

# CRANKMAIL

THE DEFINITIVE VOICE OF CYCLISTS IN NORTHERN OHIO

MARCH—APRIL 2008

## Climbing the Alps

Cyclist Warren Kumley describes  
his trip of a lifetime

## IN THE ZONE

Rides you can't miss

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# CRANKMAIL

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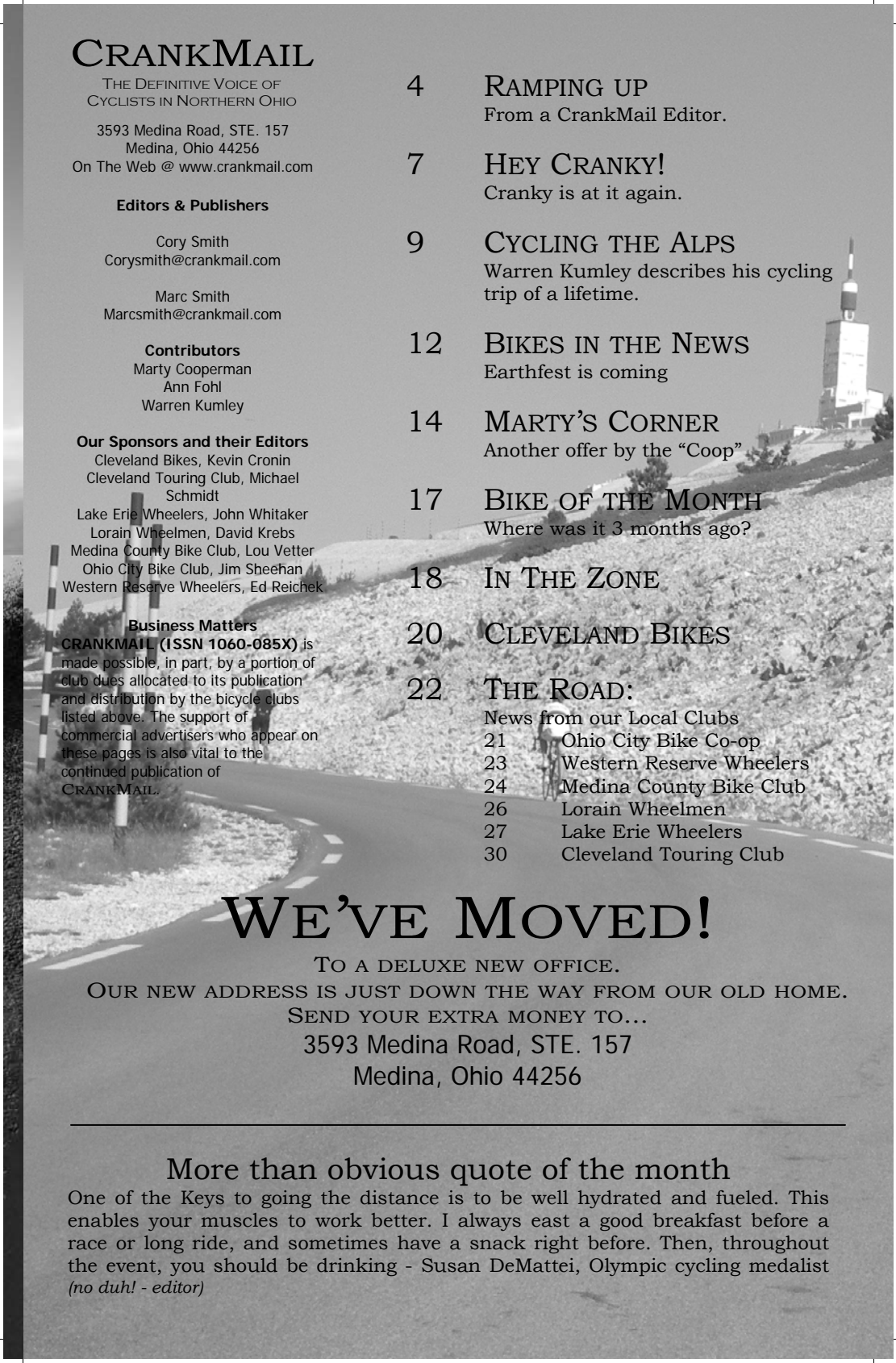
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## More than obvious quote of the month

One of the Keys to going the distance is to be well hydrated and fueled. This enables your muscles to work better. I always eat a good breakfast before a race or long ride, and sometimes have a snack right before. Then, throughout the event, you should be drinking - Susan DeMattei, Olympic cycling medalist  
(no duh! - editor)



## Ramping up for the Season

I for one am ready for spring to arrive, showers or not...I'm ready. There are only so many re-runs of Seinfeld that I can stand to watch while riding on the trainer all these months. I guess the simple fact that we just sprang forward an extra hour of daylight is a good start however. As it was, I continually struggled to get home from work in time to ride before dusk fell. So I'm glad I can get out during the week days now and begin to get back in riding shape.

For those of you that know me...I like my food and drink, sometimes one more than the other. Consequently, like many other casual cyclists, I have managed to acquire a slightly larger mid-section this past holiday/winter season then I care to admit. Yes

this can be an attribute on the many Medina descents, but as they say around these parts...what goes down, must come up!

Like many others during the off season I find myself reading more and consequently sifting thru the many Bicycling magazines each month. What lures me to these periodicals is the temptation to find out how to 'Build Sexy Legs in just 5 minutes a day' or how to 'Eat in Excess to Slim Down' or 'Sculpt great abs in 10 minutes a day' or 'get in the best shape of my life in just 1 hour per week' ect ect. Of course I read these articles, with the hopes that I too will be able to accomplish these spectacular benchmarks in the time they suggest...

Unfortunately, I oftentimes forget that these 'wonder tips' are primarily designed for individuals that are starting with 10-15% body fat versus huh...lets just say a bit more then that. At least, this is what I convince myself of.

I know...excuses, excuses right. Instead, I think you just need to do what fits you and your lifestyle. For me, I've decided to just carve out the necessary time and ride every chance I get. If I keep it simple, my conditioning will come with it. I could log down each workout, count calories, track watts, reps/cadence sequences ect., but why...I know that to loose weight, I simply need to 'put out' more then I'm bringing in, that's it.

Everyday life can be complicated enough, so don't let your riding become equally so. Hence, my only advice is to put down the health magazines and conditioning logs, hit the pavement and quit over 'thinking', what by nature, is meant to be so simple. Happy riding!

**Marc**

marcsmith@crankmail.com

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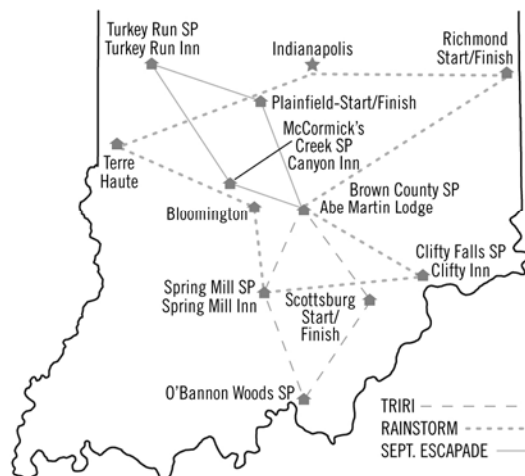
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# hey Cranky!

**HEY CRANKY, WHAT'S THE  
BEST WAY TO LET YOUR  
RIDING BUDDIES KNOW  
ABOUT AN IMPENDING  
POTHOLE?** – Chris J., Shaker

Chris, let's pretend the people you ride with are courteous cyclists, and you like them well enough that you don't want their nether regions to suffer significant damage when their back wheels drop into that pothole [insert the city of your choice here] has been promising to fill ever since you began your weekly calls to its road department last July. If so, then pointing at the offending pothole or calling out a generic warning (e.g., "pothole!") should suffice. If, on the other hand, the people you ride with never take their turns pulling the paceline, I suggest riding straight at the pothole to block it from their view and waiting until the last possible second to swerve out of the way. Your bone-jarring, tongue-biting, private-parts-numbing revenge will have been exacted on those punks who've been drafting you for the last 15 miles.

**HEY CRANKY, WHAT SHOULD I DO ABOUT THE LITTLE POUCH I'VE  
ACQUIRED AROUND MY MIDSECTION THIS OFF-SEASON?**

*Monica F., Middleburg Heights*

I'm assuming by "little pouch around my midsection acquired this off-season" you mean that you've put on a few pounds, Monica, not that your Aunt Millie got you a neon green fanny pack for Christmas. Your typical advice columnist might tell you to cut back on your Cheetos consumption or to take a Spinning class or two, but no, not Cranky. I suggest embracing your pouch and appreciating how much faster the extra weight will make you on your descents. What can I say – I'm a "the water bottle is half full" kind of guy.

**HEY CRANKY, HOW DO I GO ABOUT FINDING OTHER RIDING  
ENTHUSIASTS WHO MIGHT BE INTERESTED IN GROUP RIDES?**

*Jonathan R., Cleveland*

Jonathan, I can't begin to tell you how pleased I am you asked this question. I've been telling my editors for months that my column is the only thing most people read in *CrankMail*, but they keep telling me to stop stroking my own ego. So, thank you for proving my point (and stroking my ego for me). That said, if you're looking for riding companions (whom you may or may not want to warn about potholes, see above), might I suggest perusing the rest of this publication and the information regarding local clubs, rides, events, etc. Don't worry, I won't be offended – I know I'll always be number one in your heart.

**Questions or comments for Cranky? Forget about it, he won't answer any of them or if you like, email him at [cranky@Iamnotgonnaansweryou.com](mailto:cranky@Iamnotgonnaansweryou.com) or better yet, send it to Cranky's boss at [corysmith@crankmail.com](mailto:corysmith@crankmail.com) and we will forward over your questions and comments.**

Cranky is a strongly opinionated cyclist who resides in Northeastern Ohio & fights for all cyclists rights. His views and opinions are not necessarily those of CrankMail or ClevelandBikes. So, don't complain to us.

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# Bicycling Trip to the High Alps

By Warren Kumley

I've just arrived in Lyon, France after the typical over night flight from Cleveland through Newark and Paris. By typical, I mean the light-headed buzzing resulting from the combination of almost no sleep and the now imprinted droning of airplane noise. My luggage arrived, although a couple of the straps on the bike case were disconnected. A brief inspection indicated that my bicycle and gear were still inside and the remaining straps should hold up for the train trip to Albertville. Repairs will be needed before the return trip. Fortunately there were no plane delays so I was able to catch the earlier trains to Albertville, ultimately arriving at 8:30PM instead of 10:30PM. My 60<sup>th</sup> birthday present to myself was getting off to a reasonably good start.



The TGV (Europe's high speed train network) to Chambéry followed by the TER (France's train company) to Albertville were both on time and pleasant. I had the good fortune of meeting and talking with a couple of French men and a French woman returning from their vacations in southern France. They seemed to understand my groggy French reasonably well so the hour or so going through Alpine valleys passed quickly. One of the men kindly helped me lift the bike case into and out of the TER as the steps were steep and the train entrance barely able to accommodate me, my backpack, and bike case...and everyone was anxious to get on and off the train quickly.

There was only one tiny cab at the Albertville train station so I asked a nice elderly local French woman how far it was to the Hotel Million. She told me it wasn't too far and I couldn't miss it. So, I strapped on my backpack-suitcase and pushed the 68 pound bike

**It was also weird  
how flat the average  
7% grades felt when  
cycled right after  
the 10s and 11s**

case (wheels are a must on any bike case) to the Hotel Million. I wouldn't call the walk short, but fortunately it didn't start raining until after I arrived at the hotel. The invigorating walk actually felt pretty good after sitting on planes and trains for so long.

I assembled my bike in the basement garage area reserved for bike tours. Everything arrived in good shape and my Specialized Roubaix was ready for action. I slept well that night, but the next morning was cold and rainy. Optimistically, I discussed bike

ride options with Jose, the owner/manager/chef of the hotel who is also a serious bicyclist. He mapped out several options. I'm not big on starting bike rides in cold wet conditions so decided to take a walk around town. Albertville is a fantastic little town, with a great bicycle shop and many high quality athletic facilities (left over from the winter Olympics from several years back). It is surrounded by mountains, but its altitude is only around ~250 meters.

The rain stopped in the early afternoon so I decided to take a ride. The ride out to Lac Annecy seemed like a good first ride to shake out the legs, so off I rode. The legs were feeling pretty good when I noticed a sign saying Col de la Forclaz de Montmin that was one of the climbs (1250m) Jose had mentioned so I made the turn up the mountain to test my conditioning. I didn't know anything about the climb, but I quickly realized that the change to the 12x27 rear derailleur (from the 12x25) I made a couple of days before leaving (after I irritated my chronically weak right knee with some overly enthusiastic low rev grinding in the Cuyahoga valley) was going to pay off. I would be spending most of my time using the "27" when going up these mountains. I felt compelled to do some research on this climb after struggling to complete the ride and wondering how well I was going to do on the much longer rides to come. It was somewhat comforting to find out that

although short (6 miles) it has 1 km average grades of 11.5%! It was also weird how flat the average 7% grades felt when cycled right after the 10s and 11s.

There was more rain the next morning so I bought a phone, service with a French supplier, and some minutes. Now, calls home and emergency needs were covered. The weather cleared around noon so I put on my cycling clothes with a jersey over a long sleeve cycling shirt and started out for the Col de Saisies (1650m). Cycling for the 45 minutes of rolling ascent was a bit on the warm side, but the extra layer will be important for the descent. It started drizzling at about 800m, but it didn't really look too bad so I



continued on. I was wrong; the drizzle became rain. But, I was making steady progress up the 5-8% average grades so I was focused on going over the pass.

The last couple of miles to the top were completed in steadily worsening weather that was a combination of rain, sleet, hail, snow, and wind.

There was a restaurant on the right as I came to the top. Some warm food sounded pretty good. In fact, the omelet, pasta, and hot tea were fantastic and they started to revive my brain so that I could better understand and deal with my situation. The return ride to the hotel was going to be down hill the entire

23 miles. The first ten miles was sharp steep switch backs that will not be fun in these cold and wet conditions and, in fact, will probably be down right dangerous. I thought about the cold weather gloves, jacket, leggings, shoe covers...all my gear back at the hotel. This descent was going to be difficult and miserable.

As I was pulling my fingerless gloves and socks off the restaurant's radiator behind my chair (I'm the only one in the restaurant) a group of three people (a couple and 20ish year old son) entered the restaurant. The father had taken some interest in my bicycle parked under the restaurant eaves near the front door. We shared "bonjours" as they walked across the room. After they sat down I decide to ask them which way they drove up the mountain as any information to mitigate my impending fate was worth pursuing. We quickly switched to English when they said they were Scottish and asked me where I was from. The father (Danny Patterson) asked how I liked my bike saying he also owned a "Specialized" model. It turns out he is a serious cyclist and he had cycled the Col de la Forclaz yesterday afternoon just like me. They had driven in from just outside Albertville the same way I cycled and that it was raining the entire way. The car's temperature gauge was reading between 2-4 degrees Celsius outside...He sized up my situation accurately and offered to loan me his Land's End jacket! I quickly accepted; I game him my hotel information and he said he would come by in the next few days to retrieve it. Good luck looked like it was going to overcome my poor planning.

After thanking Danny numerous times I put on the jacket, zipped up, realized how much I had cooled down in the restaurant, and how nice the jacket felt. There was nothing the least bit enjoyable about the return to Albertville (I normally enjoy descents a lot), but I made it without crashing. The wet and cold made each of the hair-pin turns a low speed "will there be enough traction" adventure. There were a couple of long sections where substantial mud and other forest debris had washed across the road; thus, complicating the traction question. Fortunately the cars were kind, gave me extra distance, and only passed when it was wide open. It was a great relief to make the last of the severe mountain turns and let the speed out to 25+ mph down the rolling hills and sweeping turns. I managed the higher speed cold-wet weather trade-off between getting back earlier and getting colder by deciding crashing was not a viable option. I used the breaks frequently. This strategy had the extra benefit of reducing the need for quick reactions to road condition surprises.

Good luck looked like it was going to overcome my poor planning.

The next day the other six riders signed up for our tour arrived from Lyon with the two ride coordinators, Dick and Marilyn Powell. They brought with them some beautiful weather. In fact, the next eight days were clear with 70's and 80's. The first ride, Col de Tamie was only 800m or so, but it was interesting because the TdeF riders would be doing this as part of their stage in two days. It was such a nice day Peter and I decided to continue out to Lac Annecy and take some pictures. It was a beautiful and fairly easy 40 mile ride. There were a large number of bicycle riders on the route. Dick later explained that the TdeF brings out thousands of bicyclists who want to ride the same routes as the TdeF stages just before the TdeF goes through.

We did the first major ride on July 13<sup>th</sup>: Col de la Madeleine; about 35 miles out with about 2000 meters of climbing total with the last 12 miles going up about 1600m. We rode the first 23 miles to the base of the climb as a group. There were several different climbing strategies: stop at shops and restaurants along the way and/or stopping for photo-ops; or, keep a fast pace possibly burning out; and, for me, slow and steady from bottom to top. The bottom half was a beautiful forested mountain ride although it got a little warm and I was a little bit



concerned about using up my two water bottles before getting to the top. The view above the tree line was quite spectacular, but I started to notice an accumulation of flies. I quickly figured out they were the result of the large number of cattle grazing on the hill-sides. The flies became a real nuisance and I was wondering if they had a particular attraction for my sunscreen. I stopped taking their persistence personally when I noticed the clouds of flies around the other riders who I passed or who were passing me. The 5-9 mph pace was not fast enough to lose them. I tried to use the distraction they provided to take my mind off the difficulty of the climb. After a while, I noticed they took a particular interest in landing on my black fingerless gloves and trying to find something to bite. As I continued to grind up the mountain I was able to swat them as they collected on one glove or the other. I think my record was five kills in one slap.

I passed Peter on a particularly difficult slope as he was struggling, and he said to go on. There were fewer and fewer cattle as I approached the col (mountain) and the wind picked up. This combination scattered the flies and provided a welcome relief as the last few hundred meters of elevation gain was very difficult. My first impression as I was arriving at the top was that it looked like a road bikers convention with thirty or forty riders hanging around the Col de la Madeleine 2000m sign and the two restaurants. There was also a steady flow of riders coming up from the other side of the mountain. I was asked to take a picture of a group of five Italian riders in front of the sign. We had shared "allez" encouragement three times coming up. They passed me about a third of the way up (they could sustain one higher gear), then I passed them when they were repairing a flat, then they passed me again just before we arrived at the top. One of them returned the photo favor by taking my picture.

Peter pedaled in a few minutes after me and we decided to get some food and drinks at one of the two restaurants. The view was absolutely fantastic. It was 360 degrees of clear cloudless skies with snow covered Mt Blanc peeking over some lesser mountains in one direction and a line of rugged Alpine mountains in all the other directions. The pizza and lemonade combined with the terrace view and Peter's jovial Australian humor made for a fantastic lunch. The others started to arrive and join us on the restaurant terrace. It was

# bikes the in news

## EarthFest is Coming!

For Immediate Release: April 20th, Cleveland Zoo

The Earth Day Coalition presents Earthfest at the Zoo on April 20. With *Climate Change Solutions* as this year's theme, now you can ride your **Bike to EarthFest**, get great benefits before, during and after the event, and benefit the planet on into the future. Not sure you can do it? Worried about traffic, flat tires, and everything else you want to do that day? We'll get you over all the hurdles, with help from the Ohio City Bicycle Co-op and a cycling mentor in your neighborhood.

This year, we're launching a new kind of bike ride: with plenty of advance planning and preparation from the Ohio City Bicycle Co-op, you can **start the Bike to EarthFest from your house**, with expert help choosing the safest, most pleasant route to the Zoo, sag service in case of break-down, and a group to ride with most of the way, if you live near Lakewood or Shaker Square. Those groups, lead by experienced urban cyclists, will also ride back to the gathering points after you've had a chance to enjoy EarthFest - and a free snack - with your bike parked in a secure, guarded parking corral.

If you do ride to one of the gathering points at **Dewey's Coffee on Shaker Square** or **Phoenix Coffee in Downtown Lakewood**, you'll have a short stop for a free beverage and to meet fellow cyclists. Then, starting at 9:00 am, small groups will depart on a safe, scenic route to the Zoo. At 3:00 pm, the same ride leaders will leave the Zoo and take the same routes back to the gathering points.

The Bike To EarthFest starts long before Earth Day: anyone who wants practice riding in traffic, changing a flat tire, or making sure their bike is safe to ride, can take advantage of the [Ohio City Bicycle Co-op's free Saturday Social Ride](#) or [educational opportunities](#).

In addition, if you pre-register for the Bike for the Earth, you will get half off the price of all the following events at OCBC:

- \$5 off a complete, while-you-watch bicycle safety check-over at the Spring Bike Spruce Up on Wednesday, April 9th from 6:00-9:00pm (or any time OCBC is open).
- \$10 off Fix-a-Flat and Safety Check class at OCBC on Tuesday, April 1st from 7:00-9:30 pm or Saturday, April 5th from 4:00-6:30 pm.
- \$35 off Bike Drivers' Ed class at OCBC on Sunday, April 6th from 9:00 am to 4:00 pm.

Registration: \$15 minimum donation (pre-event) \$20 day of event. \$30 family donation (2 parents, 2 children). \$8 Kids 12 and under (per child). You can also register as a club or team and ride as a group.

EarthFest Continued...Plus,

- \* Secure your bike during EarthFest at Bicycle Valet Parking.
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## Marty's Corner

### Trip home from Tucson

For the past 2 weeks, Edie and I cycle camped our way around the Tucson area in south-east Arizona. Had we known what was in store for us on our flight home, we'd have stayed another day.

Tuesday we left our Tucson hosts, rode our bikes to the airport, unloaded them, checked our bags at a nearly empty Southwest Airlines counter and rode our now very light bikes to Ajo Bicycles where we had arranged for them to be packed and shipping home. We exchanged our bike clothes for street wear and had a lovely stroll back to the airport carrying nothing but our lunch for the plane and two books. The lunch seemed ample, as did the books. Little did we know...

A few hours later as we transferred in Chicago, the folks at Midway airport were talking about a slight weather delay in Cleveland. We're used to slight weather delays on our bikes as well. We strolled the length of Midway. Several times. All we lacked was elevation gain to approximate some of the mountain hikes we'd recently taken in the Coronado National Forest near Tucson. An hour later the delay was extended. We strolled some more. We ate the remainder of our lunch. We read our books. We strolled some more. Some time later all hope was abandoned, all Cleveland bound flights were cancelled and we were coaxed to bed down for the night at Midway with the promise of a 6AM departure the next day as the weather cleared. No hardship for us. We'd been camping for 2 weeks. We'd just get our sleeping bags and pads out of the...oh, we're not allowed to get into the baggage? Oh... Well then we'll just use the cots they're putting out on Concourse A. Sure it's got bright lights overhead and a little kid is crying nearby, but what the heck.

Midnight: Say, I wonder when they'll stop broadcasting that announcement every 5 minutes about the terminal closing at midnight and no unauthorized people being allowed inside. We're authorized. They said so. But they don't have to keep saying so every 5 minutes at top volume. Halfway through with my book and getting hungry. No places open for food any more. Sigh.

it's 2:25AM: My God, and they're going to broadcast that thing all night, every 5 minutes. Just when I drowse off, it comes on again. That miserable woman's voice cheerfully telling us the terminal is closed except for authorized personnel. And us. Sleepless us. And those around us too. You can tell from the shifting and coughing and general unease that no one's slept much. Except the little kid who stopped crying. Not the Mom, certainly. Just about done with the book. Say, Edie, could I borrow yours? Oh, you're not finished yet? My stomach's growling. Got any more Cliff bars? Oh..that was the last one? Sigh.

3:30 AM: Say, Edie, come on, I know you're up. Let's head down that other concourse. They have a low ceiling and the speakers aren't broadcasting there. We can get some sleep down that side corridor. Quietly we move our cots, blankets and pillows way down to the other concourse. Furtively we sneak into the side corridor. It is quiet. The announcement comes on again but it is faint and far away. We set up our cots and climb in. And then the police arrive. I can often bluff my way past the police, but this is big city Chicago police and they don't care if we can't sleep out in Concourse A. It's 'A' or the street. Which would be fine if we had our camping gear, but the thin blanket they gave us won't work like our sleeping bags in the 25 degree night air. Back to Concourse A.

4:30AM: I can't believe it. It's the middle of the night and they're coming to confiscate the cots. Time's up. Night's sleep is up. The terminal opens at 5 (just like the announcement's been saying every 5 minutes) and they need to clear us out a half hour before. Groggy bodies struggle to wake and stand, surrender their cots, blankets and pillows. All except for Edie and I. We've tucked ourselves behind a large display of the Battle of Midway, for which, apparently, the airport is named. We're smaller than the wall sized photo of

I can often bluff my  
way past police, but  
this is big city  
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[spinbikeshop.com](http://spinbikeshop.com)

Admiral Nimitz. We're hidden. We've suddenly become big fans of the Admiral. For his size as much as for his other accomplishments. He may have saved the Navy at Midway, but he definitely saved us here. We get another hour of half-interrupted sleep. The good half arrives when the announcement stops at 5AM, the terminal once again safe from intruders that the announcer has been valiantly holding at bay. Every 5 minutes. Almost missing our plane, we dash to the gate only to find another weather delay. The ice storm that hit last night has been replaced with a snow storm this morning. The flight will be delayed...

We can happily report that Marty Cooperman and Edie Antl did, in fact, arrive in Cleveland later that day along with their baggage. They looked like hell.

Marty "The Coop" Cooperman



Alps from pg 11

easy to wait for everyone to finish their lunches and then do the descent and return riding together.

This descent was great. No cold, no rain, no hard wind, no pesky flies hanging around (I remembered to keep the mouth shut on the way down), and no need to ride the brakes the whole way. I put on a light wind breaker and let gravity do the work. It quickly became apparent watching Tate (one of the riders in our group) during the descent that my technique had a lot of room for improvement. He went through the hairpin turns like poetry in motion then accelerated away like being shot from a canon. He quickly disappeared from view after just a few turns. Where could I have practiced in the Cleveland area to get the braking, 270 degree turning with gravity, and acceleration psyched up? I put more wear on my brake pads in one day riding in the Alps than I had in two years riding around Cleveland. It turned out Tate was from the Salt Lake City area and knew a little about riding on mountain roads. Descents were his specialty, this being helped by his 200 pounds spread over about 6'2". However, he did have some painful stories of some falls usually due to bad roads. The roads we were riding on, for the most part, were in excellent condition, but there were some bumps and holes to worry about every once in a while. Going in and out of the forest shade made road visibility poor causing me (whose experience was heavily influenced by Cleveland area roads) to slow down and expect the worst. All in all the 20 km descent was a lot of fun.

The next days ride was over the Cormet de Roselend (1968m) via Beaufort and then on to Ste Foy. The TdeF would be taking this same route the next day so there were a lot of individuals, small groups, and cycling clubs out doing the ride, eating at road side cafes, and enjoying the beautiful day. There were also a large number of campers already parked where possible on both sides of the mountain road. There were also pulsating clumps of traffic, mostly campers, on the road hoping to find a spot. It was fun watching the roadside crowds, as they were watching us, because they were building up their festive mood. Most people were just relaxing and having fun with friends and relatives, but there were also national flags flying on the sides of the campers and little craft shops being set up. After the 25+ mile ascent, there was a fantastic 25+ mile descent with only a few hairpin turns; it was mostly gentle "s" turns following a fast moving river into the valley. It was less of a technical descent than Col de la Madeleine. More speed could only be achieved by finding a better aerodynamic position.

My right knee was starting to complain about the daily steep ascents and I would have preferred to take a day off, but the scheduled ride for the next day was to Tignes to see the TdeF stage finish. Given the masses of people who attend the mountain top finishes, the best way to get to the top and the only way to get out in a reasonable time is to cycle to the top and then cycle out around the traffic jamb. The police give special priority to allow the bicycles access to the road and the right of way when leaving. It was very pleasing to speed past the several miles of cars going down from the finish area and back to the main highway. The extra distance to Val d'Isere was all down hill and was punctuated by some of the professional riders speeding past on their way to their hotels.

The mountain top finish was a first time special treat. I was happy to have done the steep 1000m ascent to get to the finish area, but my knee was really complaining. It did feel better after about 30 minutes of walking around and having a sit down lunch. The TdeF caravan is quite the traveling show. The workers start the finish line set up in the early hours of the morning and complete it several hours before the tour's arrival. The construction of all the barriers, awards stage, dignitary sitting, and decorations went up like clock work. It was quite impressive. There was a large screen (12'x12'?) showing the official TV picture of the tour in progress. There were several "county fair" booths set up, live entertainment, and game stands. The anticipation of the arrival made for a happy "let's have some fun" atmosphere. The first arrivals were the collection of team buses and team sponsor cars. Many of the cars and sponsor "floats" were throwing little presents to the crowd.

It took about an hour for the motorized caravan to pass (we were about 400m from the finish line). It was another 30 minutes or so until the riders started to arrive. Rasmussen won the stage by several minutes, and the rest of the riders were very spread out. In fact, we were descending the course on our bikes before some of the last riders finished. These were sprinter specialists who were trying to finish even though they couldn't make the time cutoff for the stage and were thus eliminated. I noticed there was a substantial

## Bike of the Month

The first in a series of bikes that might just change the world!



*Somebody dreamed up the perfect way to take care of what most of us hate to do...shovel snow! A perfect plowed path (see upper right)....although if you look closely, the pictures don't match. The plow job in the above vote is not exactly "clean". Darn-it!, another perfect idea destroyed by the limits of reality.*

---

difference in body size between the climbers and the sprinters.

I took the next day off. This meant missing the Col de Galibier climb. I preferred missing Galibier to missing Alpe d'Huez and Mont Ventoux the following days. This strategy paid off as the knee responded very well to the challenge of Alpe d'Huez after the rest day. This ride was everything it has been described to be. Twenty-one awesome switchbacks over 14km with slopes ranging from 6-10.5%(km averages) make for a significant challenge, but everyone seems to approach it more like a competition against the clock and the mountain rather than a struggle. Steady streams of cyclists were going up and down passing and being passed. There was a lot of good spirited competition and fun in the air. I started early in the morning when the temperature was in the 50's-60's. As we were staying in a hotel at the top, I put on my arm warmers and descended to the bottom. The descent, given all the switchbacks, was more technical than just aerodynamic speed. There were some locals (I suspect), who likely do this up/down ride frequently, who seemed able to glide around the switchbacks with a somewhat detached nonchalance that I just couldn't share.

I circled the round-about at the bottom, took off my arm warmers, took a drink of water, and started up the first switchback - a 10.5% average first km. As I made the first turn and then completed the first km, I couldn't help but think there were only 20 more of these to do! I passed a rider around switch back #16 who had passed me during the first km. Perhaps the reality of the climb had started to sink in. Even though it's shorter than many others in the Alps, it's long enough that if you go too fast it will beat you up. Many of the turns at the switch backs leveled out quite a bit; thus providing a brief respite to the low gear grinding. It felt somewhat foolish shifting into higher gears for 50 feet only to drop back into low when the 8-10% grade returned so I started using these brief, less steep sections for a few seconds of R&R. It also proved very effective for me to get out of the seat and peddle for 30-50 revolutions as it broke up the increasing monotony of the low gear grind. There was so much going on during the climb with the switchback signs, other riders, scenic views, turns, and assessing the next straight-away climb that the ride

Alps, cont. on page 29

## IN THE ZONE Local rides you should not miss

### **Saturday, 4/12. THINK SPRING.**

Cuyahoga Valley National Park. A free tour with three rolling routes from which to choose: 15-mile trail ride or 25/35-mile road ride through the park. Hot soup and chili provided, participants bring dish to share. Akron Bicycle Club; 2285 White Marsh Dr.; Twinsburg, OH 44087. (216) 337-1051. [www.AkronBike.org](http://www.AkronBike.org)

### **Saturday, 4/19. 7th ATHENS SPRING RIDE / TOM'S TRILLIUM TOUR.**

Nelsonville. A scenic spring ride with budding dogwoods, redbuds, and wildflowers to brighten the day. Rolling to hilly terrain on routes of 25/40/60/70/100 miles; final 12 miles on flat, scenic Hockhocking – Adena Bikeway. A budget tour: provide own food, water, cash, tools! Athens Bicycle Club. Tom Wolf: (740) 594-9944. [wolf@ohiou.edu](mailto:wolf@ohiou.edu)

### **Sunday, 4/20. 23rd AFROST: A FREEBIE RIDE & OHIO SPRING TOUR.**

Amherst. Flat early season tour to test your fitness with a ride of 25/50/64 miles. Route visits many historic towns and villages in Lorain County. Lorain Wheelmen Bicycle Club. PO Box 102; Amherst, OH 44001-0102. [www.LorainWheelmen.org](http://www.LorainWheelmen.org)

### **Sunday, 4/20. SICCO: SPRING IN COLUMBIANA COUNTY OHIO.**

Columbiana. Two loops: 35-mile flat to rolling, and additional 28-mile rolling to hilly, visit charming small towns and scenic countryside. Lunch, snack stop included. Entry form on Web site. Out-Spokin' Wheelmen. Attn: Ray Chamberlin; PO Box 838; Youngstown, OH 44501-0838. (330) 757-3344. [www.OutSpokinWheelmen.com](http://www.OutSpokinWheelmen.com)

### **Saturday, 4/26. 13th NIGHT RIDES ON THE TOWPATH TRAIL.**

Peninsula. Free fun ride for all skill levels starts at 8 PM and covers 15-22 flat miles. Routed over the Cuyahoga Valley National Park Towpath Trail. Helmet and bike lights required. Century Cycles. 1621 Main St.; Peninsula, OH. (800) 201-7433. [www.CenturyCycles.com](http://www.CenturyCycles.com)

### **Tour of the Scioto River Valley—Ride May 10-11, 2008,**

Register by April 15th. What it's all about...The Tour of the Scioto River Valley, better known by its acronym, TOSRV. Say TOSRV to bicycle riders around the nation, and they'll know you mean this event, which began as a father-and-son outing in 1962 before quickly growing into the nation's largest bicycle touring weekend. TOSRV was the first to help raise the profile of the bicycle in American life and was the inspiration for many of the mass-participation cycling events across the country. TOSRV riders have come from across the country and range in age from two to 93.

Courtesy of the Ohio Bike Federation. [www.ohiobike.org](http://www.ohiobike.org)



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***Plan to Join Us for Cleveland Bicycle Week in May!***

Join us for Northeast Ohio's biggest gathering of diverse cycling interests and goals, with events all around town as cycling groups of all sorts of shapes, sizes and activities come together to host a May conference to share information, identify and discuss important cycling priorities.

Cleveland Bicycle Week, May12-16, will include:

Educational sessions for planners and engineers, hosted at the Cleveland Public Library;

League of American Bicyclists Andy Clark;

Daily "Bike to Work" rides;

Fun rides and activities for kids and families;

Opportunities to learn about new cycling activities, initiatives and projects, like the Velodrome project;

Partnerships with area restaurants, museums and cultural gardens;

Reception at Cleveland City Hall.

***Sponsors:*** ClevelandBikes, Walk+Roll Cleveland, Ohio City Bicycle Co-op, City of Cleveland, NOACA, Cleveland Public Library, Cleveland Metroparks, Eco-City Cleveland, Cleveland Museum of Natural History, Earth Day Coalition, YMCA of Greater Cleveland, Fast Track Cycling, Cleveland Clinic, BikeLakewood, Slavic Village Development Corporation, Cleveland Area Mountain Biking Association, Ohio Canal Corridor, University Circle Inc. and the Thunderhead Alliance.

All week long, we'll be gathering your thoughts and recommendations, in person and online, to develop an agenda for cycling in Northeast Ohio. We welcome your involvement in the May events and encourage you to share your thoughts and ideas about making Northeast Ohio a better, safer place for cycling for transportation, recreation, sport and health.

***Visit [ClevelandBicycleweek.org](http://ClevelandBicycleweek.org) for more information!***

***When ClevelandBikes, [Cleveland Benefits!](#)***





a non-profit, volunteer-driven cooperative bicycle education center

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

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### **Spring training, membership, and database programs**

The busy season comes early to the co-op, as lots of folks use the cold time to take or test out of repair classes for their membership to use the shop for their own maintenance work, or to build up a bike for next season. We also have lots of volunteers donating their time now, which they can use to pay for those classes, or parts for that bike. Of course, lots of co-op members and volunteers aren't waiting for the warm weather to start riding: the car-free and the hard-core are riding in more often now too, to keep those salty cables lubed, and overtaxed drive trains on the road for a few more months.

And, finally, thanks to our new database, most of those volunteers are getting a better deal: we are now basing each volunteer's hourly shop credit on how much co-op experience they have. This means that folks who have invested their time in classes and in practicing their skills on various co-op tasks are thanked more fairly and equitably for doing their part to advance bike education in Cleveland.

On the subject of education and skills training, Bike to Earthfest and Cleveland Bicycle Week (see articles in this CrankMail) offer lots of extra opportunities to get Bike Drivers' Ed training for yourself or someone you care about. Our fun and engaging Road 1 course in crash avoidance, traffic strategy, and effective cycling will be held on the weekends before both of those events, and informal education will abound during the week as well. For example:

#### **Spring Bike Spruce Up: Wednesday, April 9th 6:00-9:00 pm**

Learn lots of tips to make your bike happy again and how to give it a safety check at this free event, and get a special deal on our while-you-watch, make-it-safe-and-reliable service. See website for details.

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## **This month's bits of worthless... yet maybe interesting, information**

Spin, don't plod. If there's one form flaw that identifies rookie riders, it's grinding along at a slow, knee-wrecking cadence. Concentrate on keeping your cadence in the 90-110 rpm range. You'll go just as fast spinning in a low gear as you will punching a big one—Fred Matheny

# ***EDDY'S BIKE SHOP***



## **Spring Sale!**

### **March 28 thru April 6**

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440.943.2453

www.westernreservewheelers.com



Western Reserve Wheelers schedule two types of rides every weekend, weather permitting. Our mapped rides start from the following published list. Our "C" riders start every Sat. and Sun. at 9:00 AM (until May 4, then 8:30) from the Jewish Community Center on S. Woodland, east of Richmond. We encourage new, slower, or scratch riders to meet us at "the J" and better riders to go to the mapped Sun.-only rides on the schedule.

This year we are dedicating more effort to careful leading and sweeping on rides. But, you know, when that morning mist just starts to rise from the Chagrin river, and the first smell of fresh Spring air fills your Cleveland winter-weary lungs, you know the exhilaration one can get to abandon propriety and just charge ahead, hoping to not get lost and that someone rides along to share the high. Can't wait to see you all, again. Dave Bortz,

## Sunday Ride Schedule 2008

### March

23	Shaker Lakes/Sunset Pond	9:00 AM	JCC	30/25
30	Solon/Chagrin Falls	9:00 AM	JCC	34/28

### April

06	Chagrin Falls via Gates Mills	9:00 AM	JCC	37/28
13	Geauga Lake	9:00 AM	JCC	40/32 20
20	Willoughby	9:00 AM	JCC	45/32
27	Circle Chagrin	9:00 AM	JCC	46/41/32

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**Contact the following for information:** [www.medinabikeclub.org](http://www.medinabikeclub.org)

Pres.:	Shawn Conway		shawnconway66@yahoo.com
V. P.:	Dave Ling	330-416-9421	ldbl3000@aol.com
Treas.:	Sara Kibler		roadrider@zoominternet.net
Sec.:	Lou Vetter	330-725-0441	bikevetter@aol.com

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

**Tuesday Evening Rides and Starting Location:**

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

April	Medina County Career Center
May	Medina County Career Center
June	Buckeye Woods
July	Hubbard Valley
August	Medina County Career Center
September	Buckeye Woods

**Sunday Morning Breakfast Rides**

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

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 halfway. Park in rear near the lake.

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

**CLUB NOTES:** We are currently accepting membership applications and the  
cost of dues in 2008 is \$20.00. One single dues amount covers the entire fam-  
ily and why not? (you still receive only one subscription to the CRANKMAIL) and  
we like having the whole family ride with us.

**MORE CLUB NOTES:** Me had our February meeting this week and got a bunch  
of stuff done. Remember you don't have to be present to get elected to office.  
Our meeting stuff follows:

The Ice Cream Ride is on for next summer on July 19, 2008, a Saturday. So you  
guys be ready and mark off the date because I think we missed out on the Ohio  
Bicycle Calendar. No one at the meeting sent anything in and the deadline  
passed us by. So next year we'll get that part fixed up. The FFF-ffff is planned  
for October 25, 2008 and should be in the calendar.

MCBC (cont.)

Count Drac-u-Lou is expected to appear if health holds up.

The ride schedule will be the same as it was in 2007. We'll see you all there.  
See calendar above.

We decided to get on the ball this year with our web site and it was moved by SK and seconded by LJV to have Tom continue to be our "Web-Master". All he has to do is contact the host site and make arrangements for some changes for 2008. Good luck Tom.

It was moved by LJV and seconded by SC to donate \$260.00 to the YMCA for this years "Twin Sizzler" bicycle race.

Moved by SK and seconded by TW to donate \$45.00 this year again to The League of American Bicyclists.

The book review on a biking book by Jim Joyce, at the Hudson, Ohio bookstore was discussed and since it was held March 8,2008, most of you probably didn't attend. Anyway it's to be at 1:00 pm and if I hear what happened I write it up next month.

The election of officers was held with much anticipation. The result was as follows:

President	Shawn Conway
Vice-President	David Ling
Treasurer	Sara Kibler
Secretary	Lou Vetter

I got the web addresses placed above so you may contact us via E-mail if you so desire. So now it was time for SK to move and second by TW to adjourn.



#### **LETTER FROM VETTER:**

**Biking:** Not since my last try. It's been to darn cold and windy too. Maybe if it warms up I'll go give it another try. Didn't go to Carter Caves this year, I had this stroke thing going and now everybody wants to keep me around so they are all giving me pointers on what NOT to eat. It seems like everything I like to eat is similar to wearing cotton during the winter. So the phrase goes "cotton kills" and I was eating my way into early grave.

April 6<sup>th</sup> will be our club's first Sunday ride so lets all get out and practice, hee hee. Oh, I almost forgot, the restaurant formerly known as Robin's Hob-Nob is now under new ownership and is open for breakfast again. Let's go there.



[www.lorainwheelmen.org](http://www.lorainwheelmen.org)  
rides@lorainwheelmen.org

## March 2008 Wheelmen Calendar

Date	Starting Point	Destination	Miles	The etc's
03/02	Amherst	U-Show	30-35	Spring is near!
03/09	Oberlin Inn	U-Show	30-35	Will it be cold?
03/13	Prolog @ the Depot		15	Starts at 6:30
	Meeting @ the Depot			Starts at 7:30
03/16	Amherst	U-Show	30-35	Will it be mild?
03/23	Oberlin Inn	U-Show	30-35	It's official, it's Spring!
03/30	Amherst	U-Show	30-35	Is it a lion?
04/06	Oberlin Inn	U-Show	30-35	Look, It's April already!

### New (Winter) Sunday Ride times

There will be a **second** ride on Sundays! We'll have the customary **9:00 AM** ride from either Oberlin or Amherst followed by another ride **1:00 PM** starting from the SAME location. All rides will be U-Show rides in the 25-30 mile range.

### Daylight Savings Time returns on March 9<sup>th</sup>!

Watch the Web site and your e-mail as one or more of the meetings may be pizza nights after the roller/trainer sessions.  
rides@lorainwheelmen.org



## TOSRV ■ MAY 10-11 2008

The 47th annual Tour of the Scioto River Valley  
210 miles ■ 3000 riders ■ [www.tosrv.org](http://www.tosrv.org)





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

Mar. 16	9:00	Annual Buzzard Day Ride-Bonnie Park to Hinckley-30 hilly miles
Mar. 23	9:00	Easter Sunday: Olmsted Falls Pickup Ride
Mar. 30	9:00	Scenic Park to Euclid - 45 flat miles
Apr. 06	9:00	Olmsted Falls to Medina - 46 miles
Apr. 13	9:00	Bonnie Park to Richfield - 40 hilly miles
Apr. 19	9:00	For Women Only Ride: Olmsted Falls to Valley City - 35 miles
Apr. 20	9:00	Olmsted Falls to Oberlin and Kipton - 50/60 miles
Apr. 27	9:00	Brecksville (Station Road) to Kent - 40 miles

#### **Ride Start Locations**

(Please consult club website for maps & details):

<u>Bonnie Park</u>	In the Mill Stream Run Reservation (Strongsville), west of Albion Road & Valley Parkway.
<u>Brecksville</u>	in Cuyahoga Valley National Park, at Station Rd. parking lot east of Riverview Rd. (just south of Rt. 82).
<u>Lakewood Park</u>	Picnic area and parking lot, in Lakewood, north of Lake and Belle Avenues.
<u>Olmsted Falls</u>	Olmsted Falls East River Park, on Lewis Rd, between Bagley and Water Street, across from Chestnut Grove Cemetery.
<u>Scenic Park</u>	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 – Brisk-paced, 17-22 mile Class A rides starting at 6:30pm 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 Jim Boland at 440-686-0108 (jboland@apk.net).

#### **Weekend Club Rides**

The club ride schedule for 2008 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 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 the Olmsted Falls East River Park at the normal start time for the month.

### **long Distance Pre-Season Preparation Rides**

Eric Overton will be coordinating the L.D.P.S.P.R.'s this year; members interested in a series of challenging rides are urged to check the schedule posted on the club website for details. All Rides start in Berea (170 Lee Rd.) at 8:00am. The routes, which range from 105 to 134 miles, over flat to rolling terrain, include shorter distances, to serve as "Escape Routes" if necessary.

### **Weekday Rides Returning in April**

The Tuesday Night Rides will start on April 15 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 16. 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 ([msnitzer@windstream.net](mailto:msnitzer@windstream.net)), or Greg James at 440-331-9419 ([clockwerke@aol.com](mailto:clockwerke@aol.com)).

### **The 2008 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. Bonnie Vargo is coordinating, and there will be a different ride leader each month. Rides are expected to be at a B pace, from various starting points. For details, please contact Bonnie at 216-226-5918 ([vargobb@hotmail.com](mailto:vargobb@hotmail.com)).

### **The 2008 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 2008 Season:

May 11-Berea Falls to Scenic Park, 28 miles, Ride Leader is John Whitaker.

June 08-Elyria to Kipton via North Coast Inland Trail, 28 miles, ride leader is Dan Izuka.

Please consult the 2008 Club Ride Schedule for more Ohio Bike Path Rides.

### **The February, 2008 Club Meeting**

The meeting started with the Officers' Reports, and proceeded from there to Old Business: Jim Boland and Ed Wheeler mentioned their efforts to date in putting together a set of 4-hour courses to teach basic ride skills to members. Members were requested to furnish materials suitable for assembling a bicycle obstacle course for practice purposes. An upcoming planned overnight ride to Ravenna was discussed; the anticipated expense of a local B&B necessitated moving the overnight stay to the Stanford House, and holding the round trip to Ravenna in one day's time. Greg James informed the members that the new

shipment of club jerseys are in, and will be shipped to their intended recipients. New business began with the announcement that the club ride schedule for 2008 had been completed and posted on the club website. The date for the Rail-n-Trail/Road Route Ramble event has been set for August 10th, and the CVSR train reserved for that day. A proposal to establish a membership recruiting committee was floated, with the intention being to expand the club membership, as well as to encourage current and previous participants to renew their membership. Following this, the meeting adjourned to hear a presentation by Kevin Cronin of Cleveland Bikes.

### **The March, 2008 Club Meeting**

Will be held on March 11, 2008, the second Tuesday of the month, at the Panera Bread café in Rocky River (at the Rockport Plaza shopping center, 1/2 mile west of Center Ridge Road and Wooster Road). The program for the meeting is a presentation on the subject of sports nutrition by Amy Jamieson-Petonic, Med, RD, CSSD LD, LMT, Manager of Cleveland Clinic Employee Wellness Program.

### **Touring News**

Until a volunteer can be found to coordinate and assist the Touring activities for the club, the number of events has been condensed to two tours, listed below, with known and committed participants.

Planned overnight tours for the 2008 Touring Season:

<u>Tour Destination</u>	<u>Date</u>	<u>Ride Captains</u>
Stanford House (Pancake ride)	May 3, 4	TBA

Prospective riders are expected to be physically fit, properly attired & equipped, with bicycles suitable for the routes in question (and adequately maintained).

### **2008 Dues Are Due**

As of February 12, 47 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.

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Alps, from pg 17

seemed to go very quickly. I completed the climb in 77 minutes feeling strong, except for the tender knee that thankfully was just whispering little reminders that it was not happy.

Alpe d'Huez was the last climb in the Alps so we packed our gear, loaded our bikes, and drove south to the Provence region for the ascent of the Giant of Provence, Mont Ventoux. This ride is best done early in the morning during the summer as it can get very hot. The route we took has about five miles of 10% average in the middle section. The last mile averages around 11% with the final short bump >14%. This was a fitting challenge for the last ride of the tour. Peter and I left at 6:45AM to go up the Bedoin route. The first 6 miles provided a good warm up as it was gently rolling terrain with a little 300m climb and descent into Bedoin. We stopped and took a few pictures, took off our cool weather gear, and started the ascent. The next 4 miles ascended slowly at 2-3% then progressively increased to 4%, 5%, and 6%. The increase from 6% to 10% happened quickly 9 miles from the summit; this was the tough center section. It goes through beautiful forests so the hard work was done in early morning shade. There were a few flies, but thank goodness they were nothing like Col de la Madeleine last week. I lost sight of Peter as he pulled away up the slope and I settled into my now very familiar low gear 6-7 mph spin. Unlike Alpe d'Huez the few switchbacks were very steep in the turn. In fact, there were a couple of turns that if I remained on the right side edge or shoulder I would have fallen over backwards. Fortunately, I noticed a cyclist in front of me going over to the left half of the road to take the turn, I understood why he did this before I arrived at the turn, and I

Alps, cont. on pg 31



## WEEKLY RIDE SCHEDULE

Join us for a large group ride over rolling terrain. Maps are distributed at the start of the ride. **Our Ride Leaders are:** Craig Connors and Bruce Oppenheim. **Directions:** I-90 to Rt. 44 & south to Auburn Rd. Turn left, continue under the bridge and up the hill to Spear Road (flashing light). Turn right. Concord Woods is at the end of the street. ADDRESS: 11211 Spear Road, Painesville

We will also have our small group ride over a mostly flat terrain. It is an instructional ride with no drop policy. We have a similar route week to week and our maps continue to reside on our list serve. **Our ride Leader:** Todd Palmer **Directions:** Sanctuary Marsh Nature Center. Enter park from Rt.91 - 2.5mi south of I-90, follow signs to Nature Center

### WEDNESDAYS – 7:00pm NORTH CHAGRIN (Starting April 2)

Casual group ride with ride leader. **Leader:** Frank Zoretich

### THURSDAYS – 6:30pm NORTH CHAGRIN (Starting March 13)

Large group ride over rolling to hilly terrain. Splits into small groups with ride intensity from casual to competitive. Maps available via email (send request to “michael\_schmidt2us@yahoo.com”, list serve or day of ride. **Leader:** Mike Schmidt

### SATURDAYS – 7~8:00am TODD FIELD (Starting March 2)

Small group ride with maps. Progressively longer rides to prepare riders for a brisk 18~20 mph century on Sunday in June. Maps are on the CTC list serve or contact Thursday group leader for details. Start times will be posted week to week. **Directions:** Meet in softball field parking lot in downtown Willoughby at intersection of Vine & Erie St near Willoughby Brewing Company across from Spin bicycle shop

### SATURDAYS – 9~10am NORTH CHAGRIN (Starting March 2)

Pick up ride – same time as Sunday

### SUNDAYS – 9~10am

Go to the ClevelandTouringClub.org website on Saturday night and print the map. The printout will have two maps on a single page; please bring the extra map and share with people who might not have internet access.

**BURTON.** Berkshire (Burton) HS, 1 block north of town square, park on north side

### CHESTERLAND.

Hubbub Custom Bicycles, 8005 Mayfield Rd, east of Caves Road, in Chesterland

### GURNEY SCHOOL.

Bell St., .5 mile west of Rt. 306 in South Russell (small sign at entrance)

### LANDERWOOD PLAZA

Parking lot closest to the traffic circle of Chagrin Blvd. – RT87 and Lander Rd

**NORTHFIELD CENTER.** CVS Pharmacy parking lot – South side of Rt. 82 near intersection of Old Rt. 8 in Northfield

**RIDE LEADER NEEDED** for Tuesday at Concord Woods. Part-time position to cover up to 8 weeks. Contact current ride leaders for more detail.

CTC Continued...

DATE	LOCATION	TERRAIN
START TIME AT 10am		
March 9	<b>NORTH CHAGRIN</b> Pick up ride	Varied
March 16	<b>NORTH CHAGRIN</b> Pick up ride	Varied
Saturday March 29	<b>NORTH CHAGRIN</b> Chardon Maple Festival (40). Some stop for pancakes – bring money	Hilly
March 30	<b>NORTH CHAGRIN</b> Pick up ride	Varied
START TIME AT 9am BEGINNING APRIL 6		
April 6	<b>BURTON</b> to Windsor (28) or Parkman (45)	Rolling
April 13	<b>CHESTERLAND</b> HubBub to Russell (30) Kirtland (45)	Rolling / Hilly
April 20	<b>LANDERWOOD PLAZA</b> to Solon (23) Hudson (34 to 45)	Rolling / Hilly
April 27	<b>GURNEY SCHOOL</b> to Geauga Lake(22) Chagrin Falls (34)	Rolling
May 4	<b>NORTHFIELD CENTER</b> to Peninsula AYH Pancake Breakfast (30) Bath (42)	Rolling / Hilly
May 11	<b>CHESTERLAND</b> HubBub to Burton (30) Russell (45)	Rolling / Hilly

**SUNDAY IN JUNE 2008** is scheduled for June 8<sup>th</sup> at Century Village in Burton with a route similar to last year. Think about volunteering! It's a great way to bond with other cyclists. Contact Bill Maurey or Janet Edwards.

**CLUB DUES.** Club membership is annual and starts May 1 each year through April 30<sup>th</sup> of the following year. You can download the membership form at the club website... [www.clevelandtouringclub.org](http://www.clevelandtouringclub.org).

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Alps, from pg 29

followed the more ride-able path.

My low gear spinning up the steep section was going "easier" than I had imagined. Or, maybe my brain had finally accepted the different time/distance reality of this steep climbing: plan for one hour to go up a 6 mile 10% average slope...not the one hour = 17-20 miles relationship from my Northeast Ohio cycling history. The hour of 10% was completed and the 3 miles of 7% average was almost easy. I was able to increase speed and shift into some higher gears. The difficulty increased as the summit approached, the 11% average was every bit as difficult as it sounds, but the closeness of the summit was all the encouragement I needed. This was the penultimate climb of the vacation, Mont Ventoux was mine! Peter was waiting at the top; we took some pictures, bought a few souvenirs, and decided the wind was too chilling to hang around at the top very long.

The descent was fabulous. Unlike all the other descents that were back and forth many times across the side of the mountain, this descent goes around the mountain, with only a few turns and switchbacks, for about 12 miles. Mont Ventoux is a very wide single mountain. Both the road condition and visibility were excellent, I was able to let the bike accelerate as the slope's gravity allowed. There were a couple of dicey moments when on the outside of the road next to a long steep drop-off, the road available to me suddenly decreased by the simultaneous arrival of other bicycles and cars coming up the mountain. I was left with only a few usable feet. Fortunately, it was enough and I didn't have to experience a 40+ mph flight launch off the side of Mont Ventoux.

The descent seemed to be finished in just a few minutes, but logic said it had to take at least 15. In any case, we pulled into Malaucene, picked out a small road side café, and ordered some ice cream. A fantastic last ride of a fantastic vacation.

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