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From the Editors

Who reads CrankMail? Obviously, you do, especially if you are a member of one of our sponsoring bike clubs. "The Crank" started out many years ago as a better way to produce local club newsletters by combining several into one publication. The club news still contributes much of our content and is reason enough to keep publishing. However, we'd like to do more.

This year CrankMail changed hands and is now part of ClevelandBikes, and as such, is trying to reach a broader audience. We've updated the graphics, increased the size, included more articles, all in an attempt to create more interest and increase readership. It hasn't worked. Our mailing list is just about the same as it was last year, and the year before, and the year before that.

In addition to club subscribers we have a number of independents who pay outright for a subscription. We also distribute about 300 through local libraries and bike shops. We really don't know where those go, but they go fast!.

We are looking for ideas. If you are reading this, we'd like to hear from you at CrankMail@wowway.com, especially if you are not one of the club subscribers. We'd like to know how you found us and what we can do to make this publication more attractive. Attractive enough for you to become an independent subscriber.

We'd love to hear from our club and independent subscribers, too! We don't want to take you for granted, but we have an idea why you subscribe.

This month's cover is of Eric Lemen, a Belgian racer from the 1970s. This photo was taken right after his victory in the 1972 Tour of Flanders. We enter July anticipating a Lance love fest as he attempts to become the first six time winner of the Tour de France. This photo is a reminder that the TDF is not the only race and perhaps Lance is not the best cyclist ever. That title, arguably, goes to one of Eric's fellow Belgians. Photo courtesy of www.rvv.be.

Martin Cooperman and Tom Meara, Editor & Publisher
June 2004

You Can Subscribe!

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Gossip

Word has it from the official **CrankMail** contest marshal that your odds are pretty good for winning the **Tour de France Contest** and walking away with a very nice \$100 jersey. Perhaps everyone is waiting for late breaking news developments to submit their entry. You need to pick the winner and the decisive stage. For TDF neophytes, it is usually decided in the mountains (stages 15-18) or the time trial (stage 19), so you can guess. The jersey is a very nice Trek Commemorative jersey pulled off the rack at **Bike Authority** (by Sherman, we didn't shoplift). OK, we'll make it even easier by allowing you to submit your entry electronically using email to crankmail@wowway.com. If we get two entries from the same person, we will take the one with the later date as long as it is received before midnight on July 18th.

Speaking of the tour, **Discovery Communications** announced a new global partnership to become the title sponsor of five-time Tour de France champion **Lance Armstrong's U.S. Postal Service Pro Cycling Team**, the only American team to have won the Tour de France.

Beginning in 2005, the team will be known as the Discovery Channel Pro Cycling Team. Under the agreement, Armstrong will serve as an on-air personality across Discovery's networks in the United States and around the world. There will be a number of programming initiatives to be announced later. The Discovery Channel will be prominently featured on the team's complete uniform and on team-related communication and promotional mate-

rials. In addition, during the remainder of the 2004 cycling season, Discovery will sponsor the team with the placement of the Discovery Channel logo on the team's jerseys.

If riding 2000 miles through France is not quite your speed, perhaps a ride on the **Cuyahoga Valley Scenic Railroad** with a return trip along the Towpath? The **Lake Erie Wheelers** are trying a new sort of patch ride. This unique family event will be held in late August and feature a train ride from the Rockside Road depot to North Station in Akron. Bikes will be transported in the baggage cars so you can ride the Towpath back to the Rockside depot with a lunch stop at the Stanford House Youth Hostel in Peninsula. Entries will be limited to just 200 so be sure to sign up quickly. You can use the entry form in this issue or download the pdf from their website at www.lakeeriewheelers.org.

Schwinn Bicycle will be reintroducing the **Stingray**. According to the Schwinn press release, "widely considered the most popular bicycle of all time, was first introduced in 1963 during the muscle car craze and remained on the market until 1982. More than 1 million bikes were sold in 1968 alone."

In the summer of 2003, the **North Carolina Department of Transportation Division of Bicycle and Pedestrian Transportation** commissioned a study to examine the value of public investment in bicycle facilities. The northern Outer Banks region was selected for the study. The economic benefit study concluded that bicycling activity in the northern Outer Banks provides substantial economic benefits to the area — an estimated \$60 million annually. Also revealed was that the bicycle facilities in the area are an important factor for many tourists in deciding to visit the region.



Cleveland Touring Club
P.O. Box 32456
Euclid, OH 44132-0456

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

Hello Fellow CTC's. Please welcome the following new members to our club: **Jim, Kath, Nate & Jacob Sonnhalter** of Euclid, **Mary Liderbach** also from Euclid, **Katherine Agle** of Cleveland Hts, **James Berg** of Willoughby Hills, **Dennis Cisco** of Parma, **Kevin, Sean & Jade Querry** of Perry, **Kenneth & Alice Mantey** of Painesville, **Ronald Szego, Joe Marella** and **Ginny Mullenax** of Chardon, **Daryl Richardson** of Northfield, **Scott Davis** of Chagrin Falls, **David Fuhr** of Parkman, **Philip Masters Jr.** of Lakewood, **David Fairbanks** of Madison, **John Tiernan** of Willowick.

Date	Time	Ride/Terrain
July 4	8:30	NORTH CHAGRIN - Independence Day Pickup Ride Varied terrain
July 11	8:30	NORTHFIELD CENTER to Hudson (25) Kent (35) Hartville (60) Rolling /Hilly
July 18	7:00	NORTH CHAGRIN thru Downtown EMERALD NECKLACE (up to 95 miles) - Flat / Hilly
July 25	8:30	BURTON to Garrettsville (30) Mantua (40) Ravenna Arsenal (75) Rolling/Hilly/Rough
Aug.1	8:30	NORTH CHAGRIN Chagrin Valley "Eric's Hill Challenge" Ride (20 - 80) Flat / Hilly
Aug. 8	8:30	LAKESHORE RESERVATION - to Madison & Perry (25, 40, 60) Flat / Hilly

RIDE START LOCATIONS

BURTON - Berkshire High School, 1 block N town square, park on north side.

LAKESHORE RESERVATION - Take Route 20 to Antioch Road in Perry. North on Antioch for about 1.5 miles to park entrance.

NORTH CHAGRIN - N. Chagrin Reservation - Sanctuary Marsh Nature Ctr. lot, enter park from Rt. 91 south of Rt. 6

NORTHFIELD CTR - CVS Pharmacy parking lot - south side of Rt. 82 near intersection of Old Route 8 in Northfield

GREAT PARTY : Speaking of new members, we want to express our gratitude to **Bill and Julie Maurey** for hosting a wonderful party, Saturday, June 5, at their drop-dead gorgeous home right on Lake Erie. All CTC members and their families were invited. Highlights included **Ed Enyedy's** home-made "tuna pizza", **Bill Maurey's** hard cider, and the 5 little sugar gliders – in a small pouch carried

around by **Suz Enyedy**. (These are small nocturnal Australian marsupials that can "fly".) Keep your ears open and/or watch the CTC web site for the next party at the Maurey's home – it may be as soon as the Tour de France.

SURROUNDED IN CLEVELAND'S SERENGETI - Beware of packs of wild dogs roaming Martin Luther King Boulevard and the surrounding streets. **Kathy Heydorn** was riding along MLK on her way home from the Parade de Circle on June 12. See the story **Wild Dogs** in this issue of CrankMail. [Kathy says she felt like a "lone wildebeest on the Serengeti surrounded by hungry lions".] We haven't heard the last of this because Kathy is on a campaign to raise the public's awareness of this problem and hopefully get rid of some of these wandering dogs.

SUNDAY IN JUNE – Success once again! Well the weather looked dreary and possible thunderstorms were predicted, but we had 522 registered riders (unofficial count) and only 15 no shows. From my point of view (**Freya Turner**), things went quite smoothly. Arrows were clearly marked, the snack stops were great, and the lunch at the Middlefield Cardinal High School was awesome. Lots of Amish were seen along the routes – even some Amish kids on roller blades! There was a report of a chemical spill east of Parkman – perhaps on 422, so the 50-mile route was re-routed to follow part of the 62-mile route. Thanks to **Anastasia Birosh** for coordinating the whole event.

The following is Anastasia's thank-you letter to all the SIJ volunteers:

I want to extend a HUGE THANK YOU to all of the volunteers who made the 2004 Sunday In June the enormous success it was. These folks include the people behind the scenes: **John Gallovic, Andy Carpenter, Rick Porter, Bruce Oppenheim, Kim Boyd and Bob Manley**. Then there are the folks who helped to point you and your bike in the proper direction by painting all of those arrows you saw on the road. The arrow crew was headed up by **Marty Cooperman** who enlisted the aid of **Edie and Lois Antl, Joe Chupek, Freya Turner, and Tom Black**. The people who properly packed packets, making sure you got the proper sized t-shirt (if ordered), rider number, correct map(s), and all the other stuff were: **Todd and Marsha Brewer, and Kathy Loveland**. The on-site go-fers include the able-bodied **John Pesec** and **Larry Gray**. The on-site registration was headed by **Todd Brewer**, aided by **Julie and Bill Maurey**. The rest stops were opened by **Shula Neuman and Richard Solwitz**, and staffed by **Lou Olszewski, Thomas Marsh, Sue Bartholomew, Larry Gray, Paul Angart, and Dan Grovemiller**.

I also want to thank the Ham Radio team, that assisted in keeping the rest stops in touch with one another, and kept tabs on the roving ride director. The Ham Radio team was coordinated by: **Mike Goffos, Dennis Brostek, Vance Roth, Rich Merhar, and Jim Pyle on bicycle!!**

It has been a pleasure and a privilege to work with these volunteers this past year. Volunteers truly are the lifeblood of this organization. Next time you see any of these folks on a ride, thank them for a job well done, I know I will.
Anastasia Birosh 2004 SIJ Ride Director

White Bikes: Group uses art to draw attention to bike safety!

(Reprinted with permission from The Associated Press)

By DAN NEPHIN The Associated Press

PITTSBURGH - A mangled bicycle painted a ghostly white sat chained to a pole along a downtown intersection. A large sign affixed to the bike declared, "Cyclist Struck Here - ghostbike.org."

Eerie.

And, the group behind the project hopes, an effective way of drawing attention to bike safety.

Late on a May night, the loosely affiliated group placed 14 bikes - all painted white and bearing the same sign - at places where cyclists have been hit over the past few years. Two cyclists died.

Most people don't realize how often cyclists are hit by cars, said Brad Quartuccio, 23, one of the members behind the project, described as part public art, part safety campaign. In 2002, the most recent statistics available, 662 people died in accidents involving pedalcycles - that is, bicycles, tricycles and unicycles, according to the National Highway Traffic Safety Administration. In 2001, 728 pedalcyclists were killed and in 2000, 690 pedalcyclists died. The agency doesn't track injuries.

"A handful of us in Pittsburgh took a look at it and said it would be cool if we could make that happen here," Quartuccio said. One is a memorial to Jim Rihn, an avid cyclist who died at age 55 after being hit while riding in a Pittsburgh suburb two years ago. "I think it's great," his widow, Carmella Rihn, said of the project. Many drivers "don't think (cyclists) have the right" to the road.

Patrick Van Der Tuin, 25, of St. Louis, is credited with the idea. He belongs to a bike group that received a donation of several hundred bicycles and was wondering what to do with them. Then, in August, he saw a cyclist get hit by a car in front of his house and the idea clicked. After putting up a bike for that crash, Van Der Tuin and friends put up more than a dozen bikes around St. Louis in the fall and another 15 or so in the spring. He calls the project, "Broken Bikes, Broken Lives."

"I was expecting it to gain attention to the problems we were having in St. Louis," Van Der Tuin said, but the idea has slowly been taking hold elsewhere as word spread through the Internet. Melinda Preston, whose son Matthew Preston, 23, was killed in October 2001, couldn't get bikes, but put up posters saying "Cyclist Struck Here" at 12 sites around Tucson, Ariz., where 10 cyclists had been killed and two seriously injured. She placed the signs with another woman whose child had been killed riding a bike.

"I probably would not have done this had I not been the mother of a child killed," said Preston, of Tempe, Ariz.

"We're hoping for people to start taking a look at how to be safe," she said.

In Cleveland, Kevin Cronin, 42, helped place 10 bikes on private property around the city last month, National Bike Month, after learning of Van Der Tuin's project. Though Cronin's bikes weren't memorials to accident victims, they bore signs saying, "Share The Road, It's The law," and "Same Roads, Same Rights, Same Rules."

“Bike safety shouldn’t be just a one-shot deal when somebody’s hurt or, God forbid, killed in a car crash,” he said.

Cronin took the bikes down at the end of May. Elsewhere, local or state government agencies have removed bikes from public property. Crews from Pittsburgh’s public works department have already taken down most of the ghostbikes.

A city ordinance prohibits signs on any city right of way, said Guy Costa, the city’s public works director. Violators face a \$350 fine. Costa said he tried contacting the group through e-mail but got no response. While he doesn’t plan to ticket any bikes already in place, he said citations would be issued in the future.

Costa said he isn’t opposed to the message of bike safety, but the department must enforce the ordinance consistently.

Quartuccio and Van Der Tuin said they would continue putting up the bikes.

“I don’t want to be doing this, is the thing,” Van Der Tuin said. “I can put out 160 bikes in my city. And I don’t want to put out that many.”

Quartuccio said there were more cyclists hit than could be memorialized. “We just had 14 bikes,” he said.

Note: Kevin Cronin is a Board Member of ClevelandBikes.

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The Zen of Life on a Bicycle

By Michelle Bargo

Much more than a pair of wheels with gears, a bike is a life-long companion and teacher. I'm not overly philosophical, but as I give a quick look over my left shoulder before changing lanes, I can almost see the litany of lessons fluttering through the breeze behind me like the pages of days gone by. The guidance I received at each stage of my life fit the individual I was at the time like the pink Huffy, cheap flea market find, or rough and tumble GT mountain bike I was riding...

I grew up in an ordinary suburb, on an ordinary street. Red and yellow brick homes, set at equal intervals along the road, served as the tick marks on my measuring stick the summer my training wheels came off. Dad and Mom spent countless hours jogging behind me gripping the curved handle that grew up out of the long, slender banana seat. I felt quite secure when one of them was right there with me.

One day, after a pretty good ride down the block, I turned around to look at Mom and was startled to see that she was a half a block behind me. I was appalled! "Don't let go!" I begged her. "I don't want to fall!" While I focused on my fear of scraped knees and elbows, she focused on the positive. "You did it! You pedaled the last half of the block yourself!"

Similar exchanges were sprinkled here and there throughout our practice sessions then, until finally Mom stopped me and explained, "If I never let go of you, you'll never learn to ride alone. The only way to learn is to try, even if you do fall once or twice." I understood, and so did she. That girlish tangle of pink metal had furnished a lesson for both child and parent about taking risks, letting go, and moving towards your goals. I was still terrified, but I protested less as I zipped down the block on my Huffy, pink and silver handlebar streamers shimmering in the sunlight.

The summer of 1995 lives in my memory as my first chance to live on my own, far from family and friends back in Ohio. I had accepted a volunteer position in Maine, and traveled steadily northward by combination of train and bus until I was dropped off at the station. There I waited with my baggage - two small suitcases and substantial trepidation.

Luckily, I found my new community to be a place where friends were made easily but transportation between homes - which were scattered across the jagged coastline - was difficult. It didn't take many multi-mile walks to town before I realized that a bike would be essential. The very next Saturday I went to the local flea market and bought a perfect yellow ten-speed for a mere \$25.

By that time it had been years since I'd ridden a bicycle, and I was pretty rusty. But with so much beautiful country to explore and so many new friends to visit, I was getting plenty of practice. Gradually, my balance improved and I felt more comfortable. When faced with long hills, I gave thanks for gears and adjusted the levers for an easier ride. Even with the gears, though, I found that I was pedaling vigorously and covering little ground. I was winded each time I reached the top of a hill. Why was it so hard?

Ultimately I found myself avoiding the hills so that I didn't have to pedal so furiously. That was fine by me because it was beautiful country. I'd take the long way around,

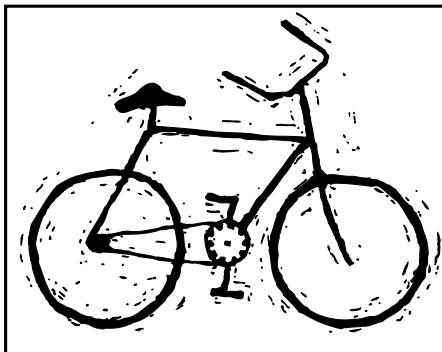
enjoying the salty sea air and the wind whipping past me. One afternoon, I groaned as I approached a familiar hill. Out of desperation, I adjusted the gears differently. Tackling the hill in a higher gear made all the difference in the world! I zipped right up the hill that time. Even though I was pedaling more slowly and pushing a bit harder, I was using my energy much more efficiently. What a change!

A smile crept across my face as I crested the hill and realized the lesson my trusty bicycle had taught me! I had fallen into the trap of trying to move too quickly. Pedaling faster and faster did not make a difference. Slowing down and moving at a steady pace was more effective.

Despite my initial embarrassment that I did not figure this detail out a bit sooner, the day imprinted itself on my memory and I think back on it often. Sometimes I'm facing

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deadlines, running late, and feeling frantic. It's easy to lose my focus and become less and less effective as I "pedal" faster and faster. When I tell myself that I have to do everything - and do it perfectly - it can be self-defeating. The secret is to do less, but do those things well.

As a young adult I defined myself more as a "mountain biker" than a "cyclist." During the summers, my group of friends and I would camp in state parks and national forests about two weekends a month, spending all of our daylight hours on the trail. Five out of eight of us were women, and we jokingly referred to ourselves as the "Biker Babes." Our rides took on a non-competitive style that grew out of our comradery. Pedaling through the switchbacks and maneuvering oversized roots, we shouted encouragement to one another through the trees. Whoever led the way always stopped periodically and watched the flash of cyclists disappearing and reappearing through the torn blanket of foliage. When one of the group failed to make it up a steep slope or tipped off the bike at a hairpin turn, someone would offer, "You're getting better at that!" or "You almost had it that time!"

And so it was that on the often rutted, muddy trails that wound through the Midwestern forests I learned another valuable lesson to apply to life. I realized that others like spending time with positive people. Focusing on our successes, our growth, and our enjoyment, we improved the experience for everyone involved. As for the moments that really were failures? It turns out that the best reaction was generally just to laugh at ourselves. That and pray that we didn't repeat the same mistakes twice.

These days my lessons have taken on a humorous, pithy quality. Sometimes (like when the bugs are a flyin') it's best to keep you mouth shut. Fancy tools designed to increase efficiency can just as easily become a trap. (Clips!) And the first shall be last to recuperate.

I suspect that there are still countless pages yet to be written in my book of lessons learned from the seat of a bike. I'm glad, because there is more to this sport than fitness, excitement, freedom, and fun. Sure, I enjoy all of those aspects of cycling, but biking involves so much more than that—and that's why I'm hooked!

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July 2004 Calendar

Date	Starting Point	Destination	Miles	the etc's
07/04	Oberlin	Valley City	51	A nice destination
07/05	Amherst	Holiday Ride	25ish	Independence Day ride
07/08	Nordson Depot Ole Towne Pizza	Prolog Pizza Meeting	6:00 7:30	A quick 20 before meeting Be there!
07/11	Wakeman	Willard	62	We didn't get there last month!
07/18	Amherst	Milan	56	to the Invention
07/27	Oberlin	Norwalk	56	A classy beanery!

Time Changes!

Some time changes were made at the May meeting. Only Sunday (to 8:30) and Tuesday (to 5:00) were changed. The complete time schedule is below for reference.

Sunday rides will start at 8:30 Eastern DAYLIGHT time 'till the end of October!

Saturday rides from Prospect School at 9:00 will continue (22-35 mile range).

Tuesday evening rides will start at 5:00 from Prospect School (Oberlin).

Thursday evening rides will start at 6:00 from the City parking lot (Amherst). The meeting night prolog ride will start from the Depot in Amherst.

A note from Road Captain Dave: If you want your mileage totals to be added to the Cateye Totals, you'll have to send em in! Just e-mail (or snail-mail) em to Dave by meeting night and they'll get into the previous month's totals. DON'T wait until the summer riding season is over then turn em all in. Keep em coming every month.

ROAST Your Buns will be on August 1st. Look for the flier in this month's CrankMail. You can also check the details on our Web site at: http://www.eriecoast.com/~lorainwheelmen/lor_rb.htm.



Roast Your Buns Tour

Sponsored by
Lorain Wheelmen
“RAIN or SHINE”
August 1, 2004



The eleventh (11) Roast Your Buns Tour will depart from the Oberlin Community Center, Oberlin, OH at 8:00 AM, on Sunday, August 1, 2004. The ride will provide distances of 30, 52 and 70 miles over flat to rolling terrain.

START-FINISH ... The start-finish and registration is at the Community Center just off South Main St., Oberlin OH. If you are driving via the Ohio Turnpike, exit at gate 8 and take route 57 north to route 2. Take route 2 west to the route 58 exit and take route 58 south to Oberlin. The Community Center is just off South Main St (route 58) a short distance south of Tappan Square. A map of the Oberlin area is available on our Web site at: <http://www.eriecoast.com/~lorainwheelmen>. It's in Adobe Acrobat format.

REGISTRATION ... This is a freebie ride, so no registration is necessary. A donation of \$.50 will be accepted to cover the cost of maps.

OVERNIGHT ACCOMMODATIONS ... are available at the Oberlin Inn, downtown Oberlin. For reservations, call (440) 775-1111. The Country Hearth Inn and Motel 6, located in Amherst, (approx 8 miles north of Oberlin on SR 58 at SR 2. Call (440) 985-1428 or (440) 988-3266 for reservations.

ROUTE ... The route(s) will be pretty much the same as last year. Food can be obtained along the route in the communities we pass through. The turn-around for the 70 mile route will be Savannah. This route will be rolling while the 30 & 52 mile routes are mostly flat. It would be a good idea to take a snack with you just in case. Restaurants open & close in these small towns. You'll pass through Wakeman on the 30 mile route and through Fitchville & New London on the 52 mile route. In addition, you'll go through Savannah on the 70 mile route. These towns have restaurants.

SAG WAGON ... Since this is a freebie, there will be NO SAG service. Your map will provide you with the various emergency phone numbers.

WEATHER ... August weather in Lorain County is usually hot and dry, thus the name for the ride. We could however have a thunderstorm or two, especially in the afternoon.

For more information:

Call:	John Bachman (evenings) at 440.988.5016
Snail Mail:	Lorain Wheelmen, PO Box 102, Amherst OH 44001-1614
E-Mail:	lorainwheelmen@eriecoast.com
Web:	http://www.eriecoast.com/~lorainwheelmen/lor_rb.htm



P.O. Box 844 Medina, OH 44258

Contact the following for information

www.medinabikeclub.org

President: Shawn Conway	330-764-3019	the5conways@earthlink.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 6:30pm (Pace: Moderate 12 - 15+ mph)

Starting Points:

July - Hubbard Valley County Park
Aug - Plaza 71 Route 18 & 71
Sept - Plum Creek County Park

Sunday Morning Rides

Starting at 8 AM (May through September) and 9 AM (October)

Starting Point:

Historic Medina Square. Please park in the Courthouse Parking Lot At Jefferson and E. Liberty St. off the Square.

BICYCLE HELMETS REQUIRED ON ALL OFFICIAL CLUB RIDES

CLUB NOTES: Jimmy MacDonald recently out performed his race competition in Cincinnati, Ohio. The race was composed of Cat. 1 through 5 and Junior class riders as well. Each class started 30 to 60 seconds apart and Jimmy, riding in the Junior class, caught up with the Cat 5 riders and beat all but one of them to the finish line. Jimmy won first place in the junior classification and was second in the Cat 5 group. Organizers could not award Jimmy for his placement in the cat 5 group but wow; that's some fine riding. Way To Go Jimmy, congratulations on your victory.

Tuesday evening rides have been well attended. There were 18 riders last night and two weeks ago I counted 20. Dave Ling has been providing us excellent

routes that are challenging, scenic, and fun to ride. He also provided maps including a cue list of roads on the route.

Up above we advertise the Tuesday Evening Ride pace to be 12 to 15 mph. We have riders that do that pace. We also have riders that go much faster than that, so pick your poison and ride at your own pace. Some riders talk and carry on a conversation while other riders just sweat.

Sara has made a new purchase to help her carry her bike to and from rides. This was noticed first by one member who shouted across the parking lot "Hey! Sara, nice rack!". The rack, made by Saris, is quite nice.

Retraction: While newspapers traditionally put retractions on the last page of some obscure section of the paper I am putting mine right here where you can see it. My apologies to all women everywhere for using the antiquated term "Gentleman's Pace" to refer to rides lead by club member Lee Ewsichek. My comments, two months ago, about Lee's social rides led some people to call Lee and ask if the ride excluded some individuals. Lee leads a Saturday ride that more appropriately should be referred to as a "Social Ride". The pace allows for conversation while riding to a breakfast destination and return to the start location.

LETTER FROM VETTER:

BOB HART'S 3rd Annual Senior Marathon Ride: All the ride you could ever want. The weather was great, the roads and scenery fabulous, and fellow riders friendly and fun to be with. Bob Hart chairs this ride as a fundraiser for the Northeastern Ohio Chapter of the Arthritis Foundation. How much ride you ask. Well, it's 150 miles all in one day from the B & K Bicycle Co. on Mayfield Road to Chautauqua, New York for riders over 18 years of age. Why would you ride this ride? The theme of the ride explains it all. That theme is "**Why Not?!!**" Bob uses bicycling to fight the effects of aging and arthritis.

I rode with Laurie MacDonald, well at least I started with her on Mayfield Road. Then going north on Chagrin River Road I got dropped on the second hill, I was off the back and Laurie was riding with what later became known as the "A-Team". I didn't see her again until the rest stop at 45 miles. I got there before her. During that first stretch I got lost which was lucky for Mr. Little because he lost his map and I followed him up Mentor Marsh. Thus I was lost a second time, Mr. Little once. He borrowed my map and even though he was from Dayton he was able to get us back on course where we met Paul. Now we were the three amigos and we are the last three riders. When Paul stopped at McDonald's for water Mr. Little and I decided to ride onward. Paul's pace was too slow for both of us and we wanted to get going again. So off we went; leaving Paul at McDonald's. Once we arrived at Mentor we teamed up with other riders, including our gracious host Bob Hart, waiting for us there. While we rested we got a report from the sag driver that Paul had stopped to take another break but was still making progress.

About five miles out of town Bob Hart and company started to outpace Mr. Little and myself. The next thing I know there's a cell phone ringing. It was Mr. Little's wife calling to check his location. She was riding as his personal sag driver. He

explained how he lost his map and how we met and got back on course and were heading to the first rest stop. Then he told me to go on because he had gotten another map from the official sag driver. Now I have a mission. Chase down Bob Hart and company. I caught up with Bob and drafted him and the other rider he was with. Later I thought it was my turn to lead the pace-line and when I went to the front they slowed down and let me ride away. Well I got out about two hundred yards but then I slowed to make sure I didn't get lost again. I pulled into the rest stop and as I took off my gloves Laurie and the A-team arrive. She and the A-Team had an average of 19 miles per hour for the first leg of the ride while I had only a 16 mph average. It seems the A-Team had stopped for breakfast while everyone else passed by, except for Paul who riding sweep for the course.

When the A-Team took off I tried to go after them but couldn't catch up. I rode alone into town and got lost again as the bridge was out. Then I found myself on route 20 going to the state line where another rider was waiting for Bob. Good! This means I am back on course again. He was joining the ride at the Pennsylvania border and asked where Bob was. I told him Bob was about five minutes behind me and he decided to wait for Bob. Once I got to Erie, PA. I missed the turn from 8th Street onto 6th Street and was lost yet again. Then I remembered that my daughter used to live on 8th Street when she attended Mercy Hurst College in Erie. I rode by her old apartment and after that I was the first rider to arrive at the second rest stop "Smuggler's Cove". The sag driver told me I was the first to arrive and that Bob and the other riders were far behind. I decided to push on since I had already eaten a burger and frosty at Wendy's. As I rode through downtown Erie I heard my name being called out. Laurie and the A-Team had just finished lunch at Subway and now I was in big trouble. Laurie expected me to keep up. I tried but soon I was feeling the need for Gator Aid. I stopped at a gas station and the A-Team just kept chugging along. I was riding alone again but really enjoying the scenery and quiet roads. It's wine country you know.

At about the 130 mile mark there was Laurie and the other five riders of the "A-Team". One of the riders, Jerry, had been getting cramps and they stopped so he could recover. I was welcomed to join them once again. At this point I was riding behind fast Eddie from PA. His legs are chiseled from granite and his veins pop up over his muscles. I had teased him earlier about his shaved legs but there was nothing funny about this guy riding faster than anyone and riding a mountain bike too. So now I am riding with the A-Team and I'm keeping up. Laurie asked how come I couldn't keep up earlier and I explained that it took this long for you guys to slow down to my pace. A few miles later Jerry was off the back with more cramps and I was promoted to fill his position on the A-Team. I was feeling pretty good about that and at the next town we all stopped at McDonalds for ice cream. At mile mark 140 there is a hill that is only 2%

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but it is 5 miles long. Laurie and I both got dropped on that hill. So now Laurie and I are riding together. She beat me up the hills then I caught up on the flats.

The A-Team had already agreed to meet at the cabin on Lake Chautauqua before going to the "institute" for the end of ride picture. Here is where I got lost for the last time. I thought the cabin was at the end of the ride but it wasn't. Laurie wasn't impressed with my orienteering skills or with the fact that the institute was on top of a hill that we rode up then down the far side only to turn around and ride up the far side and back down to the cabin. But before going to the cabin was had to ride about another mile to the grocery store to buy some beer. The beer was hard to carry but I managed. We got to the cabin and as we stood in front of it I convinced Laurie it was at the other end of the development and we rode down there only to check the address on the map and ride back again. So this was last time I got lost that previous last time was actually the next to last time. A beer never tasted so good as the one I had on the back porch of that cabin.

For the next hour riders finished the ride and waited for the Spaghetti supper that was to end the ride. The end of ride picture didn't happen but that didn't seem to bother anybody. After supper we cleaned up changed clothes and packed our bikes on various cars for the shuttle back to Cleveland. By this time everyone was getting tired except fast Eddie (explanation later). As we were leaving for Cleveland Paul hadn't even arrived yet but there was plenty of food for him when he did arrive. Back at the bike shop parking lot everyone congratulated each other and said we'd all do it again next year. This is when fast Eddie put a light on his bike and prepared to ride out to where his car was parked, another 75 miles.

This ride may not be for everyone at 150 miles long. I counted 12 riders at the start and one more at the border makes 13 all total. Hey! TOSRV started out with only 6.

Snakebite Racing

Club members, **Patrick and Linda Miranda** are also founding members of Snakebite Racing and invite everyone to participate in the Valley City Street Fair Road Race, Saturday, August 28, 2004 in Valley City, OH. This USCF race will be a beautiful 12.2 mile rolling course, through Valley City, taking place during the 70th Valley City Street Fair. The course has two "S" curves, several short quick climbs, a technical section heading back into town with a hill top finish. A portion of the proceeds will benefit the Valley City Fire Department.

Start time: 10:00 a.m. - Men's Cat. 2,3 - 4 laps - 48 miles
Start time: 10:05 a.m. - Men's Cat. 4 - 3 laps - 36.6 miles
Start time: 10:10 am. - Men's Cat. 5/Citizen - 2 laps - 24.4 miles
Start time: 12:30 p.m. - Masters 35+ - 4 laps - 48 miles
Start time: 12:35 p.m. - Women's Cat. 2,3 - 3 laps — 36.6 miles
Start time: 12:36 p.m. - Women's Cat. 4/Citizen - 2 laps - 24.4 miles

Entry Fee: \$18 or \$23 for one day USCF license required for unlicensed riders. See www.snakebiteracing.com/roadrace for complete race details and registration forms.

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Cleveland Bikes

Traffic Guidelines & Signage for Bike Lanes!

At the Bike-Pedestrian Advisory Meeting, the city indicated that it is reviewing the Association of American State Highway Transportation Organization (AASHTO) guidelines for bike lanes and signage. A number of members joined in discussing: traffic guidelines, the appropriate balance for dedicated bike lanes and the space assigned, street signage and other public education activities. ClevelandBikes views these meetings as opportunities to become a resource for the city and work with the city to provide information on safe cycling. We want to be sure all parties understand the complexities of cycling and we look forward to supporting their efforts. The AASHTO guide is the industry standard for bicycle facility design issues. Subjects include shared roadways, signed shared roadways, bike lanes, shared use paths (trails), bicycle planning, and other issues. For more information on AASHTO go to the League of Illinois Bicyclists <http://www.bikelib.org/roads/aashto.htm>.

In addition, ClevelandBikes is attending NOACA meetings to assist with the efforts in supporting alternative transportation such as bikeways. The Northeast Ohio Areawide Coordinating Agency (NOACA) is the Metropolitan Planning Organization for Cuyahoga, Geauga, Lake, Lorain and Medina counties in Ohio. More detail will follow in future issues.

Share the Road Kiosks

The city of Cleveland helped to support May as Bike Safety Month by giving ClevelandBikes the opportunity to display their promotion for bicycling safety through the use of public kiosks, located along major streets throughout the city. The kiosk signs have two components, calling for motorists to "Share the Road, It's the Law," declaring "Same Roads, Same Rights, Same Rules." The bright signs, which will continue to be displayed in the kiosks and among partnering businesses, were designed by cyclist Jennifer Lesh, working with ClevelandBikes Kevin Cronin, and produced with the support of Lois Moss. Special thanks also go out to Marty Cader and Scott Frantz of the City Planning Department staff and Amy Jenyk of Omnimedia.

Eleven Newly Certified League Cycling Instructors in Ohio!

June 4 – 6, Eleven Ohio cyclists spent over 24 hours of their time in class to become certified League Cycling Instructors. The class taught by Steve Schmitt of the Coalition for Appropriate Transportation (CAT) in Bethlehem, PA is offered by the League of American Bicyclists. This extensive program was held at the Ohio City Bike Co-op (OCBC) and organized by the Co-op's Director Jim Sheehan. The participants included avid cyclists throughout the Ohio area some are active members of ClevelandBikes, the Ohio Bicycle Federation as well as a board member of the League of American Bicyclists. All cyclists that participated in the program are not only passionate about cycling but are true believers in Bike Safety and the "Share the Road, It's The law," and "Same Roads, Same Rights, Same Rules." campaign supporting the fact that bicycles are vehicles that mutually share the road with automobiles.

League Cycling Instructors are qualified to teach bike education classes including Road I & Road II for adults as well as Kids I & Kids II classes. One of last weekend's graduates, Mike Blotzer, will be teaching a Road I class on July 10, 17, and 24 from 12:30 to 3:30 PM @ Community House, 303 Cahoon Road, Bay Village. For additional information on this class contact the Bay Village Recreation Department at 871-6755, or the instructor, Mike Blotzer, at 899-1581. Additional classes will be offered through the Ohio City Bike Co-op.

Becoming a League Cycling Instructor (LCI) certified to teach BikeEd is a great way to help cyclists in our community. Certified instructors can teach BikeEd classes to children as well as adults. This program is only offered through the League of American Bicyclists, the only national cycling organization that promotes bicycling for fun, fitness and transportation and works through advocacy and education for a bicycle-friendly America. The League represents the interests of the nation's 57 million cyclists. With a current membership of 300,000 affiliated cyclists, including 40,000 individuals and 600 affiliated organizations, the League works to bring better bicycling to your community.

For more information on BikeEd programs go to www.bikeleague.org, for the LCI program information contact Jim Sheehan at Ohio City Bike Co-op at 216 830 CO-OP (2667) www.ohiocitycycles.org

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Hey Cranky.....

I'm bonking, when do we eat? - Oscar Meyer

Dear Oscar,

What to eat to prevent bonking can be as important as when to eat for an active cyclist, so let's take a look at both.

Think of food as a cycling fuel composed of carbohydrates, fats, and proteins each providing energy in a different form and for different purposes. The fuel is 'burned' to convert it to energy through a process called oxidation. Did you ever see an oil lamp or a marshmallow burn? Same idea, but the process is much slower in your leg muscles and usually flames aren't involved unless you are really moving. This is accomplished by breaking down the various components into the chemical compound ATP. In simple terms, 'carbs' burn fast but for short periods, fats burn slower over longer periods and protein is used to build and repair cells throughout the body. Proteins should provide about 20% of your daily caloric intake but are not used for muscle energy except in cases of starvation or malnutrition. To function properly, your body needs all three.

Food energy is measured in Calories with a capital C, which is shorthand for a kilocalorie (1000 calories). A gram of carbohydrate or protein each contains 4.1 Calories (120 Calories per ounce) while a gram of fat contains twice that amount. Since carbohydrates burn more efficiently, they provide 40 to 60% of the body's normal daily energy requirements. When you exercise that percentage goes even higher, into the 60 to 80% range. Fats provide the rest.

Converting a pancake into ATP for your muscle cells is a complex process called digestion. Since I haven't had breakfast yet, I won't go into too much detail here but it consists of breaking down the complex molecules in fats and carbohydrates into simple sugars where they can be absorbed by the small intestine and delivered to the cells via the bloodstream. Four factors that affect that process are:

1. The form of the food (solid or liquid)
2. The fat content of the food
3. The concentration of sugar
4. The level of physical activity

Food has to be in liquid form when it leaves the stomach to be ready for absorption by the small intestine. It takes up to four hours to break down solid food before it can be absorbed but only one hour if you consume it as a liquid. Fats take longer to break down so the higher the fat content, the slower the release of energy. That's why biscuits and gravy aren't a good choice right before a long ride on a hot day.

So if you need energy right now, you can just slug down a drink rich in simple sugars like fructose or glucose, right? Not so fast (pun intended), since water

has to be absorbed in the small intestine along with the sugars, the body regulates how fast a high sugar concentrate is released to prevent rapid fluid shifts and dehydration. But the stomach isn't that smart. It doesn't count the sugar (or energy) content of the food, it just counts the number of molecules. So if your energy food is liquid and contains long strings of complex carbohydrates with lots of glucose molecules that are easy to break down, you get the most bang for the buck. This explains the second half of the cycling adage, "drink before you are thirsty, eat before you are hungry".

The final limiting factor is the level of physical activity while you are trying to digest the food. When you are cycling hard, the body tends to turn its attention toward the muscles doing the most work and away from those functions that can wait. A heart rate of only 108 BPM was shown to slow the digestive process by 40%. So try not to eat just as you are entering that hilly section or trying to catch up to the peloton.

One more thing to consider; how much do you need to eat? This can get pretty complicated due to all of the variables of weather, terrain, and speed but a couple of rules of thumb make it easier. An average cyclist on a flat road with no wind traveling at 15 MPH burns up 25 Calories to cover that mile. The same rider going 18 MPH consumes 32 Calories and at 20 MPH, 40 Calories are burned. Add or subtract from that number for headwinds, tailwinds or hills. Since the bike is very efficient (only 5% of the energy is lost to friction in the bearings, tires, chain, etc.) the most important variable is wind resistance. That means that if you ride a metric Century in 4 hours (15.5 MPH) you've burned just over 1500 Calories. Do that same ride in three hours (20.7 MPH) and you've burned over 2500. Another way of looking at it is that a 165 pound cyclist averaging 15 MPH burns about 400 Calories per hour.

So how far can you ride before you bonk? The body stores a ready supply of energy in the form of glycogen in the muscle tissue, blood and liver, about 1500 Calories worth. Assuming you had a nice spaghetti dinner the night before and replenished your stored glycogen you could ride over 60 miles at 15 MPH before your glycogen stores are depleted. At 20 MPH, you'll bonk after 35 or so. This varies depending upon your conditioning which can increase the efficiency of the process. You also have to include the benefit from a pre-ride meal which will start to kick in after a hour or so.

Here is the Caloric content of several common foods for comparison:

Food	Food Energy (Calories)	Calories from Carbohydrates	
Fig Newton	50	43	(about 2 miles worth)
Banana	105	100	(bulk plus good calories)
Bagel, Plain	200	156	(add raisins for more carbs)
Doughnut	125	57	(bad idea)
Cliff Bar	220	200	(40% from sugar)
Gatorade	125	125	(20 oz)
Apple Juice	300	300	(20 oz)

*This article was written with the help of **Bicycling Fuel** by Richard Raforth MD.*

Yo, Wheelers!

This issue of Crankmail will find the Western Reserve Wheelers in full swing. Sunday rides are well attended as well as the Wednesday evening rides which conclude with a pizza and appropriate beverages. We would like to see more riders on Saturday morning for rides which we decide upon at the start. Don't miss this opportunity for jokes and story telling.

As you know, our premier rider, Ed Feil, recently celebrated his 80th birthday. In celebration of this great event, his family bought him a new bicycle with the latest technology and low gears for the hills!

For current up-to-date ride schedules be sure to check our club web site at www.westernreservewheelers.com. For the best ride maps I have ever seen go to www.johnstork.com. I don't know how he does it, but his maps are clear and concise with side roads so one can stay oriented.

That's all for now, except that the "over the hill" division would like to see more riders on Saturday mornings.

May the Wind Always Be At Your Back

Ed Reichek

2004 Western Reserve Wheelers Ride Schedule

Date	Time	Start	Destination	Approx. Miles		
				A	R	C
7/4	8:30AM	JCC	Cal's Five County	49	41	30
7/5	8:30AM	JCC	Pick up ride		TBD	
7/11	8:30AM	Great Lakes Mall	Headland's Express	44	29	25
7/18	7:45AM	JCC	Big SQ - Fowler's Mill Chardon	55		
7/18	8:30AM	Chagrin Falls	Big SQ - Fowler's Mill Chardon		40	30
7/25	7:45AM	JCC	Burton/Middlefield	60		
7/25	8:30AM	Guerney School	Burton/Middlefield		40	30
8/1	7:45AM	JCC	Walden	50		
8/1	8:30AM	Solon Square	Walden		30	25
8/8	7:30AM	JCC	WRW Full Emerald Necklace	80		
8/15	8:00AM	JCC	Kent		69	
8/15	9:00AM	Northfield Elem.	Kent		37	30
8/22	8:30AM	JCC	Twinsburg (Picnic Ride)	46		
8/22	Noon	Kaplansky's	Twinsburg (Club Picnic)		41	36
8/29	8:30AM	Sunset Pond	Holden Arboretum	50	35	

One More Horizon

Ohio to Hong Kong the Long Way

By Scott Zamek

Most cyclists I know in Ohio are day-riders, some occasionally going along on 2-day or even week-long organized rides. A few try their hand at bike touring; a week in Maine, Colorado or Oregon. But it's a rare cyclist who attempts to go around the world, or very nearly so. Scott Zamek is one of them.

By his own admission, he wasn't much of a cyclist to start with. He just wanted to go around the world under his own power, as much as possible. Cycling seemed the obvious choice.

After cycling to the east coast he took a flight to Europe and proceeded south. The most interesting parts of his book describe his journeys through the 3rd World. In the Sahara he writes: 'between Taourirt and Oujda was nothing but 100 kilometers of heat-searing pain...Two kilometers, find shade. Two kilometers, find shade...Flies continually attacked my eyes and mouth. The sun attacked my body, took what water it liked from my cracked skin...' . He ran out of water in the Taklamikan desert in China, and, with towns too far apart, and unable to carry enough, had to beg for it from passing truck drivers.

He nearly froze crossing the high Karakorum mountain passes in Central Asia, rescued by guards and officials who understood the seriousness of being caught out in a mountain blizzard.

He had many run-ins with local officials, outwitting some (bribing a Chinese bus driver to let him get off, after customs officials required he ride the bus and not his bicycle), and succumbing to others (Syrian secret police in the desert who roughed him up for inadvertently camping near a military installation).

Trying to enter a forbidden part of China, he cleverly observes the native Pakistani's who are let through: 'The line stretched through the gate. Europeans and Americans were taken aside to show their papers purchased from tour companies...Pakistanis, to my surprise, were let through relatively unnoticed. A guard asked them the simple question: 'Pakistani?' The reply 'ha-gee'...gained a pass...I became conscious of my tattered clothes...my skin was as dark as any Asians...When my turn came the guard asked 'Pakistani?' 'Ha-gee I blurted and was passed.

Perhaps his worst encounter was with Pakistani customs. Having been told he needed no visa, he flew to Pakistan only to be detained indefinitely at immigration. After being held for days he managed to get hold of the phone number of the U.S. embassy and bribe his way to a phone where he finally was able to contact someone to help release him. Others, detained along with him, from less powerful home countries had languished for weeks.

But many fine experiences awaited him too. He spent several months, first as a guest and then as a guide in a game park in a remote part of India enjoying an

astonishing outing in a jeep: 'Suddenly Raj slammed on the brakes... Standing before us, half on the track, half off, loomed a massive tiger. The majestic cat stood, frozen at the sight of us...Raj inched the jeep forward...until we were sitting beside the tiger. If I had stepped out of the open jeep, I could have touched the beast.'

His touring bicycle was stolen in Italy, along with much of his money, journals and photos, when he stopped for a brief bathroom break. He managed to limp on to Greece, where with some remaining cash he bought whatever poor bicycle and equipment was available, and continued on.

He was to be plagued by bent wheels, broken spokes and chains and other equipment failures for the remainder of the trip. He solved these break downs with resourcefulness. Hiring a local fellow to do his shopping for him in the local markets, he was able to conserve cash by not having to pay 'western' prices for local cycling parts. Desperate for a freewheel extractor and unable to find one, he found, instead, an excellent mechanic in Pakistan to make one for him on his lathe, the fellow taking no payment for this. In China, needing a simple shifter that could only be purchased by buying an entirely new bike: 'I came to the conclusion an irresistible bribe would be needed...I slipped into one of the shops, called the mechanic aside, put 100 yuan on the table and pointed to the shifter. 'Come back tomorrow morning at 11', he told me in a whisper, while quickly glancing around the shop.'

I found the book deeply compelling, taking my own minor cycling mishaps and discomforts and magnifying them to try and comprehend something of the rigors of Scott's trip. My only disappointment is that Scott presented much of his adventures without revealing the depths of his emotions, at least not on the pages of his book. I was left to imagine just how elated or depressed he might have been when faced with each encounter.

I heartily recommend this book to any cyclist, whether adventurer or arm-chair adventurer. scottzamek@castellatedpress.com

Marty Cooperman

**"Learn to ride a bicycle.
You will not regret it if you live."**

Mark Twain



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TEAM AND CLUB NEWS

Thursday night training rides: Weather permitting; leave from the Westlake Recreation Center (28955 Hilliard Blvd.) at 6 PM for Grafton and back. There is usually a 5 to 10 minute stop to catch a breather. It is a 30-mile ride with average speeds over 20 MPH. Contact **Mehul Gala** at (330) 558-3196 or at mehul_gala@yahoo.com.

PDQ riders continue to work hard and do well at the weekly Tuesday **Westlake Training Series**. On May 25th, Jason Rapp won the B-Race and on June 8th, sponsor and member **Al Marcosson** finished 3rd in the B-Race. In the season point standings, **Jeff Plas** and **Jason Rapp** are ties for 10th in the B-Race standings and **Al Marcosson** is in 13th. Regulars include **Bob Turba**, **Jason Rapp**, **Jeff Plas**, **John Hayden**, **Conrad Griffith**, **Mehul Gala**, **Jim Cunningham Sr.**, **Jeff Comer**, **Eric Collander**, and **Dave Billman**, and **Bill Rees**.

Conrad Griffith finished 7th out of 16 Sport Masters at the **Ohio Mountain Bike Championship Series #1 Mohican Wilderness** at Loudenville.

The following **PDQ** racers participated in the **Chippewa Creek Road Race** on Sunday May 23

Masters +45: Conrad Griffith , John Hayden

Masters +35: Dave Kovach

Cat 4 : Jeff Comer, Eric Collander, Jason Rapp, Bob Turba

Lake Erie Racing Association Calendar:

For the most current schedule please visit www.pdqcleveland.org



Eighth Annual

Chippewa Creek Road Race

SUNDAY, MAY 23, 2004

Le Circuit de Grimpeurs



BRECKSVILLE, OHIO

* * * * * **OFFICIAL RACE RESULTS** * * * * *

Category 5/Citizen Men (12-18, 35-44, and 45+ age category winners in bold): 1. Ken Frankenberry (unattached), 48, Medina OH, 20.2 miles in 55:15 (21.9 mph); 2. Ross Clark (unatt.), 29, Streetsboro OH; 3. Kevin Daum (unatt.), 31, Medina OH; 4. Geoff Zylstra (uantt.), 33, Cleveland Hts. OH, all s.t.; 5. Jared Zabrosky (Lake Effect Racing), 18, Broadview Hts. OH, at 0:05; 6. Bobby Lambrix (unatt.), 21, Lakewood OH, at 0:11; 7. **Tim Hofer (PDQ Cleveland)**, 37, Chagrin Falls OH; 8. Chris Taege (unatt.), 22, Pepper Pike OH; 9. Jeff Augustine (unatt.), 40, Hinckley OH, all s.t.; 10. Melvin Price-Mudgett (Square Wheels), 43, Cleveland Hts. OH, at 0:20; 11. Kevin Krol, (unatt.), 30, Fairview Park OH; 12. **Mike Foley (unatt.)**, 50, Rocky River OH, all s.t.; 13. 10. Nick Flesor (unatt.), 45, Akron OH, at 0:31; 14. Sebastian Birch (Stark Velo), 43, Canton OH, at 0:39; 15. Paul Leary (unatt.), 29, Lakewood OH, at 0:56; 16. Brian Schneider (unatt.), 39, Parma OH; 17. Robert Rodgers (unatt.), 32, Cleveland OH, all s.t.; 18. Denis Celleghin (unatt.), 42, Mayfield Hts. OH, at 2:53; 19. Gary Hyduck (unatt.), 51, Olmsted Falls OH, at 2:55; 20. Dale Seeds (Stark Velo), 55, North Canton OH, at 2:58; 21. Seth Staffen (Allegheny General Hospital/North Hills Velo), 28, Monongahela PA, at 4:05; 22. Scott Rassbach (unatt.), 34, Cuyahoga Falls OH, at 4:09; 23. David Barnette (unatt.), 21, Stow OH, at 4:18; 24. David Drabison (unatt.), 49, Austintown OH, at 4:20; 25. Brian Roach (unatt.), 34, Lakewood OH, at 4:28; 26. Mark Carrabine (unatt.), 52, Solon OH, at 4:44; 27. **Matt Godwin (Airborne Cycling Team)**, 16, Lima OH, at 6:04; 28. Heath Brown (unatt.), 30, Kent OH, s.t.; 29. [unidentified], at 6:15; 30. Timothy House (Stark Velo), 36, Akron OH, at 6:26; 31. Christian Celleghin (unatt.), 43, Mayfield Hts. OH, s.t.; 32. Don Bunker (Stark Velo), 44, Orrville OH, at 6:34; 33. [unidentified], at 7:17; 34. Jeremy Bosl (Pyro Apparel/PDQ Cleveland), 16, Berea OH; 35. Mark Belmont (Orrville Cycling Club), 29, Smithville OH, both s.t.; 36. Andrew Moskal (PVR Bicycle Club), 16, Brecksville OH, at 9:56; 37. Brian Miner (Stark Velo), 31, Cuyahoga Falls OH, at 10:38; 38. Wayne Loner (unatt.), 57, Twinsburg OH, at 11:44; 39. Peter Deucher (unatt.), 15, Wakeman OH, at 12:18; 40. Mark Chapman (unatt.), 43, Akron OH, s.t.; 41. James Watson (unatt.), 48, Lakewood OH, at 12:34; 42. Kevin Brumagin (unatt.), 49, Girard PA, at 15:59; 43. Greg Majoyer (unatt.), 37, Broadview Hts. OH, at 16:30; 44. [unidentified], time n/a; 45. Adam Bernhardt (unatt.), 26, Cranesville PA, at 18:01; 46. David Deucher (unatt.), 48, Wakeman OH, at 18:42 (50 starters).

Women: 1. Jane Evely (Tri-Tech), 35, Kent OH, 20.2 miles in 1:00:49 (19.9 mph); 2. Erin Ford (Bike Source), 29, Columbus OH; 3. Kiera Karas (Bike Source), 28, Columbus OH, at 0:05; 4. Mary Ellen Bailey (Stark Velo), 41, Canton OH, s.t.; 5. Tricia Ingraham (Allied Decal/Summit Freewheelers), 34, Akron OH, at 0:18; 6. Samantha House (Stark Velo), 35, Akron OH, at 0:57; 7. Catherine Scott (SFW), 32, Wooster OH, at 2:46; 8. Michelle Hritz (unatt.), 34, Middleburg Hts. OH, at 3:03; 9. Linda Miranda (Snakebite Racing), 41, Valley City OH, at 3:07; 10. Julie Lewis (Lake Effect), 41, North Royalton OH, at 3:30; 11. Martha Brennan (unatt.), 33, Cleveland Hts. OH, at 6:14; 12. Anna Gerrodetta (unatt.), 40, Lakewood OH, at 11:34 (12 starters).

Men 35-44 (Cat. 2-5): 1. Ed Delgros (MVC), 41, Hermitage PA, 28.4 miles in 1:15:11 (22.7 mph); 2. John Lorson (Orrville CC), 40, Orrville OH; 3. Jim Yankush (MVC), 44, North Lima OH; 4. Kevin Lutzke (Stark Velo), 37, Canton OH, all s.t.; 5. John Lowry (Stark Velo), 35, North Canton OH, at 0:06; 5. Steve Heibel (Lake Effect), 35, North Royalton OH, at 0:23; 6. Mark Schneider (NhV), 38, Slippery Rock PA, at 1:19; 7. Larry Pesyna (Savage Hill Cycling), 40, Westerville OH, at 1:28; 8. Bill Marut (Lake Effect), 40, Painesville OH, at 1:35; 9. Brian Diffenbacher (Lake Effect), 35, Broadview Hts. OH; 10. Steve Paletti (Savage Hill), 37, Worthington OH, at 2:01; 11. Tom Eberlein (PICC), 42, Erie PA, at 4:53; 12. Joe Bonell (Savage Hill), 38,

Columbus OH, s.t.; 13. Bob Riffle (East Suburban Sports Medicine Cycling Team), 39, Freedom PA, s.t.; 14. Blair Fraley (unatt.), 42, Columbus OH, s.t.; 15. Conrad Griffith (PDQ), 45, Chagrin Falls OH, at 6:19; 16. Rick Pudoka (Glenwood), 44, Clinton OH; 17. David Kovach (PDQ), 42, Cleveland OH, at 1 lap (19 starters).

Men 45+ (Cat. 2-5): 1. Rudy Sroka (Lake Effect), 47, North Royalton OH, 28.4 miles in 1:15:11 (22.7 mph); 2. Glen Snyder (Sci-Fit/Dirty Harry's), 47, Pittsburgh PA; 3. Sal Ponzio (MVC), 45, Girard OH, both s.t.; 4. Larry Pandy (Team Glenwood), 48, Concord Twp. OH, at 0:06; 5. Mitchell Tallan (Savage Hill), 45, Pickerington OH, at 1:28; 6. Michael Maring (Presque Isle Cycling Club), 45, Erie PA; 7. Glenn Sullinger (SFW), 47, Hudson OH; 8. Karl Kule (Glenwood), 51, Chesterland OH, all s.t.; 9. Chris McElhinny (ACA), 50, Transfer PA, at 1:38; 10. Phil Brozier (MVC), 51, Mineral Ridge OH, at 4:44; 11. George Liolios (SFW), 56, Munroe Falls OH, at 6:19; 12. Donald Cernanec (PVR), 54, Medina Twp. OH; 13. Bob Grimm (SFW), 54, Marshallville OH, at 6:43; 14. Roy Gryskevich (MVC), 49, New Cumberland WV, at 9:03; 15. Daryl Breedlove (Glenwood), 45, Painesville OH, at 10:29; 16. Rick Shreckengost (unatt.), 47, Warren OH, at 1 lap; (22 starters).

Cat. 4 Men: 1. Todd Bolgrin (Snakebite), 28, Stow OH, 28.4 miles in 1:14:52 (22.8 mph); 2. Joshua Ritchie (unatt.), 29, Tallmadge OH, s.t.; 3. Kevin Peters (unatt.), 20, Creighton PA; 4. Brian Shirilla (Mahoning Valley Cycling), 34, Poland OH, at 1:12; 5. Glen Hance (Sette Nove/Allegheny Cycling Association), 48, Kennerdell PA; 6. Michael Bonomo (Snakebite), 23, Hudson OH; 7. [unidentified]; 8. [unidentified]; 9. Robert Turba (PDQ), 41, Cleveland OH, all s.t.; 10. Mark Johnson (NHV), 42, Pittsburgh PA, at 1:22; 11. Kevin Ward (Lake Effect), 28, Concord OH; 12. Justin Kanter (NHV), 20, Moon Twp. PA; 13. Tom Keller (unatt.), 40, Solon OH, all s.t.; 14. Jason Rapp (PDQ), 32, Cleveland OH, at 1:25; 15. Patrick Miranda (Snakebite), 41, Valley City OH, at 1:30; 16. [unidentified], at 2:39; 17. Ed Collier (Bike Stop Cycling), 27, Valparaiso IN, at 3:00; 18. [unidentified], at 5:24; 19. Ed Asher (Snakebite), 42, Chagrin Falls OH, s.t.; 20. Brett Davis (Snakebite), 35, University Hts., at 5:34; 21. John Ehrlinger (unatt.), 41, South Euclid OH, at 5:38; 22. Mike Ellis (NHV), 50, Pittsburgh PA, at 5:55; 23. James McCain (unatt.), 35, Erie PA, at 6:05; 24. Paul Kinney (OCC), 41, Orrville OH, at 7:26; 25. Phil Esempio (SFW), 37, Cuyahoga Falls OH, at 1 lap; 26. Jeff Comer (PDQ), 34, Strongsville OH, at 1 lap (38 starters).

Category 1-3 Men: 1. Jeff Braumberger (Torelli/Team Columbus), 42, Mansfield OH, 36.4 miles in 1:30:33 (24.1 mph) – new course record, old record 1:30:59 by B. Batke, 1999; 2. Stefan Kadar (PVR), 29, Brook Park OH, at 0:05; 3. Brian Batke (Torelli), 44, Novelty OH; 4. Ryan Rish (Savage Hill), 30, Newark OH, both s.t.; 5. James Baldesare (Athletes by Design), 34, Kent OH, at 1:44; 6. Shawn Adams (Allied/Summit), 30, Akron OH; 7. Jim Cunningham Jr. (Lake Effect), 32, Fairview Park OH, both s.t.; 8. Brett Bailor (Lake Erie Velo), 26, Erie PA, at 3:17; 9. Jeremy Grimm (Savage Hill), 29, Orrville OH, at 3:32; 10. James Dieringer (Lake Effect), 32, Lakewood OH; 11. Royden Kern (CES/Schellers), 28, Lexington KY; 12. Ray Russell (Sette Nove), 45, Beaver PA; 13. Hector Colon (PVR), 30, Mineral Ridge OH, all s.t.; 14. Dave Chernosky (Torelli), 38, Westlake OH, at 3:37; 15. Tris Hopkins (Torelli), 39, Kent OH, at 3:40; 16. Ryan Borcz (Sette Nove), 23, Prospect PA, at 3:42; 17. John Minturn (NHV), 25, Pittsburgh PA, at 3:52; 18. Hank Rochette (PVR), 32, Fairview Park OH, at 3:58; 19. Bryan Routledge (Sette Nove), 39, Pittsburgh PA, at 4:13; 20. Brent Evans (Color Me Safe Cycling Team), 38, Chesterland OH; 21. Chris Fisher (Savage Hill), 31, Sugar Grove OH, both s.t.; 22. Mike Culley (Sette Nove), 34, Grove City PA; 23. Andy Burns (Central Ohio Bicycle Club), 30, Delaware OH, at 1 lap (36 starters).

Promoter: Charles Howe.

Officials: Dan Gabelman (Chief Referee), Gary Bywaters (Chief Judge).

Sponsors: PYROapparel; Ohio School Pictures; Saturn of Middleburg Heights; Bike Authority; Clif Bar.

Volunteers: John Bodell, Dee Bosl, Greg Bosl, Jeremy Bosl, Pam Burda, Eric Collander, Al Dottore, Paul Dowd, Pat Galla, Conrad Griffith, Phil Hrusch, Kim Quint, Maureen Sullivan, Joe Wilkinson, Tony Zwolinski.

Earn A Bike programs
Used bikes for sale
Bike education
Membership
Fun tours



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: The League Cycling Instructor seminar in June certified 11 new Bike Ed teachers, and taught us all a lot about how we promote cycling, and why. We will now begin offering Road 1 courses with every bike we sell, and as widely as possible in the community. There is a new forum on the website devoted to this new work.

Our efforts to make the Columbus Road Bridge bike-friendly seem to have mired in bureaucracy. Though we don't do advocacy, we do want folks to be able to cycle safely to the shop. So please see our forum on the subject, and send a polite letter to the City about this dangerous condition on our cycling link to Ohio City.

The Big Bike Fish had a great time at Dike 14, where it inadvertently upstaged Mayor Campbell; at Hessler Street Fair, where it gave plenty of rides to bubbling children; and at Parade the Circle, where it swam big circles with the school of cycle-fish, and was ably piloted home down Euclid Avenue, into a headwind, by member Chris Solt (see below). Pictures, of course, are on the website.

Chris will soon be piloting his own behemoth bike, a recumbent pedicab, around town, in a partnership with the OCBC. See ClevelandRickshaw.com for info.

We (again) saw a beaver on Scranton peninsula! This time in the daylight, on land, through binoculars, and without the distraction of really great bluegrass music (see last month's edition). In other wildlife news, a Great Blue Heron has taken to fishing every evening from a tunnel in the bulkhead across the river. Beauty.

Upcoming events: The **SCRABBLE** (Summer Century Ride and Beach-to-Beach Lakefront Experience) on **July 18th** will be (for this, its first year) more informal than originally planned. The ride still promises great cycling, fine vistas, and a bang-up BBQ (with vegan options) at the end. See the ad elsewhere in this Crankmail, sign up on the website for a great Trakpack gift (see the forum topic), and bring your swimming suit!

One of the area's new League Cycling Instructors, Mike Blotzer, will be holding a Road 1 class at the Bay Village Recreation Center on July 10, 17 & 24. Sign up, learn how to ride right, and make Mike buy you some ice cream!

We'll also be hosting three Hawken School summer camp groups for bike safety tours, and teaching LAB Kids 1 classes at two Rec, Centers this month.

Members' special: Because pesky customers are always trying to buy bikes while we're trying to work, we're thinking of restricting retail hours to Mondays, Thursdays and Saturdays, so our members - who have worked or paid for our help - can get it. Stop in and let us know what you think, and get a free flat-change lesson!

Join the SCRABBLE! 04

Summer Cleveland Ride and

S
04

Beach-to-Beach
Lakefront Experience



Sunday, July 18, 2004
Edgewater Park, Cleveland, Ohio

The SCRABBLE (Summer Cleveland Ride And Beach-to-Beach Lakefront Experience) is a bike ride starting at Edgewater Beach, with routes from less than 10 miles to 100 miles. Routes will visit beaches and parks along the scenic shores of Lake Erie between Huntington Beach and Mentor Headlands. Participants can also attempt to win cash prizes by making a word from SCRABBLE® tiles afterwards!

There is no pre-determined registration fee. We will accept free-will donations to benefit the education mission of the Ohio City Bicycle Co-op. Up to half these donations will fund a barbecue (with veggie options) at the Co-op for all participants after the ride. So **more generous donations = better barbecue!**



As a **BONUS** to this memorable day of cycling, riders will have a chance to sample excellent restaurant cuisine at the nearby annual outdoor festival **The Taste of Tremont**, held that same afternoon.



We will NOT have staffed **REST AREAS** along the route this year. You must provide your own food and water. However, the route map will indicate suggested rest areas. We will have SAG vehicles and ride leaders with tools, tubes, cell phones, etc., riding along.



START TIME is based on the estimated distance of your ride: More than 50 miles; arrive at 7 AM...25 to 50 miles; arrive at 9 AM...less than 25 miles; arrive at 11 AM. **Note:** younger riders or those not comfortable on public roads can ride a shorter distance on the bike paths and lightly traveled roads of Edgewater Park and Whiskey Island.

- **Helmets** are required. **Sunblock** is strongly recommended.
- A **waiver** form (available on the day of the event) must be signed prior to participation.
- **Showers** are available at Edgewater, Wildwood and Headlands.
- Out of towners who wish to arrive the day before the event can choose from several fine **hotels** in the area — call or email for recommendations.

For more information, contact Jim Sheehan at
216-830-2667 or webmaster@ohiocitycycles.org

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LEW Club Weekend & Holiday Ride Schedule

July 4 10:00 Olmsted Falls to Vermillion
July 5 10:00 Holiday Hawaiian Shirt Ride - Scenic Park to the Cleveland Flats for lunch - 30 flat miles
July 11 8:00 Scenic Park to Euclid - 45 flat miles
July 11 10:00 Bike Path Series: Edgewater Park to Euclid - 30 flat miles
July 17 9:00 Women's Only Ride: Bonnie Park to Medina - 45 miles
July 18 8:00 Bonnie Park to Doylestown
July 25 8:00 Olmsted Falls to Berlin Heights

Aug. 1 8:00 Brecksville to Parts Unknown
Aug. 8 8:00 LEW Club Picnic: North Mastick Woods Picnic Area to Brecksville
Aug. 8 10:00 LEW Club Picnic & Bike Path Series: North Mastick Woods Picnic Area to Everett Road Picnic Area
Aug. 15 8:00 Scoop-a-Loop Invitational Ride
Aug. 21 9:00 Women's Ride: Olmsted Falls to Oberlin - 50 miles
Aug. 22 8:00 Eric's Hill Climb Challenge – Deep Lock Quarry, Prizes!
Aug. 29 8:00 Bonnie Park to Lodi
Aug. 29 8:30 Rail 'n Trail Bicycle Tour

Ride Start Locations

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).
Edgewater Park Lower parking lot, reachable from West Shoreway (Edgewater Park Exit) or upper parking lot east of West Boulevard & Cliff Drive.
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, located ½ mile south of Detroit Road, in Lakewood.

Weekday Rides

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

Wednesday “Mod” – The Moderate Pace Rides will leave from the Olmsted Falls Public Library lower parking lot at 6:30. 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 (or e-mail) Marc Snitzer at 440-236-3017, (msnitz@juno.com), or Greg James at 440-331-9419 (clockwerke@aol.com).

LEW WEB keeps club informed of late breaking news

Use the club site at: <http://www.lakeeriewheelers.org> to stay abreast of late changes.

The LEW club e-mail list is at 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.

Weekend Club Rides

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.

The Ride Leaders for the current and following months are:

July	Dave Snyder / John Clay
August	(Volunteer Requested)

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.

2004 "Women Only" Ride Series

Women's Rides will be held on the third Saturday of each month, 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 2004 Ohio Bike Path Series

These are "C" level rides, starting an hour after the regular Sunday ride, 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.

Upcoming Ohio Bike Path rides for this summer:

July 11 Edgewater Park to Euclid via Lakeshore	30 miles	Richard Edmister
Aug. 8 Club Picnic: North Mastick Woods to Everett Rd.	20 miles	John Whitaker

The June Bike Path Ride from Elyria to Kipton was very well attended, with at least fifteen members present to take full advantage of the pleasant riding weather.

Touring Division News

Planned overnight tours through the month of August include:

Tour Destination	Date	Ride Captains
Findlay State Park	July 10, 11	Greg James
Kelleys Island State Park	August 14, 15	TBD
Popcorn/Hancock Horizontal Hundred	September 10-12	Greg James

Starting locations and times TBA. Rides are RSVP; please notify the ride captain promptly to be included. Prospective riders are expected to be physically fit, properly attired & equipped, with bicycles suitable for the routes in question.

The 2004 LEW Club Picnic

The LEW Club Picnic will be held on August 8th at North Mastick Woods Picnic Area in the North Rocky River Reservation, the start point for both the regular club ride (to Brecksville) as well as a Bike Path Series ride (to Everett Road), and will begin after the rides. Entertainment will include volleyball and horseshoes. Volunteers may be needed to

help, including a Designated Squatter to secure the site. Anyone wishing to volunteer is requested to contact Russ Marx or Dan Izuka.

The Rail 'n Trail Bicycle Tour 2004

Come join in the fun and experience a new way to "ride" the Cuyahoga Valley, half on the Rail & half on the Trail! Sunday, August 29 marks the Lake Erie Wheelers' first annual Rail 'n Trail Bicycle Tour. Boarding the Cuyahoga Valley Scenic Railroad at Rockside Station at 10:00am, attendants will load your bike onto the baggage cars. Once on board, riders may view the scenic Cuyahoga Valley National Park from the comfort of the passenger cars as the train transports you and your bicycle to North Station in Akron, arriving at 11:45 am. Upon arrival, snacks and refreshments will be provided before your journey begins.

The ride begins at North Station and proceeds down a marked bike lane for a short distance to Mustill Store, the newly restored building and museum, where a snack will be served. From there, riders begin their journey on the Tow Path back to Rockside Station. After 15 miles, you will be treated to a homemade spaghetti lunch at the historic Stanford House Youth Hostel in Peninsula. With plenty of carbs to fuel *your* engine, it's back to the trail to ride the final 12 miles to Rockside Station.

The price of admission, which covers the train ride, snacks and lunch, is \$26.00 for adults, and \$19.00 for children aged 10 years and under. Entries must be received by Sunday, August 1st. A registration form may be downloaded from the club website at <http://www.lakeeriewheelers.org>, or may be requested from Greg James at 440-331-9419 (clockwerke@aol.com).



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Rail 'n Trail Bicycle Tour

In the Beautiful Cuyahoga Valley

When & Where: Sunday, Aug. 29, 2004

Start Location: Cuyahoga Valley Line Rockside Station on Rockside Road at bottom of the hill near Lock Keeper's Restaurant.

Ride: Train arrives in Akron at about 11:30, a snack awaits. Bike for 15 miles up the Tow Path to Stanford House for Lunch. Back on the bike for the final 12 miles return to Rockside Station.

Entry Deadline: Saturday, August 1st,
Rider Limit: 200.

Come join in the fun and experience a new way to "ride" the Cuyahoga Valley. Half on the Rail and half on the Trail! Sunday, August 29 marks the Lake Erie Wheelers Bicycle Club's first annual Rail 'n Trail Bicycle Tour. Boarding the Cuyahoga Valley Express at Rockside

Station, attendants will load your bike onto one of the three baggage cars. On board the train, riders will view the scenic Cuyahoga Valley National Park from the comfort of the

passenger cars. The train will transport you and your bicycle to North Station in Akron, arriving at 11:30. The ride begins at North Station and proceeds down a marked bike lane for a very short distance to Mustill Store, the restored museum along the trail, for refreshments. From there, riders begin an easy bicycle ride on the Tow Path back to Rockside Road Station. After 15 miles on the trail, you will for a home-made spaghetti lunch at the historic Stanford House Youth Hostel in Peninsula. With plenty of carbs to fuel your engine, it's back on the trail for the final 12 miles to Rockside Station.

Visit the Lake Erie Wheelers for more information at www.lakeeriewheelers.org



CrankMail

Unclassified

Steel Horse Bike Carrier, 2 or 4 bike design for 2 in receiver hitch with their finest design 2 in steel tubing. \$90. **Cateye CS-1000** wind trainer, new condition. \$225. Call 216-831-6248.

Raleigh C40; 48cm; 21 speed hybrid; Shimano components; Grip shift MRX 100. Chromoly frame - light caramel to burnt caramel colored. \$200. Janet/Michael at 330.334.2612.

Speedplay pedals and cleats, 1 yr old \$60.440 748-9404 lk@nccw.net.

Wanted: **Burley Trailer** with screen cover, others will be appreciated, leave message 440-610-4884.

Duegi Lightning: women's Road Shoes, never been worn riding, tried on only. Size 40 (8 1/2). Does not include cleats. Red/blue/yellow. In box. \$75.00 (216) 691-2404. amarwr61@cs.com

SIDI Genius 4 Lorica, Black, size 43. Used a dozen times. Like new. A bit too small for me. \$100. (330) 321-8758. towner96@hotmail.com.

Topolino Clincher Wheelset. Half pound lighter than Ksyriums, carbon kevlar composites. Hottest wheels of the year. Retail for \$850, yours for \$550 with tires. Ridden four times, I have way too many wheels to keep them all. Alex 440-572-2916, Alexburnunit@adelphia.net

Expires August 2004



Tour de France Contest Win a Trek Commemorative Jersey!

The tour is about to begin and this is your last chance to win this \$100 Trek jersey. Name the overall tour points winner and the stage the race is determined, complete the form and mail it in (or you can just email crankmail@wowway.com). You must be a subscriber to win. Entries must be received by July 18th.

Official CrankMail TDF Entry Form

Name: _____ Phone: _____

Address: _____

Tour Winner: _____ Winning Stage # _____

The decisive stage will be determined when the Yellow Jersey changes riders for the final time. The winner will be selected in a random drawing from the correct entries. If there are no correct entries, all entries with the correct tour winner will be placed in a drawing. You must be a CrankMail subscriber to enter. Send your entries to CrankMail, PO Box 5441, Cleveland, Ohio. **The jersey was donated by:**



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