to contact John Whitaker. The meeting adjourned with a brief presentation by Sherman McKee of Bike Authority.

The 2005 Women's Rides Series

In order to provide as many opportunities as possible to ride amongst bicyclists with common interests, we are pleased to announce the return of the *Women's Rides*, which will be held on the *first* Saturday of each month, from April through October. Bonnie Vargo will lead these rides, at a C or B pace, from various starting points. For details, please contact Bonnie at 216-226-5918.

The 2005 Ohio Bike Path Series

This year we are proud to continue the popular Ohio Bike Path Series, conducted entirely on bicycle paths or all-purpose trails, supplementing the regular Sunday rides. These will usually be held the *second* Sunday of each month, from May to October. Last year we drew many members, their families, and some guests. We hope to attract new riders unused to riding in groups, folks uncomfortable riding on roads and competing with motor vehicles, and seasoned riders out for the pure joy of riding with friends. These will be "C" level

rides, beginning at 10:00am, with a stop for lunch. All riders must wear a helmet and be club members, unless a signed signature card is obtained in advance. All children under 16 must be accompanied by an adult.

The Ohio Bike Path rides, distances, & Ride Leaders, for the early 2005 Season:

May 8 Berea Falls to Scenic Park 28 miles John Whitaker

June 12 Elyria to Kipton via North Coast Inland Trail 28 miles Dan Izuka

Touring Division News

Tom Meara will continue as Chairman of the Touring Division. The goals of the LEW Touring Special Interest Group (TOURSIG) include the following:

- Developing overnight tour destinations and dates
- Sharing of commercial tour information and brochures
- Making plans for identifying tour groups with other local clubs

Tom is also interested in attracting LEW members who have are enthusiastic about touring, overnight and otherwise. Anyone interested can contact him at 440-777-2563, or email him at tdmeara@wowway.com. Volunteers are needed for Ride Captains.

Planned overnight tours for the early 2005 Touring Season:

Tour Destination	Date	Ride Captains
Stanford House (Pancake ride)	April 30, May 1	Tom Meara
Findlay Lake State Park	May 14, 15	Martin Cooperman
Niagara Falls to Toronto	May 28, 29	Doug Barr, Jake Elliot
Malabar Weekend	June 18, 19	Tom Nezovich

Please consult the 2005 Club Ride Schedule for more Touring Rides. Starting locations and times TBA. Rides are RSVP; please notify Tom Meara promptly to be included. Prospective riders are expected to be physically fit, properly attired & equipped, with bicycles suitable for the routes in question (and adequately maintained).

The April, 2005 Club Meeting

Will be held on April 12, 2005, the second Tuesday of the month, at the Panera Bread café in Rocky River, at 7:00 PM, and will precede the first Tuesday Night Ride of the season. This will also be the last club meeting of the season. The regular club meetings will resume on October 11th, at a location yet to be determined, and will continue on the second Tuesday of each month thereafter.

"An urban cyclist goes through three stages," says Bert Hill, who teaches clinics for the San Francisco Bicycle Coalition at police stations around the city.

"First, you're intimidated. You try to find out rules and follow them," Hill said. "The second occurs when you gain some mastery, and discover freedom of movement. But that can grow a little too heady, and lead to mistakes. The third follows all that, after you realize you are an ambassador for cycling. What you do changes the world where you ride."

For more, read *Art of Urban Cycling* by Robert Hurst.

Long Distance Training Rides

200 km (124 miles) Hub Ride (rolling to hilly)

Optional 100km (62 mile, flat to rolling) route

Sat. April 9 at 7:30 am. Registration: 6-7am

Middleburg Hts. - Metroparks - Cuyahoga Valley National Park

300 km (186 miles) Hub Ride (rolling to hilly)

Sat. April 23 at 6:30 am. Registration: 5-6am

Middleburg Hts. – Metroparks - Cuyahoga Valley National Park - Cleveland (Tentative)

Start location: **Motel 6 Middleburg Heights**

7219 Engle Rd.,
Middleburg Heights, OH 44130
(440) 234-0990

www.motel6.com/reservations/motel_search.asp?City=middleburg+heights&state=OH&motelnr=1111. From I-80 take exit 10/I-71, go north on I-71. Take exit 235/Bagley Rd. west 2 blocks, left on Engle Rd.

These rides are informal group rides open to all who are interested in the challenge of long distance cycling (Randonneuring). For some, these events are like touring with miles and miles of scenic riding, often at a leisurely pace. Some use these rides to prepare for brevets and ultra-marathon events such as Calvin's 12 Hour Challenge and the National 24 Hour Challenge. For others, it's a quest for higher speeds and faster times. Many riders set their sights on personal bests, often working together in pacelines with other similar-minded riders.

The prescribed routes may be marked and maps and cue sheets will be provided. Riders must have headlights and taillights and should have reflective vests. This is not a supported tour, however, if needed; your food and clothing will be transported to the designated control (checkpoint). There may be a support vehicle on the route for minimal support but each rider must be prepared for mechanical mishaps, changes in weather, and so on.

Is randonneuring for you? To help answer this question try the kinder, gentler terrain and shorter distance of 100 km which allow riders to sample randonneuring over shorter distances.

If you are interested in this ride or interested in volunteering for this event please contact: lakeeriewheelers@yahoo.com or Eric Overton, (440) 552-6856.

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The toughest bicycle ride in the world. Four thousand kilometer (2400miles) over the toughest and best known cols in France!

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Bianchi Axis cyclocross bicycle/55cm carbon fork, ultralite tub shapes. Under 200 miles, mint condition, new \$1300 (plus over \$300 upgrades), this bike is a steal for only \$995. Call Lynne 216-401-3907 also available assorted bike panniers and other good stuff.

Bianchi 21" road bike. 1988 model. Good condition. Low mileage. Only ridden by little old lady to church on Sunday. Asking \$130. For specs and photos call 440 442 1475 or tlj@cwru.edu

RALEIGH C500 Cross Bike, 15/xs silver, Rock Shox Metro XC, aluminum suspension seatpost, Shimano Deore derailleurs, Shimano 9-speed: 11-32, Shimano Deore triple crankset: 48/38/28, like-new, low-miles includes Avenir Rack. \$350. Call: (440) 877-0372.

Looking for a used but not abused bike repair stand. Call Joel at 216-221-3387 or email Joel@JAGorski.com.

Expires April 2005

Campagnolo Triple Crankset, 9 speed Centaur 170mm length 53-42-30T chainrings. 30T and 42T rings have moderate wear. 53T and cranks are very good to excellent condition. \$55. **Aluminum Windsor Road Handlebar** standard stem width: 38.5 c-c, 40.5 outside to outside width. Great condition. Perfect for smaller rider. \$20 (330)725-4454.

Commuter Fold-Up/Travel Bike Friday (Touring Road Hybrid) Drop bars; gearing - 21 speeds; weight - 22 pounds Campy Daytona Ergo Shifters; Campy Daytona rear derailleur, SRAM Spectro 3x rear hub, wheels and tires: 20" x 1.125"(high pressure road). Bike fits riders 5'4" to 6' plus. Includes: second set of wheels with 2.25" knobbies; wireless computer, travel case, travel trailer, travel bag and more. Cost when new \$3000; make me an offer; lakehenri@neo.rr.com

Bell Metro Commuter Helmet in a beautiful blue. This helmet has a harder shell and rubberized bottom so it is more durable. The visor is detachable and there is a strap in the rear to mount a flasher. Bell makes a 'winter kit' for it to improve year-round riding. Size is small and fits 20 to 21.75 inches. \$35. 440-777-2563.

Klein Performance Touring Bicycle Custom built frame is 63cm and weighs in at 5.4 pounds. Touring geometry. Shimano Ultegra STI, Speedplay pedals, Nitto Technomic stem, Cateye computer with RPM, and a rack. Fully equipped and in excellent shape. Black. \$850 firm.

Raleigh Mountain Bike, monocarbon frame, Judy shocks, Shimano SIS, Sugino Impel crankset. Small to medium size. \$1400 new - make offer. Jack - 330-659-4143.

Expires May 2005



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Cleveland Triathlon 7/17/05

NCN Racing Findley Lake Triathlon 7/17/05

NON Huntington Beach Triathlon 8/7/05

Greater Cleveland Triathlon 8/13/05

Multiple Sclerosis 150 8/21/05

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Diabetes Research Foundation Ride

Lake Effect Cyclocross Series Fall 2005

October Lake Effect Racing Team

Northeast Ohio Women's Multisport Team

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