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The Voice of Cyclists in Northeast Ohio

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From the Editors

We saw an article where a man riding a bike pulling his dog in a trailer was picked up by the police in Lamar Colorado claiming to be an evacuee of Hurricane Katrina. The story was true. The Coast Guard rescued Sherwood Hunter of Pierre Port, La., from his destroyed boat off the coast of Louisiana where he lived with his dog. Having no car, he hopped a freight train in Mobile to escape from the destruction and look for a job. He was given the bicycle in Kansas and was traveling about 50 miles a day, heading for Denver.

There were several other stories and some photographs of people using bicycles to travel around their neighborhoods in New Orleans and other damaged towns in the aftermath of the storm. With roads blocked with abandoned cars, fallen trees and other debris, bicycles proved to be a very effective means of transportation in the area, especially in the absence of power to operate the gasoline pumps. Perhaps a stout bicycle should be included in everyone's emergency kit.

Watching the news of the approaching storm and hearing of the gridlock on the roads as people fled the coast, we wondered if a bicycle might be used to evacuate. We found two entries on bicycle blogs of cyclists in New Orleans who loaded up their bikes and headed for Baton Rouge. One entry said they often were the fastest moving vehicles on Highway 61 and mentioned seeing several other cyclists on the road heading north away from the storm.

Considering that the roads were jammed with cars and gasoline was scarce or the stations closed, a bicycle might have been a good means of escape. You could not haul as much as in a car, but you could take what was most important: yourself! Many people headed north to Baton Rouge or continued west along Interstate 10 to Texas. Baton Rouge is 80 miles from New Orleans and could be covered on a bike in a day. The next city to the west, Lafayette, La, is another 60 miles. Most people would not consider it on a bike. However, if it were your only means of escape, it would certainly be possible if not better than attempting it in a car. Besides, you'd have one hell of a tailwind.

The cover features Leo Fohl and his daughter Ann at the 2005 Midwest Tandem Rally in Grand Rapids, Michigan.

Martin Cooperman and Tom Meara, Editor & Publisher

September 2005

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IN THE ZONE

Cycling News and Events

Hit a pothole lately? Now you have a place to complain to. **ClevelandBikes** and **CrankMail** have a voicemail account with the option to leave a message on the **PotHole Hotline**. You can reach us at **216-556-BIKE** (2453). Press 1 for the Pothole Hotline, 2 to leave a message for ClevelandBikes, and 3 for CrankMail. The intention is to report the hazard to the local community for repair.

We are fat. According to a study by the advocacy group, **Trust for America's Health** from data collected by the **Center for Disease Control and Prevention**, the percentage of obese adults nationwide increased to 22.7% for the period 2002-2004 from 22% for 2001-2003. **Ohio** was above average (that's bad) at 24.4% and getting worse showing a 1% increase over the period. **Oregon** was the only state that did not show an increase in obesity. One factor suggested was the urban design in the state that promotes bicycle commuting. 10% of **Portland** residents pedal to the office on a system of bike paths that crisscross the city. Perhaps we can get a cooperative effort going between The Cleveland Clinic Heart Center and the Maxine Goodman Levin College of Urban Affairs at Cleveland State?

A few issues back we mentioned that we had old issues of CrankMail available and we would be happy to look up items from past issues upon request. We can go back to the 1980s but we've found a website of a periodical published 113 years ago. Consisting of travel information, club happenings, technological advances, and cycling gossip, **The Pneumatic** was the source for Wisconsin bicycling enthusiasts.

We always enjoy interesting photographs involving cycling and regularly visit the **Rivendell Bicycle Works** site (www.rivbike.com) for some gorgeous photos from California and the Photo of the Week page from the **Adventure Cycling Association** (www.adventurecycling.org). One recent photo especially caught our interest as it showed a wooden boat on a trailer attached to the rear rack of a mountain bike. Not a setup you'd want to ride out of the Cuyahoga Valley.

Now that 100% of the buses have bike racks and there's only 2 hours of black-out time per day for bikes on the trains, **RTA ridership is skyrocketing**. Combining bike on bus and bike on train ridership, over 8000 trips were taken by cyclists on RTA during May, June and July.

Upcoming Cycling Events

Saturday, 10/8. 20th FALL HOOT: HEART OF OHIO TOUR. Carroll. A budget tour featuring routes of 35/40/65 miles. The shorter two are flat to rolling, the 65-miler may remind you of the CFC! Plenty of places to get food. Contact: Columbus Outdoor Pursuits. PO Box 14384; Columbus, OH 43214. Dave Roderick. 614-836-3106. droderick@greenapple.com

Sunday, 10/9. FALL-N-LEAF. Mansfield. The tour travels the scenic backroads of southern and eastern Richland County and the Richland B&O rail-trail. This challenging event offers routes of 34/62 hilly to very hilly miles with sag service. A bike swap takes place before, during, and after the ride. Mid-Ohio Bikers. Doris Noe; 129 Sherbrook Rd.; Mansfield, OH 44907. 419-756-2252. dorano@neo.rr.com

Sunday, 10/9. 2nd OHIO MOUNTAIN BIKE CHAMPIONSHIP SERIES. Dela-

ware. OMBC #11 XC race for Expert, Vet Open 36+, Sport, Novice, Clydesdale, Women. Race across a dam; tight, twisty singletrack for all! Central Ohio Mountain Bike Association. OMBC; PO Box 97; Butler, OH 44822. 419-989-0239. www.ombc.net

Saturday 10/15 Ohio Randonneurs 300K Brevet, Starts at the Super 8, Ashland, OH, 6 AM, www.ohiorand.org

Saturday, 10/15. NIGHT RIDES ON THE TOWPATH. Peninsula. Free ride for cyclists of all skill levels starting at 8 p.m. Covers 15 to 20 miles of flat terrain on the Cuyahoga Valley National Park's Towpath Trail. Helmet and bike lights required. Century Cycles Bicycle Shop. Attn: Derrick; PO Box 268; Peninsula, OH 44264. 800- 201-7433. www.centurycycles.com

Saturday, 10/15. BICYCLE POKER RUN. Massillon. Riding about 18 flat miles on the Ohio & Erie Canal Towpath Trail, cyclists pick up playing cards at stops along the way. At finish, they play their hands against other riders'. Prizes awarded to best hands, Jokers. Entry fee used to fund trail projects. Massillon Area Greenways, Inc., Ernie's Bicycle Shop. Ernie Lehman; 135 Lake Ave. NW; Massillon, OH 44647. 330-832-5111. ernie@erniesbikeshop.com

Saturday/Sunday, 10/22-10/23. 7th OHIO MOUNTAIN BIKE CHAMPIONSHIP SERIES. Butler. OMBC final XC and DH, races of the series. MX & DH Saturday, XC Sunday. Race even if you have never raced in the series! Pasta dinner included. Mohican/Malabar Bike Club. OMBC; PO Box 97; Butler, OH 44822. (419) 989-0239. www.ombc.net

Sunday, 10/23, Garrett Wonders Birthday Bike Ride, Warren. Routes of 6.2/31/62 flat miles. In memory of Garrett Wonders who was killed in

2004, while on a training ride for the Olympic Trials. The Garrett Wonders Memorial Fund supports cycling safety, and gives scholarships to OSU cyclists, and Warren G. Harding Band students. T-Shirts and goody bags to the first 300 riders, and many door prizes. A raffle will include a Trek bike and George Hincapie autographed merchandise. John Wonders, 1349 Beechcrest, Warren, OH 44485. 330-398-2818 jwonders@neo.rr.com

Saturday, 10/29. 29th FFF(FFFF): FRIENDSVILLE FREEBIE FIFTY (FALL FOLIAGE & FROSTBITE FROLIC). Medina. A free Halloween ride with no services except map, cider stop, and a rare daytime appearance by Count Dracu-Lou! Ride 28/50 rolling miles. Medina County Bicycle Club. Richard DeLombard; 805 Seneca Ave.; Huron, OH 44839. 419-433-8353. www.LRBCG.com/pogo/BIKE.html#FFF

Saturday, 10/29. GHOST RIDE! Cleveland. A 10-mile night ride visiting haunted, scary places in Cleveland's Flats district; rolling terrain. Costume party, live music, food and fun follow. Ohio City Bicycle Co-Op. Jim Sheehan; 1823 Columbus Rd.; Cleveland, OH 44113. 216-830-2667. www.OhioCityCycles.org

Sunday 10/30 Ohio Randonneurs 200K Brevet, Millersport, OH, 6AM, www.ohiorand.org

Sunday, 11/6. RED FLANNEL METRIC CENTURY. Oberlin. The premier end-of-touring-season event has a rich history. Provided: hot homemade soup and apple cider; homemade cookies. Weather varies widely year to year: you may wear shorts or you may need Red Flannel! Lorain Wheelmen Bicycle Club. PO Box 102; Amherst, OH 44001-0102. www.eriecoast.com/~lorainwheelmen

Dear Editor:

Bicyclists all over Lorain County were shocked at the news that our friend, Brian Kennedy, died Wednesday in a tragic accident. Brian was riding his bicycle home from work along Diagonal Road when he was hit from behind by a car. Brian was a great friend who loved bicycling and loved his family. He will be missed by all of us.

I read the stories in the Chronicle Telegram and the Plain Dealer about this tragedy, but I am still at a loss to understand why this accident occurred. It was said that the young woman driving the car was traveling southbound, when she swerved to miss a northbound vehicle that weaved into her lane.

Having been on Diagonal Road many times by bike and car, I can tell you from experience, Diagonal Road is a very narrow road. The lanes are so narrow, there is just enough room for two cars to pass each other. There is no shoulder on the road either. If you are driving a car on a narrow road such as this one, and overtake a slower moving vehicle, whether that vehicle is another car, a tractor, or a bicycle, and there is oncoming traffic, you must slow down behind the slower vehicle and wait BEHIND them until it is safe to pass! If she hit the bike because she swerved to miss oncoming traffic, then she was driving TOO FAST!

Both newspapers said the driver was driving at around the speed limit, which is stated to be 55 miles per hour. Yesterday, I rode my bike on Diagonal Road from Webster Road to Parsons Road, looking for signs posting the so-called 55 mile per hour speed limit. There aren't any. And, on such a narrow road, with houses on both sides, if the speed limit really is 55 mph, then, that is LUDICROUS! I live on Oberlin-Elyria Road. The lanes are broader, and there is a wide shoulder on both sides. The speed limit is posted on Oberlin-Elyria Road at 45 mph. So, how can it be 55 mph on Diagonal?

Like Brian, I am a bicycle commuter. We choose to use our bicycles as our primary means of local transportation. For the most part, motorists overtake and pass me safely when I'm on the road. But, I know there are a few that will squeeze by me when there is oncoming traffic, to save the few seconds it would take to wait for the traffic to pass. Every time, I wonder, how much time do you really think you saved by passing me in an unsafe manner? Maybe ten or twenty seconds?

Motorists, please give us bicyclists more room as you pass us, and slow down! According to Ohio Vehicle laws, bicycles are vehicles, subject to the same laws and privileges as all other vehicles on our roadways. And, with the rising cost of fuel and increasing interest in physical fitness, you are going to see more and more of us out there.

Sharon Bouchonville
43015 Oberlin-Elyria Road
PO Box 337
Oberlin, Ohio 44074



Cleveland Touring Club
PO Box 1157
Mentor, OH 44061

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

RIDE SCHEDULE

Date	Time	Ride/Terrain
Oct 2	9:00	CONCORD WOODS to Thompson (40+) Rolling/Hilly
Oct 9	9:00	NORTH CHAGRIN – Eddy's Fruit Farm Ride (30, 45) Hilly
Oct 16	9:00	CHARDON to Burton (30) Middlefield (45) Rolling
Oct 23	9:00	CHESTERLAND—HUBBUB to Chardon (30) Burton (45) Rolling/Hilly
Oct 30	9:00	GURNEY SCHOOL to Geauga Lake & Chagrin Falls Rolling/ Hilly
Dec ??	???	Possible WINTER SOLSTICE RIDE to Geauga Parks Solstice event, watch website for further information
Nov–Feb	10:00	NORTH CHAGRIN – Pickup Ride to various locations, if dry and over 40°—Group decides destination

RIDE START LOCATIONS

CHARDON	Rt. 6, Chardon Plaza, parking lot across from McDonalds
CHESTERLAND	HUBBUB Custom Bicycles, 8005 Mayfield Road, east of Caves Road, in Chesterland
CONCORD WOODS	Take I-90 to Rt. 44 and go south to Auburn Road. 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 Rd, Painesville
FERRANTE WINERY	Rt. 307 between Rt. 528 and Rt. 534 in Harpersfield
GURNEY SCHOOL	Bell Street, .5 mile west of Rt 306 in South Russell (small sign at entrance with wide driveway)
NORTH CHAGRIN	N. Chagrin Reservation – Sanctuary Marsh Nature Ctr. lot; enter park from Rt. 91 south of Rt. 6
NORTHFIELD CTR	CVS Pharmacy parking lot – south side of Rt. 82 near intersection of Old Route 8 in Northfield

The Clerk Without a Clue

By Bob Meara

Yesterday was a questionable cycle-to-work day in Atlanta with a 50% chance of afternoon showers. One could argue that any day is questionable for cycling in Atlanta. Upon leaving the office, the heavens opened in the first mile. I don't mind light rain, but this was near-zero visibility kind of rain. So I ditched at the first sign of shelter (that I could see). The Sheraton check-in area worked perfectly, a limo, Lexus, 2 BMW's and me – soaking wet.

After a few minutes, the rain lessened to a drizzle, so I continued home. Within a mile, the heavens opened again – only worse. Thunder, lightning and some gusty winds. Fearing for my safety, I sought immediate shelter at a corner convenience store. I was chilled by this time, so the idea of hot coffee seemed appealing. Sometimes I'm sensitive about the traditional cycling garb in public, but this time, it was down right fun! This was a small convenience store, so no one could miss my soaking wet red jersey, spandex shorts, red gloves and bright red helmet you could see from a thousand yards. I reveled in all the attention while at the same time being grateful that I didn't know anyone.

After another 15 minutes, the rain again subsided and I had finished my coffee. So I approached the check out clerk - still in my helmet and still very wet - to pay for my 12-ounce cup of coffee. The clerk responded in utter routine: "Did you have any gas with that?" For once, I was speechless.

(Bob is a subscriber from Marietta, Georgia)

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November 2005 Wheelmen Calendar

Date	Starting Point	Destination	How Far	The etc's
Sunday ride times are 9:00 AM Eastern Daylight Time except 10/30!				
10/02	Oberlin Inn	Spencer	45/52/57	How's that for options?
10/09	Amherst	Litchfield	58	For the hearty
		LaGrange	42	For the not so hearty
10/13	Nordson Depot	Last Prolog	5:00 PM	note 5:00 start
		Meeting	7:30 PM	R/F planning! Be there!
10/16	Oberlin Inn	Valley City	51	One route for all
10/23	Amherst	Wellington	52	A nice flat one!

The 10/30 ride will start at 9:00 Eastern Standard time!

10/30	Oberlin Inn	Milan	62	Club Red Flannel
		Wakeman	32	The short route

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.

Tuesday & Thursday evening rides starts will start at 5:00PM

All Sunday rides change for the colder months to 9:00AM

<http://www.eriecost.com/~lorainwheelmen/>

RED FLANNEL

ED RUSIN MEMORIAL

Sponsored by the Lorain Wheelmen
A Ohio Bike Calendar Supporting Ride

November 6, 2005

The thirty-first (31st) annual Red Flannel Metric Century (62 mi.) and half metric (31 mi.) will depart from the Oberlin Community Center, Oberlin, OH at 9:00 AM, eastern standard time on Sunday, November 6, 2005.

START-FINISH ... The start-finish and registration is at the Oberlin Community Center, Oberlin OH. If you are driving via the Ohio Turnpike, exit at Exit 140 (route 58) and take route 58 south to Oberlin. The Community Center is just off S. Main Street about three blocks from Tappen Square (across from McDonald's). There's limited parking at the Center and on the street, but ample parking is available across 58 in the grocery store lot and city parking. Look for parking signs and police to guide you!

REGISTRATION ... Advanced registration (\$10.00) will be accepted until October 28, 2005. Late registration (after October 28th and the day of the ride) will be \$15.00. Registration fee includes map, a raffle, SAG and snack stops. Please make checks payable to the LORAIN WHEELMEN. Please include a SASE for confirmation if you would like one.

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

ROUTE ... The route will be somewhat familiar to regular riders. Mill Hollow will be at the 18 km mark with the first snack stop. The second stop will be in Edison Park in Milan at about 50 km. The last snack stop (and the only one for the 50 km riders) will be in Wakeman. From here all the riders will head for home via the west end of the North Coast Bike Trail. The route will be marked at each turn except on the Bike Trail.

SAG WAGON ... Riders with physical injuries or unrepairable mechanical breakdowns will be given first priority for sag wagon service. If necessary, other riders will be picked up as time and circumstances permit. The last sweep will begin at 4 PM. All riders should be off the road by 5 PM.

WEATHER ... during the history of the Red Flannel, riders have seen a variety of weather ranging from a bone chilling blizzard, to temps of 70° plus, to pounding rain. We've had a string of good weather lately, but we all have to be prepared for a touch of winter, so let's hope for a return engagement in the weather department! Come prepared according to the forecast.

With support from:



For more information:

Call: Carl Panek (440) 235-0117
Write: Lorain Wheelmen, PO Box 102, Amherst OH 44001-0102
Email: lorainwheelmen@eriecoast.com
Web: http://www.eriecoast.com/~lorainwheelmen/lor_rf.htm



P.O. Box 844 Medina, OH 44258

Contact the following for information

www.medinabikeclub.org

President:	Dave Polcyn	330-723-3831	davepolcyn@zoominternet.net
Vice President:	Dave Ling	330-416-9421	ldbl3000@aol.com
Treasurer:	Glen Hinegardner	330-725-8430	biker10260@aol.com
Secretary:	Lou Vetter	330-725-0441	bikevetter@aol.com

Tuesday Evening Rides

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:

Winter mountain bike rides will commence shortly – Check your E-mails for date and time.
Spinning classes are being organized see club notes below.

Sunday Morning Rides

9:00 am (April & October).

Sunday Starting Point:

The Courthouse Parking Lot at Jefferson and E. Liberty St. just East of Medina's Historic Square. 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 to new members Tad and Dana Dorsey.

The 29th Friendsville Freebie FIFTY (FALL FOLIAGE & FROSTBITE Frolic FFF(ffff) will be on October 29th. It starts at 10:00 am and leaves from the Square in the center of Medina. Call 419-433-8353 for more information.

Club President Dave reported on recent club activities as follows. The hopefully annual club summer picnic the last Sunday in August at Wally and Sue Brown's was a wonderful time for those who were able to attend. Great food, great fun and great friends. Thanks to the Browns for their gracious hospitality.

The first ever Labor Day Century was also a fun day for those who participated. Dave Ling created a challenging route that was do-able by anyone who had been riding all season. After all it was just four 25-mile rides. We started Plaza 71 at route 18 and I-71, heading north to Brunswick, then west to Valley City for a short stop then to West Salem for chilidogs and German chocolate ice cream. It is the best soft-serve I have ever tasted. Next we headed down the Cedar Valley to Overton, and then up the Clear Creek/Overton valley for about the nicest 20 miles you will ever ride in northern Ohio. Biscuits and gravy in Lodi was followed by more ice cream in Wadsworth before heading back to the starting point. We were even joined by two riders, one from Painesville and the other from Bellevue, who heard about the ride on the www. The consensus is that we can't wait until next year to do it again.

This month the club hosted Dr. Timothy Weeks of "Balance of Life Chiropractic". His topic, avoiding and preventing sports injuries centered on the need for training and conditioning. Dr. Tim says the body has two mechanisms making it run. One is the Anaerobic which burns sugar and is less efficient, and the Aerobic which burns fat and is much more efficient. To get your Aerobic mechanism started you need to workout or train at a less intense level so your muscles learn to burn fat and NOT go anaerobic which burns all your sugar then leaves you empty. The phrase used was "hitting the wall". Dr. Tim provided a free consultation to all members who made an appointment that evening. Additional information was provided about Carbohydrate Intolerance and its effects on performance.

As the end of the outdoor season comes to an end it is time to move our activities indoors. The club has negotiated a special price for Spinning Classes at "Tone and Tan". These classes are to be held on Tuesday evenings at 6:30 pm weekly during the off-season. Call Tone-and-Tan directly to sign up for a package of four classes estimated to cost \$28.00. I am trying to get a much better price like five for \$20. And the classes would be 60 to 90 minutes. So don't commit till I get a commitment.

An increase to membership dues was approved. The new rate is \$20.00 but for a limited time you can still join by paying the current rate of only \$15.00 for the 2006 year. But you must pay prior to December 1, 2005. So send you application to P.O. Box 844, Medina, Ohio, 44258. Oh, you don't have an application then call an officer listed at the top of this story. They will love hearing from all of you.

Our next regular meeting will be Wednesday October 12 at 6:30 pm at Donato's Pizza on North Court Street in Medina. Our featured speaker will be nutrition expert Paula Vetter, who will speak on nutrition for optimal cycling performance.

LETTER FROM VETTER:

Off Rounding with Tom: Tom and I left Medina and drove to Pennsylvania on Friday morning and we got to "Donut Hole Trail" at 3:00 pm. Tom lead the way up the trail with the major emphasis on "UP". The trail went up for two miles right from the car. Tom was prepared to lead all the way. Armed with his palm pilot and a GPS

attachment, and holding the only trail map he led us onward and upward, ever upward. The trail was marked with orange blazes on the trees so it was easy to follow. We were pumped up and overestimated our ability to make it to the fire tower but getting lost didn't help either. So as the sun was setting we had to make some quick decisions on where to set-up our camp for the night. Finally we looked at the GPS and map together and headed down a gravel road then onto a dirt road and onto a meadow in the middle of nowhere. I made the fire and Tom pitched his tent. After he got his tent all set-up and the fire was burning I went to pitch my tent. Tom then proceeded to cook his supper while I set-up my tent. Tom was happily eating his Salmon and noodle casserole while the fire was dwindling so I built the fire back up and proceeded to cook my own supper. After we ate we decided to hit the hay and work on finding our way out in the morning.

Morning came and we boiled water for coffee and ate the energy bars we brought for breakfast, yum yum. We broke camp and packed up water from a stream just over the edge of the ridge we camped on then we headed further North along the stream hoping to come across a back road that would lead to a highway we were planning to follow. Well, we got lucky and we saw a steel I-beam crossing the stream and then we noticed the orange blazes on the trees. Somehow we found our way back to the trail so we headed for the fire tower once more. The trail was up and down hills but was much steeper at it neared the tower. Finally we made it to the fire tower and tried to get some well water from an old hand pump, but no luck and we didn't want to try to "prime the pump" either. Neither of us was willing to give up any of what little water we had. We were both dog tired so Tom suggested we try an ATV Trail because we were going to camp out again and we needed to be near water. There was no water on the top of the hill near the tower so we pushed on. We made it down the hill and ended up on the same gravel road we were lost on the evening before. So at least we made on complete circle. Next we tried to find a suitable campsite. The best we could do was to set-up our tents about 200 feet off the road near the intersection of two roads. I built a fire ring while Tom set-up his tent. I built the ring near the streambed so I could toss stones up on the bank. Then I gathered the wood and started to build the fire. Tom offered to start it but his lighter just wouldn't light. Once we got the fire started a park ranger came to check us out. He wanted to see if we were riding ATVs. ATVers are allowed to camp only in designated campsites and since we were backpacking we could stay. I think he took one look at the two of us and realized we couldn't walk another step. We used the fire to repel the insects and cooked on our portable stoves. Next day we set out again hiking along the roads to get to "Owl Hollow Trail". Tom found it on his GPS only we forgot that his GPS had the trails misnamed and we were actually hiking on a different trail all together. The GPS doesn't have a trail named "Donut Hole" but it has the same trail named "Owl Hollow" and the real "Owl Hollow" is not in the GPS so we were doomed. We were lucky again and the wrong trail we were hiking on went straight back to the car, it climbed up a lot more hills than we planned but it got right to the car.

The first order of business was to use the facility across the street then we changed clothes and drove home. It was a great trip but we were glad when it was over. We took the scenic route back and stopped at an Elk Viewing area but we saw no Elk. Tom had a great experience on Saturday night as a herd of deer grazed around his tent. I did remember hearing footsteps outside my tent but I thought it was Tom fooling around. Tom says they were so close he could hear them breathing all night. So the final analysis is that they walked by my tent to get to Tom's or else they walked by as they were leaving. Only the deer know.



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Since 1940

This is a letter to the editor to the St. Petersburg Times (Fla.) and a reply reprinted in the Wire Donkey.

The first letter:

Roads are for cars, not bicycles

I hope I'm not the only one who is noticing that sectors of the roads in St. Petersburg are being taken away from vehicular traffic and given to bicycles. Do bicyclists pay road taxes? Are bicycles licensed for use on roads? Do you need a license to operate a bicycle on public roads? Who is policing the use of bicycles on roads? (Not the police: They watch the bicyclists break the law and do nothing.) Not to mention the cost involved to the taxpayers. I would like to see the roads given back to the purpose for which they were created. You know, cars and trucks. Carl Schirg.

The reply:

In response to the letter published Sunday, ("Roads are for cars, not bicycles"), I just have to say: Carl, Carl, Carl - Where do I begin? The City of St. Petersburg does something nice and you make it sound like a bad thing. So they took a bit of your road and made bike lanes? The nerve! Bad news, Carl: they're called public roads for a reason. They're for all of us. Even you. The tax money collected to build and maintain those roads comes from a wide variety of sources, including property taxes, sales taxes, and yes, even federal income taxes. Last time I checked, the small amount of money you pay for your driver's license and auto tag barely cover the cost of, well, your driver's license and auto tag. We all pay for the roads, Carl - no matter how we choose to use them. (By the way - did you notice all of those sidewalks taking up good road space? I'll bet those pedestrians aren't licensed either!)

Now I will admit I'm with you on the enforcement thing. As a long time cyclist, I get just as upset as you do when I see people on bicycles breaking the law and getting away with it. But I think the same thing when I see motorists breaking the law and getting away with it - and I see that far more often. More enforcement would be nice, but is that really the best use of police resources in St. Petersburg? I am, however, a little vague on your reference to "the cost involved to taxpayers". What cost? Bicycles don't wear the road out like motorized traffic, and take up considerably less room, which results in better overall traffic flow, fewer traffic jams and less pollution from all of those cars stuck in traffic. As a property-owning taxpayer myself, I'd say those bike lanes were money well spent.

As for your parting shot about wanting "to see the roads given back to the purpose for which they were created", well Carl, I couldn't agree with you more. But you'd better brush up on your history, my friend. Better paved roads in America were the direct result of the politically powerful bicycle clubs of the late 19th century - before the automobile came along. You're welcome. Now give us cyclists our slice of the road. We've earned it.

Chip Haynes.

The 35th Hancock Horizontal Hundred

My daughter, Ann, and I rode this ride for the first time on our tandem in Findlay, Ohio, on Sunday, September 11th. This ride is open to all cyclists and all types of bicycles and is put on each year, the Sunday after Labor Day, by the Hancock Handlebars Cycling Club (www.hancockhandlebars.org) of Findlay, Ohio. What a great tandem ride this was; what a great ride. This ride is as –flat- as it gets with the only “hills” being an occasional interstate overpass. Although the terrain is flat, the countryside along the route was not boring. Route choices were 32, 62 and 100 mile routes. Ann and I rode the 100 miler. The route took us mostly over roads with little or no traffic and we greatly appreciated the bright sunny day with light winds.

The organizers of this ride get the highest of marks in all categories. Everything was well done. Excellent maps, road markings, rest stops, food, and showers were available after the ride. Saturday afternoon we were able to pick-up our registration packets so we could avoid any last minute rush on the morning of the ride. Also, several bicycle shops were on hand Saturday and Sunday at the registration area displaying their merchandise for sale. A person at the registration desk told me they had 900 riders registered.

I guess it's true what they say about “first impressions.” This ride has stuck with me and I am penciling it in for next year. Check it out!

Leo Fohl
Willoughby, Ohio

EVOX

Enjoy the ride, admire the view.

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ClevelandBikes launches its new website www.ClevelandBikes.org

ClevelandBikes new website offers visitors bicycle maps, tips, and news about what's going on with ClevelandBikes and the biking community. The website is the resource for ClevelandBikes members and the bicycling community. Please browse the site, if you have any comments or wish to see something on the site let us know through the "Contact" page.

RTA Reports Expanded Bike Usage on Buses, but Not Trains; RTA Should Eliminate All Restrictions of Bikes on Trains

By Richard Enty, Planning Team Leader

Program & Planning Department, Greater Cleveland Regional Transit Authority

The Greater Cleveland cycling community continues to respond enthusiastically to the RTA partnership, with rising usage of the bikes on RTA buses. However, the increased use of bus racks was offset by reductions in bike/train usage.

Under current RTA policy, bikes are still barred from the trains during the morning commuting hours. ClevelandBikes urges the elimination of the "black out" morning hours. "Bike riders will use the trains with increasing frequency when the uncertainty is lifted and bikes are permitted on trains during all hours of operation," commented one bike commuter.

The number of bikes transported on buses for August increased by 21% over the previous month, with more than 3,000 bikes attached to RTA bus racks (compared with 2,565 in July and 1,343 in May), but only an additional 675 riders brought their bikes on trains. RTA's own data acknowledges that there is still room to grow, with the larger, more public transit-reliant Detroit area reporting usage approximately twice Cleveland's level.

Under current RTA policy, created for the summer, bicycles are prohibited on RTA trains and in stations from 7:00-8:00 AM and 4:30-5:30 PM on weekdays, during special events, and whenever bicycles cannot be reasonably accommodated. No more than two bicycles are permitted at any one time, so families or friends may be prevented from riding together, or riders trying to board may be barred if someone got on at the station preceding him or her.

ClevelandBikes Membership for 2005

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

STUDENT \$15 – for persons enrolled in school fulltime

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

The Ohio City Bicycle Co-op dares you
to attend the fourth annual

GHOST RIDE

and Halloween party!

Saturday, October 29

1823 Columbus Road, in the Flats



Kids' party 5-7 p.m.

Test your skills and win prizes at our carnival games! Kids must be accompanied by an adult.

Night ride 7-9 p.m.

Take a ride around haunted Cleveland! Helmets and lights are mandatory; a limited number of discounted lights will be for sale at the shop - come early for yours. Costumes are encouraged for bikes AND bodies!

Halloween party 9 p.m. til ?

Good food, music and fun after the ride!

ADULTS - \$20 DONATION

KIDS - FREE!

You get admission to the ride and the party, all the vegiscarian chili, cornbread and snacks you can eat, and one game & drink ticket! (additional tickets for sale at the party)



Visit www.OhioCityCycles.org
or call (216) 830-COOP (2667)

for all the details and directions to the shop

MUSIC • FOOD • GAMES • BIKES • COSTUMES

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, or write/email: Rob Schwab, rshwab@hotmail.com or write: ClevelandBikes, 16781 Chagrin Blvd., #167, Shaker Heights, OH 44120, for more information on membership.

Hey Cranky.....

A couple of issues ago you dissed Lance Armstrong suggesting he's not the greatest cyclist ever, well you can't say he isn't America's best cyclist. - Brent

Brent, I remember saying that Lance was pretty darn good, but not the best. I also remember saying that it is difficult to compare individual achievements across different eras since much of the context in which the events occurred got lost over time. It's like saying who was smarter, Einstein or Plato?

I will say that Lance is the greatest American cyclist and perhaps the best known American athlete of the modern era. However, he does have a rival to the claim of greatest American cyclist but I am not knowledgeable enough to give a complete and accurate comparison.

Considering that bicycle races in the United States draw paltry attention even from the cycling public, let alone the sports media, Lance gained his notoriety for racing in France. He also can attribute much of his fame to being a cancer survivor who races bicycles.

One American cyclist stands out for generating his fame while racing in the U.S., filling such venues as Madison Square Garden. New York race promoters signed 19-year-old Marshall W. "Major" Taylor to their team in 1898 knowing that fans would flock to see "the Worcester Whirlwind" compete. Cycling at the turn of the century was in its Golden Age and the number one spectator sport in the country, drawing more spectators than horse racing or boxing.

Major Taylor had set two unofficial world track records for 1-mile paced and unpaced sprints back in his hometown of Indianapolis. This did not sit too well with the sports establishment since Major Taylor was black and he was banned from the track. In 1897 Taylor had to abandon the quest for national sprint points champion when Southern race promoters refused him entry to key competitions. Prejudice forced him to race for black only teams where he honed his skill and eventually moved to Worcester, Massachusetts where his race was better tolerated. Seeing his talent, the League of American Cyclists Racing Board in New York agreed to accept him as a professional sprinter.

His first professional race was a grueling 6-day event in Madison Square Garden. These were endurance events where competitors would ride almost continuously, day and night for 6 consecutive days, stopping only to eat or for an occasional nap. The person riding the longest distance over the 6 days was declared the winner. Taylor adopted a strategy of riding for 8 hours then resting for 1, which he continued throughout the six days logging 1,732 miles. He finished 8th.

When he did compete he faced open hostility and threats. White riders would conspire against him and one time in Taunton, Ma, a competitor pulled Taylor from his bike and choked him into unconsciousness. Despite the

hostility, in 1890 Taylor at age 19 held seven world records. The following year, he won the world championship in Montreal and later in that season set a new 1-mile track record of 1:19 reaching 45.46 mph.

By 1900 Taylor finally became American sprint champion. However, for years, he resisted invitations to race in Europe because he refused to race on Sundays. He finally signed a European contract in 1901, was welcomed as a hero in France and proceeded to beat every European champion.

From 1902 to 1904 Taylor raced all over Europe, Australia, New Zealand and the United States, with brief rests at home in Worcester. As his international fame grew he took a two-year hiatus and then staged a brief comeback in 1907. He retired from racing in 1910 at age 32.

He wrote and self-published an autobiography, "The Fastest Bicycle Rider in the World" in 1928 but in 1930, impoverished and estranged from his wife, Taylor drove to Chicago to stay at the YMCA. On June 21, 1932 Taylor died at age 53 in the charity ward of Cook County Hospital, Chicago, and buried in an unmarked grave.

From the last chapter of his autobiography:

Now a few words of advice to boys, and especially to those of my own race, my heart goes out to them as they face life's struggles. I can hardly express in words my deep feeling and sympathy for them, knowing as I do, the many serious handicaps and obstacles that will confront them in almost every walk of life. However, I pray they will carry on in spite of that dreadful monster prejudice, and with patience, courage, fortitude and perseverance achieve success for themselves. I trust they will use that terrible prejudice as an inspiration to struggle on to the heights in their chosen vocations.

We cannot over-emphasize the influence, both good and bad, that role models in our sports and personality crazed society have. In the early 90's I remember riding through the Rocky River Reservation when I came upon a group of young cyclists on the opposite side of the road. It was late evening and I was riding fast (but not that fast) to get home before dark. I was wearing a yellow jersey. The boys were young, black, wearing long pants and t-shirts and most had a collection of BMX bikes or beat up mountain bikes. I rode past aware of, but ignoring them when one called out a name. I did not understand it at first but after a few seconds realized he had called out the name Greg Lemond. I was amazed that someone so young (yes, and black) even knew who Lemond was let alone remembered his name two or three years after his incredible tour victory in 1989. To this day I wonder who that young man was and hope he is still riding.

I will grant that Lance is perhaps the best athletic role model the world has ever seen. Hard, tough, even ruthless in competition, yes, but also clean, fair, considerate to his competitors and conscientious of his place in the sport. I for one, hope he races again next year, is tested every day, and wins. That will really piss them off.

Yo, Wheelers!



The near end of the season finds riders in good condition and racking up miles. While I hear the A Group is getting large turnouts, the "Over-The-Hill" division has for some unexplainable reason dwindled! We need more riders for less aggressive rides.

Al Wapnick has recovered from his hip replacement surgery and has resumed his regular participation on Saturday and Sunday rides.

More and more, I see riders showing up at our regular Sunday rides with maps that they have downloaded from the Club's Web Site. Clearly, WWW.WesternReserveWheelers.Com is an important information source. Speaking of our Club's Web Site, watch it and our Club's e-mail for an announcement of the Club dinner. Details are not available at the time of this writing but as you probably know Jim Gernstetter and his committee arrange a first class event for our members and guests.

May the wind always be at your back.

Ed Reichek

WESTERN RESERVE WHEELERS SUNDAY RIDE SCHEDULE

Oct 02	Hudson Reverse	9:00	JCC	53/41
09	Cider Ride	9:00 *	Elem Sch Caves Rd.*	49/36/24
16	Tinker's Creek Fall Colors	9:00	JCC	43/34/29
23	Geauga/Portage Tour	9:00 *	Chagrin Falls*	57/30
30	Geauga Lake via Chagrin Falls	9:00	JCc	48/40/32

* A Riders start 30 minutes earlier at JCC

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

The Wester Reserve Wheelers are an organization of recreational bicyclists riding primarily on the eastern side of Cleveland.

For information on rides, or on joining our group, please see website.



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

Weekend & Holiday Ride Schedule

- Oct. 1 9:00 Women's Ride: Lakewood Park to Euclid - 38 miles
Oct. 2 9:00 Malabar Weekend – Saturday/Sunday starting from Malabar Farms Youth Hostel
Oct. 9 9:00 Brecksville (Station Road) to Kent - 45 to 55 miles
Oct. 9 10:00 Bike Path Ride: Alexander Road ABC Trail to Kent - 25 miles
Oct. 16 9:00 Brecksville to Chagrin and Burton - 45 to 65 miles
Oct. 23 9:00 Olmsted Falls to Wellington - 60 miles
Oct. 30 9:00 Halloween Ride
Nov. 6 8:00 Red Flannel Metric Century - 32 or 63 miles - Contact the Lorain Wheelmen for directions and details at (440) 988-9326
Nov. 13 10:00 Olmsted Falls East River Park - winter ride - weather depending.
Nov. 20 10:00 Olmsted Falls East River Park - winter ride - weather depending.
Nov. 27 10:00 Olmsted Falls East River Park - winter ride - weather depending.

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

- Alexander Road Parking lot on Alexander Road, at north end of ABC Trail, west of Dunham Road (additional parking at Alexander & Dunham).
Brecksville in Cuyahoga Valley National Park, at Station Rd. parking lot east of Riverview Rd. (just south of Rt. 82).
Lakewood Park Picnic area and parking lot, in Lakewood, north of Lake and Belle Avenues.
Olmsted Falls Olmsted Falls East River Park, on Lewis Rd., between Bagley and Water Street, across from Chestnut Grove Cemetery.

Weekday Rides

The weekday rides are about over for 2005, so check the LEW website for any last minute news or pickup rides.

Tuesday Evenings – Short, slower (C-pace) rides starting from the parking lot behind the Fairview Park Post Office at West 220th Street & Lorain Road, 6:00pm, weather permitting; *please note earlier start time*. Usually 10 to 18 miles in length, these are recommended for beginning and slower riders. For details contact Greg James at 440-331-9419. These rides will continue until the end of October, then resume in the spring. This late in the season, lights and reflectors are strongly recommended during evening rides (see below).

Wednesday Evenings – The “Mod” (Moderate Pace) Rides will leave from the Olmsted Falls Public Library lower parking lot at 6:00pm Wednesday nights, weather permitting, of course. These qualify as B rides, with distances from 20 to 30 miles, and will be led by Marc Snitzer and Greg James. For more information, contact Marc Snitzer at 440-

236-3017 (msnit@juno.com), or Greg James at 440-331-9419 (clockwerke@aol.com). These rides will continue until the end of October, then resume in the spring.

Regular Club Wednesday Evenings – Moderate to fast pace, 20-30 mile rides starting at 6:15pm (meet at 6:00pm) from the parking lot of the Spin Bike Shop in Lakewood at 14515 Madison Ave. (two blocks east of Madison & Warren), weather permitting. For details, contact Doug Barr at 440-734-1715 (ospdoug@aol.com).

As the Regular Riding Season Comes to a Close...

The Ride Leader for the weekend/holiday riders for October is Dave Schneider. For the off-season rides starting in November, the Ride Leader (and pace) will be chosen by those members attending. 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.

As the riding season winds down, with earlier sunsets each day, the use of reflectors and lights (front *and* rear) is strongly recommended during evening rides, in order to reduce the risk of accidents and collisions. It helps to see the road, the traffic on it, and also to be seen by other users of the road.

The 2005 Ohio Bike Path Series

Another season of Bike Path Rides comes to a close, and we wish to thank all who participated; we had some excellent turnouts this year, and hope to see everyone again in the spring. The October ride will be the last one for the season, but we expect it to be an enjoyable one.

These are “C” level rides, beginning at 10:00 AM, 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, who wish to ride, must be accompanied by an adult.

Upcoming Ohio Bike Path rides for autumn:

Oct. 9 Kent (Alexander Road ABC Trail to Kent) 25 miles John Whitaker

2005 “Women Only” Ride Series

We are proud to have sponsored, for the fourth season in a row, a series of *Women Only* rides, in order to enhance the opportunities for the club’s female members to ride in companionship with one another, as well as encourage other Cleveland-area women bicyclists to join. This month brings that fourth season of *regularly scheduled* Women Only Rides to a close, with one more ride (see the Weekend & Holiday Ride Schedule). We enthusiastically and gratefully thank Bonnie Vargo for her efforts to organize these rides. Anyone in need of details about the ride may contact her at 216-226-5918. Thanks very much, and we hope to see you all again in the spring.

Club Meetings Return in October

The next regular club meeting will be held on October 11th, at the Starbucks café in Rocky River (on Detroit Road, 1/4 mile East of Century Cycles), at 7:00 PM; the following meeting will be held on November 8th, at the Panera Bread café in Rockport Plaza (on Center Ridge Road, 1/2 mile West of Wooster Road), and on the second Tuesday of each month thereafter. In the event of changes, members will be contacted.

Upcoming elections for club officers

At the November club meeting, we will be nominating candidates for club officers, with elections to be held at the Club Christmas Party in December. Prominent members not attending may find themselves unexpectedly nominated by supposedly sympathetic acquaintances. Members attending also face the same risk.

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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 type-written to help assure accuracy. Ads are accepted by mail, also by email if no payment is due. Limit to about 30 words; no more than three ads from the same individual in an issue. Please include your Area Code with your telephone number. *CrankMail* reserves the right to edit ads to fit space and format requirements. In the event of typographical or other error, the publisher's only obligation shall be to publish a corrected version of the ad in which said error appeared. The publisher makes no warranty of the integrity of the advertiser or quality of goods offered.

Trek 5900, (oclv110) US Postal, Dura Ace, \$2400, will sell frame separate, make offer. **Trek 5500** (oclv150) naked black frame with Dura Ace head set, and Power Pro sealed BB. \$500. Two Dura Ace octalink crank sets, one is 175mm one is 180mm. \$100. One Dura Ace crankset square drive 175mm with Italian sealed BB. \$50. Call Tony before 9:00 pm 440 212 3961.

Giant NRS 3 Mountain Bike Full Suspension. Beautiful dust collector. Mint Condition, Low miles, Frame size small. Don't ride anymore, someone put it to good use. Spare titec bar and stem and Specialized cyclometer and all original manuals. Paid \$999 in 2003, will sell for \$600. anon-89213227@craigslist.org.

2004 Trek Madone 5.9 in mint condition, with top of the line components. Only 1500 miles, meticulously maintained, never raced or crashed. Stvcorbett22@aol.com.

Pave, fi'zi:k seat for road/racing bike. Leather with titanium rails. Used less than 100 miles. \$15. Email Joanne at j.belovich@csuohio.edu.

Kinetic Spinervals Cycling Trainer used, excellent condition with CycleOps Riser Block. Spinervals 7.0 The Uphill Grind 45 Min., VHS. Spinervals 13.0 Tough Love, 3 Hr, DVD. Spinervals 15.0 Have Mercy, "The Sequel" 120 Min., DVD. Spinervals Cycling Workout 3.0 - 45 Min., VHS Asking \$200 or Best Offer Barbara - tobaimes@comcast or 400-933-9632

1992 Burley Rock 'n Roll tandem mountain bike, 20"/17" 21-speed. Scott bullhorn bars, 26" rear top tube, drag brake, 46 lbs. Like new condition, only 500 miles, \$399. 440-773-2025 or tomlaessig@yahoo.com

Giant Yukon 17 mountain bike. Bought new in May 2005 for \$470, never used, zero miles Will sell for \$300. **Giant Iguana 14** mountain bike. Also bought in May 2005 for \$390, will sell for \$250. 440-331-4804.

2000 Raliegh 20" Rowdy kids bike (6 to 10 years). Blue steel frame in excellent condition, like-new. Non-suspension with 6 speed Shimano rear derailleur \$80. call bob 440 779-8392 or bob.parry@juno.com

Expires November 2005

"Life is too short for a man to hold bitterness in his heart."

Marshall W. "Major" Taylor

Expires October 2005

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