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

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## From the Editors

A hole in the wall. That's what we're looking for. For the past several weekends we've been out riding the backroads of NE Ohio on the lookout for little out of the way restaurants that will serve us a nice, warm breakfast. We've found a few.

Now, we're particular about these places. We're not talking about fast food, or national chain restaurants, or places in some dreary strip of gas stations and used car lots. We want a locally owned business that's located in a neat spot. Not a fancy place, just unusual. A hole in the wall, not a hole in the mall. In winter, we need places to stop, warm up and refuel. Here are some of them.

We found one thanks to Ann Kluznik out by I-90 and Vrooman Rd. in Lake County: Jennifer's Country Kitchen. From the outside it looked like a 1950's gas station out of business for several decades. But the sign said open and open it was. A pretty place inside, with a handful of tables, just one person serving and the biggest, cheapest pancakes I'd ever eaten. Blueberry pancakes so big they drooped over the edge of a dinner plate. Thin, crisp, wonderful. I was warned against ordering more than 2. Knowing that we'd not be getting real maple syrup, Ann K and Ann Henderson both brought their own. BYOMS.

Another weekend, on a recommendation by Dennis Cardello, we cycled out near Punderson State Park in Geauga County. Punderson has a breakfast buffet, but at \$16 and all you can eat, we knew it'd be not only beyond our budget but also beyond our ability to ride once we ate our fill. But Judy's Place, nearby was just wonderful. Big fluffy pancakes this time and a waitress that called me 'honey'. I was waiting for her to pinch my cheek.

We've got plans for more Sunday rides like this. We've heard of a place right on the Cuyahoga River in Mantua, and another in the Highland Square section of Akron. We'd like to know about other places as well, if you don't mind divulging such secrets.

We encourage you to take a cold weather bike ride of your own, find a neat little place and enjoy a good breakfast. It's fun to get out in the winter. Just remember to bring your own maple syrup.

Martin Cooperman and Tom Meara, Editor & Publisher  
February 2006

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## You Can Subscribe!

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# IN THE ZONE

## Cycling News and Events

**Bob Roll**, OLN commentator and former TDF racer, is coming to Cleveland courtesy of **Century Cycles**. While attending Interbike last September, **Ken** from the Rocky River store won a drawing held by Kryptonite. As a result, the store will host a visit from Bob Roll on March 24th.

**Warm Showers** is an Internet-based, international hospitality list for touring cyclists, where **people willing to occasionally host cyclists** sign up and provide their contact information. The courtesy extended may be as simple as a spot to pitch a tent, or it may include a shower, hot meal, and soft bed. It's worth looking into whether you're searching for places to stay while on tour, or interested in hosting guests who are cycling through your area.  
[www.warmshowers.org](http://www.warmshowers.org)

A recent issue of the magazine **Rails to Trails** has a short article about the rail trail **program in Spain**. The program now has 58 trails from abandoned rail lines with 1,500 Km of trails. A website describing the trails can be found at: [www.ffe.es/viasverdes/languages/programme\\_english.htm](http://www.ffe.es/viasverdes/languages/programme_english.htm). The site has descriptions and maps of each of the trails. This might be a good location to cycle Europe in the winter or early spring.

**The Ohio & Erie Canalway Association** (OECA) Will be holding **the 2006 Canalway Symposium**, "Implementing Regional Innovations" on April 5, from 8 AM - 4 PM at the Main Branch of the Akron-Summit County Public Library. The focus of the event will be on the implementation of the Management Plan and the Communications Plan. They will be unveiling their new website

and showcasing the 2006-2007 Canalway Visitors Guide. Information will also be available on the new signage plan, working with the interpretive plan, and a variety of innovative partner projects. Workshops will provide updates on partner projects and opportunities. The cost for the whole day is only \$20. Contact Candy at 440.546.5963 or [Candace\\_Bates@partner.nps.gov](mailto:Candace_Bates@partner.nps.gov).

CrankMail thinks that northern Ohio is one of the better places in the entire US to ride a bike. To showcase the area we have created **CrankMail's Guide to the Ten Best Rides in Cleveland**. By querying local bike clubs on their favorite rides, we have compiled ten that cover the entire five county area and offer a range of experiences from urban to rural and hilly to flat. Each route is from 60 to 80 miles and meant to be a 'good day's ride' if you go slowly and enjoy what each has to offer. The loops all have parking and a restroom at the start and places to stop for lunch around the midpoint. Each page of the booklet contains one route with a description and maps on one side and a cue sheet on the other. It is designed to be copied to bring along on the ride. The booklet with a CD ROM of each page and a map to the entire route can be ordered for \$10 from the CrankMail website, [www.crankmail.com](http://www.crankmail.com), or by sending an email to [editor@crankmail.com](mailto:editor@crankmail.com).

Looking for an early season century? The **Chattanooga Bicycle Club** is announcing the **2006 3-State 3-Mountain Challenge**. The Challenge, held on May 6, is one of the southeast's most scenic and challenging centuries. The rigorous 100-mile option will take you through 3 states (Tennessee, Alabama and Georgia) and over 3 mountains (Suck Creek, Sand and Lookout). The gentler 62-mile option climbs only 1 mountain and visits 2 states. Note: there will be no 'day of' registrations. More details at: [www.chattbike.com](http://www.chattbike.com).



**Cleveland Touring Club**  
**PO Box 1157**  
**Mentor, OH 44061**

**email: [clevetourclub@hotmail.com](mailto:clevetourclub@hotmail.com)**  
**[www.clevetourclub.org](http://www.clevetourclub.org)**

**MARCH 2006**

Welcome to the following new CTC member : **Robert Eicher** of North Lawrence.

The official ride schedule for 2006 has been included as an insert in this month's issue.  
Pick up rides will continue as follows (weather permitting) :

Saturdays 10:00 a.m. North Chagrin – we make it up as we go

Sundays 10:00 a.m. November 1 **Chesterland-High Peaks** – we make it up as we go

Please note that this is your last chance to RENEW or your name will be dropped from our membership list. Please see the registration form below or visit our web page at :  
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## Facing “The Maul” at Calvin’s 12 Hour Challenge

As unfavorable weather and road conditions have put a damper on outdoor cycling, I’ve turned to cross training activities such as indoor cycling, trips to the brewery and daydreams about warmer days and past events like the 2005 Calvin’s 12 Hour Challenge.

I was first introduced to Calvin’s Challenge in 2001. Until then, I never knew that cycling could be so brutal. That year I signed up, along with about 50 others as a Joy Rider. Joy Riders are allowed to ride the course, starting  $\frac{1}{2}$  hour after the official start time but are not allowed to ride with registered racers. It would have been much better riding as a registered racer.

That year, after completing two of the 50 mile loops I decided to take a 15 minute nap while I waited for the 7 mile loop to open, thinking that there’s no way that I’m going back out on the “50”! Two and 1/2 hours later, I woke up feeling fresher but wondered how 15 minutes could have turned into 150 minutes. As I prepared to face the very windy course again I vowed that even though I’d registered for the upcoming National 24 Hour Challenge that I was not going to do it and I was going to quit ultramarathon cycling and all other forms of cycling for that matter. One of the riders strongly encouraged me not to give up on my plans. He said, “Actually, the 12 Hour Challenge is tougher than the 24 Hour Challenge.” This was later verified by my ultracycling super hero Charlie Martin. I took their advice and tried the 24 Hour Challenge and Calvin’s again and have since raced each event for five consecutive years.

The 2005 Calvin’s was one of the toughest ever, according to course record breaker Danny Chew and other winners, record breakers, and seasoned veterans. Danny Chew wrote, “*...harsh weather on April 30, 2005 at the Calvin’s 12-Hour kept most riders some 14-21 miles short of what they usually ride. Wet roads, a 43 degree F*



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 **NEW ORLEANS** 

*temperature, and a howling 20-25 mph northwest wind greeted riders at the 7:30 a.m. start near Springfield, OH. ...This was by far the worst weather I have ever seen."*

The Friday evening before the race the Lake Erie Wheelers group including Mike and Tim Reese, Christa Myers, Ardyth "Jo" Stasiak, and I arrived at the registration in Springfield, Ohio to pick up our race numbers. It was nice to see Tom Black and others from the CTC, Dave Watkins and his wife, from the ABC, Danny Chew, as well as other familiar faces that I've come to know over the past few years.

We settled in and prepared ourselves mentally to do battle with that menacing and relentless wind we nicknamed, "The Maul". We must have rehashed the following facts about Calvin's at least 100 times. The course is flat and the Maul is always present, sometimes causing riders to overshoot turns. The clock is always breathing down your neck. As far as you can see will be nothing but tilled fields, as there will be no vegetation or houses to block the wind. If you like climbing, you'll love Calvin's because it's going to feel like an all day climb. The first time around, the 50 mile loop will seem very flat. The second time around you're going to be downshifting gears for inclines that you didn't notice before. The third time around you're going to be asking yourself, "Where did these hills come from?" We encouraged everyone who set personal goals to stay on the bike and not let the cooler talk them into sitting down or hanging around the checkpoint. In 2001, my cooler actually spoke to me, informing me

## **Long Distance Early Season Training Rides**

### **200 k Training Ride ( 124 miles rolling to hilly)**

Date: Sat. April 8 at 7:30 am. (Check in: 7-7:30am )

Route: Berea - Cleveland Metroparks - Cuyahoga Valley National Park and back

### **300 k Training Ride (186 miles rolling to hilly)**

Date: Sat. April 29 at 6:30 am. {Check in: 6-6:30am)

Route: Berea - Cleveland Metroparks - Cuyahoga Valley National Park and back

Start location: **The Myers' House**

92 Harnagy Street, Berea, Oh

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

The routes will not be marked but maps and cue sheets will be provided. Riders must have headlights and taillights (for the 300k) and should have reflective gear. This is not a supported tour but there may be a support vehicle on the route for minimal support but each rider must be prepared for mechanical mishaps, changes in weather, and so on.

If you are interested in this ride or interested in volunteering for this event, please contact: Eric.Overton@grc.nasa.gov or **(440) 552-6856**.

that those other riders were crazy but I was sane and that I ought to take a seat and get some rest. This is a true story. I also, encouraged everyone to never give up on your goal because sometimes late in the race the tide can change for the better. Energy levels may increase, pacelines may appear, and winds may calm.

After staying up late, exchanging myths and legends with Mike about the Maul, I found it difficult to rise at 5:30 am. Once we finally got going we realized that we were running a little late. One thing that I've learned is that the race starts long before they blow the whistle at 7:30 am and disorganization can cost you time and mileage before the race even begins. Making matters worse was a steady rain and uncomfortable temperatures. These conditions sapped our enthusiasm and increased our worry somewhat. Ideally, it's better to get to the start with plenty of time to finalize last minute details, warm-up on the bike, and get a good position in the pack of 250 plus riders at the lineup.

When we arrived at the school where the race started, the rain had stopped but the clouds would threaten to burst all day. At about 7:20, we were rushing around like crazy. As I was taking my cooler to the sideway, I realized that I didn't have my shoes on. With time running out and with no warm-up I could forget about starting out with any of the lead packs. This is a good example of having lost mileage and time before the race starts. Two minutes before start time, I had shoe covers on but my shoes weren't tightening. When the whistle blew, I was tightening my shoes. When I looked up, the lead pack was at least  $\frac{1}{2}$  mile up the road. All opportunities to start the day with a group were long gone. From previous experience, I knew that this meant that I would have to face the Maul alone for 50-100 miles at a time and might have to suffer alone for 10 hours or more.

For the first 50 miles all I saw was dirt and pavement. The raging crosswinds and headwinds cause me to seriously doubt whether I'd achieve my goal. Sometimes, at the checkpoint (25 miles out) on the 50 mile loop there's an opportunity to catch a group of riders who may have stopped to hydrate/refuel, etc. Since most riders break for only a few seconds, if at all, there would be no such luck for me this time.

About 60 miles into the race I found someone going my pace and we started to work together. When I asked him if we'd ever get a tailwind today, he responded with southern drawl, "We'll get a tailwind when we get back to the school". His statement was so funny and so true. What good was a tailwind when we're back at the school? How disheartening it was for us to get headwinds and crosswinds all day and no tailwinds to speak of. After 100 miles we were doing pretty well against the clock, considering. This point in the race can be tough mentally since our bodies are more accustomed to relaxing after a 100-mile tour. I had to inform the legs that this was Calvin's and that it was only half time.

As I started the third 50 mile loop I saw Jo (Cho) and we worked together. I suggested that we latch on the first thing rolling, to get some shelter from the wind and she said that she would consider it but reminded me that she doesn't play well with others. A few miles later, a pack of five riders appeared in my rear view mirror. I told Jo that I was going to take a "pause for the cause" and for her to keep going and I would latch onto that group after "pausing". Finally, after 120 miles into the race I was finally with a group. All wasn't well, however, since we were only doing about 13 miles per hour.

I remember thinking, “We’re only doing 13 mph and I’m barely hanging on.” How am I going to be able to do my pull at the front and stay intact?” It was brutal! It didn’t help our morale much to see the odd site of a recumbent latching on our paceline to get shelter from the wind. As we were going around him of the riders asked, “You probably don’t feel any of this wind do you?” I think the “bent rider wanted to shout profanities but instead shot back a witty reply. Adding to our demoralization was the sound downshifting as we approached rises that we totally ignored earlier that morning.

As we approached the school after 150 miles, one of the first timers asked me what now was the strategy. I shared with him the following. “We shouldn’t be discouraged by the humiliating crawl that we were forced into. It’s the same each year and still many riders achieve their goals anyway. You could do another 50-mile loop with the understanding that you may be cutting it close and if you run out of time, you’d risk losing credit for the last 25 miles. If you did another 50, you’d need a group that would be able to stay together. The 50 has the advantage of less turns and you’ll get credit for 50 miles whereas on the “7” you’d only have a chance of getting credit for 49 miles assuming that you’re going the same average speed. The advantage of going right into the 7 is that you don’t have to face those long stretches of headwind, you can lighten your load, be closer to your fuel and fluids and you have a better chance of riding with faster pacelines. At some point the leaders will join the 7 and you’ll have a chance to ride at their pace. If you’re not able to complete a 7 mile loop you’ll only lose 7 miles.”

Once I got my number punched at the checkpoint I quickly changed my bottles and started the next phase of the race. The conditions weren’t much better on the 7. There weren’t as many drafting opportunities as I’d hoped for and according to my calculations, I would not make my goal that day. At that pace I would be short by about 8 minutes. I was doing 18 mph with a heart rate of 155 bpm and was trying to figure out ways to put the squeeze on the clock.

The tide turned when the lead pack appeared in my rear view mirror! As they approached, I was hoping that I had enough steam to stay with them. With the pack, I was now doing 22 mph with the same heart rate of 155 bpm! Danny Chew rotated back to the rear of the pack to ask if I was on pace to get my goal and I told him that I would miss it by about 8 minutes. He told me to hang with them and I’d make it. I stayed with them until the final sprint that started at about 1 mile from the finish. One of the women and I tried hard but failed to hang on but then realized that we had 8 minutes to do the last mile. It was amazing! The 8 minute deficit turned into a 5 minute gain, allowing me to achieve my mileage goal and personal best.

The awards ceremony, which started at 8 pm found two from our LEW group on the podium. Jo and Christa made it to the podium with first and second places in their age groups. That was remarkable considering that it was their first attempt at Calvin’s 12 Hour Challenge!

I learned several things that are certainties at Calvin’s. The “Maul” is unyielding and ever present and the clock is very unforgiving. Overall, Calvin’s is no fun and all work but it’s always very rewarding to look back on it and say, “I was there baby”. I can hardly wait for Calvin’s 2006. <http://www.geocities.com/Colosseum/Field/4526/>

**Eric Overton**



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The OCBC took some time this winter to organize the shop and our procedures for using it, in our continual effort to better serve our members, students and the public. Here is what we came up with:

- ~ The new hours, above, reflect the increased time we now spend on in-school programs, while only losing one “retail” hour per week, and opening earlier for 2<sup>nd</sup> shift workers.
- ~ We have doubled our shop capacity with four new workstands and tool sets, which can be used anytime by members who have taken the basic maintenance classes, or “tested out” by tuning a bike for sale.
- ~ Our mountains of used parts have been sorted and organized; and many surplus parts are now FREE to members.
- ~ A limited selection of new “wear” parts (like chains, sprockets etc.) are kept in stock, and not just “around here somewhere.”
- ~ We’ll be offering “Valet Bike Parking” service at more special events, like Earthfest, Parade the Circle, and the AIDS Walk – a great chance to offer a real bike transportation service and promote bike culture too.
- ~ Finally, a new computer program keeps track of our memberships and volunteer hours earned and “spent” on parts and services.

Stop in anytime and check their volunteer hours, to update their memberships. If papers or hours are lost, we intend to estimate liberally, to be sure everyone who has volunteered and wants to be a member is included from the start of the new program.

We hope many Crankmail readers will find it attractive to join, or re-join the OCBC as members, and consider volunteering: it’s a fun, easy way to learn bike repair, and it’s how the co-op is able to actively promote bicycle literacy in our area. As always, more details are on the website.

### **Members' benefits**

Membership has gotten more attractive, and volunteering easier, with the organizing we did over the winter: One members' benefit we hope to revive with a current roster is the discount subscription to Crankmai where our news and that of 6 local bike clubs is printed, with ride schedules, gossip and stories, on **real paper**, 10 times per year. A \$15 subscription is \$10 with your membership. You can add the subscription to a current membership by using the “payment for bikes etc.” button on the website payment page (be sure to give a current US Mail address!), or by check or cash next time you are in the shop — sorry, not payable with volunteer hours.

We hope many of you will find it attractive to join, or re-join as members; and will consider volunteering, as that is what keeps the co-op running.



**P.O. Box 844 Medina, OH 44258**

Contact the following for information

**[www.medinabikeclub.org](http://www.medinabikeclub.org)**

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Secretary:	Lou Vetter	330-725-0441	<a href="mailto:bikevetter@aol.com">bikevetter@aol.com</a>

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#### **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.

#### **Starting Points:**

I can't tell you, it's a secret. This means no decision yet.

#### **Sunday Morning Breakfast Rides**

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

NEW STARTING POINT is at Buckeye Woods County Park. This park is 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.

#### **BICYCLE HELMETS ARE REQUIRED ON OFFICIAL CLUB RIDES**

CLUB NOTES: Welcome new member Susan McCormick-Agee. Sue started biking on a city bike about a year ago and caught the bug. She has since purchased a Raleigh road bike and is anxious to ride in club rides this season. I bet I can keep up with her for the first month anyway.

This month's meeting was more social than business. We introduced ourselves to Susan then President Dave had everyone tell about his or her favorite ride last season and disclose any new rides for the upcoming season. The membership had an impressive resumé of ride completed as well as impressive goals for future rides for this coming season.

## LETTER FROM VETTER:

**Carter Caves Crawl-a-thon:** It was a dark and stormy night. Tom and I had signed up for a Friday night cave tour of the bat cave. Our trip leader for the tour called “Bat Cave Rock Hopping” was a young buck, intent on giving us a night cave trek to remember, too bad for us. Tom and I were all geared up and ready for anything but several of our trek mates had no knee pads or elbow pads. Both Tom and I assured our new friend from New York that she didn’t need pads; after all it was called the rock hop. Once we made it through the gate our fearless leader led us up the first embankment to a long low crawl where; you guessed it I was touching the top and bottom of the cave and forcing myself forward. Since Thanksgiving, I had gained back all the weight I had lost the two years before. After about a hundred-foot crawl we came to a room where we could sit up and rest for a spell. This is where the fun was to begin, and the trip leader headed off down another crawl only this time there were rim stone pools filled with water and again my size forced my belly to drag through the pools filled with water as my back side scraped along the ceiling. At this point I told Tom that I had made a decision to cancel out of our Saturday morning tour of “Carter City Connection”.

Tom and I both tried to get the low down on the “Carter City Connection” at registration. I was not told to quit but the hints were there, that I would have a hard time getting through the entrance. The entrance was a 100-foot crawl called “Bill’s Crawl” and it has an S-turn about eighty feet in. Since I was having trouble getting through the bat cave I thought I should not take the chance on Carter City Connection. So I exchanged my tour for a second tour of bat cave. It turned out to be a good decision. Tom reported back that I never would have made it through “Bill’s Crawl”. It also turned out that the tour guide was thankful that had I bailed out but he was willing to let me try it if I really wanted to. A lot of caving is just pure determination.

As we were hiking back out to the entrance our wild-man trip leader laid down the challenge for the neophyte cavers. We were hiking along the stream that flows through the cave and he said that to our left was a pool and experienced cavers would have great respect for those who would jump into the pool and get wet. Well, Tom and I just kept walking right on by and our NY friend followed us. There were a couple of suckers who believed the leader and jumped in.

Then they had to exit the cave and walk a quarter mile back to their cars while wet in thirty-degree temperatures. I’m not so sure experienced cavers would actually think that was a good thing. Oh well, live a little learn a little. Well, we finished the Friday night tour and our new friend from NY claimed



it wasn't too bad without the pads. Tom had his car and Leslie was driving with us so we rode back to Carter Caves Lodge tired but happy for our experience.

The next morning Tom and I split up he going to Carter City Connection and I back to conquer the bat cave. Our new friend was on the same tour as well and she admitted to having sore knees and elbows, a product of the previous evening's tour. I asked our new more experienced guide if a certain passage he was intending to take was wet and he said no. Ha! It was wet the night before and water just doesn't evaporate overnight in those rim pools. Well, I wasn't self assured enough to challenge him but here we go again back down the same passage as the night before, the rim stone pools filled with water, only not so much as the night before. I already soaked up a good portion of the water the night before. After we regrouped he admitted that this was the first time in ten or more years that he had encountered water in that passage. I spoke up to say it was my second time in two days. All in all, the entire bat cave is a great place for beginners and it offers challenges to the more experienced cavers as well.

Sunday the Tom and I were signed up for "Cascade Gone Wild". This was at one time a commercial cave with concrete sidewalks, electric lighting, and handrails. We were allowed to roam free and we did so. We met Gary Nelson from the Cleveland Grotto and Gary and I took off and did our own tour. Gary led the way to a wild entrance to the cave. Gary used the time-honored method of following the air and by gosh it really worked. Tonight I saw Sylvester Stallone use the same technique in Rambo First Blood. Oh, in this cave I didn't find any passage where I couldn't easily duck walk or crawl through.

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### **Medical Mutual Supports the Bike Station**

ClevelandBikes Bike Station continues to gather friends and supporters. Medical Mutual has been the first to pledge their corporate support the Cleveland Bike Station. This falls in line with their philosophy of a healthy life style. Business organizations and parks continue to support the program including; Medical Mutual, NOACA, EcoCity, Ohio Bicycle Federation and the City of Cleveland Department of Planning and Health.

### **Bike to Work Program Continues in 2006**

The Bike to Work Program kicked off its 2006 season on Friday, February 3rds with its Beat the Winter Blues ride. Even though it was a rainy winter day over twenty enthusiasts participated. The Bike to Work routes began at different points East and West of Cleveland and arrived downtown at AJ Rocco's Espresso Bar, 8:15 am. AJ Rocco's graciously offered coffee and bagels free of charge to participants!

This program was highly successful over the summer and has provided bicyclists an opportunity to meet others who are choosing the healthier route and using their bikes as transportation. It also offers those cyclists with less road experience a chance to learn from experienced commuters as they ride into the city together.

### **ClevelandBikes' Hazard Line – 216-556-BIKE**

ClevelandBikes in its efforts to improve roads for cyclists now has a Bicycle Hazard Hotline - 216-556-BIKE. If you personally experience or know of any road hazards or poorly marked roads please call the hotline and we'll be sure to report the problem to the appropriate authorities. We have had a positive experience and support from the city street departments in responding to our concerns.

### **ClevelandBikes Membership for 2006**

Renewing or setting up a new membership is very simple. Go to [www.clevelandbikes.org](http://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

Contact ClevelandBikes at [www.clevelandbikes.org](http://www.clevelandbikes.org), or write/email: Rob Schwab, [rshwab@hotmail.com](mailto:rshwab@hotmail.com) or write: ClevelandBikes, 16781 Chagrin Blvd., #167, Shaker Heights, OH 44120, for more information on membership.



## March 2006 Wheelmen Calendar

Date	Starting Point	Destination	How Far	The etc's
03/02	Nordson Depot	Roller Prolog Pizza Meeting	6:30 PM 7:30 PM	Get 15 CatEye miles - Pizza at Ole Towne
03/05	Amherst	U-Show	25-30	has the snow melted?
03/12	Oberlin Inn	Who knows	25-30	probably the ole standby
03/19	Amherst	U-Show	25-30	probably the International
03/26	Oberlin Inn	U-Show	30+	it should be getting warm!

**Sunday ride times are 9:00 AM Eastern Standard Time!**

**Note the meeting on the FIRST Thursday of the month!**

**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 moved to the afternoon until spring.** If you want to join the retired group on TUE & THU, they'll leave from **Prospect School in Oberlin** at 3:30 PM so as to have enough light for a 20 miler. The last 5 miles is on the Bike Path if darkness comes early!

**<http://www.lorainwheelmen.org>**  
**[info@lorainwheelmen.org](mailto:info@lorainwheelmen.org)**



## The Akron Bicycle Club

[www.akronbike.org](http://www.akronbike.org)

**Bicycling for Fun and Fitness  
Riding the Roads and Trails  
around Akron, Ohio, USA!**

### *Get Rollin' with the ABC Think Spring Ride*

Got Spring Fever?

Been sitting around all winter?

Well, pump up your bike tires and dust off your helmet, because...

### **The Akron Bicycle Club (ABC) is sponsoring its annual Think Spring Ride on Saturday, April 8<sup>th</sup>, 2006!**

Riders will leave the Ledges Shelter off Truxell Road in the Cuyahoga Valley National Park near Hudson at 11:00 a.m.

This year's ride features three different routes:

- An 18-mile, mostly flat route will travel toward Hudson down to Brandywine falls and back on the paved Summit County Hike and Bike trail;
- Two longer routes (20+ and 30+miles) will run into the valley, past the Blue Heron Rookery, Hale Farm, Everett Road Bridge, and Peninsula.
- The 20 mile route has a few hills, and the 30 several more.

Pot luck refreshments will be available after the ride. ABC requires helmets be worn while riding in all club-sponsored events. The ride is free and open to the public.

Contact Pat Smith at [biketwin@alltel.net](mailto:biketwin@alltel.net) for more information or visit the ABC web site at [www.akronbike.org](http://www.akronbike.org).

The ABC is a Not for Profit Corporation in the State of Ohio, and is affiliated with the League of American Bicyclists (LAB), the Ohio Bicycle Federation (OBF), and the Adventure Cycling Association, which specializes in self-contained bicycle touring.

# Yo, Wheelers!

Have you noticed? The days are getting longer. This means that bicycling season is coming again. Some of our members have continued riding over the winter whenever the streets were clear, regardless of the temperature.

For those of us who prefer more moderate temperatures for outdoor pursuits this is the time to start the clean up and tune up process on our bikes. Replace those worn tires and tubes now. Lubrication of bearings and moving parts should be a must. If you can't do it yourself, several bicycle shops in the area have competent and capable staff to assist you in getting ready.

As a personal safety feature, old helmets should be replaced. The liners tend to dry out and lose their effectiveness.

Watch the Club website at [WWW.WesternReserveWheelers.Com](http://WWW.WesternReserveWheelers.Com) for our new schedule for the 2006 riding season. The schedule tends to change from time to time, so it is important to verify with our website prior to each ride. Usually maps for the week's ride can be downloaded.

May the wind be at your back.

Ed Reichek



Start to Finish Fitness is offering the opportunity to participate in an indoor biking time trial that will be held April 8<sup>th</sup>.

Time trial races provide the opportunity to experience a realistic race indoors. Participants have the option to use their own bikes for this virtual 10K course. The race is viewed on a big screen that allows riders to see their position relative to others.

Information such as speed, wattage, time and overall placing is also given. Overall results will be kept for men and women and athletes so they can compare their efforts to others around the country competing in similar indoor races.

For more information go to [www.enduradawgs.com](http://www.enduradawgs.com) or call 216-397-0600

# Hey Cranky.....

**Bicycling Magazine recently listed the most cycling friendly cites, why wasn't Cleveland mentioned? - John**

Dear John,

It beats the hell out of me. I think Cleveland and in particular the surrounding area is one of the better places for cycling in the entire United States. I think we have some of the best roads, the best terrain, and the best weather for cycling year-round that I have seen anywhere. I've cycled in at least a dozen states, three foreign countries, and three provinces in Canada and each has specific qualities for cycling, some of which are much better than here. However, when everything is taken into consideration, Ohio, beats them all. Now before you think I've been riding too much this winter without my head being covered, let me explain why I feel the way I do.

We have excellent roads, potholes be damned. I remember hearing back in grade school that Ohio had at the time more paved roads than any other state in the union. I am sure that it is no longer true, if it ever was, however, Ohio is a fairly large state with a large population and was settled fairly early in the nation's history. That means we have a lot of small towns with roads between them that were built before the age of the automobile. This makes many of our roads quite amenable to cycling. Sure, many have been built up and are now quite busy, but overall, there are many good roads to choose from.

A few years back I rode across Vermont on my way to Boston, crossing from Bennington to Brattleboro. There was only one road to choose from, Vermont 9. It was a very nice road with scenic little towns, mountain streams and rustic vistas until we got to Searsburg. They were paving the section from Searsburg to West Brattleboro and we had to ride through it, there was no other road. 15 miles of stone over mud, in heavy traffic, coming down off Woodford Mountain. I bring this up not to claim that they don't do road work in Ohio, after all, the orange barrel is our state flower since it blooms in great quantities in the spring and says 'till late fall, but when you do run into a section of bad road, you usually have several choices to get around it.

Yes we have potholes and many of our roads are in terrible shape but I've seen worse in Michigan, Pennsylvania, Nova Scotia, Wisconsin, and Texas. Road in many other states have an even narrow shoulder than we do here. Many of the roads in Ireland, as beautiful as they are, are very narrow, poorly maintained, and bordered by low stone walls that make it impossible to get out of the way of traffic. We should learn to appreciate what we have.

We have some of the best weather for cycling. Let me know when you've stopped laughing. It's 23 degrees in Cleveland this morning and if I were in say, Phoenix, I'd be planning a nice ride as the temperature would be heading into

the 70s. We have a moderate climate that is tempered by the lake. There are of course extremes, but winter weather is usually above freezing and in summer, we rarely get into the 90s. With proper clothing, we can ride year round. Would you want to take a ride in Phoenix in August when it's 110?

Several years ago I was fortunate to spend a few weeks in San Francisco in late winter. I shipped a bike to a friend in Santa Rosa and spent the weekends riding around Sonoma County. It was gorgeous. The March weather was cool but comfortable and everything was in bloom. I went back in July but left my bike at home as the heat was blistering and everything had turned brown. Wildfires were burning. While we enjoy 80 degree days all summer, much of the country south of the Mason Dixon and west of the Mississippi is sweltering.

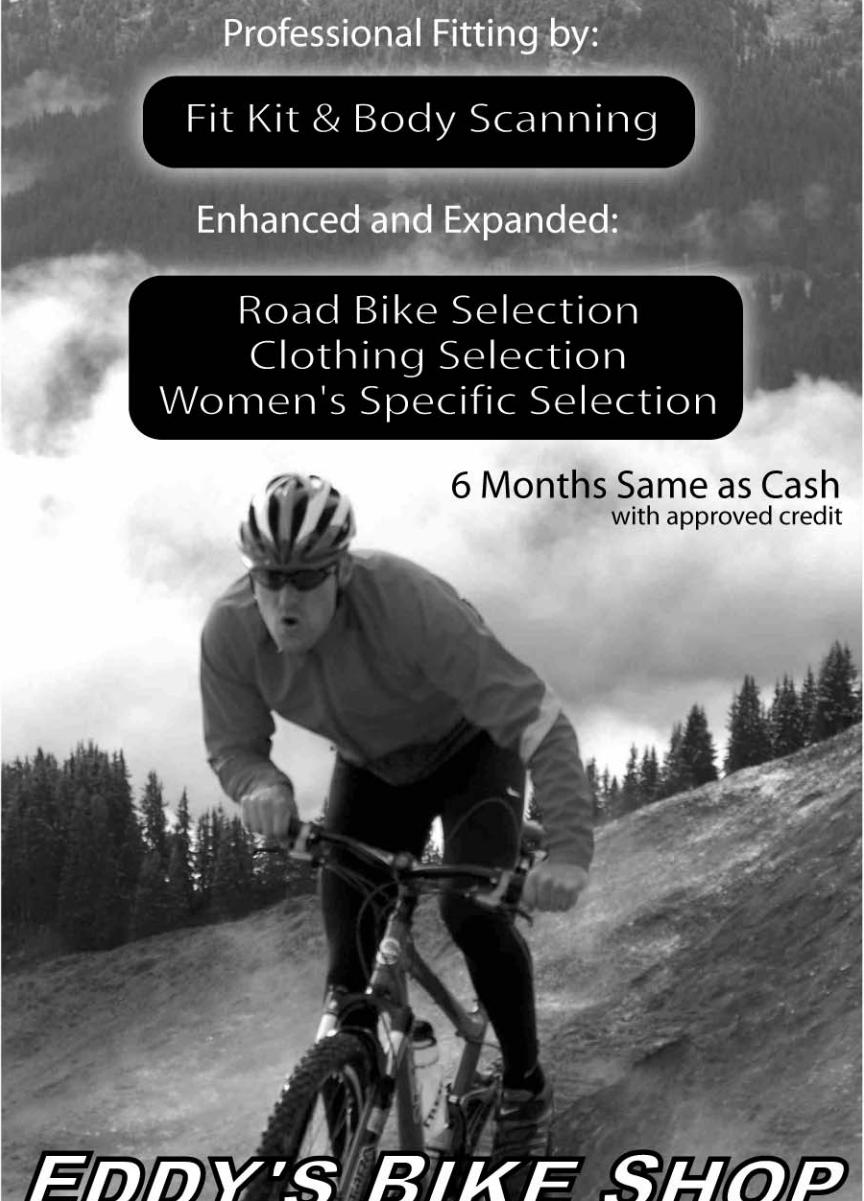
You can argue that the seasons are just switched, we stop riding when it's too cold and they stop when it's too warm. They ride when we don't and vice versa. However, we have the sun in our favor. Last time I checked, winter days in Arizona are just as short as they are here. You may have nice weather and be able to take long rides on weekends but weeknight rides in winter will be just as dark in Phoenix as here. We should learn to appreciate what we have.

The geography in Ohio is ideal for cycling. If you need a refresher, geography is "the study of the earth and its features and of the distribution of life on the earth, including human life and the effects of human activity." So the terrain, wildlife, vegetation, and inhabitants of Ohio and what they have constructed make the state ideal for cycling.

A friend and I took a three-day ride over the Fourth of July into Holmes, Richland and Wayne counties a few years back. On the first night we camped near a cornfield and set up our tent under a canopy of maple trees. We got an early start the next morning and were riding through a dense fog along the Killbuck Creek. The dew was still heavy on the trees and weeds along the road. Out of the fog a horse-drawn Amish wagon appeared. We stopped to let it pass and as it clip-clopped up the road, probably heading for a roadside stand, we noticed the back-end filled with fresh baked pies. You won't see that in California.

John, I don't think I answered your question of why Cleveland wasn't listed as one of the best cities for cycling. I chose to go beyond the confines of the city, unlike the article in Bicycling, and examine a broader area. I don't want to disparage the cities that were listed, as they are wonderful places to ride. The efforts of their city leaders and organizations to make their homes more bicycle friendly are certainly to be commended. What I hope to highlight is that we have the core attributes to be a cycling mecca. We have a National Park just to our south and a natural corridor, with a bike path, pointed from there right into the heart of the city. Perhaps extension of the Canalway into downtown from 49th Street can serve as a catalyst to get our leaders (and you) involved in building the infrastructure to make Cleveland even better than it is.

When all of the qualities that make for enjoyable cycling are considered in total, Cleveland and northern Ohio are among the best. I can't think of a place I'd rather cycle, well, maybe in Central New York.



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# LAKE ERIE WHEELERS

**P.O. BOX 26146, FAIRVIEW PARK, OHIO 44126-0146**  
**lakeeriewheelers@yahoo.com www.lakeeriewheelers.org**

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

Mar. 5 10:00 Frostville Museum Pancake Ride - 20+ miles  
Mar. 12 10:00 Berea Loop start at Bonnie Park - 20+ miles  
Mar. 19 10:00 Annual Buzzard Day Ride - Bonnie Park to Hinckley - 30 hilly miles  
Mar. 26 10:00 Olmsted Falls Pickup Ride

### **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.  
Brecksville in Cuyahoga Valley National Park, at Station Rd. parking lot east of Riverview Rd. (just south of Rt. 82).  
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 ½ mile south of Detroit Road, in Lakewood.

### **Weekday Rides:**

Regular Club Wednesday Evenings – Moderately paced, 17-22 mile rides starting at 6:30pm (meet at 6:15pm) from the parking lot of the Berea Library (in the Berea Commons area off of East Bridge Street and South Rocky River Road), weather permitting. For details, contact Doug Barr at 440-734-1715 (ospdoug@aol.com).

### **Weekend Club Rides**

The club ride schedule for 2006 has been determined from March through October. 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 that particular month), plus a defined pace. It will be the Ride Leader's responsibility to keep the main group at that pace, and ensure that no riders are left behind. All riders must wear an approved helmet. The pace levels are established as follows:

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

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

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

## **Weekday Rides Returning in April**

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

The Wednesday Night "Mod" Ride (moderate pace) leaves from the Olmsted Falls Public Library lower parking lot at 6:30pm Wednesday nights, starting April 19. Our routes are for those who prefer quiet country roads. By necessity, we may find ourselves on busy roads, but we try to limit those times to short stretches. Most days we get back before dark, but it's a good idea to have lights and reflectors, especially early and late in the season. The pace and speed of our rides varies depending on who shows up; we usually ride at a Class B pace. In the beginning and end of the season we usually start out small, less than 20 miles, but can expand to nearly 40 as the season progresses. For more information please call (or email) your fearless leaders Marc Snitzer at 440-236-3017 ([msnit@juno.com](mailto:msnit@juno.com)), or Greg James at 440-331-9419 ([clockwerke@aol.com](mailto:clockwerke@aol.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](mailto: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:  
May 14 Berea Falls to Scenic Park 28 miles John Whitaker  
June 11 Elvria to Kipton via North Coast Inland Trail 28 miles Dan Izuka

Please consult the 2006 Club Ride Schedule (included in member packet) for more Ohio Bike Path Rides.

## **The February, 2006 Club Meeting**

The 2006 Rail-n-Trail: the date has been set for August 13th, and the first payment for reserving the Cuyahoga Valley Scenic Railroad has been sent. Methods and approaches to marketing and merchandising were discussed, including selling table space at the

lunch stop, and logo placement on banners and advertising. Eric Overton has graciously volunteered to assist with the road portion of the event, which will include 100mi, 100km, and 35mi routes. We also intend to reach out to other clubs as well. Early-bird registration will be made available on-line (credit cards only). We have positive feedback from the park directors: we have done more than any other single group to increase attendance and usage of the valley park system.

Old business continued with jerseys: it became necessary to modify the design, selected by membership, due to conflicts with the Spin Bike Shop's own design. After some members voiced concerns about the visibility of the resulting color scheme, President Dave Schneider decided to appoint a committee to review and modify the design for visibility and other concerns.

The 2006 Ride Schedule was passed out to the members. Ride schedule information on the Women's Only Rides is still being organized as of this writing. Tom Meara announced progress on the Blue Ridge Parkway Tour Part I, scheduled for this spring: details are still being developed, but accommodations will include hotels, restaurants, and full sag. Tom also presented a draft version of CrankMail's Ten Best Rides in Northeast Ohio, which is compiled from local rider feedback to a survey from the previous year. Tom then spoke about the activities of Cleveland Bikes on behalf of Northeast Ohio riders. As there was no further new business, the meeting adjourned.

### **The March, 2006 Club Meeting**

Will be held on March 14, 2006, the second Tuesday of the month, at Spin Bike Shop, located at 14515 Madison Ave., in Lakewood. The proprietor will discuss new products and early season training. Club members attending will have an opportunity to discuss the Ohio Bicycle Events Calendar, and the various invitational rides listed therein. The opportunity to make advance group travel arrangements should not be overlooked.

### **Touring Division News**

Tom Meara will continue as Chairman of the Touring Division. Tom is also interested in attracting LEW members who have are enthusiastic about touring, overnight and otherwise. Anyone interested can contact him at [tmeara@wowway.com](mailto:tmeara@wowway.com). Volunteers are needed for Ride Captains. Planned overnight tours for the 2006 Touring Season:

Tour Destination	Date	Ride Captains
Stanford House (Pancake ride)	April 29, 30	TBA
Findlay Lake State Park	May 20, 21	TBA
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).

### **2006 Dues Are Due**

As of February 10, seventy members have renewed their memberships and dues for the year. This will be the last issue of *CrankMail* sent to last year's members that do not renew before the next issue. Members also receive regular bike news via email for those members that provide an email address. Members not on the list should contact [lakeeriewheelers@yahoo.com](mailto:lakeeriewheelers@yahoo.com) to be included in the email news. For members wishing to renew, a sample form is available on the website.

# 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.

**Cross Country Ski Package.** Epoke 900 series skis (205cm) with Solomon bindings, Swix poles, Solomon SR-301 boots, misc wax, etc. **MAKE OFFER!** John, 440-891-8364.

**Thule** pivoting bike carrier roof rack system. Made for a tandem or a single rider bike. With Thule front fairing shield and four Thule Theft Deter lock cylinders and keys. Purchased new for \$654 in 2004, only used twice, new condition. Asking \$400. Call Joe 440 777-1511.

**Thule** roof mounted bike rack. Two single rider bike channels included. Expandable to four channels. Originally \$400 when new in 1992, asking \$50. Call Doug at 330-421-2321.

**Beautiful Classic Easy Racer** recumbent, medium-large. Campy cranks, pedals, and brakes, Phil Wood hubs and BB, Suntour derailleurs, with a fairing. Under 500 miles. Currently on consignment at Best Bikes in Mansfield. \$700. 419-522-3686.

**Beautiful Classic Easy Racer** recumbent, medium-large. Campy cranks, pedals, and brakes, Phil Wood hubs and BB, Suntour derailleurs, with a fairing. Under 500 miles. Currently on consignment at Best Bikes in Mansfield. \$700. 419-522-3686.

**2004 Specialized Allez Elite**, 58cm. Carbon fork/seatpost, Shimano 105 components. Comes with two stems (110 and 120mm), each can be set at four different angles by flipping upside down or rotating a shim. Rear wheel is pretty new (~300 miles). Also comes with Look-compatible pedals (Wellgo WAM-R1), Specialized Speed Zone computer, and a new set of cleats. Asking \$600 OBO. Mike in Chagrin Falls, 330-671-5170.

**2005 Gary Fisher Cake 1 DLX** - \$2000. I am in need of cash and I hate to sell this, but I have to. Here is a link to the bike: [www.personalgeeks.com/ebay/CAKE\\_1\\_DLX\\_fnl.htm](http://www.personalgeeks.com/ebay/CAKE_1_DLX_fnl.htm). Any questions, email me at [Clarionaud@aol.com](mailto:Clarionaud@aol.com).

Expires March 2006

**Mens Sidi Genius 4** size 43.5 (9.5) steel grey w/ black & red accents. NEW IN BOX Retailed new for 190, Will sell for \$100. **Performance rollers** very good condition, \$50. Contact Danny at 216-244-0237 or [dwyn127@yahoo.com](mailto:dwyn127@yahoo.com).

**Profile Design Aero Water Bottle.** Fits on Aerobars. Great for time trials. Includes splash guard poly web plug and extended soft straw. Purchased several years ago but never used. \$10. Call Eric at 440 552 6856.

Expires April 2006

"Far better it is to dare mighty things, to win glorious triumphs, even though checkered by failure, than to rank with those poor spirits who neither enjoy much nor suffer much because they live in the gray twilight that knows neither victory nor defeat."

—Theodore Roosevelt



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