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May 2003

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— Adventure Cycling

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"We are drawn to where we come from."
— Eric Hoffer



Recognized for Reform: The Ohio Bicycle Federation presented the city of Brook Park with a plaque recognizing the city for this spring’s sweeping reform of its cycling ordinances. The presentation took place at the Lake County Metroparks Earth Day Bike & Blade Expo, April 13. Councilman at Large, Danny Colonna (left) received the award on behalf of the city. Colonna, who had promised city resident-cyclists Ron and Cathy McCutcheon he would work to improve cycling law in Brook Park, invited Oswald to make a presentation before city council following a Feb. 25 feature article in *The Plain Dealer* and a reporter’s call to the Safety Committee Chair. The McCutcheons also sent a copy of Oswald’s city ordinance rankings, that appeared in *CrankMail*, to every member of city council with Brook Park’s unflattering grade highlighted. Not long after the “Cycling Law and Safety Issues” talk, council enacted vastly improved ordinances. Cycling advocate Fred Oswald (right), who had previously rated Brook Park’s cycling laws befitting a grade of “F,” was on hand for the honors. After the reformed laws were enacted, Oswald changed Brook Park’s grade to “A” and considers the laws a virtual model for other Greater Cleveland and Ohio communities. Photo courtesy Michael Abrams, OBF.

Support Your Local Library!

If you have a library levy on your ballot May 6, *CrankMail* urges you to vote “Yes” to approve it. If you go to the polls for no other reason, please go to help your local public library! Don’t let your library fall victim to general taxpayer anger at government.

For several years Ohio’s “education” governor and legislators have been chiseling away at state support for libraries. Fiscal Year 2004 (beginning this summer) is shaping up to be a time of crisis for Ohio’s public libraries. While state government officials claim they are reducing the tax burden, what’s really happening is that they are shifting the cost of essential services (libraries, etc.) off to other, “lower” levels of government.. If we don’t pick up what the boys in Columbus have dropped, the consequences for us would be unpleasant.

Why support libraries? Even if they were simply for pupils in school, they would be worthy. Libraries aren’t just for kids. They provide for lifelong learning, job searches, computer use, financial information, medical information, inspiration, public meeting spaces... the list is too long for this tiny space. Libraries provide unusually high value for their cost with no political agenda — a rarity in tax-supported institutions.

If you haven’t been influenced at some point in your life by use of a local library, you are a rare person indeed and worse off for it. Let’s not find out what our towns and cities would be like without one of their most valuable resources.

On May 6, go to your polling place and vote “Yes” to support your local library. You and your community are worth it.

* Voters in Cleveland, Lakewood, Medina County, and Westlake will find levy issues on their ballots: Cleveland and Westlake are operating levies — money to actually operate the libraries; Lakewood’s is for operating and expansion; and Medina Co. is for construction and renovation.



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

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

Welcome To New Members

Nelson Shannon of Hiram, **Susan Wendschuh** of Avon, **Eddie Chen** of Cleveland, **Aaron and Jennifer Tobian** of Cleveland Hts. Welcome to the club!

Hey Cleveland Area Cyclists - and especially CTCers...

THERE IS STILL TIME - Time to volunteer for one of Northeast Ohio's longest running and highly attended bicycle tours. Volunteerism is the lifeblood of any successful volunteer organization, and we need your help.

Do you enjoy meeting and greeting? Then there are several spots open during morning registration and at both of the Mesopotamia and Parkman Rest Stops. Do you like to play in traffic (other than urban cycling)? There could be a spot for you on the Parking Patrol! If you've a passion for cycling, then I ask, as the humble SIJ Ride Coordinator, that you consider giving back to the sport you love in a small way, and volunteering just a couple hours of your time on Sunday, June 8th. This leaves plenty of time to get in a 25, 50 or 60 mile ride through the truly beautiful Amish Countryside, where buggy traffic is more prevalent than car traffic, and manure more aromatic than car exhaust! If you have decided that you wish to volunteer just a wee bit of your time, then email me at: abiros@voyager.net , or call me at 216-297-9172. PeacePedals,
Anastasia SIJ Ride Coordinator.

Prizes for the most road miles

HEY CTC'rs.....We're counting ROAD MILES this year! Yep, keep track of all your road ride miles (Starting January 1, 2003 and going through December 31, 2003), and you may be entitled to a prize in your category! Sorry, trainer rides, spinning classes and roller mishaps do not count! Categories and prizes to be announced at a later date. START COUNTING.... Any questions? Call **Anastasia** at 216-297-9172.

Some suggested categories:

- Furthest distance ridden off-course, having failed to read the cue sheet.
- Furthest distance ridden off-course having desperately tried to keep up with lead riders and been dropped, miles from car.
- Furthest distance ridden off-course having drafted behind a group of riders who turned out to be from another club.

- Fastest speed up Ox Lane attempting to catch cute member of opposite sex whose blond ponytail bobbed enticingly up and down in the distance.
- Fastest retreat down Ox Lane after discovering that blond ponytail belonged to member of the same sex.
- Fastest return to North Chagrin upon learning that only a handful of hot dogs were left on a Wednesday night.
- Largest number of strawberry shortcakes eaten on the Kirtland Strawberry Festival ride while 'holding' the tickets for other club members as they hit the bathroom first.
- Longest traffic jam backed up behind lead group riding 4 abreast.
- Longest elapsed time between lead and last rider on long ride (in days).
- First loop ride that goes downhill the entire way.
- Most riders lost on hopelessly complicated route to obscure location.
- Loudest groan upon approaching staggeringly steep hill.
- Furthest distance sliding backwards on slippery road cleats after dismounting on said hill.
- Whiniest complaint about bad road surface due to Amish buggy ruts and too-narrow tires.

Please forward all potential winning times, miles and complaints to
Marty Cooperman.

The Wednesday Night Group

CTC Wednesday Night Cyclist have enjoyed not only summer cycling but we also plan a get-to-gether once a month during the off season. In November one of our fellow cyclist **Tom O'Maille** plays in a blues band which was playing at the Willoughby Brewing Company so we met for dinner and stayed to listen to some tunes ... great night out.

January we had a winter potluck dinner at Strawberry Lane in the pavilion with a roaring fire going ... a bit of a chill but great fun and excellent company for those who wish to share in the adventure.

In February I planned a night out for dinner at Mario Fazio's ... terrific turnout and a great way to share some of the up coming rides of the season.

Frank Zoretich, our Wednesday Night Ride Leader, has compiled an email list of all people who ride on that evening. Whenever we plan a night out we email everyone on the list and, if it is an evening where we need reservations, I ask that anyone who is planning to attend please call or email me: **Gloria Costello** so I can have an accurate count. If you are not on our email list and would like to be, please email Frank at Fzoretichjr77@aol.com.

Also, we plan a Hot Dog Roast the second Wednesday of each month after our ride. CTC supplies the hot dogs, potato salad and I make the baked beans. Everyone is welcome and if you wish you can bring a dish to pass. All you need to bring is a place setting and a beverage.

— **Gloria Costello**

CTC Ride Schedule

Weekdays

- Starting April 8 **6:30 PM: Tuesday eve** large group ride
– Concord Woods
- April 9 **7:00 PM: Wednesday eve casual** small group ride
– North Chagrin
- April 10 **6:30 PM: Thursday eve** large group ride - North
Chagrin
- 9:15 AM: 2nd Tuesday every month** casual fun rides:
May 13 Lakeshore Reservation in Perry
Located off Rt. 2 in Perry, Left on Antioch.
Ride to Geneva on the Lake for doughnuts.
June 10 - Meet at Squires Castle, River Rd.
Ride to Chagrin Falls, linger by the falls for
Dave's famous Sub sandwiches.

Saturdays

9:00 AM: Pickup ride – North Chagrin

Sundays

May 4: Northfield Center to Peninsula (30), Bath
(42). **Stanford Rd Youth Hostel pancake
ride.** Bring a few \$. Rolling/hilly.

May 1: **Gurney School** to Mantua (35), Lake
Rockwell (65) Flat/rolling.

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May '03 Schedule

Date	Start	Destination	Distance, etc
5/3		Oberlin	(25-50 & 75 miles) This is the 2 nd annual Lance Armstrong Foundation benefit ride. It'll probably start from the Bike Co-op in Oberlin.
5/4	Oberlin	Fitchville	50 — Gets us the opportunity to breathe the smoky Jake's air that we've all come to love!
5/8	The Depot	Meeting ride	20 — We'll ride (outside) for about 20 or so miles, then retire to Ole Towne for pizza.
5/11	Amherst	Wakeman	50 — We'll have to go the round about way to get another 10 miles on this one
5/18	Oberlin	Milan	50 — It's the middle of May, after all, we should be able to do this one! We may even deliver Tom Beres' 2002 Red Flannel door prize!!
5/25	Amherst	LaGrange	50 — We REALLY have to get creative to make this a 50-miler! We'll breakfast at Michelle's.
5/26	Amherst	U-Show-We-Go	25 — Memorial Day holiday ride.

We'll still start at 8:00 this month!

Daylight savings time is here, and we've started TUE & THU evening rides. We'll leave Prospect School in Oberlin at 5:00 for 20 or so miles. If you can't make 5:00 but can make something later, because you still work, call me. We'll adjust the time to fit.

Saturdays we'll ride from Prospect School at 9:00. We'll bring that back to 8:00 in June when the heat of the day becomes an issue. We'll be doing 25-35 miles with a stop for coffee.

Check the Web site for more details on the Lance Armstrong ride. We'll include the details that we can get there.

AFROST has come and gone. On a bright 40+° morning more than 40 riders gathered to test their legs on the county roads of Lorain County. The route minor changes this year.

I don't think I've seen so many flats in many a moons. I counted seven that I saw! Two riders flatted BOTH tires at once! It sounds like most of the flats were snake bites as the pot holes of spring came up and showed their ugly faces. A lot of riders found The Trackside Diner in Wellington. I counted at least 15 riders that cycled in and out while I was there. When I returned to Amherst, some of the riders who had friends come late decided that they were going to go out again and ride the short route, hoping to catch up with their friends.

I hope all the riders had a good time and other than the unwanted flats were happy with the revised route. I don't think much can be said about the sunny morning. It was great!



For the roadies, it's *Asphalt*

from a press release

Daly/Brady Media, LLC is pleased to announce the introduction of *Asphalt*, a new lifestyle magazine for the dedicated road cyclist. Founded by long-time cycling writer Patrick Brady and cycling enthusiast Lorraine Daly, *Asphalt* is a magazine for the cyclist that dreams about riding while at work, researches each bike purchase, is looking for the perfect fit, and thinks all vacations include a bike. Each issue of *Asphalt* will include features on great riding (both in the U.S. and abroad), fascinating people, in-depth bike reviews, and thoughtful looks at the cycling life.

Asphalt's contributors include established and highly-regarded cycling writers: Maynard Hershon provides features as well as the back page column; J.P. Partland serves as the magazine's East Coast correspondent; and Owen Mulholland will lend his perspective on cycling history beginning in Issue 2.

Published quarterly, *Asphalt* will be perfect bound and printed on heavy-weight, glossy paper—the type of quality befitting the world's finest road bikes, destinations and riders. The first issue contains 84 pages, 79 of which are devoted to editorial content.

The first issue of *Asphalt* is available now. *Asphalt* is a reader-supported publication and is available directly from the publisher and through select bike shops, but will not be available on newsstands. Subscriptions for one year (4 issues) are \$34.95 and individual copies are \$9.95. International subscriptions are available for \$52.95 (ground) and \$72.95 (airmail). Readers can sign up via PayPal.

Learn more at www.asphaltmag.com.





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Mtb Coord.	Linda Miranda	330-483-4512	lmiranda@microsolutions.com

Tuesday Night Rides

Starting at 6:30 pm (Pace: Moderate 12 - 15+ mph)

Starting Points:

April - Medina County Career Center
May - Hubbard Valley County Park
June - Buckeye Woods County Park
July - Medina County Career Center
Aug. - Buckeye Woods County Park
Sept. - Greenleaf County Park

Sunday Morning Rides

Starting at 9:00 am (April & October) and 8:00 am (May through September)

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

BICYCLE HELMETS REQUIRED ON ALL OFFICIAL CLUB RIDES

Thoughts from the spin cycle

Once the racing season ends, the pros head off to somewhere like Tuscany, Johannesburg or Adelaide to relax initially and then to put in the really heavy mileage on which to base the following year's competition. We've all heard about Lance Armstrong's phenomenal 700-mile weeks and, while not wishing to emulate them too precisely, nevertheless feel that we'd like to at least make a gesture to such forms of periodization as well as stay in half-decent shape through the winter. I usually start off reasonably well with club rides on Sundays (that get me more miles than the remainder of the week) supplemented by three of four sessions on a fluid resistance trainer in the basement. By about mid-November, the Sunday rides have pretty well had it and it's still dark when I leave home for work and dark again when I get back, so apart from an occasional snowy foray on the mountain bike and the annual *A-through-J* event, outside riding gets bagged for the winter.

By mid-December the 30-minute sessions on the Cyclops are becoming old hat. I've listened to all my old Bryan Ferry and Jethro Tull tapes and worked through the few schedules acquired from *Bicycling* magazine. By way of a change there are rollers - for me, a significant psychological trial! I know I should use them. They give me a really smooth 360° pedal stroke and improve my bike handling no end. So they should! Riding rollers is the most dangerous thing I've done in decades. I last did so, some two winters ago, but almost invariably in the last 30 seconds of my ride there would be an attack from the supernatural. My rear wheel would hurl itself sideways, leaving me (if I was lucky) clinging to one of the steel basement posts - suitably wrapped in foam - with my feet still clipped in the pedals, hoping I hadn't scratched my bike. My old friends at *Century Cycles* suggested that I might have had slightly-too-large a distance between the front and rear rollers, a diagnosis I found quite acceptable. I made the adjustment but unfortunately, I had lost my nerve. I know I should have got straight back on the horse, but it's too late for that now. I'll do it - er - later. But spinning, that's something else. And you can't fall off.

My first spin class was last winter with a few colleagues from MCBC. I'd read about spinning in a number of places but had dismissed it as being beneath me. Many years previously, as a serious runner, I had dismissed aerobics classes as being another party game - cabaret for the indoor track. But then Rod Dixon, the New Zealand marathon runner (who had narrowly beaten me in New York City, by about an hour) once said that he had taken an aerobics class to humor his girlfriend, and it had almost killed him. So I suspected going in, that there was probably more to spinning than meets the eye.

Every spin session is different and depends largely on what the instructor has in her repertoire - cycling skills and music! It's a bit like riding on a strange road course - not knowing what lies around the bend. Spinning fast is like riding on the flat in your granny gear, a very good drill, but something I don't practice out in the real world. Someone might see me. In our first class last week, at the Medina Athletic Club, watching Deb, I didn't think I could move my legs that fast. And I couldn't at first. I was bouncing in the saddle like a pea on a snare drum. But after a few repeats I was smoothing it out quite nicely. Out on the road, I don't often stand in the pedals to climb. It's hard work, I don't like it and so I tend to avoid it, and guess what - I never improve. It's just like before I got my new *Trek* - hills were hard. But now, so little weight, so many gears. I go looking for hills (well - I could!) and don't need the low

gears quite so much either. Spinning offers a lot of opportunities for out-of saddle riding and therefore improves climbing capabilities. With the whole class doing it, you give it your best, in hopes that you'll get better, and of course you do. Another good feature of spinning is that it's fairly social, although very sweaty. (I drink far more in a one-hour spin class than I ever would out on the road.) Just as on a club ride, you can talk to one another - occasionally. Also you usually need to sign up for the session, which means that you are more likely to go than if you merely had made a promise to train by yourself, no matter how well-intentioned.

The thing about spinning is that, as the name implies, you can't do any coasting. Not even if you are simulating downhill riding. There's a 35-pound flywheel that tears your legs off if you do! So that ensures continuous exercise. The upside of that is - unlike on a club ride - where gravity offers the same challenge to everyone on the uphill sections and individual capabilities are always revealed, you control the gravity or rather the flywheel resistance. This means that you can set your own degree of difficulty and no one need know, especially if you are prepared to do a little of what Mr. Armstrong did on L'Alpe d'Huez in the TDF 2001. Namely - act! Of course, I tell you this merely to remove any reluctance you might have to give spinning a try. In order to benefit as a cyclist, a certain degree of internal personal integrity is needed. After that, as they say, it's all relative. Just try a little harder than you did last time. You know how hard you need to go to improve. You'll never get dropped! So have your club organize a spin class or get yourself invited to some one else's to see if you like it.

Geezer power!

— IH, December 2002

A Letter from Vetter

by Lou Vetter

FINALLY, SOME DECENT WEATHER: Well it's finally here, a few warm days and Daylight Savings Time. Have you been saying, "its about time?" Tom and I finally managed to get out for some rides on Thursday evenings at Lock 29 in Peninsula. Those rides are promoted by the Akron Bicycle Club and offer alternatives such as hiking, riding the towpath, and road riding. Lights were a necessity before the time change but now you can finish in daylight. There are benefits to riding the towpath at night such as cooler temperatures during the summer months and a lack of crowds on the path itself. Apparently others are catching on as I am seeing more and more riders on the path after dark. Even the National Park Service has sponsored night rides on the towpath. On one evening ride I stopped at the "rookery" on Ira Road. There is a rest stop on the side of the road with a sign explaining the bird sanctuary for Great Blue Herons. The trees were bare and their nests looked like a high-rise condominium or maybe a tree top trailer park. I had the opportunity to witness part of a mating ritual. Two herons were sitting on a nest when another heron came barging in and chased one off. It appeared to be the weaker male who flew off and spent the next five minutes trying to get back in his house. He would land nearby on a limb and get chased out over and over. It was interesting to watch but I was running out of daylight and had to return to the parking lot.

Spring Training: The first big ride every cycling season for Ohio cyclists has to be the “Tour Of the Scioto River Valley” affectionately known as TOSRV. Originators of the ride suggested that riders should prepare by riding a minimum of at least 300 miles with one ride of over 50 miles. My best preparation was the year I rode over 900 miles and had two rides of 100 miles, the Black Swamp Century and the Mid-Ohio Century. This year I won’t come anywhere close to that level of preparation. Last week I was getting ready to ride when I noticed aluminum can being blown up the street. I retrieved the can for the trash and just as I picked it up there were leaves blowing in the opposite direction. I bet if I had timed it right I could have ridden around in circles right there in the street with a tail wind the whole way.

On recent breakfast ride to Spencer I returned on Spencer Lake Road to Medina and was attacked by Scottie dog, of all things. Aren’t these little guys supposed to be friendly? This little guy was conniving and sneaky enough to be part cat. As I approached his territory he spotted me and came charging toward the end of his driveway. I lost sight of him until he barked right in my ear, loud little cuss. He got to the road so far ahead of me he just sat by his mailbox hidden behind some shrubbery and waited for me to come to him. A couple of days later Tom and I rode past that same dog and he attacked the both of us. This little guy has no regard for his own safety and just barges out onto the roadway. He’s too cute to be barking at passing bicyclists.



Yo, Wheelers!



We are happy to be back on your bicycles again. The long winter is becoming a distant memory. We can now plan for a summer of new events and rides. Our ride committee promises more and varied rides. “More,” because we will be riding on Wednesday evenings. “Varied,” because we will be starting at departure points other than the “J.”

The ride committee is looking to schedule some rides on bike paths in our part of the state. Al Wapnick and I will again be leading a ride on the Oberlin bikeway in Lorain County. Our local bike paths, with debris and broken glass, cannot be compared with those out of town bike paths. I am waiting for someone to try and report on the Kokosing Gap Trail between Mt. Vernon and Danville via Gambier (home of Kenyon College) in Knox County. This summer we plan to be creative and try new bike rides.

Our leader, Jim Gernstetter, reports that by showing your WRW membership card at Bike Authority members can get a special consideration on bike parts and supplies — a good reason to belong to WRW. If you have not received your card yet, call Jim.

If you haven’t already done so, visit the club’s Web site at: www.westernreservewheelers.com. While still under construction, it has much to offer.

May the Wind Always Be at Your Back

— Ed Reichel

Western Reserve Wheelers Ride Schedule

DATE	TIME	START	DESTINATION	MILES		
				A	B	C
05/04	9:00	JCC	Hudson with Aurora Extension	50	42/38	28
05/11	7:30	JCC	Hale Farm & Village	68	--	--
	8:30		Northfield Elementary School*	--	36	31
05/18	8:30	JCC	Tinker's Creek	43	36/31	30
05/25	8:30	JCC	Bainbridge (Oscar's Tanglewood)	--	35	--
05/26	8:30	JCC	Memorial Day Pick Up/Make Up Ride	??	??	??
06/01	8:30	JCC	Silverlake/Kent	70	--	--
			Northfield Elementary School	--	38	--
06/08	8:30	SSP**	North Shore	35	30	27
06/15	8:30	JCC	Dntwn. via Parks/Towpath/Steel Mills "Irv's Urban Oasis"	50	45	--
06/22	8:30	JCC	Hiram/Mantua	55	--	--
	8:30		Chagrin Falls Parking Lot	--	39	30
06/29	8:30	JCC	Five-County Tour	49	41/39	30/23
07/04	8:30	JCC	July 4th Pick-Up Ride	??	??	??
07/06	8:30	GLM***	Headlands Express	44/35	29	25
07/13	7:30	JCC	"Top of Astorhurst" (Metroparks/Solon)	--	35	--
07/20	7:30	JCC	Burton/Middlefield	60	--	--
	8:30	GS+		--	40	30
07/27	8:30	JCC	"Pancake Ride"/Walden	58	42	35

*Northfield Elementary School is located at the intersection of Olde Rt. 8 and State Route 82.

**SSP = Sunset Pond

***GLM = Great Lakes Mall

+GS = Guerney School on Bell West of Rt. 306

NOTICE: Any nonmember guest who has not signed a release will not be considered, for insurance purposes, as a part of the club, nor will they be entitled to any protection afforded by the club insurance policy. In addition, all minors must be accompanied by an adult and must have a release signed by parent or guardian.

Why all the fuss about bicycle fitting?

by Diane B. Lees

Have you noticed that the newest buzz word around cycling is “fit?” The truth is, fit isn’t new; but awareness of the need for a good fit suddenly seems to be. And everyone contends that his or her method warrants immediate acknowledgment, respect, and a premium price.

Proper fit, in fact, has been discussed, written about, studied, and experimented with for decades. There are wind tunnel tests, charts and computer programs, Fit-Stiks, theories, and formulae. Greg LeMond, Lance Armstrong, Eddie Merckx, and every other professional rider have had their fits analyzed and debated ad nauseam.

The good news is that much has been learned by all these theories. The bad news is, they are rarely 100 percent accurate for an individual rider and may even offer erroneous solutions to serious issues.

It has always been our belief that cycling enjoyment begins with proper fit. One of the first things you need to think about when looking for a fit professional is what kind of fit you want and need. Be aware that certain fit systems have been developed for the racing community, sometimes overlooking the rider who is looking for comfort or resolution to a specific problem as the first priority.

Regardless of the reason you ride — commuting, recreation, long distance events, or competition — improper fit can result in pain, injury, discomfort, and loss of power and efficiency. Eventually, unresolved problems cause riders to hang up their wheels and look for another sport. Not good!

How does one determine good fit? Excellent question!

First, find someone you trust and who has a proven success record. Ultimately,

you are the one who will actually be able to determine if the fit is correct — not a computer program or theory. *Every* rider is unique physically. Applying averages taken from data that is supposed to be “typical” only works for the few who are typical; and, even then those methods only apply during the very preliminary stages of the fit process. Most find they are not so “typical” after all.

For example, if you consistently experience knee pain during or after your ride, it could be a result of:

- saddle too high or too low
- saddle too far forward or back
- frame seat angle too steep or shallow
- cleat/pedal adjustment incorrect
- previous injury (not necessarily to your knees either!)
- none of the above

That’s just *one* example. You may not easily be able to determine what is necessary to achieve the results you want. Trying a myriad of changes can not only become confusing, but may lead to more problems in other areas, with disastrous results.

Another example: You always try to push yourself off the back of the saddle. Ninety-nine percent of the people who do this tell us that they have pushed the saddle as far back on the rails as they can and that they need to move back even farther. Flawed thinking! In fact, as your body tries to seek the perfect place for your buttocks, you keep moving that perfect place farther and farther away. Soon, your neck and arms are on fire, you are no closer to the solution than when you started, and your poor butt

is still not in the right spot. If you are always pushing yourself off the back of the saddle, move the saddle *forward*. Go ahead - try it. Be aware however, that this may affect other aspects of your fit, for better or for worse.

Proper fit is a process; there is no magic to it. An experienced fitter, however, can make it look and feel like magic. He or she has the benefit of hundreds, perhaps thousands of fits and, combined with the knowledge of cycling, frame design, and body dynamics — can ask the right questions, make the right adjustments, and offer you the results in a positive, reassuring way. In most instances, you will feel the benefits immediately. And, while an experienced fitter may be able to correct all kinds of problems, there are always situations that are difficult to resolve and from which we are always learning.

Paying a professional for his or her time and expertise to make your cycling experience more enjoyable may be much less expensive than continually trying different saddles, bars, stems, or even bicycles. If you are unsure of a particular professional fitter and want to know about his or her credentials, ask for references of people who have had their bicycles fitted and call those people.

Finally, think about what it means to be fit on your bicycle. Flexibility, injuries, even your eyesight may play an important role in what will work for you now. No matter how much you want to be competitive — whether racing in a duathlon or riding with your club — an uncomfortable position will hinder your results.

Diane Lees is co-owner of HubBub Custom Bicycles and has been fitting customers since 1985.

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Affiliated with the Bike Authority

President: Tom Meara – (440) 777-2563 • Vice-President: Bob Parry – (440) 779-8392
Secretary: John Whitaker – (216) 485-9184 • Treasurer: Bob Ugan – (216) 990-2209
Membership Chair: Dan Izuka – (440) 734-5777

LEW Club Weekend & Holiday Ride Schedule

- | | | |
|---------|-------|--|
| May 4 | 9:00 | Bonnie Park to Peninsula – Stanford House Pancakes - 50 miles. |
| May 11 | 9:00 | Bonnie Park to Scenic Park – 40 miles. |
| May 11 | 10:00 | Bike Path Series: Wallace Lake to Scenic Park – 28 miles. |
| May 17 | 9:00 | Women’s Only Ride: Olmsted Falls to Medina – 46 miles. |
| May 18 | 9:00 | Canal Visitor Center to Mayfield Heights – 50 miles. |
| May 25 | 9:00 | Bonnie Park to Medina – 45 miles. |
| May 26 | 10:00 | Holiday Hawaiian Shirt ride start from Scenic Park to Cleveland Flats for lunch. |
| June 1 | 9:00 | Valley City to Lodi & Wooster – 36 or 80 flat miles. |
| June 8 | 9:00 | Olmsted Falls to Oberlin and Kipton – 50 to 60 miles. |
| June 8 | 10:00 | Bike Path Series: Elyria to Kipton via North Coast Inland Trail – 28 miles. |
| June 15 | 9:00 | Creston to Destinations Unknown – 50 to 80 miles or thereabouts. |

Ride Start Locations

- | | |
|---------------|--|
| Bonnie Park | In Strongsville, in the Mill Stream Run Reservation, west of Albion Road & Valley Parkway. |
| Bradley Woods | In Westlake, in the Bradley Woods Reservation, at Bradley Rd and White Oak Lane, south of Center Ridge Road. |
| Brecksville | in Cuyahoga Valley National Park, at Station Rd. parking lot east of Riverview Rd. (just south of Rt. 82). |
| Canal Visitor | Along Towpath Trail, off Canal & Hillside Roads, in Cuyahoga Valley National Recreation Center. |
| Creston | Parking lot of Creston Middle School, on west side of South Main Street (Ohio Rt. 3) and East Baum Street, in Creston, Ohio. |
| Olmsted Falls | Olmsted Falls East River Park, on Lewis Rd, between Bagley and Water Street, across from Chestnut Grove Cemetery. |

Scenic Park	Parking lot at marina in North Rocky River Reservation, off of Valley Parkway ½ mile south of Detroit Road, in Lakewood.
Valley City	Liverpool Elementary School, at West River Road and School Street.
Wallace Lake	In South Rocky River Reservation, at Wallace Lake Parking Lot off of Valley Parkway, 1 mile south of Bagley Road.

Weekday Rides

Tuesday Evenings – Short, slower (C-pace) rides starting from the parking lot behind the Fairview Park Post Office at West 220th Street & Lorain Road, 6:30 p.m., weather permitting. Call Bob Ugan at (216) 990-2209. This early in the season, lights and reflectors are recommended, in order to be seen, and to see the road.

Wednesday Evenings – The Ice Cream Rides will leave from the Olmsted Falls Public Library lower parking lot at 6:30 Wednesday nights, weather permitting, of course. These qualify as B or C rides, with distances varying 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, email at msnit@juno.com, or Greg James at (440) 331-9419 (email at clockwerke@aol.com).

Regular Club Wednesday Evenings – Moderate to fast pace (B to A) 20-30 mile rides, weather depending, starting at 6:30 p.m. from Kamm’s Corner parking lot at Lorain Rd & Rocky River Dr. (Rt. 237) in Cleveland (behind Pizza Hut), Call Ed Wheeler at (440) 572-1122 (email at wheels@ameritech.net) or Doug Barr at (440) 734-1715 (email at ospdoug@aol.com).

Thursday Mornings –No longer a club ride, but members are welcome to attend. Begins at 9:30-10:00 a.m. and finishes around 2:00 p.m. Rides will be at a moderate pace (C) and will include lunch at a restaurant along the way. For starting location & other information, contact John Glasgow at (440) 777-7392 or email at jglasgow2@msn.com.

Thursday Evenings – Fast rides, B to A pace, suitable for training for races, starting from Bonnie Park. Mileage, route & pace will be determined by those who show up. Contact either of the following: Tom Meara or Greg James.

LEW WEB keeps club informed of late breaking news

To keep informed of late breaking news and location of rides during the year check the LEW club site out at: <http://www.lakeeriewheelers.org>. The LEW club email list is at BikeLEW@adelphia.net. If you aren’t receiving weekly ride updates and have email, let us know and we’ll put you in the address book.

Weekend Club Rides

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

- A – Brisk pace with pace line likely, regrouping every 30 to 60 minutes with a 10-minute wait, maximum. Usual speed is 18 – 20+ mph.
- B – Touring pace with pace lines 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 pace lines and frequent regroups for all riders. Usual speeds are 12 – 15 mph.

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

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.

The 2003 Ohio Bike Path Series

This year we introduce a new ride series, conducted entirely on bicycle paths or all-purpose trails, supplementing the regular Sunday rides, and held on the second Sunday of each month, from May to October. We hope to attract new riders unused to riding in groups, folks who are uncomfortable riding on roads and competing with motor vehicles, and seasoned riders out for the pure joy of riding with friends.

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 must be accompanied by an adult.

Upcoming Ohio Bike Path rides for this spring:

May 11	Wallace Lake to Scenic Park	28 miles	John Whitaker
June 8	Elyria to Kipton on the North Coast Inland Trail	28 miles	Dan Izuka
July 13	Lakeshore (Rock Hall to Euclid)	24 miles	Tom Meara

The April, 2003 Club Meeting

Was postponed, and will be rescheduled for the second Monday in May, so as not to conflict with weekday riding.

Charlie Martin's Progress

Word has it that Charlie Martin is now averaging 13+ miles a day and feeling great. He spent April 11th in Hot Springs, NC, which is right on the Appalachian Trail, and according to Charlie, they sure do like hikers. He spent the last couple of days hiking with a father and son team, named Mule and Driver. There were 4 inches of snow in Asheville, NC on April 11th and Charlie is just north of there.

He is spending most of his nights in shelters since they are quite common on the lower parts of the trail. On April 5th, he spent the entire day at the Ice Water Springs shelter due to a horrendous storm. On some nights he pitches his tent if the shelter is too noisy, unless he is in an area where tent camping is not allowed because of bears. He hasn't seen any, though.

Charlie is hiking in lightweight Addidas trail shoes rather than leather boots. He thinks he'll go through six pair in but a little more than 200 miles, and has already asked that another pair be sent.

As of April 8th, the ATC reports that 1005 thru-hikers had started at Springer Mountain.

LEW Wear

We've arranged to have the LEW Logo embroidered on a cotton two-button sport shirt or an alternate garment (shirt or jacket) of your choice. So far the response has been tepid and is not sufficient to cover the cost of setup. If you are interested in a LEW Logo shirt, please send an email to BikeLEW@adelphia.net.

Bob Parry reports that new jerseys are being considered, and that the cost is expected to be about \$55.00 per jersey. If any members are interested in buying one, they should

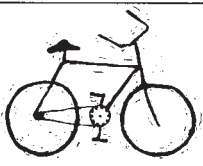
call Mr. Parry at (440) 779-8392 (or email at bob.parry@june.com) to put in a reservation for a jersey. We are hoping to have at least a dozen people interested in buying jerseys.

Touring Division News

Tom Meara, as Chairman of the Touring Division, is interested in attracting LEW members who have are enthusiastic about touring, overnight and otherwise. Anyone interested can call him at (440) 777-2563, or email him at tom_meara@hp.com. Volunteers for Ride Captains are needed. Proposed overnight tours include:

Date	Route
May 3-4	Pancake ride to Stanford House
May 24-26	Finger Lakes Tour on Memorial Day weekend
June 28-29	Olmsted Falls to Findlay State Park
July 26-27	Portage Lakes State Park

If you are interested in participating, Ride Captains must be contacted prior to the ride. Prospective riders are expected to be physically fit, properly attired & equipped, with bicycles suitable for the routes in question, and adequately maintained.



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The OCBC is a nonprofit, member-run bike education center that fosters Earn-A-Bike programs where kids earn donated, used bikes as they learn bike repair and safe cycling. Members can use the shop, and earn purchase credits while learning to refurbish the used bikes we sell.

Close readers will find a change in the above description – the Earn A Bike programs we teach are no longer only OCBC's, fulfilling an original goal of ours to help other organizations start EABs, and eventually "spin them off" on their own. Volunteers are needed for these courses to help us get more young people using bikes – we'll train you in mechanics and safe-cycling skills and in how to pass them on to the kids.

News:

OCBC is now conducting an Earn A Bike program at Westshore Academy (the alternative 9th grade school in Lakewood) where the course record from the Madison Park "Adopt A Spot", around the tennis court, and back, is 0:45. Go for 0:30, Greg!

We are participating in the Parkworks "Clevelanders in Motion" think tank to encourage physical activity, and meeting with the Cleveland Parks and Recreation Department to explore bike safety classes and Earn A Bike courses at city Rec. Centers.

The creation of an OCBC Arts Group is beginning with consultations every Wednesday from 4 - 6 with an artist from the Cleveland Museum of Art's Community Arts program to prepare an ensemble for Parade the Circle on June 14. Other art projects for which we are saving parts from the scrap bin are pictured on the "For Sale" page of the Web site. Again, volunteers are welcome – no art degree required!

Upcoming events:

On Memorial Day OCBC will host a special free ride to examine by bike the details of the Veterans' Memorial (Detroit-Superior) Bridge bike and pedestrian promenade project, stalled by ODOT because of truck access issues. The ride will start at 10 AM at the shop and visit Ohio City and Downtown, and stop for an up-close look at the bridge with experts on the issue, and a tour of the lower level of the bridge, which has been proposed as an alternative route. No registration necessary.

OCBC will be helping with a City Year clean-up of the Lakefront Bike Tunnel at Edgewater on May 17, providing rental bikes for Ohio City Near West Development's Home Tours on May 18, appearing at the Hessler Street Fair on both those days, and manning a rest stop at the CTC's Sunday in June, on June 8. Wheel Building, Single-Speed Conversion, Power Training and, of course, Basic Shop classes will all be offered in May – see the Web site calendar page for details.

Members' special:

We need Mountain Bikes! Any current or joining member who donates any repairable, bike-shop quality Mountain Bike will receive a \$25 credit for any class, tour fee, bike, parts or accessories we sell; except, sorry, any new merchandise or, surprise, any Mountain Bike. (A note: used parts we sell are stuff we would use ourselves – we sort out any junk for art projects!) Any size, any color, any vintage!

Lewis & Clark Bicycle Trail maps cyclist dream journey

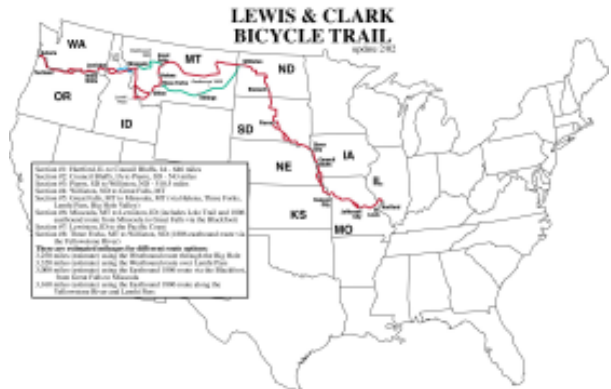
from Adventure Cycling Association

Missoula, Mont. — The ambitious mapping process begun by the Adventure Cycling Association in 1999 has culminated in the release of maps of the new Lewis & Clark Bicycle Trail. The Lewis & Clark Bicycle Trail was born of a desire to offer bicyclists a way to celebrate the upcoming bicentennial anniversary of the Corps of Discovery's historic journey. This new route covers 4,618 miles, available in an eight-map set charting the course from Hartford, Ill. to Astoria, Ore. The maps are available for \$11 per section, \$8 for Adventure Cycling members, at www.adventurecycling.org or by calling Adventure Cycling Association sales at (800) 721-8719.

The Lewis & Clark Bicycle Trail is the latest addition to Adventure Cycling's 30,500-mile National Bicycle Route Network. Features new to the Lewis & Clark Bicycle Trail maps include an elevation profile on each map panel showing cyclists the elevation gain and loss across the section. Additionally, the maps include an expanded list of historical events and locations along the trail. Seven of the eight map sections cover the 3,215 miles from Hartford, Ill. to Astoria, Ore. The eighth map section retraces William Clark's 1806 eastbound route along the Yellowstone River from Three Forks, Mont. to Williston, N.D. and includes the historically significant Pompey's Pillar.

Section 1 begins at the site of the 1803/04 winter encampment used by the Corps of Discovery in Hartford, Ill. and follows the KATY Trail in Missouri for 151 miles, ending in Council Bluffs, Iowa. Section 2 traces the trail from Council Bluffs, Iowa to Pierre, S.D. and includes Lewis & Clark Lake, Lake Francis Case and Lake Sharpe. Section 3 takes in the 1804/05 winter camp of Fort Mandan, S.D. and continues to Williston, N.D. along the shore of Lake Sakakawea. Section 4 follows the path from Williston, ND to Great Falls, MT and skirts a number of designated areas including the Charles M. Russell National Wildlife Refuge, the Upper Missouri National Wild & Scenic River and the Missouri Breaks National Monument. Section 5 goes from Great Falls, Mont., home of the Lewis & Clark National Historic Trail Interpretive Center, to Missoula, Mont. and includes a number of optional routes and spurs. Section 6 goes through the Bitterroot Mountains from

Missoula, Mont. to Clarkston, Wash. along the Lochsa and Clearwater Rivers, with an off-road option along the Lolo Trail. Section 7 is the home stretch along the Columbia River from Clarkston, Wash. to Astoria, Ore. including route options on both the Washington and Oregon sides of the Columbia River.



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BRIDGESTONE MB3 20.5-inch (top to center) mountain bike. Purple, Shimano Deore XT components and brakes, new Wildgripper tires, SunTour SR front shock. Good condition. \$250 or best. See pix at: <http://photos.yahoo.com/sjerdman3>. Scott: (440) 350-1708. sjerdman@hfpracing.com

MISC. FOR SALE: Schwinn 25 in. chrome-plated frame w/fork and BB, ca: 1977, \$150. Schwinn SingRay Jr., red, nearly all original, \$250. Both excellent. Call John: (440) 446-9143.

WANTED: PERORMANCE ULTREX jacket, men's medium or large, old style: yellow/black. Call John: (440) 446-9143.

TREK 1000 54 cm, aluminum w/steel fork, clipless pedals, under 100 miles, \$349. Email: mschnall@alumni.brown.edu. Call: (440) 669-4041.

LEMOND ZURICH 55 cm, Ultegra equipped, 853 Reynolds steel, Bontrager race lite tires, plus new Continental Grand Prix

tires, Dura Ace 12 X 27 cassette extra included. Professionally maintained. \$800. Call Gene: (440) 354-0180.

MIYATA 610 touring bike, 25-inch frame. Fenders, rear carrier, excellent condition. Rarely ridden and never on a trip. \$250 or best offer. Call: (216) 671-3580. Email: hamiltonj2@aol.com

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RALEIGH R700, 59 cm with Deep V rims, clipless pedals, cyclometer. Bike is red, year 2000. Never ridden. Asking \$600. Call Dan: (330) 666-5507.

TRAIL-A-BIKE five-speed with single spare parts. A-1 condition. \$140 or best offer. Call: (330) 948-2795.

PARAMOUNT 51 cm road racing. Columbus steel, white, DurAce 7-spd., Campy Record hubs, Mavic rims, Vittoria tires, Avocet computer. Mint cond. \$950. Call: (440) 831-6248

LEMOND REVMMASTER spinning bike. Yellow. New in carton. \$900. Call: (440) 831-6248.

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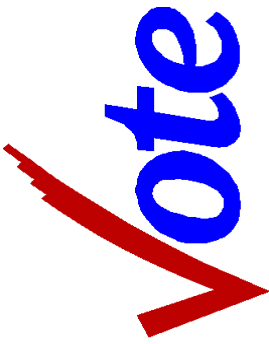
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