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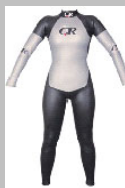
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## ***The Voice of Cyclists in Northeast Ohio***

PO Box 5446 , Cleveland, Ohio 44102-0446

On The Web @ [www.crankmail.com](http://www.crankmail.com)

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**DEADLINE** for copy: the SECOND Friday of each month before publication. Copy or ad materials including advertising insertion orders must be received on or before the deadline in order to assure inclusion in the intended issue. Email ad copy to either [crankmail@wowway.com](mailto:crankmail@wowway.com) or [abirosh@voyager.net](mailto:abirosh@voyager.net). **Next Deadline: February 13.**

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# Under New Management

How many years has Crankmail been landing in your mailbox? You have probably been looking up your club's ride schedule and finding some other interesting article or ad without thinking too much about CrankMail itself. As the new editors we have the obligation to answer the question of why we mail it out every month, and more importantly why do you read it.

We are now part of ClevelandBikes!, a fledgling organization just being formed to represent the interests of the cyclist within the greater community of Northeast Ohio. As such, CrankMail will provide a voice for communicating the activities of all forms of cycling not just the local clubs. It will include information for racers, touring cyclist, recreational riders, advocates, commuters and kids on bikes.

We will not change what CrankMail was, the club articles will still form the core of the magazine. The clubs are perhaps the most active and organized group of cyclists in the area and their needs will be served. We will, however, try to expand the breadth of the magazine to include articles with different perspectives in an attempt to widen the view of our readers. Some of the new features we plan to include are: interviews with local cycling notables, articles by bike shop owners, Hey Cranky – a column of wit, wisdom and advice, Chick's Corner, a column expressly by and for women cyclists, and letters to the editors (if you are forthcoming).

So what is our purpose? It is to act like a lens focusing all of the different viewpoints; serious, questioning, informative and fun-loving, into ten simple issues per year that reflect what is going on with cycling in Cleveland.

Martin Cooperman and Tom Meara, Editor & Publisher  
December 2003

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## You Can Subscribe!

If you're not a club member you can get *CrankMail* by subscription! One year of *CrankMail* (10 issues) costs only \$11.88 (new subscribers only). Send along a check made out to "CrankMail" and clearly write your name and mailing address below. Renewals are \$12.96 per year (prices include sales tax).

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# Gossip

**Passed on to us** by **Lois Cowan** of Century Cycles is this excerpt of an article in the St. Louis Post-Dispatch by Greg Jonsson.

"Cyclist struck here" reads a sign by **Patrick Van Der Tuin** from St. Louis. The sign was attached to a battered bike painted completely white at a location where he saw a fellow cyclists hit by a motorist. "Passing it every day, I could see the reaction from drivers". "People were slowing down in this residential neighborhood and that amazed me".

Taking the experiment a step further, Van Der Tuin and several other cycling enthusiasts set out with several other mangled bicycles and locked them to street lamps and sign posts where cyclists had also been struck. In all they put out 15 of these bikes. The locations were chosen for maximum visibility and where cyclists often ride.

The mangled bicycles are part "Watch for cyclists" and part roadside crosses similar to those erected near the sites of fatal car accidents. They are meant to make drivers more aware of cyclists on the road.

Often people just don't see cyclists. "The main thing is inattention", Van Der Tuit added. "People believe because they're in a car, they're in a superior form of transportation. They only look out for other cars."

**Rumor has it** that the Cleveland Area Mountain Biking Association (CAMBA) is considering subscriptions to this publication. This would be a welcome addition to our readership and add yet another perspective to this magazine. (We could use some dirt to liven things up.) We heartily encourage CAMBA members to contact the board and voice their opinion.

**Chuck Harris** is a local semi-legend in the cycling community and will be visiting the Ohio City Bicycle Co-op in March. Look for an article on Chuck in our next issue to coincide with his visit.

**The Great Ohio Bicycle Adventure** (GOBA) gets another local start this year. The annual bicycle ride will begin in **Medina** on Father's Day in 2004 with the caravan of 2000 to 3000 cyclists arriving back there a week later. You can get the details and download a registration form by visiting their website: [www.goba.com](http://www.goba.com).

**The Lake Erie Wheelers** bicycle club produced a pamphlet last year they dubbed 'The New Rider Flyer'. It was a guide to cycling in NE Ohio intended for those who have just purchased their first bike or their first bike in 20 years. It covered how to ride safely, where to ride in the area, what to bring, and included a listing of the clubs and contact information for local cycling related organizations. The flyer was distributed to several bike shops to be given away with the purchase of a bike. This publication is hoping LEW will produce it again this year and distribute it more widely. We also hope that more shops will utilize this 'one-stop' source of much useful information to help their patrons get a good start.

# **The Ohio City Bicycle Co-op**

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**Welcome New Member Cheryl Durden** of Parma.

Attention CTCr's : Please note that **Freya Turner** has agreed to take over the editorial duties for future Crank Mail issues. Please let me know about new members, any changes in the ride schedule, and of course any news or stories like the one that follows. Send all information to me at : **[freyat@hotmail.com](mailto:freyat@hotmail.com)** and please title it : "Crank Mail Submission" since I get a lot of junk e-mail and it might get missed otherwise. To confirm submissions or submit news verbally, feel free to call me at **216-795-0407**. I look forward to hearing from you so we can continue to have interesting stories to read and many thanks to **Marty Cooperman** for doing such a wonderful job over the past years. Also, please kindly **renew your membership** for the 2004 season. Please go to our web page at : <http://www.clevetourclub.org/> and use the pull down bar in the upper left to fill out the membership form.

### **Ride Schedule**

**Sundays Nov – Feb 10AM North Chagrin** pickup ride (15-35) if dry and over 40 degrees.

## **A Tar Heel Tale**

What follows is the story of what **Glenn Dorn** and I experienced on our recent ride in North Carolina. **Carl Antczak**, AKA Batman.

Earlier this summer, when Glenn suggested registering for the annual Cycle North Carolina ride, held the first week in October, it seemed like a good idea for a couple of reasons. For one, Glenn would need a break from the rigors of new home construction that were going to occupy most of his free time this summer and, secondly, I needed a major ride to get beyond my dismal cycling record of last year. I had undergone back surgery the previous April and only mustered a measly seven hundred miles for that whole year.

Summer eventually gave way to fall and, before we knew it, Cycle North Carolina was knocking on our door. Early Friday morning, October 3rd,

**Glenn's** Dodge Caravan pulled into our driveway and, within minutes, bags and bikes were neatly packed and we were on our way to the Tar Heel State. My wife **Carm** was accompanying us, as was Glenn's wife **Kathy** and her Mom **Helen**. The plan was for the ladies to take in the sights of NC for a week while Glenn and I rode our bikes. Our first night was spent in a motel with a lobby that was half in the state of Virginia and half in the state of Tennessee. I'd hate to have their tax problems.

On Saturday, we drove on into Boone, NC, the start of the ride, where we met up with **Clark** and **Bill**, two longtime cycling friends from New Hampshire we had originally met on The Great Ohio Bicycle Adventure back in '89. It felt good to be reunited and caught up in the first day excitement of a week long ride. After a laugh-filled lunch at Mel's Diner, the ladies headed off on their own adventure and left us guys to shift for ourselves, and, with three days of cycling the Appalachian Mountains in store, shift we did. It was a cool and cloudy evening and it gets dark early in October so we were hunkered down in our sleeping bags just after nine. Scary.



On Sunday, Cycle North Carolina's route was slated to start on the Blue Ridge Parkway. That was a major draw for us but that plan was scrapped because of a bike accident on the Parkway the previous Friday which gave the park's rangers the excuse they needed to institute stringent restrictions that effectively took CNC off the Blue Ridge Parkway. The bottom line is that cycling on the Blue Ridge is frowned upon by the powers that be and kept to a minimum whenever possible.

There is no love lost between me and hills and, on this ride, I grew to despise them. That first day began with a lung-busting seven mile climb out of Boone, followed by more of the same. Bill, who had less than 400 miles under his saddle, was having a hard time of it and he was far from the only one. Sure the climbs paid off in thrilling downhills but the rush of freewheeling to the bottom never seemed to equate to the sweat it took to get to the top of the next summit. Two additional days of hills had me more than a tad irritable. To yank my chain even further, while sunny Cleveland was basking in the 70s for the week, North Carolina had a resident rain cloud hanging over it, resulting in rain six out of the seven days we were there. The temperature never got out of the 60s.

Wednesday began and ended in the rain. Pulling into the campsite at Rockingham that afternoon, a dismal sight greeted us—almost 2,500 pieces of sodden luggage sitting in puddles of rain. I swear you could hear the water being sucked into dry underwear. Our tents had been wet when we packed them in the morning and it was now apparent we would have to set them up even wetter and if there's anything I hate worse than hills, it's struggling to set up a wet tent on wet grass in the rain. As luck would have it (we did have some luck on the ride) this was the night the ladies were to meet up with us for



dinner. It was no-brainer to ask them to try to get us a motel room for the night. It would be a relief to check out of Splash City. The nearest motel with available rooms was 35 miles away in Laurens but, fortunately, just a few blocks from the midway point on Thursday's route. It was like manna from heaven to have a solid roof over our heads and dry beds to sleep in that night, that is if the raucous snoring of three exhausted roommates could be overlooked. It could and I did.

Our spirits were buoyed the next morning by the absence of precipitation, even if the sun was nowhere to be seen. A free and tasty continental breakfast provided by the motel also did wonders for our morale. Just before 9 A.M., we guys packed the van with our luggage, mercifully dry once again, and took off to join up with the bike route while the ladies lingered over their breakfast. The terrain flattened considerably and the thought of having 35 miles sliced off the day's projected 68 miles called for smiles all around. A noon stop, under sunshine no less, at the charmingly restored turn-of-the-century town of Gold Hill, was a real highlight. Glenn and I couldn't resist the key lime and pecan pie at the aroma-filled bakery. The sun continued to shine making for high spirits as Clark and I coasted into the next campsite at Lumberton.

Sadly, those high spirits weren't to last. When Kathy pulled into the parking lot an hour later, she approached Clark and me with the ominous 'I've got good news and I've got bad news'. The good news being that she was there, the bad news being that, between the time we had packed the van that morning and the time the ladies left the motel, some low lives jimmied open the passenger side door of the van. The culprits helped themselves to the ladies' cameras, over \$100 in gas money, the car's compass and as much luggage as they could drag over the back seat. The wanton ripping of the compass off the dashboard had Kathy really steamed! Clark and I took inventory of what was left and discovered that his rear bike bag, exchanged by him that morning for his less weighty wedge pack, was gone. Sadly, it contained his new digital camera and medication. Glenn's suitcase containing all his tenting equipment was nowhere to be seen and both my bags, the sum total of all my belongings for the week, were history. I was left with just my bike and the sweaty jersey and shorts I was wearing. Talk about being stripped to basics in one fell swoop. Bill was the only one left unscathed.



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The ladies had made a police report back in Launenburg and were told by the policeman to provide him with a list of all missing items. The chance of recovery was nil to zero as I'm sure the loot, with the exception of the cameras and the cash, is currently sitting in the bottom of a North Carolina dumpster. We went through the motions anyway.

Given the circumstances, Kathy assumed we would most likely want to pack the van with whatever was left and head for home but Glenn and I didn't give in so easily, not as long as we had a Visa card in our wallet and a Walmart a mile down the road. As far as shelter for Glenn and me for the next two nights was concerned, that obstacle was hurdled when Clark walked over to a retired sheriff from Alabama, aptly named **Bubba**, who ran a rent-a-tent-for-the-week operation.

Bubba not only provided daily tent set-up and take-down, but the luxury accoutrements air mattresses, towels for showers, lawn chairs, witty repartee and a fine assortment of beverages. Now that's what I call roughing it. Bubba, whom I'm sure weighs in at near the quad century mark and stands every bit of 6'-4", took pity on us and offered to rent us a spacious Bubba Dome tent, complete with aforementioned perks, for \$30 a night. What a deal, well, sort of. Shelter taken care of, it was on to Walmart for a cheap sleeping sack, some jeans, socks, underwear, deodorant, shoes and a bag to put it all in. The ride was still on thanks to Walmart and a benevolent Bubba, whose motto, 'Haulin The Pork' is proudly lettered on all his vehicles.

The remainder of the ride was pretty much flat and soggy and the daily lunch of PB & J sandwiches was getting old. However, cycling in the rain and dining on peanut butter and jelly sure beats punching a time clock at the local fertilizer plant. Then too, there was Glenn's unending supply of cow jokes he unashamedly unleashed on unsuspecting cyclists. The corny jokes managed to keep smiles on our faces if not grimaces on the uninitiated. Saturday's 70 mile route was to take us to the ride's end at Oak Island and the much anticipated open-air, all-you-can-eat fish fry, accompanied by live music and the general merriment a week of pedaling four hundred plus miles seems to generate in loopy, tired cyclists. Fifty-five miles into the route marked a personal milestone for me—my 50,000th cycling mile since I started keeping a cycling log back in '88. I'm telling ya', it pays to log those miles a'cause 50,000 miles can sneak up on you before you know it—like in maybe 15 years. Fifteen further miles down the road provided us with our first glimpse of the Atlantic Ocean. A few additional pedal strokes had us coasting under the celebratory arch at Oak Island. The whiff of frying fish was overwhelming. Unfortunately, at that precise moment, Saturday's gray skies opened up and we were soon dodging raindrops as we rummaged through the mounds of luggage looking for our Walmart Vittons. By that time, the thought of ingesting soggy hush puppies and fish from wet paper plates couldn't compete with the promise of a relaxed meal in a warm, dry restaurant, so it was quick high fives all around and manly hugs to Bill and Clark and, before you could say 'rain, rain go away' Oak Island was receding in the van's rain drenched back window.

# **SURVIVOR - THE FLAGSTAFF EDITION**

Mountain-biking in Sedona & Flagstaff, AZ

*This is the first article submitted by a local bike shop, it will become a regular feature in CrankMail. -- Editor*

It was October - time for INTERBIKE - the annual bike industry show in Las Vegas, NV. We were excited to be going to the show, but it was also a perfect time to catch a few extra days of R&R after the show. We decided to tag five days in Sedona, AZ onto our trip and see what my new full-suspension GIANT NRS really was made of.

My wife and I shipped our bikes in bicycle suitcases to our hotel, which had the small-town address of 'Top of Airport Road'. We had wondered if this was really an adequate address for UPS, and when we arrived and were told that they could not find our bikes anywhere at the hotel, we were more than dismayed. We went to our room and searched the phone directory for other businesses that they might have been delivered to. After visiting the front office again, the huge bike suitcases were suddenly found, right in the office behind the front desk! It was hard to understand how these 2 huge suitcases could have been overlooked, but Sedona is known for a certain 'magical quality'. Anyhow, only a little time on our first evening had been lost, and I assembled the bicycles thinking of all the fun we were going to have for the next 5 days.

The next day I put the portable bike rack that we had packed in my suitcase on the rental car, loaded the bikes, and went to meet Bill, one of our customers who had moved to Sedona. We accepted his gracious offer to



give us a tour of a Flagstaff mountain that he'd ridden on. We parked the cars in the middle of nowhere at the end of an interminably long and rutted dirt road that challenged the suspension of our rental car. Bill told us that he often rode the hilly highways up to this road, and we were impressed.

Source: <http://www.defenders.org/publiclands/habitat/>

monu.html We rode up and down at a slow incline for an hour or so, enjoying the view of the valley as we moved out of the pine forest and up to the top of the mountain. It was a strenuous climb at that 5000 foot elevation. The air was cool and clear, but a lot thinner than what our sea-level lungs were use to. We finally made the top and were rewarded with an outstanding, soul-filling view.

We looked forward to the trip back, expecting it to be an easier downhill, but the up and down terrain had only changed to 'down and up' and it was still a challenging ride. I thought about the wonderful dessert I would be able to reward myself with that evening, after all these efforts. After two

hours of energetic mountain-biking back through the pinewood forest, our friend Bill commented that he had never seen this particular landscape before.

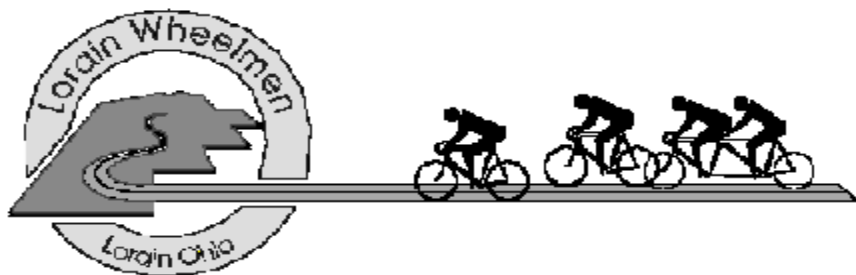
Anyway, the projected one and half hour tour became a four and a half hour off-road endurance ride. Before we finally found our way back, I began to consider what tree I was going to sleep under. We also learned that our trusty cell phones were totally useless in the backwoods. I have a portable Bike-GPS, but failed to bring it with me - the one time I really could have used it!

The next morning, after a couple of Advils, I reflected on what a wonderful adventure we had. The rest of the week we used maps to navigate the famous red rock trails of Sedona. When I returned home to B&K Bicycle, my bike and I had both survived, and had a lot of fun doing it!

Check out some of the landscapes and vistas we rode in Sedona at [WWW.bandkbike.com](http://WWW.bandkbike.com).

Neil Kaufman, Owner of B&K Bicycle





## January 2004 Calendar

THU	01/01	Amherst (see note) Medina Square	9:00 AM NOON	Happy New Year The ABCD ... - a tradition.
SUN	01/04	Amherst (see note)	9:00 AM	Depends on the weather!
THU	01/08	Ole Towne Pizza	Meeting	No prolog ride, no pizza, just business!
SUN	01/11	Oberlin	9:00 AM	It might really be cold!
SUN	01/18	Amherst (see note)	9:00 AM	Will there be snow?
MON	01/19	Amherst (see note)	9:00 AM	MLK holiday ride ... maybe
SUN	01/25	Oberlin	9:00 AM	A January thaw?

## February 2004 Calendar

SUN	02/01	Amherst (see note)	9:00 AM	Wow, will we be able to ride?
SUN	02/08	Oberlin Inn	9:00 AM	
THU	02/12	Nordson Depot	7:30 PM 7:30 PM	Roller/Trainer Prolog Meeting
SUN	02/15	Amherst (see note)	9:00 AM	
MON	02/16	Amherst (see note)	9:00 AM	A President's Day U-Show
SUN	02/22	Oberlin Inn	9:00 AM	
SUN	02/29	Amherst (see note)	9:00 AM	An extra day this year!

**Note:** We'll start from a NEW location in Amherst starting Jan 1st. All Amherst rides will start from the City parking lot just west of Church Street. It runs from Tenney Ave thru to Park Ave (by the bowling alley). Park on the Tenney Ave end near Angelo's Pizza.

For the colder months, such as January and February, I'm not stating any destinations. Bad days will be 20 to 30 miles, and warmer one will see 40. There may be days when we just go for coffee!

Saturday rides from Prospect School at 9:00 will continue as long as the weather permits. Week nights will start when the time goes back to Daylight Savings and we have enough light to make it to 20 miles.

All rides will start at **9:00 Eastern Standard Time**. This'll last 'till next spring. (and warmer mornings).

The Red Flannel has come 'n gone. We had a great turnout ... 389! I haven't seen that many since the early 80's. The turnout made it possible to allocate more monies to various bicycle organizations and charities, such as the Bike Calendar, Cancer Society, etc. It's interesting that 58% were first time riders and 74% were male riders. The 41 to 50 age group was the most represented. There were 9 riders over 70 and 12 under 21. Only 13 riders traveled from out of state

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# **A Farewell Tribute to Jim Guilford**

Nearly two decades ago, a vibrant young man undertook a valiant mission – to save the Cleveland Bicycling world by single handedly publishing its sole newsletter – CrankMail. Now some 18 years later, this pioneer has decided to turn his endeavor over to two unworthy upstarts – Tom Meara and myself, Marty Cooperman.

Among Jim's many accomplishments were: upgrading to high quality printing, soliciting advertising, converting to a software desktop publishing package to reduce manual labor, and, most importantly, month after month, year after year, keeping that little publication going. He has earned both our gratitude and a hearty congratulations.

Now it's Tom and my turn. Naturally there will be some changes, to wit: Jim wrote a regular column that reported bicycling gossip. Tom and I will simply create gossip.

Jim maintained strict financial accountability. Tom and I will undoubtedly cook the books.

Jim printed an orderly, coherent newsletter. Tom and I will have the odd page upside down and backwards.

Jim made sure that clubs got their ride schedules in on time. Tom and I will simply print last years'. Or just make some up on the fly.

Not that Jim was without his faults, mind you. He actually admitted to his most grievous flaw in his farewell note in the last CrankMail. I was embarrassed to read it, frankly. It's not something you hear mentioned in public. I wonder if he's even told his family. Yes, Jim came out of the closet in the last issue. He admitted he was a practicing...v..ve...well here it is: VEGETARIAN. There, I've said it.

Can you imagine all these years hiding such a secret? Can you imagine the fine image of half a dozen Cleveland Bicycle Clubs sullied by such a revelation? For nearly 2 decades CrankMail, our CrankMail, has been published by a VEGETARIAN!

Well, we'll have no more of THAT! I want it stated here and now that Tom and I are true red-blooded Americans and that we eat MEAT. Only meat. None of that sissy pasta; none of those limp lettuces; no Mom-made-you-eat-it broccoli and cauliflower. Just meat. Raw meat. And when we do condescend to a salad, it had better bleed.

So you can feel good about your new CrankMail co-editors. We may not know what we're doing, but we'll do it better than anyone else. And you can be proud of us. We're just like you. Only more so.





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Medina, OH 44258  
[www.medinabikeclub.org](http://www.medinabikeclub.org)**

### **Contact the following for information**

President:	Shawn Conway	330-764-3019	<a href="mailto:snsqconway@aol.com">snsqconway@aol.com</a>
Vice Pres.:	Tom Dease	330-725-1058	<a href="mailto:tjmd@aol.com">tjmd@aol.com</a>
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Mtb Coord.	Dave Towne	330-321-8758	<a href="mailto:djtowne@earthlink.net">djtowne@earthlink.net</a>

## **LETTER FROM VETTER**

**Season's End:** At last writing I was giddy from my perceived success upon completing this year's edition of the Columbus Fall Challenge. After returning to riding with my fellow club members I am back to reality. Riding the CFC didn't make me any faster and I didn't start magically climbing hills faster than anybody else in the club. I still had to ride hard just to stay on the back of the pack. So why did I go to the trouble of riding CFC listed as one of the ten most difficult rides in the USA? I did it because riding a bicycle is fun. Sure I wanted to see if I could still meet the challenge again but the truth is, riding a bicycle is just plain fun. Sure the weather can make conditions hot and windy or cold and wet but you meet the greatest people along the way. It's fellow cyclists that make riding so much fun. Cyclists can make jokes about any of the hardships along the way. The steepest hill becomes laughable when you're told, "thank goodness this hill is blocking the wind." You might even be tempted to chuckle as you hear for the tenth time in two miles "are we having fun yet?" One of my favorites was a fellow rider who, looking through a light rain, said "I can't believe they're playing golf in weather like this!" You had to be there.

So what do you do after the season is over? You can keep riding of course or you can take up another activity such as hiking or cross-country skiing but this is the time to prepare for Christmas. You circle those much coveted bicycle accessories in various bicycle magazines and leave them next to a phonebook opened to your favorite local bike shop. Then you check with the shop owner to see if the bait has been taken. If this blatant hint doesn't seem to be working you kick it up a notch by parking your bicycle in the kitchen, attaching notes to those parts that obviously (to you) need to be replaced (upgraded). If you have failed at both of those attempts do not despair. This just means your loved ones want you to have those parts and upgrades that

only you know are just right for your bicycle. Remember most local bike shops will accept payment by credit card. Go shopping!

My mileage to date is 3,392. I want to have at least 3,400 by year-end. Right now I'm trying to decide if I want 3,400 even or some creative number above that. Come back next issue to see how I ended the year. Say, do Europeans call it kilometerage? What do you call mileage when you aren't measuring in miles?

**Tour De France:** Are there any riders here in Northeast Ohio interested in forming a small travel group and root Lance on to an unprecedented sixth straight win of TDF? I got a phone call from Rosalie Haas of Cincinnati, Ohio who owns a house in the Southwest of France called "Domaine du Haut Baran". She said they plan to provide bus transportation to the Tour de France to view the race. They have planned for two cycle touring groups during the TDF. I have a brochure and it looks fabulous. I guess "Domaine" means castle in English and you will be treated royally, I am sure. You can check this out on the web by going to "[www.hautbaran.com](http://www.hautbaran.com)". Tom and I are planning a domestic vacation for this summer so we won't be there but we would like to hear from anyone who does go. The part I liked was the 365 wineries within an hours drive. They are located near the Bordeaux wine district.



# Hey Cranky.....

*Hey Cranky will be a regular feature of CrankMail. If you have any arcane or unusual question about cycling that haven't been answered in other publications, ask us.*

I was riding with my club near Peninsula when we rode up this horrendous hill. We got into an argument when the rider next to me said Boston Mills was harder while another said it was Ira Rd. Just what is the worst hill in Cleveland? - Van Thighburn

Dear Van,

Let's start by removing the pejorative from your question, Van, some people actually like to climb hills and their 'worst' one is some overpass near Wellington. It also depends on whether you are going up or down, to me the 'worst' hill is any nice downhill with a stop sign at the bottom. Let's instead talk about the hills that are the most difficult to climb.

I'd also like to expand your geographic area a bit since the worst hill in Cleveland is any one out of the Flats after you've had one too many at Dick's Last Resort. Even though Northeast Ohio is relatively flat we do have some short, though significant hills in the area. There certainly are no 5 mile 3000 foot climbs like you see in the Tour de France but the Cuyahoga, Rocky, and Chagrin river valleys do provide some elevation gain and what we lose in length, we make up for in grade.

There is debate over whether a steep but short hill is harder to climb than one not quite so steep but longer. Add to this the debate over where a hill actually begins or ends, and you'll see why this is an endless discussion. You decide which is more difficult, all I can do is measure them in an attempt to inject some facts. My method of measurement was to manually poring over the map of NE Ohio and recording the elevation gain over the given distance using the mapping software DeLorme TopoUSA.

I've grouped the climbs by lengths of 1/4 mile, 1/2 mile, 1 mile, and more than one mile. Some hills appear in two categories because they have a very steep 1/4 mile section within a overall length of a 1/2 mile or more. I'm sure there will be people who point out some very steep hills that aren't on the list, such as Main Street in Chagrin Falls. These may be very steep but do not have elevation gains greater than those listed over at least 1/4 mile. Of course, I may have missed a few so if you know of one that meets the criteria and is not on the list, let me know.

Starting with the short, but sweet climbs of 1/4 mile and listing the elevation gain in that distance and the grade, the most difficult hills are:

the shortest distance between you and a great ride

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## EVENTS & CLASSES

### **BICYCLE SURVIVAL & MAINTENANCE 101 CLASS**

**Wed., March 3** For Men & Women **Wed., March 10** 'For Women Only'

Learn emergency road repair and basic bike care and get your bike ready for your next ride! Hands-on instruction. 6:30 p.m. to 9:00 p.m.

### **MEN'S CYCLING DAY at B&K Sat., March 13**

"COMFORT & PERFORMANCE" CYCLING FOR MEN CLINICS: The ABC's of Successful Biking: Accessories, Bike Fitting, Cyclewear. SPECIALS. DOOR PRIZES. 1 p.m. to 3 p.m. FREE EVENT.

### **WOMEN'S CYCLING DAY at B&K Bike Sat., March 20**

"MAKEOVERS" FOR YOU & YOUR BIKE: Improve your comfort & performance" CLINICS: The ABC's of Successful Biking: Accessories, Bike Fitting, Cyclewear. SPECIALS. DOOR PRIZES. 1 p.m. to 3 p.m. FREE.

### **BOB HART'S 3rd ANNUAL SENIOR MARATHON RIDE Sun., June 6**

Ride from Cleveland, OH to Chautauqua, NY — 150 miles in one day! Rolling to hilly terrain. SAG WAGON Benefits Arthritis Foundation.

**INFO AND REGISTRATION** for above classes and events available at [www.BandKBike.com](http://www.BandKBike.com), email: [neil@BandKBike.com](mailto:neil@BandKBike.com) or call 216-382-9966

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**\*details available at B&K Bike**

<b>Hill</b>	<b>Elevation Gain</b>	<b>Grade</b>
Cady	169 ft.	13%
303 at St. Bernards	167 ft.	12%
Chagrin Blvd	160 ft.	12%
Oak Hill	146 ft.	11%
Boston from 94 to 176	133 ft.	10%

Next in line are those hills or sections of hills that have the most significant elevation gain in ½ mile (there are some repeats from the 1/4 mile list):

Smith	267 ft.	10.1%
MetroParkway (Bedford)	253 ft.	9.6%
Sherman	248 ft.	9.5%
Oak Hill	224 ft.	8.5%
303 at St. Bernards	210 ft.	8.0%

We now come to the leg stretchers, hills that continue up for one full mile.

Everett	372 ft.	7.0%
303 at 94	335 ft.	6.3%
Wiltshire, Boston to 94	333 ft.	6.3%
Ira	332 ft.	6.3%
Cady	321 ft.	6.1%

This last group lists hills with continuous elevation gain over 2 or more miles.

Boston	512 ft. (2.9 miles)
Columbia	505 ft. (2.3 miles)
VP at Riverview	455 ft. (2 miles)
Wetmore	421 ft. (2.9 miles)
Truxell	415 ft. (3.1 miles)

So how do our hills compare? Not too badly actually, though we may have to string a few back to back to compete. The road from Vesuvius, VA to the Tye River Gap on the Blue Ridge Parkway gains 1642 feet over 3.4 miles (9% grade). Another notable climb is Bully Hill, NY. It's short at only 1.3 miles but climbs 734 feet for a 10% grade. Virginia does boast a 12 mile hill on the Blue Ridge Parkway from the James River to Apple Orchard Mountain. Total elevation gain is 3275 ft. for an average grade of 5%. This is similar to the hills out west that are very long but with a gentle grade. The mother of all climbs in the US is Mt. Washington which is normally closed to bicycles. It goes up at a gruelling 11.5% grade for 8.8 miles.

These are all good climbs but surely they don't compare to what the Tour de France riders experience in the Alps, or do they? Mount Ventoux is a fearsome climb that has decided the winner in several tours. It, however climbs for 21.5 km (13.4 miles) at a 'relatively mild' 7.4% grade. The 17 switchbacks of l'Alpe d'Huez cover 13.7 km (8.5 miles) at stiff 8.2% grade.

While our hills don't reach the hors' category of Le Tour, whether you like it or not, we have some notable climbs in our area and any hill with a grade approaching double digits will make your thighs burn, Van.



# Cleveland Bikes

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Hi Everybody,

ClevelandBikes is a new bicycle advocacy organization representing Northeast Ohio. Over the past few weeks, we have been working hard to develop a solid foundation. With the help of Cal Kirchick, we've incorporated as a 501c3 non-profit organization which means we are now able to receive tax-deductible donations. We've also incorporated this publication, CrankMail as a subsidiary of ClevelandBikes. These things may seem rather bland but they are essential steps towards becoming a professional and effective entity.

We've seen a great deal of excitement in the community and many people have come forth to offer their help. Melvin Price has stepped up to the plate in helping to design our website **[www.clevelandbikes.org](http://www.clevelandbikes.org)**. Check out the forums page to see what's happening in the cycling community. We are organizing a **Bike to Work Day** program for Monday, February 2nd (Groundhog's Day). So spread the word and don't forget your earmuffs. We want to hear your ideas so email me at: **[clevelandbikes@hotmail.com](mailto:clevelandbikes@hotmail.com)**.

On Thursday, December 11th, I joined Dominic Liberatore (America Bikes), John Gideon (Central Ohio Bicycle Advocacy Coalition), Rhonda Border Boose (Ohio Rails to Trails), Lois Cowan (Century Cycles), and Dr. Laura Holmes to meet with the staffs of Senators Dewine and Voinovich. The purpose of the meetings was to explain why they should ask the Senate to match the \$250 million dollars the House of Representatives has proposed for the Safe Routes to School Program. A generation ago, 80% of children biked or walked to school compared to today when that number rests around 15%. The reason for this change of lifestyle has a lot to do with the recent phenomenon of car-based design for communities. Some consequences of this shift are: epidemic levels of childhood obesity, type II diabetes, and asthma. We discussed the benefits of incorporating cycling into everyday activities and how bicycles should be considered in all new road projects. In many of the newest communities, planners have created an infrastructure that lacks sidewalks for pedestrians and the roads are narrow, fast, and poorly designed for cycling. John Gideon made the point that educating and planning around a healthy lifestyle could prove much cheaper than the \$117 billion our country spends annually on treating obesity and its related illnesses. Finally, we asked for the State Department of Transportation to fund the completion of the Towpath Trail as a high priority project citing the economic stimulus that tourism will provide upon the path's completion. So, we know they've been asked; let's see how they vote. If you know anyone who would like to get involved with ClevelandBikes or wants to be on the email list, have them send me an email.

Brendan McNamara

# Winter Bike Commuting

by Fred Oswald, PE, LCI #947

Winter brings new challenges to the cycling commuter. The cold weather requires keeping hands, feet and ears warm while not overheating elsewhere. The solution is layers of clothing with ventilating zippers. A breathable wind shell over a wicking fabric works well. Flannel lined nylon running pants with leg zippers can keep legs warm. Elastic sewn on the right cuff helps keep it away from the chainring. An ear band or balaclava under the helmet will keep your head warm. Below freezing, wear liner gloves or even mitts.

In really cold weather, keeping feet warm may be difficult. You can buy neoprene shoe covers will help. A cheaper alternative is to wear overshoe rubbers.

To protect both yourself and the bike from salt splash thrown up from wet roads, get fenders. If fenders do not extend low enough, add homemade flaps made from a material such as plastic milk jug (see photo below). Check the Icebike Web site for more winter tips.

A special winter hazard is black ice. My worst fall was in a place where the road looked clear except the blacktop was just a little "too black". Another problem is visibility. In the early morning or late afternoon you may be invisible to a motorist dazzled by low sun.



Winter commuting means riding in the dark, at least one-way. Don't even think of riding at night without a headlight. Bright clothing and reflectors are not enough. Some people use a flashing strobe for a headlight. This is a good supplement to a standard headlight but not enough alone. Follow the standard "color code": white in front, red or orange in back.

A strobe (flashing light) on the back of the bike will help motorists notice you but is not so good at providing depth information to following drivers. I

supplement the small standard red rear reflector with both a 3" amber SAE auto reflector that is 8-10 times brighter and an LED strobe. If you mount the reflector off to the side it is less likely to get caked with mud thrown up by the wheel.

If you are caught in the dark without lights, don't try to sneak down the sidewalk. Walk your bike home! Reflectors and reflectorized clothing alone are not enough. To understand why, read John Schubert's interesting explanation

"Why reflectors sometimes don't work," at [www.sheldonbrown.com/](http://www.sheldonbrown.com/). Finally, the salt and wet grit are tough on bearings, chain and wheel rims (abrasive grit imbeds in the brake pads). Better bikes have seals to protect wheel bearings (but re-grease in the spring). You should lube your chain every week or so and learn how to measure the wear (sometimes incorrectly called "chain stretch"). Once a chain wears so it is 0.5 to 1 percent longer, it should be replaced.

A serious bike commuter will have more than one bike to cover different situations. You may find it useful to have a light road bike for fast riding in good conditions, a sturdy steed that can handle panniers to carry clothes, etc. and a "clunker" with fenders and knobby tires for bad weather and winter. There are many benefits to winter commuting. One of the biggest is maintaining fitness year 'round. You no longer have to "get in shape" in the spring. You experience the delight of spinning past frost covered trees on a crisp winter morning. And it is fun to tell your shivering co-workers how hot you got on that bitter cold day.

For comments, questions, contact [fdoswald@apk.net](mailto:fdoswald@apk.net) The author is a "League Cycling Instructor, certified by the League of American Bicyclists and a Professional Engineer in Ohio. Last Revised 1/12/04. Check for updates at [www.geocities.com/fredoswald/winter-commute.html](http://www.geocities.com/fredoswald/winter-commute.html).

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### Headlight Info

Bicycle headlights cost from under \$20 to over \$200. If you ride off road in the dark, you may need an expensive, multi-beam, high-power system. For commuting on smooth, well-lit roads, 3 watts may be adequate but 6 watts is better.

If a handlebar-mount light cannot not "see" over a handlebar bag, rig another mounting system. A small flashlight is handy for repairs in the dark and can serve as a backup headlight.

I have used a Union generator headlight for several years. The headlight mounts under the handlebar bag, where the front reflector used to be. A second Union set provides a spare generator and a second independent light system.

The extra headlight unit upgraded with a more powerful 6W bulb runs off a rechargeable lead-acid battery that goes in the water bottle cage. The battery (6 volt, 4 amp-hour), was designed for emergency-building lights. It is rugged but a bit heavy.



## Martha's Vinyard

This was excerpted from an article written about a 2-week bike camping tour of Cape Breton this past summer with **Tom Meara, Tom Nezovich** and the author, **Marty Cooperman**. We were in our second week and had just completed an especially trying day of numerous ups and downs, where I mistakenly followed the advice of a local and picked a route with unusually heavy traffic. We all needed a break and had decided to lay over an extra day at a Provincial Park.

This was rapidly turning into Rest Day, an inexcusable relapse for which I had the remedy: 'How's about a bike ride to nearby Isle Madame?' No response. Were they just going to stroll around the Provincial park? Apparently. Well then, I would go.

The suddenly unloaded bike sprang into action. What a delight to ride without the panniers. I took the tiny causeway and found myself a half century back in time. Clusters of modest, unadorned homes circled the harbors, where lobster traps, boats and small shipyard equipment lay. Rocky points, coves, bays and small headlands stretched seaward, with spectacular views back to the mainland, to other islands and out to sea. A few shops provided the basics. Lacking were the Ice Cream emporia, trinket shops, souvenir stands, and antique dealers. This was the real thing.

I had come to travel in the early 1960s, just as an era was ending. Pretty places along the East Coast that sustained generations of sailors and fishermen were being replaced by shopping. The southern Maine and Massachusetts shorelines were fast becoming a long string of outlet malls and tourist traps with all the traffic and congestion that brings. The places that people had come to see were being replaced with what they had left behind at home.

As a young teenager my summer camp had taken us on one big trip a season. The one I remember was to an island someplace, where, on rented bicycles we pedaled along nearly deserted roads past pristine beaches to the first youth hostel I had ever seen. I remember falling asleep in the upper bunk bed, worried I'd fall out. The island was stunning. I had never seen such beaches before, miles of sand, small, worn cottages and the water everywhere. Even then I knew this place was special. I thought about it fleetingly in years since. I'd return as an adult with my bike and ride it again. I never realized that someday it would be gone.

I later learned they had taken us to Martha's Vineyard, now home to artists, writers, actors and millionaires. Home to traffic jams, and tourist shops, the rental units sprouting by the hundreds, commanding more rent for a summer season than my yearly mortgage. I regretted not remembering more of it, yet thankful I had seen something of it before. I'd never find a place like that again...

And now here I was. An island the same size, just as beautiful, with rock instead of sand, quiet, sleepy, waiting for me to discover. I rode as fast as I could up and down the hills from rocky point to isolated salt marsh, desperate to relive my memories come alive again. More than the mountains on the Cabot Trail, more than the coastal villages, this was, to me, the most beautiful part of the trip. I was ecstatic. I was happy to be alone. I was fourteen years old again and I had my island back...

# Yo, Wheelers!

Those of you who missed our annual awards banquet, missed out on a great party. The dinner was held at the Hillbrook Club. Those who attended, said it was the best dinner ever. It seems that no expense was spared. There were multiple party favors at each seat which included chocolate bars with Western Reserve Wheelers labels, water bottles, and miniature bicycle key rings. There were many great door prizes. Thanks to Bike Authority, Bicycle Boulevard, and B & K Bicycle for their contributions.



As I write this column it is starting to snow, so I imagine the season is over. The good news is that when you read this, our opening date will not be far off. Our annual membership meeting will be held on Tuesday, February 17, 2004 at 7:30 p.m., at the "J". Watch for the announcement.

Something new this year. WRW is now accepting life members. Those members, seventy or older, are eligible to become life members by a one time payment of \$100.00 to the club. Al Wapnick and I are the first life members of the club. Members eighty years or older are eligible to become senior members, with no dues obligation, providing they have been members for at least the five years preceding.

Members Howard Gilmore and Jim Gernstetter flew to Sebring Florida in December to participate in a three day cycling event called the Highlands Bike Fest.

You should know that CrankMail, as we have known it for several years, is now changing and a new group of dedicated enthusiasts is taking over. Make sure we have your correct address so you can continue to receive CrankMail.

Make sure Jim Gernstetter has your current E-mail address. His E-mail address is [Jim@acmeevents.com](mailto:Jim@acmeevents.com). If you have no E-mail, then give Jim your fax number. His fax is 216-587-1907.

We are still looking for volunteers to lead some rides, and someone to take over our web site supervision.

*MAY THE WIND ALWAYS BE AT YOUR BACK*

Ed Reichel



COMMITTEE

JIM GERNSETTER - 216-371-8219  
HOWARD GILMORE - 216-831-6248  
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RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK, AND INDEMNITY AND PARENTAL CONSENT AGREEMENT  
("AGREEMENT")

IN CONSIDERATION of being able to participate in any way in \_\_\_\_\_ (Name of LAB Club) ("Club") sponsored Bicycling Activities ("Activity") I, for myself my personal representatives, assigns, heirs, and next of kin:

1. ACKNOWLEDGE agree, and represent that I understand the nature of Bicycling Activities and that I am qualified, in good health, and in proper physical condition to participate in such Activity. I further acknowledge that the activity will be conducted over public roads and facilities open to the public during the Activity and upon which the hazards of travelling are to be expected. I further agree and warrant that if, at any time, I believe conditions to be unsafe, I will immediately discontinue further participation in the Activity.

2. FULLY UNDERSTAND that (a) BICYCLING ACTIVITIES INVOLVE RISKS AND DANGERS OF SERIOUS BODILY INJURY, INCLUDING PERMANENT PARALYSIS AND DEATH ("RISKS") (b) these Risks and dangers may be caused by my own actions or inactions, the actions or inactions of others participating in the Activity, the conditions in which the Activity takes place, or THE NEGLIGENCE OF THE "RELEASEES" NAMED BELOW; (c) there may be OTHER RISKS AND SOCIAL AND ECONOMIC LOSSES either not known to me or not readily foreseeable at this time and I FULLY ACCEPT AND ASSUME ALL SUCH RISKS AND ALL RESPONSIBILITY FOR LOSSES, COSTS, AND DAMAGES I have as a result of my participation or that of the minor in the Activity.

3. HEREBY RELEASE, DISCHARGE. AND COVENANT NOT TO SUE the club, the LAB, their respective administrators. directors, agents, officers, members, volunteers, and employees, other participants, any sponsors, advisers, and if applicable, and owners and lessors of the premises on which the Activity takes place, (each considered one of the "RELEASEES" herein) FROM ALL LIABILITY, CLAIMS, DEMANDS, LOSSES, OR DAMAGES ON MY ACCOUNT CAUSED OR ALLEGED TO BE CAUSED IN WHOLE OR IN PART BY "THE NEGLIGENCE OF THE "RELEASEES" OR OTHERWISE, INCLUDING NEGLIGENT RESCUE OPERATIONS; AND I FURTHER AGREE that if, despite this RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT I, or anyone on my behalf, makes a claim against any of the RELEASEES, I WILL INDEMNIFY, SAVE AND HOLD HARMLESS EACH OF THE RELEASEES from any litigation expenses, attorney fees, loss, liability, damage or cost which any may occur as the result of such a claim.

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PARTICIPANTS SIGNATURE (only if age 18 or over): \_\_\_\_\_ DATE: \_\_\_\_\_

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- 22 third places
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*Century Cycles*



**THANKS TO ALL OUR SPONSORS  
FOR MAKING SUCH A GREAT YEAR POSSIBLE!**

## NEWS:

- Our annual club meeting will take place on Sunday, March 7 at the Fairview Park Regional Library, 21255 Lorain Rd., from 2-4 p.m.
- A belated welcome to new members Jeff & Nicole Comer, of Strongsville; Martin Marsic (hey, that's me!), of Lyndhurst; and Mehul Gala, of Westlake.
- Farewell from outgoing editor Kevin Lutzke:  
*"Since March 2002, it has been my pleasure to serve as editor of this space for our club, but in recent months, various demands have made it difficult for me to consistently carry out this duty, and for some time I have been looking for someone to "pass the torch" to. Fortunately, new member, Marty Marsic stepped up to assume the task, and I am very grateful to him for doing so, as well as to all those members who submitted results and race notes to me - they were fun reading made the job enjoyable! Please continue to submit future results and notes to Marty.*

*I also wish to thank the many club members and numerous others too for their get-well wishes after my accident in June. For those who haven't heard, I sustained significant injuries to both legs when I was riding and hit by a minivan head-on. Your motivating words, combined with a great surgeon, terrific physical therapy team, and much hard work, have enabled me to return to an almost normal quality of life, as I am now training again and have returned to work. Whether I will be able to race at the same level as before is unknown - but I will give it everything! Thanks again for your support, concern and cards. It was helpful when I was battling so hard. "*

## RESULTS

Road (CR - circuit race; CT - criterium; RR - road race; SR - stage race; TT - time trial), Off.  
Road (XC - cross-country)

**Summit Freewheelers Fall Challenge CR**, Cuyahoga Falls,  
September 21 – Gala

**Iroquois Sports Boosters Fall TT**, Erie PA (Presque Isle SP),  
September 21 - Dottore, Enyedy (6th of 28, Men 35-39; 33rd of 125  
Men overall), Howe (7th of 20, Men 45-49), D. Mallon, J. Mallon, Miller  
(5th of 10, Men 50-54)

**Vulture's Knob XC Series**, Wooster:

September 21 - Griffith (4th, Sport Masters 31-40)

**Bean's Bike Park XC Series, Dennison:**

October 5 - Griffith (7th of 12, Sport Men 41 +)

**Velo Z XC Series, Duncan Falls:**

September 28 - Griffith

**Son of Gonzo XC, Mansfield, September 14 - Griffith (5th of 11, Sport Masters)**

**OMBC XC Series Championship, Butler, October 19 - Griffith (5th of 11, Sport Masters)**

**CYCLOCROSS**

**Bike Authority Series**

#1, Bay Village, September 27 - Hayden

#3, Bay Village, October 25 - Beeson

*Through 11/11/03, 43 riders had competed in 94 events - 58 road, 0 track, 2 cyclocross, 20 off-road and 15 multisport (Westlake training races in parenthesis): Beeson 8, G. Bennett 1, R. Bennett 9 (1), J. Basl 2, Collander 4 (1), J. Comer 0, N. Comer 0, Cunningham Sr. 3, Cunningham Jr. 19 (11), Dottore 2, Eldred 1, Estlack 0, Enyedy 3, Gala 10 (7), Gallagher 10 (1), Garrett 1, Greer 3, Griffith 16 (1), Hayden 6 (1), Hofer 7, Hofstetter 2, Howe 2, Kovach 11 (6), Lutzke 1, Madison 5 (1), D. Mallon 1, S. Mallon 1, Marcossan 1, Miller 20 (1), Peplin 1, Plas 5, Rapp 7, Rees 1, Shively3 (2), Stefancin 1, Vadini 2, WagnerO, Wilkinson 0, Zwolinski O.*

“Life is like riding a bicycle. To  
keep your balance, you must  
keep moving”

- Albert Einstein

. Don't be a has-been, , , renew today! Don't be a never-was. . . join now!

### PDQ Cleveland Membership Application

(Please **PRINT** or **TYPE** clearly):

Name: \_\_\_\_\_ Date of Birth: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ e-mail: \_\_\_\_\_

I, the undersigned, intending to be legally bound, do hereby for myself, my heirs, executors, administrators, and assigns agree to forever release and hold harmless PDQ Cleveland Bicycle Club (henceforth, "said club"), its members, officers, sponsors, and affiliates, singly and collectively, for any injury, harm, misadventure or inconvenience occurring to either myself or the named applicant (if applicant is under the age of 18 years) during participation in, or travel to the said club's functions and activities. Further, I agree to release and hold harmless the said club, its members, officers, sponsors, and affiliates, for any claims made by third persons arising from any injury, harm, misadventure or inconvenience I may suffer during any of the said club's functions and activities.

I understand that bicycling on open streets and roads, as practiced by said club, will expose me or the named applicant to dangers beyond control of the said club, its ride leaders, and my fellow riders, and that such dangers include, but are not limited to, property damage, serious injury, disability, and death. I will obey all applicable traffic laws, any additional regulations as required, and will ride safely and courteously during all of the said club's functions. I also hereby request and consent to permit emergency treatment in case of injury or illness.

\_\_\_\_\_  
Signature of applicant

\_\_\_\_\_  
Date

\_\_\_\_\_  
Signature of parent (if applicant is under 18)

\_\_\_\_\_  
Date

- ☐ Individual — \$20  
☐ Family — \$20  
☐ Juniors — \$10  
*\$10 off if no CrankMail*

Make check payable & mail to:

PDQ Cleveland  
348 Wyleswood Dr.  
Berea, OH 44017

- ☐ New Member    ☐ Renewal    ☐ Address Change  
☐ USCF Member    ☐ ABR Member    ☐ NORBA Member

- Interest: ☐ Road Races    ☐ Critériums    ☐ Time Trials    ☐ Track  
                  ☐ Stage Races    ☐ Mt. Biking    ☐ Stage Races



**Earn a Bike programs  
Used bikes for sale  
Bike education  
Memberships  
Fun Tours**



**Monday & Thursday 4 - 9  
Tuesday & Friday 1 - 6  
Saturday Noon - 4  
Open group ride Saturday  
10 - 12, any weather**

1823 Columbus Road, Cleveland Ohio 44113  
**216-830-CO-OP (2667) [www.OhioCityCycles.org](http://www.OhioCityCycles.org)**

The OCBC is a non-profit, member-run bike education center that fosters Earn A Bike programs where kids earn donated used bikes as they learn bike repair and safe cycling. Members can use the shop, and earn purchase credits while learning to refurbish the used bikes we sell.

**News:** We have moved! Sorry we've missed the CrankMail since then, but now we're back in the swing in the new shop, on Columbus Road in the Flats, in a very cool, sprawling old ship-repair shop, right on the river. We're exactly a mile from the old shop, so we are still accessible and seeing the kids we've worked with over the last three summers, but will not have the near-constant walk-in trade we saw on Lorain Avenue, for good ("I was just passing by – what a great idea!") or bad ("How much will you give me for this bike?").

To find us, look for the bike out front of Gillespie Co. (next to the cement silos) and go in back to the riverfront (directions on the website). If you ride down from the west, **be careful on the bridge**, which has a metal grate deck and is very slippery when wet (we take the sidewalk now since a bad crash there). We are working with the City on erecting signs and finding a more comprehensive solution to this one troubling feature of our otherwise very hospitable new home.

Huge thanks are due to the 30+ folks who helped lug way too many girls' ten-speeds; to new member Greg Hand of Gordon Foods for the donation of a semi, complete with indomitable driver Doug; to Pat Gillespie for the semi-donated space; and Nora McNamera of the City Economic Development Dept. who helped us find it!

Upcoming events: Please see the ad elsewhere in this CrankMail for the Marmot's Meander snow ride on February 1<sup>st</sup>, and save the date to meet Chuck Harris on March 13<sup>th</sup>: he's a real inspiration to many of us. We now have maintenance and repair classes every Saturday from 4 to 6PM, using the Park Tool School manuals and hands-on training (students can bring their own bikes to work on now) on the same schedule every month:

- **1<sup>st</sup> Saturday: Tires and Wheels;** tire changing, bearings, & truing
- **2<sup>nd</sup> Saturday: Brakes and Cables:** all the types and all the tricks
- **3<sup>rd</sup> Saturday: Drivetrain:** maintenance, repair and replacement
- **4<sup>th</sup> Saturday: Wheel building** with John Mulryan, one of the best

Classes will be kept small, the cost is \$20 per class (\$10 for members, payable with volunteer hours). Get details and sign up in advance on the website or by phone.

Members' (and others') special: Free (self-serve!) "spray-and-dry" for anybody with a dirty winter bike! Thanks to Mick Cimperman and Jim Powell for the air compressor and its repair, and the "Tree-Lawn Boutique" for a 50 ft. garden hose!

## **The Ohio City Bicycle Co-op**

Presents the 2<sup>nd</sup> Annual:

### **MARMOTS' MEANDER**

**Celebration of Winter Cycling**

**And Tour of Historically, Artistically, and Ecologically Important Sites**

**On The Flats of the Cuyahoga River in Cleveland**

on

**Sunday, February 1<sup>st</sup>, 2004**

**(the day before Groundhogs' Day)**

**Ride begins at 3:30PM**

**at the Co-op:**

**1823 Columbus Road**

**Followed by a Dinner of Renowned OCBC Vegetarian Chili**

**\$10** suggested donation to benefit the OCBC **Earn A Bike** program (in which children repair and earn donated used bikes while learning safe riding skills) and for the **Fender Fund** for earn a bike graduates to equip their bikes for winter riding.

If you've never tried winter cycling, or just want to learn how to do it more comfortably, join the **Winter Cycling Seminar, Saturday, January 31<sup>st</sup>**, from **4 – 6PM**, to prepare yourself and your bike, and discover the joys of year-round riding. Dress, equipment, maintenance, fenders installation, and bike-handling and ridicule-deflection skills will be covered.

**\$20 for the class** (limit 10 students), or **\$25 for the class and the ride**.



# LAKE ERIE WHEELERS

**P.O. BOX 26146 \* FAIRVIEW PARK, OHIO 44126-0146**

**lakeeriewheelers@yahoo.com \* www.lakeeriewheelers.org**

President: Russ Marx 440-582-3454 \* Vice President: Greg James 440-331-9419

Treasurer: Bob Ugan (unlisted) \* Secretary: John Whitaker 216-485-9184  
Membership Chairman: Dan Izuka (440) 734-5777

## **LEW Club Weekend & Holiday Ride Schedule**

Jan. 1	10:00	Annual New Year's Day Ride starting from Scenic Park: rain, sun or snow. If the weather is truly terrible we meet and go to Einstein Bagels for bagels and coffee.
Jan. 4, 11, 18, 25	10:00	Olmsted Falls East River Park – winter ride – weather depending.
Feb. 1, 8, 15, 22, 29	10:00	Olmsted Falls East River Park – winter ride – weather depending.

### **Ride Start Locations**

**East River Park** Olmsted Falls East River Park on Lewis Road between Bagley and Water St, across from Chestnut Grove Cemetery. It has better parking and facilities than the Library.

**Scenic Park** Parking lot at marina in North Rocky River Reservation, off of Valley Parkway, located ½ mile south of Detroit Road, in Lakewood.

The first scheduled club ride is anticipated to be on Sunday March 7, 2004, starting at 9:00 am from Bonnie Park. The schedule of Club Rides, along with the Ride Leaders' name(s), will be published in the March issue of Crankmail, and on the Club Web site.

The "winter" rides will continue in January and February starting at 10:00 am from Olmsted Falls East River Park. If there is an overabundance of snow, some Club members may head over to Chapin Woods in Lake County, for Sunday morning Cross-Country skiing on the between 10:00 am and noon.

Doug Barr has offered to continue hosting the Saturday Morning Urban Assaults on an improptu basis, weather permitting. These rides travel through the Westside neighborhoods, through the city center, and over to the East Side for lunch at some of our favorite restaurants like Presti's. The pace is moderate, but be prepared for cold weather and city streets. Members wishing to participate are urged to contact Doug in advance by e-mail (see below), and can expect notification by e-mail on the Wednesday before the intended ride.

## **Weekday Rides:**

Regular Club Wednesday Evenings – Moderate to fast pace 20-30 mile rides starting at 6:30 pm from the parking lot behind the Fairview Park Post Office (at West 220th Street & Lorain Road), weather permitting. For details, contact Doug Barr at (440) 734-1715 (ospdoug@aol.com), or Ed Wheeler at (440) 572-1122 (wheels@ameritech.net). For the off-season rides thru February, the Ride Leader (and pace) will be chosen by those members attending the ride.

## **LEW WEB keeps club informed of late breaking news**

To keep informed of late breaking news and location of rides during the year check the LEW club site out at: [www.lakeeriewheelers.org](http://www.lakeeriewheelers.org). The LEW club e-mail list is at [lakeeriewheelers@yahoo.com](mailto:lakeeriewheelers@yahoo.com). If you aren't receiving weekly ride updates and have e-mail, let us know and we'll put you in the address book.

## **The November, 2003 Club Meeting**

The minutes of the October meeting were read, followed by the treasurer's report, which stated that the club had a comfortable balance in the account.

Following up on a topic begun the previous month, a motion was made to move the club's P.O. Box from the Lakewood Post Office to the one in Fairview Park. Another member seconded it, and the motion carried on a voice vote. The change will be posted on the club website, in addition to informing members by e-mail.

Next there was a discussion about the start time: some members favored an earlier start for regular season rides, 8:00 AM as opposed to 9:00 AM, as they felt that this would allow for longer rides, or more time for post-ride activities. Those that preferred the existing mid-morning starts mentioned the warmer starting conditions available at those times. The issue was tabled, with discussion to be resumed at the club holiday meeting/party. Club president Tom Meara distributed a list of holiday gift items that members might present to their fellow bicyclists, or else request for themselves.

C.A.B.A., the Cleveland-Area Bicycling Association may be reactivating as a bicycle-advocacy agency. Any members who are interested in participating are advised to contact Tom Meara. A nonbinding resolution was proposed, and passed, to consider LEW joining with C.A.B.A.

The LEW Lending Library (L.L.L.) has been started; offerings of books and bicycle reference materials for loan to other members are welcome. Volunteers for Mechanics On Loan are also requested. Also, for those who are interested, the Ohio City Bike Co-op has lessons on bicycle maintenance.

The next meeting will be held at the same time as the LEW Holiday Party, Dec. 6th, at Russ Marx's house (third time's the charm, they say). Greg James has been asked to reprise his role as the "Iron Chef – Wheelers" at the party; \$300 has been budgeted for ingredients and other necessities. The idea of a gift exchange was broached; after discussion, it became a raffle. \$200 was budgeted for prizes.

Nominations were requested for Member of the Year (no club officers, please), with suggestions to be forwarded to the club president via e-mail. More importantly, Jim Guilford is stepping down as Editor of CrankMail after a great and substantial period of service to the bicycling community. Jerry

Storera proposed that a plaque be made in recognition of Jim Guilford's efforts on all of our behalf's, to be presented at the Holiday Party.

The club held nominations for club officers for 2004. Nominated were:

President:	Russ Marx
Vice President:	Greg James
Treasurer:	Bob Ugan
Secretary:	John Whitaker

Elections will be held during the Holiday Party.

Doug Barr brought the club up to date on the Wednesday night rides, formerly out of Kamm's Corners. It will now start out of the parking lot behind the Fairview Park Post Office at West 220th Street and Lorain Avenue (déjà vu for Tuesday night riders). At this time of year, until mid-spring, lights with two-hour batteries are definitely advised. After a member suggested adding a forum to the club website, the meeting adjourned..

### **Holiday Party & December 2003 Meeting**

Being a festive occasion, the formalities were skipped.

Outgoing president Tom Meara a brief speech in which he wished everyone a happy holiday and thanked them for their support over the previous two years, Tom stated that he and Marty Cooperman would be taking over the responsibilities of publishing CrankMail from Jim Guilford, who announced his retirement earlier this year, under the aegis of the ClevelandBikes. Following this, he got to the highlight of the meeting: the announcement and display of commemorative plaque for Jim Guilford (who unfortunately, was unable to attend), in honor of his contributions to bicycling in the Cleveland area and beyond, over a period not less than 25 years, going back to the original TASSLE events, as well as editing and publishing CrankMail.

Afterwards, a slate of [unopposed] candidates was elected to office.

New president Russ Marx announced an officer's meeting to occur in early January 2004, to consider club business for the coming year. The meeting was concluded with a holiday season raffle, with prizes purchased by the club.

### **The January, 2004 Club Meeting**

Will be held on January 13, 2004, the second Tuesday of the month, at the Panera Bread cafe in Rocky River, near Rockport Plaza on Center Ridge Road. Club members attending will consider the ride schedule for 2004, mull over plans for new year, present new ideas, and discuss any related issues. All suggestions are welcome, but please be prepared to lead what you suggest.

### **Time to renew membership and join LEW**

Renewal application forms were sent to all members who had not renewed at the Holiday Party, and should be returned by March to be included in the Club Roster. New members can join at any time but after the publication of the Roster members are listed only in an addendum that can be e-mailed out to members with e-mail addresses listed with the Club.

# CRANKMAIL

## UNCLASSIFIED

Unclassified ads are free to *CrankMail*-served club members and subscribers for two appearances and appear both here and on *CrankMails* World Wide Web site. Nonmembers/nonsubscribers pay \$5.00 for this service. Ads are intended for personal, noncommercial, bicycle-related purposes only. Ad copy should be type-written to help assure accuracy. Ads are accepted by mail, also by email if no payment is due. Limit to about 30 words; no more than three ads from the same individual in an issue. Please include your Area Code with your telephone number. *CrankMail* reserves the right to edit ads to fit space and format requirements. In the event of typographical or other error, the publisher's only obligation shall be to publish a corrected version of the ad in which said error appeared. The publisher makes no warranty of the integrity of the advertiser or quality of goods offered.

**SEROTTA NHX 54cm** Florescent Pink/Orange Fade with florescent green details. Shimano 600; 7 speed cassette, filet brazed. Not STI. \$400. 330-688-7299, Art.

**PINARELLO 49cm** woman/Jr crit racing bike. Dura Ace – non STI. 6 speed freewheel. Mavic 40 Rims. Custom paint: white/yellow fade with melon splatter. Zephel pump painted to match. Filet Brazed. \$300. 330-688-7299, Judea.

**RALEIGH Grand Sport. 58cm.** 10 Spd Classic. Totally reconditioned and repainted. \$150. 330-688-7299, Art.

**Tandem for Sale.** 18 speed Bar End Shifters. 24/22 Frame. Front and Rear Bags. Campy Hubs. Sugino "AT" cranks. Clipless pedals. Suntour Superbe Tech Rear Deraillleur. Mavic Wheels 700x26. Armadillo Tires. Cateye with cadence. Make an Offer! 330-699-9520, Tom

### **Classic Cannondale Road Bike.**

Owner-donated to charity (St. Malachi Center). Blue with some scuffs on the top tube, Suntour 52-42 rings, Sugino VP cranks, Suntour downtube shifters, Dia-compe side pulls, Mistral 700x25, asking \$250, or make your best offer. Cathy Saegel or Kim: 216-771-3036

**Cycleops Mag Trainer** originally \$179 asking \$70, if interested call Lynne at 440.808.6968 or 216.401.3907 ...thanks...cheers.

### **Shimano T-090 Shoes, SPD**

Compatible, size 45 (10 1/2), like new used < month, \$20. Brooks Team Pro saddle, new in box, \$20. Call Greg, 440-734-3283.

Specialized Crossroads, 52cm steel frame beater bike. Runs well but components are no-name. 700cm wheels, straight bars, Grip Shift. Good for college student or winter bike. \$75. Tom: 440-777-2563.

*expires March 2004*

**BIANCHI EROS 54cm**, hot pink 1993 bicycle. Shimano RX100 components, triple crankset, LOOK pedals, aero bar, Cateye computer. Low miles. Asking \$250. Call: (440) 748-9404. Email: slk2@nccw.net

*expires Jan.Feb. 2004*

### **BIKES & STUFF: KOGA-MIYATA**

road bike 58 cm., new frame, older components. Classic '60s Schwinn Stingray Jr. (red). Lake MX80 women's SPD shoe (42/10). New portable magneto wind trainer. Freestanding inversion bar exerciser with inversion boots. New tandem kick stand. All priced to move. Call John: (216) 291-8459.

*expires Nov.Dec 2003*

## **CENTURY CYCLES Bicycle Maintenance Classes! Winter 2004**

### **Introduction to Cycling**

Basic Skills and tips to help you enjoy cycling more; Safety inspection and everyday maintenance; emergency repairs including hands-on flat tire changing; getting the most comfort and fun from your bike with appropriate position, technique and accessories.

(1) two-hour class - \$15

Session A – Monday, March 15

Session B – Tuesday, March 16

### **Intermediate Maintenance (Tune-up)**

Bring your bike for a hands-on tune-up; clean, lube, inspect and adjust brakes and drivetrain; adjust all bearings; true wheels; and evaluate compatibility of replacement parts and upgrades. Plan to get dirty and leave with a clean bike!

(2) two-hour classes - \$60

Session C – Tuesday, January 20 & 27

Session D – Wednesday, February 4 & 11

Session E – Monday, March 1 & 8

### **Advanced Bicycle Maintenance and Repair (Overhaul)**

Bring your bike for a hands-on overhaul; clean, inspect, lube and adjust all bearings; replace brake and derailleur cables; remove and replace drivetrain components; also learn wheel tensioning. Spend some quality time with your bike and it will ride like new – or better! Includes most shop supplies and replacement cables.

(3) two-hour classes - \$100

Session F – Wednesday, January 14, 21 & 28

Session G – Tuesday, February 3, 10 & 17

Session H – Monday, February 9, 16 & 23

Session I – Tuesday, February 24, March 2 & 9

### **Wheel Building**

Learn the Fine Art of Wheelbuilding from some of the best in the business! Use rims, hubs, spokes and nipples provided by the shop or we can help you select your own parts.

(2) two-hour classes - \$60

Session J – Monday, January 26 and February 2

Session K – Wednesday, February 18 & 25

All classes are from 6:00 to 8:00 pm. **Participants receive a discount on regularly-priced parts, tool, lubes, repair stands and upgrades purchased during the class.** Sorry, but any missed classes can not be made up or refunded. The classes are geared towards standard bikes manufactured after 1985 and are not suitable for recumbents, tandems, bikes with friction shifting or coaster brake bikes. If you have any questions, please call.

**For more information or to sign up, call any Century Cycles:**  
**MEDINA 330-722-7119      PENINSULA 800-201-7433**  
**ROCKY RIVER 440-356-5705      SOLON 440-519-0013**



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