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The Voice of Cyclists in Northeast Ohio

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From the Editors

Judgement Day. 'I'll ride if it isn't raining when we start'. Ever hear someone say that the night before the weather forecast of 50% chance of rain tomorrow? It doesn't make sense, does it? You get just as wet during the ride as you would at the beginning. Are the riders who say this really as goofy as they sound?

I think what really happens is if it rains during a ride, you're already warmed up, you don't feel so cold. But if it's raining at the start you remember past days when you stood around before a ride getting chilled to the bone. And you don't want that again.

If you've had experience with bad weather, you also know you can dress for it. Wearing something a bit warmer at the start that you can easily unzip or doff will make the early moments of the ride just as comfortable (or, in the case of rain, just as not-so-uncomfortable) as later on. But you've got to have the experience to know. When you have it you can exercise judgement. Without it, you're just guessing.

Most of us gain the experience during summer cycling that leads to good judgement: is the hill too steep, the distance too long, the turn too sharp? We've done lots of this kind of riding, so we know what to expect. But in inclement weather, particularly cold inclement weather we have far less experience to draw upon, so we tend to guess and usually we guess timidly.

I've had cycling companions decline to ride because 'it's just too bad out'. Then, when they hear how much fun the ride was, regret they didn't come. 'They said it was going to rain all day', 'the roads looked real slick', 'I thought I was coming down with a cold'. All judgement calls. But are they based on experience or guesses?

There's no shortcut to experience. No book can tell you 'when it's too bad out'. You can only judge for yourself. But unless you've got a good base of experience, that judgement isn't worth much.

So the next time you look outside the window and it's looking grim, and you're about to duck out of a ride, give it a try instead. Think about some clothing that might work and a bike that'll handle the conditions, and go out and ride for a bit. My guess is you'll keep right on riding. And the next time it looks bad out, you'll know better.

The worst day on a bike is better than the best day sitting indoors.

Martin Cooperman and Tom Meara, Editor & Publisher, May 2006

IN THE ZONE

Cycling News and Events

A Cleveland man **pledged guilty** today to 12 felony charges related to his brutal attack and robbery of a Lorain Avenue bicycle shop owner in March.

David Worley, 50, could receive more than 40 years in prison for attempted murder, kidnaping, aggravated robbery and aggravated burglary. Sentencing is scheduled for June 22.

Ken Schneider, 56, of Rocky River, was in a coma with serious head wounds for more than a week after Worley beat him with a hammer. Schneider has returned home and is recovering well, said Cleveland City Councilman Jay Westbrook, who led a contingent of neighbors to Common Pleas Court in a show of support for Schneider.

Schneider's son has reopened the shop at 10001 Lorain Ave. in Cleveland.

Walk and Roll Cleveland is a project that could be a catalyst to draw more visitors to **Rockefeller Park** and to **University Circle**, energizing and revitalizing the neighborhoods in and around University Circle. The plan is to utilize East Blvd for motorized traffic so that MLK Drive and Rockefeller Park can be enjoyed by the people on Sundays. Plans are to try it on the four Sundays in August from 11am until 5pm. The vision for the project is not solely about recreation but includes community-based activities that will draw a large cross section of Cleveland's citizens. Ideas, concerns and suggestions from institutions and individuals will be sought during meetings that will alternate between City Hall (Tuesdays) and University Circle (Wednesdays) from 11:30 to 1:30 from May 23rd to July 18th.

Tired of pedalling? **Pterosail Trike Systems** will begin the first **transcontinental sailing** of the energy regenerative Pterotrike **from San Diego, California to St. Augustine, Florida** on Sunday, May 14. Two Pterosail equipped recumbent tricycles, one a single seat, the other a tandem, will follow the official "Southern Tier" transcontinental bicycle route. In addition to constituting the first workable **sailing system for road cycles**, the trikes are equipped with a 24 volt electric pedaling assist motor and a 24 volt alternator that recharges the batteries when the cycle is underway with wind power. The purpose of this test trip is to demonstrate the utility of the Pterosail trikes, and to obtain information upon which to base final design improvements prior to presentation of marketable Pterosail trikes at the Interbike Convention in Las Vegas in Septemeber of 2006.

On May 4th @ 7:45 pm, **a local cyclist was hit by a car** on Hines Hill Road, Hudson area; and the driver of the car..."did not" stop and fled the scene. The cyclist suffered serious injury to include a broken leg, two broken vertabrate, etc & the cyclist was wearing a helmet and near the edge of the road.

To date the **Hudson Police** have been unable to local the driver of the car. A witness to the accident indicated the auto was a **dark green VW Passat or Jetta**...and, was driving at a high rate of speed...and, the auto should have damage to the right front fender and hood...as the cyclist bounced off the hood and windshield.

We are asking that all cyclist in the area to be "alert" and on the lookout for such a damaged car. Any information may be reported to the Hudson Police (330-342-1800).

This link, www.fullyloadedtouring.com, was brought to our attention by the **Adventure Cycling Association**. It is simply a gallery of individual's touring bikes with links to their personal websites. If this doesn't get you off the couch and on the road, nothing will.

This month's cover shows some cyclists enjoying the Towpath Trail on the 2005 Rail and Trail Ride sponsored by the Lake Erie Wheeler's. This year the ride will be held on Sunday, August 13th starting with a train ride to Akron from the Rockside Road Depot.

Upcoming Cycling Events

Friday, 6/2 and Saturday 6/24. NIGHT RIDES ON THE TOWPATH. Peninsula. Free ride for cyclists of all skill levels starting at 8 p.m. Helmet and bike lights required. Century Cycles Bicycle Shop. Attn: Derrick; PO Box 268; Peninsula, OH 44264. (800) 201-7433. www.centurycycles.com

Friday - Sunday, 6/2 - 6/4. NO FRILLS TANDEM WEEKEND. Seville. Route maps provided, and each tandem team is responsible for their own food and lodging. Stop at restaurants for food each day. Rider Limit: 30 tandem teams. Check the Web for details! Akron Bicycle Club. Mark & Joyce Lange; 447 Whitestone Cir.; Wadsworth, OH 44281. mark@stevelange.com

Saturday, 6/3. MOHICAN MOUNTAIN BIKE 100K/100-MILE. Loudonville. Ohio's only 100K + 100-mile mountain bike race. One full loop spanning five counties through some of the most remote wilderness in Mohican country. Includes aid stations along the route, post-race meal. Rider Limit: 250. Men, Women, 50+. OMBC. Ryan O'Dell; PO Box 97; Butler, OH 44822. (419) 989-0239. www.mohican.net

Saturday - Sunday, 6/3 - 6/4. BOB HART MARATHON RIDE. Cleveland. Ride from Cleveland, Ohio to Chautauqua, New York and back --300 miles total-- over flat to rolling terrain. All are invited to join Bob Hart, a "senior" rider, who has battled arthritis with chemotherapy and "heart." Sag support provided. Proceeds benefit Cleveland Arthritis Foundation. 15700 Van Aken Blvd. #11; Shaker Hts., OH 44120. (216) 921-1930. Email: RHart70390@aol.com

Saturday 6/10. Ohio Randonneurs 400k ACP Marietta brevet. Grove City Ohio. Contact Bob Waddell - www.ohiornd.org.

Sunday, 6/11. SUNDAY IN JUNE. Burton. A scenic ride through the heart of Northeastern Ohio's Amish countryside. Routes of 25/50/62/100 rolling miles. With 30 years' history, Sunday in June is a full-service, classic tour that includes road service, route markings, lunch, and much more. Rider Limit: 700. Cleveland Touring Club. Bill Maurey; PO Box 1157; Mentor, OH 44061. (440) 796-4736. www.clevelandtouringclub.org

Saturday 6/17. National 24 Hr Challenge, Grand Rapids. John & Diane Obermeyer, 2212 College SE, Grand Rapids, MI 49507, Phone: (616) 241-1969, n24hc@aol.com www.n24hc.org

Saturday-Saturday, 6/17-6/24. GREAT OHIO BICYCLE ADVENTURE. It is too late to sign up, this is only listed in case you were wondering where everyone was.

Sunday, 6/25. PORTAGE RIVER TOUR. Elmore. Follow the meandering Portage River with routes of 10/31/62/100 flat miles. Lunch for all riders at the Portage River Festival. Hostelling International - Toledo Area. PO Box 352736; Toledo, OH 43635-2736. 419-243-7680. patsquire@juno.com



Cleveland Touring Club
PO Box 1157
Mentor, OH 44061

www.clevelandtouringclub.org
clevelandtouringclub@hotmail.com

Cleveland Touring Club

WEEKLY RIDE SCHEDULE

Tues	6:30pm start at Concord Woods . Large group with map.
Wed(a)	6:30pm start at North Chagrin . Self directed.
Wed(b)	7:00pm start at North Chagrin . Casual with ride leader.
Thurs	6:30pm start at North Chagrin . Large group with map.
Sat	8:30am start at North Chagrin . Pickup Ride, group decides destination
	..

SUNDAY RIDE SCHEDULE

Date	Ride/Terrain
June 4	LAKESHORE RESERVATION to Madison (25) Geneva (45) Ashtabula (65). Courtesy of Chuck R Flat/ Rolling
June 11	SUNDAY in JUNE – CTC's Annual Event in Middlefield (10,25,50, 62, 100). See website for details: Snacks, lunch; Pre-register by mail. Rolling/Hilly
June 18	CHARDON to Footville – (30, 55) Tandem Friendly, Rolling
June 25	CHESTERLAND - HUBBUB to Burton (30) Russell (45) Rolling/Hilly
July 2	GIRDLED ROAD RESERVATION to Chesterland (25, 45, 60) Hilly
July 4	NORTH CHAGRIN – Independence Day Pickup Ride Varied terrain

RIDE START LOCATIONS

CHARDON Rt. 6, Chardon Plaza, parking lot across from McDonalds

CHESTERLAND HUBBUB Custom Bicycles, 8005 Mayfield Road, east of Caves Road, in Chesterland

GIRDLED RD. RESERVATION South Entrance — Take I-90 to Rt. 44 south to Girdled Rd. At Girdled, turn left (east) for 2.5 miles to Rt. 608 and turn right (south) for about 2 miles to Radcliffe Rd. Turn left (east) for .3 mile to Girdled Road Reservation which is located on the left (north) side of the road.

LAKESHORE RESERVATION Take Route 20 to Antioch Rd. 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 Chagrin River Road (Rt 174) to Ox Lane.

SUNDAY IN JUNE Century Village 14653 East Park St., Burton, Ohio

Sunday in June planning for another great ride

Mark your calendar for Sunday in June. Many volunteers have come together to make it a great ride. **Bill Maurey**, ride director, has coordinated a team that will ensure a fully supported ride with great routes, food and more. Be sure to say hello to the volunteers when you meet them at Century Village on June 11th.

Mary Connors is back for a repeat performance greeting our riders first thing in the morning; **Greg Priddy**, DJ extraordinaire, will provide music at the Parkman rest stop; **Julie Maurey** has devoted many hours in a design of the new four-fold flyer this year; **Jim Pyle** is bringing out several club members from the Lake County Amateur Radio Club to provide communications; **Andy Carpenter** has designed a new tee shirt and all the graphics for our flyer and maps; **Gloria Costello** is handling the distribution of all tee shirts and working on post-event activities; **Bruce Oppenheim** is taking on the challenge of putting food on everyone's plate; **Craig Connors** is heading up the pre-event and on-site registration process; **Steve and Nancy O'Bryan & Freya Turner** are marking the route; **Bob Manly** and **Danny Wynne** have produced and mailed-out thousands of flyers; **Nan and Bruce Horvath, Chuck Radgowski** and **Barbara Cicigoi** are once again, putting together the pre-registration packets; **Bob and Marilyn Utz** will be directing parking; Driving SAG support are **Fredrick Leutz, Ken Brichacek, Jeff Balcken** and **Gordon & Jane Stevens**; **Larry Gray** is in his fifth year of devoting his entire day to the lead at Parkman rest stop; our rest stop team for this year are: **Bonnie Houser, Connie Marks, Dave Weglicki, Jay Randall, Jim Berg, Joe & Sue Chupek, Kirt Hyde, Mike Powers, Rich Leskovec, Pete Snitzer & Geri Weis, John & Vanessa Pesec**; behind the scenes there are other hardworking volunteers: **Rick Porter, Ed & Suz Enyedy, John Gallovic, Kate Heydorn, Kim Boyd, Mike Powers, and Rich Leskovec**.

SUNDAY IN JUNE – the pitch

In our 29th year, Sunday in June is a classic NE Ohio tour through the heart of the region's Amish countryside. The ride includes route markings, hot lunch, music, fully supported rest stops, road service and much more.

This year the SIJ location is moving to Burton with the ride start and lunch at the historic **Century Village**. This setting is beautiful with vistas overlooking the hills of NE Ohio. Registration forms can be found at www.ClevelandTouringClub.org.

Routes 25/50/62/100 miles. Rider Limit: 700. For more info contact Bill Maurey at (440)975.9744 or BMaurey@Hotmail.com.

Share your cycling adventures...

Now is your chance to tell your fellow CTC members about the great or not great ride event, favorite cycling route, funny experience, etc. that you have encountered. We are looking for stories about where our riders are going. Some suggestions might be where you traveled, the number of riders, comments about support, scenery, weather, etc. Have fun with it. Please submit to Barbara, CTC Crankmail editor at barbaracici@hotmail.com

Wednesday Night Ride Hot Dogs

On the second Wednesday of each month from April thru September there will be a hot dog roast that will take place after the ride in the picnic shelter located

across from the Nature Center. Hot dogs, buns, macaroni salad, baked beans and condiments will be provided by CTC. Please bring something to drink and a place setting. Side dishes, appetizers, desserts are welcome, but not required. - *Frank Zoretich, Wednesday 7pm Ride Leader*

Wednesday 6:30 PM self-guided rides

The Wednesday night 6:30 rides this year are Self-Guided...that is, they are "show-n'-go." Maps for this ride are at the website www.clevelandtouringclub.org with links on the home page. The ride leaves at 6:30pm and goes all season. As the daylight gets longer, the ride can extend to 32 miles.

New this year is a less aggressive ride for "C" class riders...or "C"asual riders. The ride regroups in two groups, the A/B riders and C riders regroup at the top of Berkshire and again at the arrival of River Road (or as decided by the group). Since daylight is limited, the first recommended ride is the 22 mile ride.

See www.ClevelandTouringClub.org/pdfs/22Mile_Route.pdf for the map. It is recommended that you print a few maps and bring them with you to the ride. - *Bill Maurey*

Yahoo CTC List Serve

Many of the club members are missing out on announcements and mailing from the general club membership. If you want to receive e-mails from the club regarding schedule changes, weather conditions, road closures, parties, membership, Sunday in June, maps, scheduled rides, etc... simply send a blank email to: CleveTourClub-subscribe@yahooroups.com. Anything in the body or subject will be ignored. When you get the confirmation message from Yahoo, simply follow the instructions in that e-mail to join.

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Contact the following for information

www.medinabikeclub.org

President:	Dave Polcyn	330-723-3831	davepolcyn@zoominternet.net
Vice Pres.:	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

Start at 6:30 pm (Pace: Moderate 12 - 15+ mph) with some exceptions,
such as September when we start at 6:00 pm instead.

Evening Starting Locations:

June	Buckeye Woods
July	Hubbard Valley
August	Career Center
September	Buckeye Woods

Sunday Morning Breakfast Rides

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

Our NEW STARTING LOCATION is Buckeye Woods County Park located on route 162 between routes 3 and 42. Sunday rides are generally 40 to 60 miles in length with breakfast at the halfway point.

CLUB NOTES:

We wish our newest member Paula Kasmin a hearty welcome and tail winds always. All rest stops for the Ice Cream Odyssey have been reserved and plans were made for route marking, food preparation, and volunteer assignments. Additional discussion centered on members working on the Ice Cream Odyssey and riding it as a club ride on another day. The second annual re-established club picnic is scheduled for August 5, 2006. Members are encouraged to bring their significant others especially non-riding partners. We need to strengthen the conversational gene pool. Let's prove we can discuss something besides carbon fiber, mileage and degrees of grade on those hills we climb.

LETTER FROM VETTER:

300 Kilometer Practice Ride: Eric Overton put the info in the March Crankmail about two long distance training rides and I wanted to do both of them. After some E-mails back

and forth I was all set but on the day of the 200 Km ride I chickened out because I thought it would rain. It didn't.

Well, the 200 Km ride was to start at 7:30 am but I lost my info about the 300 Km ride. I did remember how to get to the starting location and arrived just a little after 7:00 am. I knew I was in the right place because I parked behind a van with a Lake Erie Wheelers bumper sticker on it but there was no one getting ready. I got out of the car and went to the address I remembered as the start location but there was nobody there either. Then it hit me. We have more daylight now so they must have left at 7:00 am and I was late. As I walked back to my car for the drive home I saw a bunch paper on the van's windshield. Aha, cue sheets, I was back in ride. I pulled one of the cue sheets from under the windshield wiper and started riding. Left right left right, I couldn't put the map away because I needed to keep looking at the turns to stay on course. Eventually I got a rhythm going and was able to memorize two turns ahead and could keep the cues in my pocket.

I got down on the drops as much as I could and was in chase mode. Could I, would I catch up to anybody before the ride ended? Only time would tell. About an hour into the ride I heard the classic "chink" indicating that I had just broken a spoke. I had a spare in the rack truck on the back but before wasting time at repairs I looked down at my front wheel and it was running as true as it was when I started so I kept pushing. As I neared Oberlin I noticed that the route backtracked seven miles from Oberlin back to Indian Hollow Road. How far ahead are they I wondered as I was climbing the Parsons Road overpass. Then just as I hit the city limits there they were coming out of town. Actually I didn't think it was the 300 Km. Group because they were all together in one pack but then I heard "Hey Lou" so I gave a little wave and headed into town to get some food and fix the broken spoke. I stopped at the McDonalds and fixed the wheel quickly because after I put the wheel on and tested for trueness it was acceptable. I went inside and ordered a water and a McGriddle.

I was ready to go back in chase mode but the restroom was calling me back. Next I tried to reconcile how to handle the mileage shortfall. Because I stopped at Mickey Dee's I was short about a half a mile. Sure, I'm a little anal retentive about mileage but that's just in the interest of being accurate. So I was formulating a plan to ride past Indian Hollow then turn back to be at the cue sheet mileage of 33.3 miles at the turn. While formulating this plan I missed the left turn onto Parsons and rode south to the next street and turned left there thinking I was on Parsons. Well just as I figured out I was lost the sun let me know I was still close to being on course. Then the road curved around to the left and dead ended into Parsons. Well now my mileage was uncertain; was I over or short. When I got to Parsons Rd. I was at 33.0 and rode 0.15 past then U-turned and I was back in the chase again. I was just passing a father and son cutting grass when dad shouted "Get going they passed here a long time ago". So I tried to shift to the big chain ring but it just would not shift. Dag nab-it, I meant to open the stop so the shifter would make that shift but I forgot. I did put on a new chain though and it was a big improvement. Anyway, the chain got caught between the two big chain rings and the pedals would not go around. So I stopped and pulled it out and started riding again. Sometimes you do the same thing and expect it to turn out differently. It didn't and I stopped again and pulled the chain out again. So I was riding a 9 speed now. The route was flat so it worked fine. The next direction was to "bear left onto River Corners Road. This is an error because to veer left would be to go onto Spencer Mills Road. So I veered then veered back onto River Corners and kept going south. When I got to the stop sign at route 162 I realized I missed the veer-left thing and remembering how route 162 climbs into Chatham I decided to ride my own route to Lodi, the next rest stop.

As I rode into Lodi's Square I saw the group riding out on Bank Street so I just climbed onto the back of the pace-line. After a few moments I was noticed as a new participant and instructed to ride up to the front and check in with Eric the ride leader. As it turns out I was expected and when I passed by everyone they weren't sure who I was. Well, at this point I am part of the group and we ride to Wooster for lunch at Buehler's downtown store. The headwinds took some of the energy we thought we had and on the way back a straw poll was taken in Lodi. Christa stated she was headed straight back to Berea for a 130-mile ride and asked for a show of hands from those who wanted to ride with her. Eric offered to lead anyone interested in the 170-mile route but then all hands went up and Eric joined us for the short route.

The group started to split up and just as the route flattened out and I was getting my second wind the faster riders stopped along the side of Erhart Road to regroup. I kept pushing and with a slight tailwind started to pass all the slower riders who had not stopped. Pretty soon I was way out front all by myself and I started to think in terms of what I could do for the group when I got to Berea. Maybe I could get some juices and fruit to share when everyone else arrived. These thoughts were fun and in my mind I was on par with Lance. Then the route turned east to Station Road and turned North toward Berea. Next reality set in as I saw a large group of riders bearing down on me from behind. My bubble of fast speed and tailwinds had burst with the shift in the wind, now a head wind. I finished with the group and was treated very nicely. Christa hosted an after ride rest stop at her house and we had a good time discussing randonneur rides and how good the ride was despite the head winds into Wooster. I think we will be doing this again as many of us want to get the 300 Km. completed. To do that we'll need shorter rest stops. It also appears that many of us will be in Michigan for the 24-hour challenge. GOOD LUCK everybody, ride "fer" and safe.



**Rainbow Hospital
Emerald Necklace Tour**

The Rainbow Emerald Necklace Tour, August 6, 2006- Join us in a beautiful ride that supports a great cause. Tour the Emerald Necklace of the Cleveland Metroparks in the Rainbow Hospital Emerald Necklace Tour, all proceeds to support Rainbow Babies and Children's Hospital. Starting points are either on the east (Polo Grounds, South Chagrin) or west (Mastick Woods, Rocky River) side of Cleveland, with any distance up to 100 mi. All routes are out and back. Breakfast, lunch, 5 rest stops with refreshments, SAG support, T-shirts and goody bags. This year we are also hosting a kickoff dinner the night before with door prizes and raffle to those donating \$30 or more over the registration fee. Sponsored by Rainbow Babies and Children's Circle of Friends. Complete information at www.rainbowemeraldtour.com. Register online through www.signmeupsports.com.



1823 Columbus Road
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Mon. and Thurs. 12 - 9 PM
Saturdays 12 – 6 PM
Sat. 10 – noon: safe social ride

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The above come-on is completely true: we have so many donated bikes, and so (relatively) few volunteers to fix them, that we are now scrapping lots of bikes we used to save. We have created a new "free room" of good, sorted and evaluated, get-it-running; cranks, derailers, pedals, brakes, bars, shifters and levers; and have a pile of bikes that can be stripped of parts we need with a little effort (for single-speeds!).

All we ask for any of this stuff is that you know what you are looking for, so you don't require the very valuable help of one of our trained volunteers or staff. Of course, a free-will donation to our rice-and-beans-and-nuts-and-bolts fund is always appreciated, but not required. If you need advice, or help with compatibility, we'll gladly sell you some of the slightly cleaner, higher-grade parts we now have sorted into crates, for roughly half of new prices, or market rate for collectibles.

The good bikes and parts we sell support our bike education mission, but we'd rather have folks get an old bike running than just drop it off, so we're hoping this new program will do that. Of course, if you need some help getting it running, that's what our shop membership is for!

* We do have a case full of cool old Campagnolo parts (delta brakes!), but the free Campy stuff we have is: a nice assortment of 1998 shop stickers, and a pretty skanky 80's cycling cap... We're not *that* crazy!

Travel is fatal to prejudice, bigotry, and narrow-mindedness, and many of our people need it sorely on these accounts. Broad, wholesome, charitable views of men and things cannot be acquired by vegetating in one little corner of the earth all one's lifetime.

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OTHER TIMES AVAILABLE BY APPOINTMENT

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May 2006 Wheelmen Calendar

Date	Starting Point	Destination	How Far	The etc's
Sunday ride times are 8:30 AM Eastern Daylight Time!				
06/04	Oberlin Inn	New London Wakeman	56 32	via Fitchville River Rd for a shorter option
06/08	Nordson Depot Prolog	6:30 PM	A quick ride before pizza	
	Ole Towne Pizza	Pizza Meeting	7:30 PM	be there!
06/11	Wakeman	Bellevue Norwalk	60 30	a long but flat one still flat, but a lot shorter
06/18	Amherst	Valley City LaGrange	60 45	a long but nice one get back to mow the lawn
06/18	Oberlin Inn	Medina Litchfield	59 41	lunch on the square a little shorter route

Note the meeting on the SECOND Thursday of the month!
All Wheelmen rides require an approved helmet!

Amherst:

The Amherst start is the City parking area 3 located between Tenney & Park Avenues just east of Church Street. From SR-58, go west on Park Avenue. When you get to the bowling alley, look to the left ... that's the lot! We meet on the south end near Tenney.

Oberlin:

The Oberlin start is in the **Oberlin Inn** parking lot located in the rear of the Inn.

Ride starting times:

Saturday Morning rides will start from **Prospect School** at 9:00 AM.

Evening rides are back on the summer schedule! The Tuesday ride leave from **Prospect School in Oberlin** at 5:30 PM and the Thursday ride will leave the **Amherst Parking lot** at 5:30. This should allow enough time for rides of up to 30 miles before dark.

Yo, Wheelers!

Our group rides are being well attended. The "A" and "B" groups have had good turn outs on our Sunday rides, especially those starting at points other than the "J". For current information and maps of each week's ride, feel free to consult the Club website at WWW.WesternReserveWheelers.Com. Our website, maintained by John Stork, has all our current information and weekly ride maps.



I am happy to report that all of our riders are now wearing approved helmets. Years ago we wore hockey helmets, as there was nothing else available. Now there are several leading manufacturers who make a wide range of helmets. Of particular interest are those helmets with a simple device to open or close helmet width. No major adjustments are needed to make the helmet comfortable when you are wearing something under it because of cooler weather.

Don't forget to check those tires for wear and cracking. Nothing worse than getting a flat out in the country. If you don't carry a spare tube you may be in trouble. A few simple precautions can eliminate those problems.

May the wind be at your back.

Ed Reichek

2006 RIDE SCHEDULE

DATE	LOCATION	TIME	START	DISTANCE
6/4	Cal's Five County	8:30	JCC	49/38/32
6/11	Urban Desert	8:30	JCC	40/30
6/18	North Shore Limited	8:30	Sunset Pond*	42/36
6/25	Hiram/Mantua	8:30	Chagrin Falls*	46/37
7/2	Silver Lake/Kent	8:30	Northfield Center*	68/42/37
7/4	July 4 th Pick up Ride	8:30	JCC	
7/9	Irv's Urban Oasis	8:30	JCC	49
7/16	Oberlin	8:30	Oberlin Square	59/35/25
7/23	Burton/Middlefield	8:30	Gurney School*	50/40/30
7/30	Walden	8:30	Chagrin Falls*	42/39

**** Note****

* A Riders will start earlier at JCC - check website for details.

For further information, schedule changes, directions to starting points and an archive of ride maps please see www.westernservewheelers.com



COMMITTEE

JIM GERNSETTER - 216-371-8219
HOWARD GILMORE - 216-831-6248
BERNARD KOTTON - 216-292-3998
HOWARD LEVY - 216-831-7372
ROBERT SHWAB - 216-397-0150

WESTERN RESERVE WHEELERS

Since 1972

2006 Membership Application (Please Print Legibly)

Name _____ M _____ F _____

Address _____ Birth Date _____

Home Phone _____ Work Phone _____

Email Address _____ Fax Phone _____

Bikng Experience (Circle One) BEGINNER EXPERIENCE ADVANCED

List All Adult Participants
(18 and Over)

List All Minor Participants
(Under 18)

2006 Dues (Individual/Family) \$ 20.00
WRW Patch(es) No. _____ @ \$1.00

Total Paid \$ _____

**ALL ADULT RIDING FAMILY MEMBERS MUST SIGN AND DATE THE RELEASE AND
WAIVER OF LIABILITY, ASSUMPTION OF RISK, AND INDEMNITY AGREEMENT ON
THE REVERSE SIDE.**

Please return to: Jim GERNSETTER
Western Reserve Wheelers
19200 Cranwood Parkway

LEAGUE OF AMERICAN WHEELMAN d/b/a LEAGUE OF AMERICAN BICYCLISTS ("LAB")
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.

I HAVE READ THIS AGREEMENT, FULLY UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND WITHOUT ANY INDUCEMENTS OR ASSURANCE OF ANY NATURE AND INTEND IT TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW AND AGREE THAT IF ANY PORTION OF THIS AGREEMENT IS HELD TO BE INVALID THE BALANCE, NOTWITHSTANDING, SHALL CONTINUE IN FULL FORCE AND EFFECT.

PRINTED NAME OF PARTICIPANT: _____

ADDRESS: _____
(Street) (City) (State) (ZIP)

PHONE: _____

PARTICIPANTS SIGNATURE (only if age 18 or over): _____

DATE: _____

I HAVE READ THIS RELEASE

MINOR RELEASE

AND I, THE MINOR'S PARENT AND/OR LEGAL GUARDIAN, UNDERSTAND THE NATURE OF BICYCLING ACTIVITIES AND THE MINOR'S EXPERIENCE AND CAPABILITIES AND BELIEVE THE MINOR TO BE QUALIFIED, IN GOOD HEALTH, AND IN PROPER PHYSICAL CONDITION TO PARTICIPATE IN SUCH ACTIVITY. I HEREBY RELEASE, DISCHARGE, COVENANT NOT TO SUE, AND AGREE TO INDEMNIFY AND SAVE AND HOLD HARMLESS EACH OF THE RELEASEE'S FROM ALL LIABILITY, CLAIMS, DEMANDS, LOSSES, OR DAMAGES ON "THE MINOR'S 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 FURTHER AGREE THAT IF, DESPITE THIS RELEASE, I THE MINOR, OR ANYONE ON THE MINOR'S BEHALF MAKES A CLAIM AGAINST ANY OF THE RELEASEES NAMED ABOVE, I WILL INDEMNIFY, SAVE, AND HOLD HARMLESS EACH OF THE RELEASES FROM ANY LITIGATION, EXPENSES, ATTORNEY FEES, LOSS LIABILITY, DAMAGE, OR COST ANY MAY INCUR AS THE RESULT OF ANY SUCH CLAIM.

PRINTED NAME OF PARENT/GUARDIAN: _____

ADDRESS: _____
(Street) (City) (State) (ZIP)
PHONE: _____

PARENT/GUARDIAN SIGNATURE (only if participant is under the age of 18): _____

DATE: _____



ClevelandBikes Summer Programs Kick Off

ClevelandBikes is excited to announce two of its summer activities, an expanded “Bike to Work” program for commuters and a new “safe cycling” education program for children and young adults:

Bike to Work Program

ClevelandBikes summer “Bike to Work” program began Friday May 19th, national “Bike to Work” Week. On the final Friday of every month, through September, ClevelandBikes volunteers will lead riders from a variety of locations around Greater Cleveland to downtown. AJ Rocco’s Espresso Bar and Café, located at West Huron Road and Prospect Avenue, near East 9th Street (www.ajroccos.com). Other partners are the Greater Cleveland YMCA and Results Gym at Tower City, which are offering free access to their shower facilities.

Commuters should pick a starting location, and the scheduled departure time, from the list below and ride along this summer with ClevelandBikes on the next Bike to Work Day or just meet us between 8:00 and **9:00 AM at AJ Rocco’s for coffee and bagels.**

East Side

Arabica at 11300 Juniper in University Circle 7:45 AM
Dewey’s Coffee on Shaker Square 7:15 AM
Starbuck’s at Cedar and Fairmount 7:30 AM
Dunkin Donuts at E222nd and Lakeshore 7:15 AM
McDonald’s on E156th and Lakeshore 7:45 AM

West Side

Civilization coffee shop in Tremont at W. 11th and Kenilworth 7:45 AM
Talkies Film and Coffee Bar in Ohio City at 2521 Market Ave 7:50 AM
Phoenix in Lakewood at 15108 Detroit near Warren Rd 7:25 AM
Arabica in Lakewood at 11604 Detroit near W. 116th 7:50 AM

Cleveland Bikes - Bike Safety Rodeos

The nonprofit organization, ClevelandBikes, received funding from the Cleveland Foundation’s Neighborhood Connections Program to host bike safety activities for children and pre-teens during the summer, working with partners from among the various members of the Cleveland Neighborhood Development Coalition to ensure activities are spread throughout Cleveland. Cleveland children face significant health and safety challenges, but cycling provides a fun, safe, neighborhood-based activity for parents and children. The “Bike Safety Rodeo,” offered at no cost to the individual participants, will include instruction, demonstration and practical safety assistance for

young riders, free helmets and locks. ClevelandBikes will coordinate the events, hiring certified instructors from the League of American Bicyclists. The project hopes to build young riders' confidence, enjoyment and safety. Cleveland has a rich history of community collaboration. Cycling and ClevelandBikes cycling safety rodeos have an important part to play in fostering a healthy environment for Northeast Ohio.

For more information on our activities, contact ClevelandBikes at
info@clevelandbikes.org

ClevelandBikes Hazard Line

Just as a reminder to the Bike community that ClevelandBikes has a phone number for you to call with any road hazards you would like to report and have repaired making the roads safer for cyclists. Please keep this number in your pack to call it in when it is top of mind.

HAZARD LINE PHONE # 216.556.BIKE (2453)

ClevelandBikes Membership for 2006

Renewing or setting up a new membership is very simple. Go to www.clevelandbikes.org and click on the donations link, you can pay through Pay Pal, most of the major credit cards and e-check is accepted! In addition, your dues are tax-deductible.

STUDENT \$15 – for persons enrolled in school fulltime

BASIC \$30 – members @ this level are entitled to participate in all ClevelandBikes Programs without voting privileges

ADVOCATE \$50 – members are entitled to participate in all ClevelandBikes Programs and have voting privileges

CHROM-MOLY \$100 – donor level with voting privileges

CARBON FIBER \$250 – significant donor with voting privileges

TITANIUM \$500 – outstanding donor with voting privileges

FOUNDING MEMBERSHIP \$1000 - Lifetime membership

Each membership includes one year subscription to CrankMail: The Voice of Cyclist in Northeast Ohio

Contact ClevelandBikes at www.clevelandbikes.org, or write/email: Rob Schwab, rshwab@hotmail.com or write: ClevelandBikes, 16781 Chagrin Blvd., #167, Shaker Heights, OH 44120, for more information

When travelling and wanting to take in some cycling we've found it helpful to contact local bike clubs for information on good rides or routes through cities. We've found a website that will make identifying clubs in just about any area. **MapMuse** (www.mapuse.com) has links listing clubs on a map of the entire US.

Hey Cranky.....

I was in a local bike shop and saw a bike that weighed under 14 pounds, would that bike make me ride any better? - Joe

Dear Joe,

I'd give my left arm for a bike that light. In fact, the weight of my left arm is just about the difference between my bike and the 14 pounder you saw. Now if we could just find a bike that weighed nothing that would compensate for all the extra weight I'm carrying around.

A bike this light makes sense for a pro climbing specialist since the rule of thumb for those who strive to wear the Polka Dot jersey is 2 pounds of weight for every inch of height. That would mean me with my 5ft 7in frame should weigh no more than 134 pounds if I wanted to have a chance at winning Mount Ventoux. I've heard that Lance is a weight weenie and given his relatively large size for a (former) pro cyclist that would make sense. At that level, every possible edge is needed to put a few seconds between you and the guy on your wheel.

To make the math easy, let's give that 14 pound bike to a 5ft 10in pro climber who weighs in at a perfect 140 pounds. That puts his bike at 10 percent of his body weight. Now give him the 20 pound Colnago that Eddy Merckx rode and the bike is now just over 14% of his body weight. That 4% could well be the difference between winning and losing for our hypothetical cyclist but I'll bet Eddy on his 20 pound steel bike would still beat our modern guy on his 14 pound carbon bike more often than not.

Looking at this another way and using the 10% rule, if you weigh 180 pounds, an 18 pound bike would 'feel' the same to you as that 14 pound bike does to the 140 pound climber. If you weigh in at 200, all you need is an old 20 pound beater to get the same effect. Better yet, if your bike weighs 20 pounds and you only weigh 180, you'd have to GAIN 20 pounds to get the same feeling.

If you wonder what it would be like to ride a 14 pound bike, next time you head up a hill leave your water bottles at the bottom, two of them weigh about 3 pounds. Lighter weight will only have an effect going up hill and marginally, during acceleration. Once you are up to speed the weight of the bike has no effect on level ground.

So will a 14 pound bike make you ride better? Probably not, unless you weigh 140 pounds or less and can already climb like the dickens. However, it may make you feel like you can ride better and the psychological effect is not to be underestimated. Just as you rise to the level of your competition, you may also rise to the level of your bike. If the bike looks fast then you better make it go fast or you will look silly. So before you go out and buy that bike, Joe, make sure you can ride it.

Calvin's Challenge

by Tim Carroll

I had not planned to do any competitive racing this year, so new am I to this road biking thing and so attracted as I was the whole non-competitive aspect of randonneuring. However some of my colleagues in the rando were participating in the annual Calvin's Challenge event in nearby-ish Dayton, and since some of the best riders in the country would be there, I just had to go. As luck would almost have it, I had a few days off from work before the event to rest up. I only needed to find someone to exchange my Friday shift, or work all or part of it, and I would be in fine fettle to make it to Dayton for this Saturday 12-hour time trial. As the day of the event neared I found myself substitute-less and sleepless, as switching from night to day shift a few times in a week, and various other events conspired to rob me of rest. It turned out that a generous coworker agreed to work the last 2-3 hours of my Friday and so I managed to get to a motel room in Columbus by 10 PM. I slept 3 hours and then head to the event.

All sorts of elite bikes were present for the start, and as promised some of the best riders around were queued up to ride as far a distance as possible in 12 hours. The ride itself consisted of a 50 mile loops through somewhat flat farmland and a 7 mile loop off of the main loop. Riders were to do a series of 50-milers and then switch to the 7-miler—only completed loops count toward the mileage total. So, there was a bit of strategy (which I was not so aware of) involved in getting the most of the course in the allotted time. Moreover, this was a race, so there was a fast start as the big dogs rode out. Rookie mistake #1 that I made was to try to keep up with them for a mile or so. I couldn't help myself! My heart rate climbed to some v-fib zone and I had to back off and then spent an hour or so trying to recovery while riding some 20 mph with the rest. I was lucky to find shelter in a pack of riders consisting of champions John and Nancy Guth, Jim Paoloemilio, Lew Meyers, Valerie VanGriethuysen and co-Clevelander Eric Overton. We finished the first loop in something like 2:30 and I head off without doing more than refilling my water bottles at the control point. I thought that I was doing pretty well then and kept up a good pace. A rider in an Irish national team jersey whom I could not help but notice and track, Jon Corbett, was leap-frogging with me and so we pulled for each other a little. 71 year old Lew Meyer passed us as he drafted a sprinting team of green-jerseyed young guys and I never saw him again! Jon seemed to get stuck on the toilet at the 75 mile control, so I left him and continued on, taking up with Eric again a little later. I saw Eric in the distance and slooowly caught up to him, whereupon he told me that I was "riding like a champ". This felt so good to hear! He had asked me what my goal was for this ride, and what my personal best was. Without thinking I said that my goal was to do 200 miles and that my best was 180. In reality though, I had never done more than 150 or so in 12 hours, with a lot of climbing, around here. I would have been happy with 180 miles, I am sure. In short, this was all new territory for me...

At the 90th mile, John and Nancy Guth caught up to us and we managed to lock back on to their coattails, but I split up with them once again as we hit the 100 mile control.

Here my memory is a little hazy, as to what time we put down for the first century, but I think that this was almost as fast as the first. I do not recall exactly what happened on the 3rd lap but I recall being caught by Nancy and John again with Eric in their tow. I was, as I said to Eric, “having a slow moment”, as the wind was wearing me down out in the open and by myself as I was. Eric counseled me to “stay steady and it will come back” and indeed it did a few minutes later, as I was able to continue to draft this group. At some point Jon Corbett joined us and then dropped back as he got chain-suck on the run-up to a roller. He managed to catch up a few minutes later, and then passed us and I never saw him again. With a mile or two left on the 150th-mile lap, I had a little burst of energy and climbed a hill that made the rest groan and slow, and then, without really trying too hard, got some distance on the group. Eric had also left us by that time, so I pulled into the control alone and was then faced with a decision to continue with another 50-mile lap, or to switch to the 7-mile loop and do a whole bunch of laps with lots of other people.

I did not know how the 7-mile course looked, hill and wind-wise, so I was a little apprehensive of taking this on. I had something like 3:30 to do the 50-miler again, as I recall, and I thought that this might enable me to do one lap of the 7-miler, if I did not have a flat or other trouble along the way. I thought that I could give myself some “stones” credit for attempting this and so I decided to try to grit the thing out on the long course. It was lonely out there! Almost everyone else had decided to opt for the short course and so I rode the first 25 miles alone. I stopped to get a banana at the control and was trying to fit a peanut-butter cracker in my mouth when John and Nancy passed me again, laughing and chatting with Joel Lawrence, a rider my own age from N. Carolina. I tried to catch up to them and chew the peanut butter but could not bridge the gap. There they went, quickly, off, their voices and easy laughter trailing to be masked by the howl of the wind in my ears and my Lamaze-style puffing.

By this time I was starting to lap riders and I was conscious of being lapped myself. I would often look over my shoulder and check for some onrushing rider and see no one. At a point I did this check and then again a few minutes later saw an almost nightmarish apparition closing fast after me at some insane speed. It was scary how quickly the guy was moving and when he passed me I recognized him as the recumbent rider who had already passed me 5 times that day, taking long breaks as he had. We laughed about the number of times he had “lapped” me and he was gone, on his finishing kick. When I made it to the 200-mile control, I had something like 35-40 minutes to do a 7 mile loop. People were urging me on and others were standing on the side of the road applauding, so I head off. Gah... the 7-mile loops was *a lot* easier than the 50-mile loop. No wind and no rollers and lots of riders around. I was so wasted by this point that I had not been able to get my heart rate above 135, and by the end of the lap, 115 bpm. Riders were sprinting past me, looking fresh but I could see from the punch cards on their backs that most had not done as many miles as I had. One rider whom I later recognized as a first place finisher of this race passed me with three pedal strokes on a slight rise in the road, “zip, ZIP, zip”. Looking fresh, he was gone!

Amazing.

So, my result was 207 miles, to rank 6th in my class and 10th overall with an average speed of 17.3 mph. I think my age category had the most riders in it, and the average

age of all riders is almost exactly my age of 46. Anyway, 3 others of my age did it the hard way, with the 4 x 50 loops and one 7. My average heart rate for the day was 145 and I spent 8.6 hours above 135. This is way too much, I think, and so I will have to work at keeping my early expenditures down. I used aero bars and made some adjustments to my bike to be able to use them. The latter was a mistake as I ended up with more soreness than I expected. My neck and shoulders were very sore from trying to hold myself up in the drops as I fought the wind. For some reason the outside bottom of my left foot was aching and swelling and I think this had to do with the way my shoe was fitting. Also, the ring and little fingers of both hands were/are tingling/numb, which tells me that I maybe spent a little too much time in the drops.

It was really gratifying to see on the awards podium so many of the riders I crossed paths with through the day. Eric has been working on this event for a few years and got to stand second next to RAAM legend Danny Chew, which must have been a highlight of his season, if not his endurance riding career. That working so hard and so long on something can bring such a gratifying result must have made him so happy.

To speak of happiness, once the race ended and my card was punched I found myself in the sort of giddy, blissful state that one reads of in reference to marathon runners and a “runner’s high”. I cannot remember when I last smiled so largely, so uncontrollably, and felt so physiologically happy. By the time that the awards ceremony happened I was asleep against the wall, my deprivation having caught up with me. I had been dreaming of having pizza but being too tired to drive far I opted for a Motel 6 and a pile of spicy, higher-protein junk food to tuck me in. I awoke 12 hours later to the knocks of the cleaning lady, my first long sleep in at least a week.

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lakeeriewheelers@yahoo.com www.lakeeriewheelers.org

LEW Club Weekend & Holiday Ride Schedule

June 4 9:00 Valley City to Wooster - 80 flat miles.
June 11 9:00 Sunday in June (contact CTC for details) - 10/25/50/62/100 miles.
June 11 10:00 Bike Path Series: Elyria to Kipton via North Coast Inland Trail - 28 mi
June 17 9:00 Women's Ride: Lakewood Park to Euclid - 40 miles
June 18 9:00 Bonnie Park to Medina - 50 flat miles
June 25 9:00 Hinckley Reservation to Wooster - 70 miles.
July 2 9:00 Bradley Woods to Vermillion - 55 flat miles.
July 4 9:00 Holiday Hawaiian Shirt ride start from Scenic Park to Cleveland Flats for lunch - 30 flat miles.
July 9 9:00 Scenic Park to Euclid - 45 flat miles.
July 9 10:00 Bike Path Ride: Edgewater Park to Euclid - 30 flat miles.
July 15 9:00 Women's Ride: Scenic Park to Sheffield Lake - 35 miles.
July 16 9:00 Bonnie Park to Doylestown - 75 miles.
July 23 9:00 Olmsted Falls to Oberlin and Berlin Heights - 50/80 miles.
July 30 9:00 Bonnie Park to Sand Run - 65 rolling miles.

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

Bonnie Park In Strongsville, in the Mill Stream Run Reservation, west of Albion Road & Valley Parkway.
Bradley Woods In Westlake, in the Bradley Woods Reservation, at Bradley Rd and White Oak Lane, south of Center Ridge Road.
Edgewater Park Lower parking lot, reachable from West Shoreway (Edgewater Park Exit) or upper parking lot east of West Boulevard & Cliff Drive.
Elyria Parking lot at end of 2nd & 3rd Streets, 1/4 mile west of South Gateway Blvd. in Elyria, Ohio.
Hinckley Res. Parking lot on Bellus Rd., across from Hinckley Lake, just east of Hinckley Hills Rd. (Ohio 606) in Hinckley, Ohio.
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 1/2 mile south of Detroit Road, in Lakewood.
Valley City Liverpool Elementary School, at West River Road and School Street.

Weekday Rides

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

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

Regular Club Wednesday Evenings – Moderate to fast pace, 20-30 mile rides starting at 6:30pm (meet at 6:15pm) from the parking lot of the Spin Bike Shop in Lakewood at 14515 Madison Ave. (two blocks east of Madison & Warren), weather permitting. For details, contact Jim Boland at 440-686-0108 (jboland@apk.net).

Weekend Club Rides

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

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

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.



48 hours

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216.521.spin [7746] | spinbikeshop.com**

The 2006 Women's Rides Series

In order to provide as many opportunities as possible to ride amongst bicyclists with common interests, we are pleased to announce the Lake Erie Wheelers Women's Rides, which will be held on the third Saturday of each month, from April through October. This year, we'll offer fun new rides (B-C pace) led by different group members. Please check the ride schedule on the Lake Erie Wheelers web site, in CrankMail or contact Bonnie Vargo (vargobb@hotmail.com), for ride starting locations and destinations.

The 2006 Ohio Bike Path Series

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

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

The Ohio Bike Path rides, distances, & Ride Leaders, for the early 2006 Season:

June 11	Elyria to Kipton via North Coast Inland Trail	28 miles	Dan Izuka
July 9	Edgewater Park to Euclid	30 miles	Richard Edmister

The Rail 'n Trail Bicycle Tour 2006

Ride the Cuyahoga Valley a new way: half on the Rail & half on the Trail. Sunday, August 13th marks the Lake Erie Wheelers' Third Annual Rail-n-Trail Bicycle Tour.



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NEW ORLEANS

Board the Cuyahoga Valley Scenic Railroad at Rockside Station at 10:00am, where 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 to Mustill Store, the newest restored building and museum along the trail. From there, riders begin their journey on the Tow Path back to Rockside Station. After 15 miles on the towpath trail, you may divert to the historic Stanford House Youth Hostel in Peninsula, to stop for a homemade spaghetti lunch. With plenty of carbs to fuel *your* engine, it's back to the trail to ride the final 12 miles to Rockside Station.

The Rockside Station is located on 7900 Old Rockside Road, about 1/2 mile west of Canal Road. Riders are requested to arrive between 8:30 and 9:30am to pick up their pass and meal ticket, and load their bicycles. *Please be early!* The train departs at 10:00am. The price of admission, which covers the ride, snacks and lunch, is \$32.00 for adults, and \$27.00 for children aged 10 years and under. For experienced riders who prefer a more traditional road ride, this year we have three "pavement only" options: 35 miles, a metric century (62 miles), and a full century (100 miles); admission is \$22.00 per rider. For further information, please contact Greg James at 440-331-9419 (clockwerke@aol.com).

LEW Touring Division News

Tom Meara will continue as Chairman of the Touring Division. While the activities of the LEW Touring Special Interest Group (TOURSIG) have been scaled back due to a decline in interest during the previous year, the goals still include the following:

- Developing overnight tour destinations and dates
- Sharing of commercial tour information and brochures

Making plans for identifying tour groups with other local clubs

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

Planned overnight tours for the 2006 Touring Season:

Tour Destination	Date	Ride Captains
Blue Ridge Parkway Tour	May 27-June 3	TBA
Popcorn/Hancock Horizontal Hundred	Sept. 8-10	TBA

Please consult the 2006 Club Ride Schedule for more Touring Rides. Starting locations and times TBA. Rides are RSVP; please notify Tom Meara promptly to be included. Prospective riders are expected to be physically fit, properly attired & equipped, with bicycles suitable for the routes in question (and adequately maintained).

The 2006 LEW Club Picnic

The LEW Club Picnic will be held on August 6th at Jim Boland's residence in North Olmstead, and will begin after the rides. The start point for both the regular club ride (to parts unknown to mortal men & women) and the Bike Path Series ride (to Everett Road) will be the small, unmarked parking lot on Cedar Point Road, just west of the Rocky River. Volunteers may be needed to help; if anyone wishes to volunteer, please contact Dave Schneider or Dan Izuka.

CRANKMAIL

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Unclassified ads are free to *CrankMail*-served club members and subscribers for two appearances and appear both here and on *CrankMail's* 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 typewritten 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.

Pearl Izumi cool weather windproof zipper tights, womens' L, nearly new, \$40 - **Giro helmet "Venus"**, white with black visor, 50-57cm, \$20 - **Luis Garneau helmet** with visor, white with red accents, ConsumerUnion-rated "safest", 53-56 cm, \$20- **Avenir Ultralite MTB pedals** with toe clips, \$15 - **Shimano SPD clipless pedals PD-M505**, \$18- **Kore AL2014 butted straight handle bar** aluminum with rubber grips, weighs 6oz, \$15. Call 216-321-2083 or email enr2@case.edu

Draftmaster Specialty+3 Hitch Rack. Holds 1 tandem/LWB recumbent, 3 single bikes, and front wheels. Pivots for easy loading. \$400. 216-832-8870 sct@po.cwru.edu

Biemmezeta 23" Italian road racing bike. Classic old style with friction shifters, chrome forks and stays. Many new parts...Campy, Suntour, Shimano - derailleurs, cranks, stems, etc. \$150 OBO. 216-671-9030.

Bianchi Nuova Touring 18-speed, 53 cm, 27" wheels, mfg in 1981, needs a little grease and oil and someone who will love it. Make offer. Hilary, 216-548-4558, email tohrp@yahoo.com

Expires June 2006

Adams Trail-A-Bike "Ultimate Tandem", for 2 kids, total weight limit 125 lbs. Blue, 6-speed, front splash guard, bottle cages, new design (15 mm) hitch knuckle. Excellent cond. \$200 firm. **Adams Infant Seat for Trail-A-Bike**, for children 1-3 yrs. Attaches to standard Trail-A-Bike seat tube. Excellent cond. \$25 Call Dan at (330) 262-9668

Wanted tandem bike. We are looking for a Santana or Co-motion tandem, size medium or large. 440-338-5350 sobryan@toast.net

Expires July 2006

When man invented the bicycle he reached the peak of his attainments. Here was a machine of precision and balance for the convenience of man. And (unlike subsequent inventions for man's convenience) the more he used it, the fitter his body became. Here, for once, was a product of man's brain that was entirely beneficial to those who used it, and of no harm or irritation to others. Progress should have stopped when man invented the bicycle.

~Elizabeth West, Hovel in the Hills

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nipple:

1. A nut that connects a spoke to the rim of a wheel.

2. A part of the anatomy commonly pierced by messengers or other hardcore bike types.

(Example: A Century Cycles mechanic can make sure your bicycle's nipples are properly adjusted.)

(You're on your own with the other kind.)



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