

News from the Road



Ride Leader Profile: Mike Schmidt

Tell us about your CTC experience).

I started with CTC back in 1989 as a participant of the Sunday in June ride. At that time, it was held at Alpine Valley and included some absolutely brutal climbs out to Thompson. I remember making some rookie mistakes – like getting my fill of the great lunch (including gobs of macaroni salad!), and then going out to finish the remaining 35 miles of the century. The results were predictable – my how I've learned! I think I started riding with the club on a regular basis in the early '90s at North Chagrin.

I've been the Thursday ride leader since 2006 and have thoroughly enjoyed planning the routes every week. It gives me something to look forward to during the winter months. Route planning is a challenge that I enjoy

– varying terrain and road selection so that everyone from the “A”



Above: CTC ride leader Mike Schmidt at a cyclocross race, fall 2008.

rider to the “T” rider has a good time. The biggest thrill is hearing from people that I don't normally ride with comment on how enjoyable the route was that night. Sometimes, I go out of my way to make things difficult and yet everyone still seems to have a great time! Seeing the rest of the club enjoy themselves is the best reward – it really is a labor of love.

The best part of this club is that everyone is passionate about the sport, but not so fanatical that it ceases to be fun. This group still rides for the sheer fun of it, so this is a great bunch of guys and gals with whom to spend time. There are a lot of seasoned riders that are more than willing to coach the lesser experienced. Everyone in this club is pretty sociable and is pleasant to be around, whether it is a cycling related activity or not.

What type of training do you do to improve your riding?

December is my off season and training involves working the right thumb doing extensive interval work on the TV remote. I sometimes will do interval sessions for several consecutive hours.

Continued on page 4

Volume 1, Issue 2

April 2009

Inside this issue:

<i>Ride Leader Profile: Mike Schmidt</i>	1
<i>Letter from the Editor</i>	2
<i>I Ride, Therefore I Am...</i>	2
<i>Escape from a Cleveland Winter</i>	3
<i>Getting to Know Mike Schmidt</i>	5
<i>Product Review</i>	6
<i>CTC Advisory Board</i>	7
<i>Coaching: Improving Cornering</i>	8
<i>Wednesday Potluck Picnics</i>	9
<i>Upcoming Rides</i>	10
<i>CTC Ride Schedules</i>	11
<i>CTC Club Notes</i>	12

Letter from the Editor

Spring is here and while some hardy souls have been out riding regularly, all of the Cleveland Touring Club group rides officially begin the first week in April! Now that riding season is upon us, have you brought your bike in for a spring tune up yet? If you haven't, consider doing it soon so that your bike is in top shape for the upcoming season!

This month we would like to draw your attention to several new articles that will appear in each newsletter, the Ride Leader Profile and the Monthly Coaching Feature. This month's profile features Mike Schmidt, who leads the Thursday night group. The coaching article is written by Robert Panzera, a Level 2 USA Cycling Coach, NSCA Certified

Strength and Conditioning Specialist, and owner and operator of Cycling Camp San Diego (CCSD). CTC's Tom Driscoll attended CCSD this winter and invited Robert to be a regular contributor to *News from the Road*. Don't miss Tom's article about his experience at CCSD, "Escape from a Cleveland Winter" on page 3.

Sometimes an article is important enough that it bears reprinting. This month, Bruce Oppenheim's "CTC Advisory Board" has been reprinted. If you are interested in participating as a member of the CTC Advisory Board, please email the club at cleve-landtouringclub@hotmail.com.

Another subject that bears repeating is that volunteers are still needed for Sunday in June.

If you're available to help with the event, please contact ride coordinators Matt Sobel at matthew.sobel@case.edu or Ray Kirchner at raylroad@oh.rr.com.

Finally, remember that this is your newsletter and we encourage everyone to contribute information! Send your stories, photos or news to me via email at hawkeyefan4411@sbcglobal.net or vangilder_2@hotmail.com. If you are interested in a regular contribution, or helping with writing, editing, or layout, please drop me a line letting me know. Happy riding to all!

Sarah

Sarah VanGilder
Editor

I Ride, Therefore I Am...

CTC Members Share Why They Ride

People

By Nan Horvath

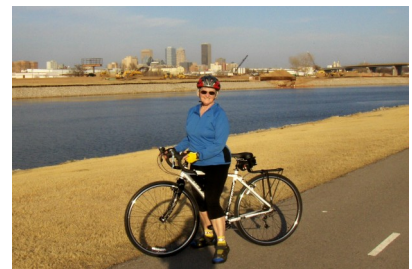
I ride because of the people who have kept me riding for the past 23 years. Wonder who they are? They are those who were

"They are old friends and new friends I can't wait to meet."

there when I counted 50 riders on one of my Tuesday night rides. They are those I rode with

on seven GOBA Rides. They are friends from Chicago who I met on a Sail & Cycle Trip to Vermont. Friends from California who I met on Cycle Oregon. They are those who rode with me when I was riding my best and when I had to stop riding because of back and knee problems. They are those who stay to share a treat after a ride, or stop for a beer and food. They are friends and family who include my best friend and husband Bruce, our son and daughter-in-law, and now my grandchildren. They are old friends and new friends I can't wait to meet.

Need a reason to ride? Just get to know the people you come in contact with, and you will ride all your life.



Above: Nan Horvath

Escape from a Cleveland Winter by Tom Driscoll

Unless you have a passion for skiing or shoveling snow as part of a cross training program, winters in Cleveland for most bikers can be a frustrating prison. The endless hours on the trainer or in spin class just don't provide the same reward as rolling through Amish country on a sunny day with a group of friends.

For the last three years, my escape has come in the form of a cycle camp in the hills around San Diego. Based in the small town of Fallbrook, CA, this year's camp included 17 riders from as far away as Maine and Quebec. The participants ranged from Category 2 & 3 racers, to the general club rider like me; all with the same mission, to build a base of miles as a foundation for the coming cycling season.

Once again the weather was perfect, 65 degrees and sunny. The daily routes ranged from a flat 50 miles to 88 miles and 8,300ft of climbing. This year we were treated to an added bonus, a ride to watch the last stage of the Tour of California, which was a humbling experience, watching Lance and Levi attack the slopes



Above: Team Astana supporting Levi Leipheimer (yellow jersey) on the ascent of Mt. Palomar. Lance Armstrong second.

of Mt. Palomar, averaging 12 mph up the 7% grade.

Being on the road with the thousands of local fans was truly unique. The excitement grew as the caravan began to work their way through the packed road. Just like scenes from the Tour de France, people lined the steep portions of the course, writing names of their favorite riders on the road (mostly Lance and Levi).

You could tell the racers were



getting close as the helicopters circled overhead. From around the bend, the noise began to build, the sounds of the motorcycles over powered by the cheers from the fans. As the riders approached, the panic increased, everyone closing in, trying to get a look at Lance. It was quite a spectacle with people running along side, dressed in their best Batman and Sumo wrestler costumes. With all the confusion, it's a wonder how these guys kept from hooking a handle bar or crashing. One memory that sticks out was of a lead rider landing a punch square on the jaw of an over-zealous fan who was screaming in his face, laying him out along side of the road.

As the wave of bodies and vehicles passed and the excitement



Above: One big bike rider!

returned to normal, I began to question: was the two hour ride up the mountain, followed by hours of waiting and the traffic congested return worth the five minutes? It was definitely a once in a lifetime experience but if you want to see the race, make sure you get the Verses channel on cable.

The final tally from the camp was 400 miles, with a bit over 35,000 ft of total climbing, seven days of sun, riding through some beautiful portions of southern California. Just enough to get through the rest of the Cleveland winter and prepare for a great season with the CTC.

For more information on Cycle Camp San Diego, visit the website at www.cyclingcampsandiego.com. When the snow flies next winter, I will be back!



Above: 2009 Cycle Camp San Diego, in Fallbrook, CA.

Ride Leader Profile—Mike Schmidt continued from page 1

In January and February, I hit the weight room three days a week, and two to four hours a week on a mag trainer (or outside if conditions are dry and over 28 degrees).

I start hitting the road in March. I can only ride three, sometimes four, days a week, so when I ride I make it count. Every ride is at a pretty high intensity level, around 80-90% of max HR. I usually concentrate on hill climbing, and almost without exception will attack every hill as if it were the Col de Tourmalet. I've tried formal training programs, but never made it a habit. At some point in the program, riding goes from being fun to work. Life is too short to spend my recreational time doing something I don't enjoy. So, I've always tried to keep things in perspective – it's important to have goals and get stronger, but if it's not fun, what's the point?

From August to early December, I stay fit competing in cyclocross. It's a great sport that combines riding on paved, mud, and grass surfaces. The aerobic needs are tremendous in that it is like competing in a time trial for 30 to 45 minutes. It's a nice change of pace after riding on the road for several months. This year I plan on moving up from the C to B division, which increases the race time from 30 to 45 minutes and the skill level of the competitors. I guess I'm still like a little kid that likes to go out and play in the mud!

And if all else fails, invest in new clothes and wash the bike! I fig-

ure if I can't go fast, I may as well look good!

Where do you get your inspiration to ride?

My motivation to ride comes from trying every week to be just a little bit stronger than last week. I like to challenge myself – setting new records for climbing that big hill, a 40-mile ride faster than I've ever done before, and to try to stay with or ahead of my compadres with whom I hammer on Tuesday and Thursday. It's a guy thing – do whatever I can to inflict as much pain possible on my riding buddies and then wait for the payback!

Mostly I ride to decompress from the daily grind – it's hard to be stressed out after a hard ride. Lastly, riding is just plain fun!

Your product reviews are insightful and helpful. Why did you start doing them?

It started out as a way to fill the pages of this newsletter. We have 200 some members to this club. Every week somebody is probably buying something. So I figured I would get the ball rolling and hope that other club members would start to submit reviews of things they've tried. Just off the top of my head, in the last 12 months, I know of guys who have bought new bikes, drivetrains, seats, shifters, tires, shorts, shoe, etc. Wouldn't it be valuable if you were able to talk to someone who is actually using the product you are considering purchasing?

Product reviews are a great opportunity to get feedback on prod-

ucts you would actually use from other riders just like you. Product reviews in magazines by professional riders or bike shop owners are great, but bias is an issue and you can never talk to them about the product to get some honest, real time feedback. I'd really like to encourage the rest of the club to give their opinions on new things they've tried.

Tell us about the best ride you've ever been on.

One of my most memorable trips was a self-supported solo tour of New England that I did right after college. I loaded up my rickety old bike with only about 30 lbs of camping gear and hit the road! I traveled on Route 1A along the Atlantic shoreline from New Haven, CT north to Portland, ME and flew back to Connecticut. It was an 800 mile journey in ten days. I spent the night at an AYH in Boston, Martha's Vineyard, and Cape Cod. The other nights were spent camping out under the stars – just a lean-to, hammock, and a light blanket for bedding. Visited the Navy sub base in Groton, mansions in Rhode Island, clam chowder in Mystic Seaport, a frosty Sam Adams at Cheers, surfing in New Hampshire. It was a once in a lifetime adventure! Saw many things that were just incredible and made many friends along the way.

Continued on next page, see "Mike Schmidt"

Mike Schmidt *continued from previous page*

What rides do you plan on doing this year?

Sunday in June - what else is there!?! The last two Septembers, I've climbed Mt. Mitchell in western North Carolina. It's a 7,000 foot climb over 22 miles with a summit at 6,700 feet. Both times I've reached the summit with a 10.3 mph average. I may do that again this year, but try to bump up the speed a little. There are other steeper climbs, but visiting the western North Carolina in

late summer/early fall is a great cycling vacation.

Is there any additional information you would like to share with the club?

Like I say at the pre-ride meetings – be courteous to motorists (especially if you are wearing a CTC jersey!), be legal, be safe and have fun!



Getting to Know Mike Schmidt

Mike shares some personal information with club members.

Occupation: Manufacturing Engineer – program CNC machines, all things related to converting raw metal to a finished machined product.

Family: Married 15 years, no children. Three older brothers.

Pets: A plastic alligator named Squeeky (We're Gator fans, and he squeaks), and a penguin with a pointy nose named PO (pointy one).



Favorite place in the Greater Cleveland area: Anywhere with my wife.

Favorite place to visit : Anyplace over 85 degrees, sunny, with salt water nearby.

Favorite color: Blue.

Favorite foods: Grouper, chorizo, ice cream, chocolate covered fudge-filled Oreos and anything chocolate.

Hobbies: Personal finance and investing, reading military history and spy novels.

Describe yourself to someone you just met: I value friendship over status. I'm internally motivated to continually learn and improve myself spiritually, financially, and emotionally. I have high expectations for myself and others – respect is something that is earned and yet easily destroyed. Every day is a journey to be enjoyed – it is an opportunity to grow and live out my Christian faith. Life is too short to not enjoy the ride! What is 80 years in light of eternity?

Product Review

Sram Rival Drivetrain by Don Whitney

Most of us start riding using a bike with components that are a compromise between what we wish for and what we can afford. My experience was no different. I started riding seriously on an old Fuji steel-frame bike with mustache handlebars and bar-end shifters. It is still a great bike, but after a year and maybe 2000 miles of riding, I decided it was time to move on to something new. I discussed it with my wife, looked over our financial situation, visited the local bike shops and decided on a Trek 1000SL. It was a great bike, well-reviewed in the press, and a huge upgrade in functionality.

Having ridden the 1000 for a few years, I came to the conclusion it was crucial (don't we all feel that way?) to my riding progress that I upgrade my components. Through conversations about what other cycling buddies were using and home research in the various cycling rags, I chose the Sram Rival gruppo as the components that best fit my riding style and budget. The magazine reviews suggest that the 2009 version is a significant upgrade over the 2008 group, and in terms of every day use there is little difference between it and the Sram Force group. It is compared favorably to Shimano Ultegra level parts and function and is much cheaper.

Over the course of the winter I bought the parts starting with the crankset and bottom bracket, since they needed replacing in

any case. As I got more parts, the anticipation grew until I finally had the whole drivetrain. Bill over at Blue Sky Bike shop installed everything with only one glitch, caused by my own ignorance. It seems clamp-on front derailleurs come in two clamp sizes and I had bought the wrong one. Fortunately, I was able to quickly exchange it for the correct one. The parts went on, looked great, and as a bonus the bike lost a significant amount of weight. All that remains is to ride and learn how to shift using Sram's double-tap system.

First impressions on the bike are important. How do the hoods feel? Do shifts happen as they should? I'm happy to say every thing works great. The hoods are comfortable, though coming from Shimano Sora shifters, the smaller horns don't offer a very large hand-hold. The carbon fiber brake levers are warm to the hand and seem to give a better brake feel and action. Shifting is a bit of a learning curve though. Upshifts on the rear derailleur happen with immediacy. Downshifts can be in increments of 1, 2, or 3 cogs though this will take some practice to perfect. The front derailleur moves authoritatively to the large chain ring, but downshift are a little tricky. The double-tap lever seems to prefer a quick double shift and release. If you hold too long, it stays on the big ring. The first ride experience was very positive and a huge upgrade in performance.

As I've ridden the bike more, I continue to be happy with my

Sram Rival choice. Shifts are fast and precise. Downshifts are becoming more intuitive. Overall, the parts function well together and though somewhat noisy, I can find no fault in the way the power meets the road except in my own lack of fitness. The parts are light, strong, and look great on the bike. I am finding the brake hoods comfortable and the lower profile fits fine in the hand. The switch from triple crank to double means more efficiency and more useable gears, with little loss in gear range. And the change over to a ten speed cassette provides better gear spacing for those times when the right gear choice is difficult to find.

So why choose a Sram Rival drivetrain? Here are the factors that influenced my choice. First, three magazines and one web review said almost exclusively positive things about Rival. Second, the price is on par with Shimano 105 while performance and weight are closer to Ultegra SL. Third, it is functionally equivalent to Sram Force, and not too far off Red, though of course material quality is not as good and it weighs more. It is about \$500 less than Force and over \$1000 less than Red. Finally, it is different than Shimano. Most of my riding companions use Shimano parts. Comparable Campy parts are beyond my current means and not as easily available, making that a less favorable pick. I can stand apart by my choice in Sram Rival.

Continued on next page

Product Review *continued from previous page*

Endurance Rides and Caloric Needs

By Mike Schmidt

As I mentioned last month, the CycliStats software generates a lot of useful information, such as calorie burn rate. Most of my rides so far have been between 800 and 950 calories/hour. From that, it should be fairly obvious that refueling on rides over 90minutes in length is crucial to performance. My favorite cheap foods for refueling? Pop Tarts, Fig Newtons or dried/fresh fruit. Gu is great for a quick energy jolt. Clif Bars are OK, but at \$1 a pop and a little on the hard side, Fig Newtons are my hands-down favorite.

Shimano RO85 Road Shoe

By Mike Schmidt

I've logged about 10 hours of ride time on these so far this year. On the plus side, they are stiff and have a very secure top strap. Power transmission felt good and there wasn't the slightest indication of my foot releasing from the pedal under sprint conditions. The ratcheting toe strap made it possible to get a very snug fit. There is also a little port in the sole to direct a stream of air into the toes, which should be great come summertime.

However, maybe they are still too new, but they restrict blood flow to the toes across the top of the foot; and if the straps are cinched

down too tight, my toes go numb. I'll follow up after a more substantial break-in, but so far would not recommend this shoe.



CTC Advisory Board by Bruce Oppenheim

In recent years CTC has been blessed with the task of deciding where its proceeds from *Sunday in June* should be donated. The decision process for choosing where these funds should be allocated has been addressed at our annual CTC meetings in January.

In the recent past, we have not had a central decision body that can make critical decisions and recommendations for the club. At our meeting this past January, several members voiced concerns regarding the process for selecting the beneficiaries for contributions from the club. Some felt that we should devote more time

and discussion prior to allocation of these funds. Making recommendations on this issue and other issues is the purpose of an advisory board.

Are you are willing to volunteer to be part of this board? If you are already involved or if you

wish to get involved, this is your opportunity. Any club member can volunteer for this board and all volunteers would become board members. The formation of this board will then have the blessing of all CTC members to make recommendations and decisions for the club.

If you think a CTC advisory board should be formed and you want to be part of it, please e-mail the club at clevelandtouring-club@hotmail.com.



COACHING

Improving Cornering by Robert Panzera

Cornering is a skill that cyclists should work to improve. Having good cornering skills is not about riding through corners faster, but instead, safer.

In racing, cornering, especially in the last kilometer, may be the difference between winning and losing. This may not be the case on group rides, but nonetheless, all riders should learn cornering skills to provide safe riding for themselves and cyclists around them.

Practice the following four tips to improve your cornering.

1. Look Ahead As Far As You Can

Look as far through the turn as your eyes can maintain focus. Look “beyond” the turn, meaning your eyes must focus on what is appearing as you round the corner. This will allow you to more readily adjust your cornering angle and avoid upcoming obstacles.

Place your hands in the drops with bent, loose elbows as you approach a corner. Flatten your back by sliding back in your saddle. Lift your neck and head, so you are unable to see your front hub, but can see the road ahead. Turn your head and focus your eyes “through” the corner. Your bike will go where you look.

2. Proper Cyclist Position on the Bike

When cornering, think of yourself as setting up a tripod. The first por-

tion of the tripod is the hand on

When approaching corners, think “outside to inside to outside.”

the inside of the corner. The inside corner hand should place forward (not down) pressure on the handlebar. This forward pressure will help steer you through the corner, and keep good front tire traction. There is very little, if no, handlebar turning; instead you are leaning the bike to cause it to “carve” a corner. For example, when turning right, place forward pressure with your right hand on the handle bar and lean the bike to the right.

The second portion of the tripod is your outside leg. The leg to the outside of the corner should be fully extended; that is, the crank on the outside of the corner should be in the down (6 o'clock) position. Apply tremendous pressure to this down pedal, essentially “standing” on it. The pressure will provide rear tire traction and force it to carve through

the corner. For example, when turning right, extend your left leg, and place pressure on the left pedal.

The third portion of the tripod is your buttocks on the saddle. Sliding back in the saddle and placing pressure on the outside of the corner portion of the saddle, will provide more rear tire traction. For more pressure, roll your buttocks onto the extended leg side so you lift more of your weight from the saddle and place it over the pedal. For example, when turning right, roll your buttocks toward the left side of the saddle to allow more pressure on the left extended leg.

3. Proper Placement of Your Bike on the Road

When approaching corners, think “outside to inside to outside.” Always stay within your lane and watch for other cycling or vehicular traffic. If turning right, move toward the double yellow line as you approach the corner (outside), once the corner begins move toward the road shoulder at the apex (and middle) of the corner (inside); when exiting the corner move back toward the double yellow line (outside). In actuality, you are actually taking the straightest line through the corner, thus requiring less leaning and maintaining more control.

Braking prior to the corner, not in the corner, will aid in control. If necessary, reduce



Continued on next page

Improving Cornering *continued from previous page*

speed using both brakes as you approach the corner, release brakes as you enter the corner to accelerate through and out. If necessary, pedal as you exit the corner once your pedals clear the ground. If you need to brake in the corner, using your back brake is a better bet, as it reduces the chance of losing control.

4. Attack the Corner

When a cat is scared, it arches its back away from danger, and extends its front legs and paws. When a cat attacks, it crouches low, keeps its head low directly

“Be safe by never attempting to corner at a speed that you cannot handle.”

over its paws, looks ahead, and focuses on pouncing on its prey.

Attack corners by being active, not passive. Focus and prepare like an attacking cat. The analogy may seem a bit silly, but visualize a cat's attacking posture when cornering:

- Actively flatten your back to lower your head over your hands, thereby lowering your center of gravity providing more stability;
- Purposefully look ahead and “through” the corner;
- Aggressively setup for the corner using the tripod method; and
- Actively pick a line that straightens the corner.

Conclusion

Cornering is a technical aspect of cycling, but it is part and parcel to its enjoyment. It is important that you learn, understand, and practice the skills necessary to corner in a controlled fashion.

Practice the above techniques in a parking lot with little or no traffic, using cones or water bottles to mark corners. Once mastered, attempt the techniques in corners on a flat road with little or no traffic. Eventually attempt these techniques on downhill corners.

Be safe by *never* attempting to corner at a speed that you cannot handle.

Robert Panzera is a Level 2 USA Cycling Coach, NSCA Certified Strength and Conditioning Specialist, and owner and operator of Cycling Camp San Diego (CCSD). CCSD is designed to provide a venue of warm weather training miles in the off-season for serious touring and elite racing cyclists. For more information about Robert Panzera and CCSD, visit

www.cyclingcampsandiego.com or

e-mail

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Wednesday Evening Potluck Picnics by Frank Zoretich

On Wednesday, April 8th, after the 7 p.m. CTC ride, a hot dog potluck picnic will be held in the Forest Picnic Area pavilion, located diagonally across from the Nature Center parking lot. All CTC members are invited to attend!

CTC will provide the hot dogs, buns, baked beans and macaroni salad, as well as the condiments. Please bring a place setting, a beverage of your choice to drink and a dish to share



with your fellow cyclists.

Also, please note that the Hot Dog Potluck Picnic is free to those who are

CTC members (individual or family). If you are not a member, a donation of \$5.00 is

appreciated.

The potluck picnics will be held throughout the season on the following dates:

- May 13, 2009
- June 10, 2009
- July 8, 2009
- August 12, 2009
- September 9, 2009

Hope to see you there!

Mark Your Calendar: Upcoming Rides

Lake Metroparks Bike Rides

Are you looking for a fun and social group ride? Consider the rides offered throughout the season by Lake Metroparks. There are more than ten weekend rides and clinics offered this year, and CTC's own Gloria Costello is one of the ride leaders! *Please note, you must register for the bike ride in advance in order to participate. Register online at www.lakemetroparks.com or call 440-358-7275.*

An upcoming Pre-season Bike & Ride Clinic will be held on Saturday, April 11 at the Painesville Township Park. Take a 15 mile bike ride, and then attend a maintenance clinic. Cost for attending is \$10, and \$5 for each additional family member.

An enjoyable upcoming event is the Flying Burrito Mexican Ride, which will be held on Sunday, April 26 at 10 a.m. For a \$15 fee, participate in a 25 mile bike ride that starts and ends at the Flying Burrito Cantina in Madison. At the end of the ride, sit down and enjoy Mexican food!

This year, the Metroparks has new rides on the schedule – five Thursday Evening Social Bike Rides. Cost is \$5 per ride or \$15 for all five rides. The dates, times and locations are as follows:

- March 26 - Chagrin River Park, Reeves Road, Willoughby
- April 9 - Veterans Park, Hopkins Road, Mentor

- April 23 - Penitentiary Glen, Kirtland-Chardon Rd, Kirtland
- May 7 - Chapin Forest, Hobart Road, Kirtland
- May 21 - Girdled Road, Radcliffe Rd, Concord Twp

To see a list and detailed description of all of the Lake Metroparks rides, visit http://www.lakemetroparks.com/programs/activities/documents/2009_LMP_Bike_Ride_Schedule.pdf.

Memorial Day Weekend Horsey Hundred Ride by Gloria Costello

The Horsey Hundred is held each Memorial Day weekend at Georgetown University, near Lexington, KY and is hosted by the Bluegrass Cycling Club (please note, this is a different ride from the Blue Grass Ride hosted by Bill and Julie Maurey, which was featured in the February 2009 CTC newsletter). Leave on Friday afternoon and ride Saturday and Sunday through beautiful horse country. There are several route options from which to choose.

Overnight accommodations include staying in the Georgetown University dorms, camping at the Kentucky Horse Park, and local hotels or Bed & Breakfasts. For more information about the ride or to register, visit the Bluegrass Cycling Club web page at www.bgcycling.net. If you would

like details about where to stay or riding with other CTC members, contact Gloria Costello at gloria308@sbcglobal.net.

Cyclon 2009 by Gloria Costello

The Toronto Bicycling Network hosts Cyclon, a three day bicycle touring event. Cyclon 2009 will be held in St. Catharines, Ontario from August 1-3, 2009. Plan to arrive on July 31, 2009. The ride includes maps, meals, support and accommodations. I have done this ride several times, and they have all been very nice. Meals are at the college and include a dinner dance on Sunday night.

Please note that registration and method of payment will not be available until April 30, 2009. The accommodations are in townhouse dorms, which sleep four or five people. If you want to join other CTC members at Cyclon 2009, contact Gloria Costello at gloria308@sbcglobal.net. When we register, we should use one person's name in order to have dorms next to each other. We will also need to determine who will be in each dorm. Also, you may need to bring your passport, since the ride will be held in Canada.

Although details about Cyclon 2009 are not yet available at the time this newsletter was published, visit www.tbn.ca for additional information about the ride.

CTC Ride Schedules

Cleveland Touring Club offers rides five days per week, on Tuesdays, Wednesdays, Thursdays, Saturdays and Sundays. Maps are provided on the CTC website for Sunday rides. Tuesday and Wednesday ride leaders provide a limited supply of maps on the day of the rides.

On Saturdays, the group meets and decides where to go, but no maps are provided. Occasionally, tandem rides are scheduled for Saturdays (maps will be provided for the tandem rides). On Wednesdays there are two rides available. Visit

www.ClevelandTouringClub.org to view and print the schedule and maps.

Tuesday

Tuesday night rides will start again on *Tuesday, April 7* and continue until the last Tuesday in September. The rides begin at Concord Woods Park in Painesville and leave the parking lot at 6:30 p.m. Plan to arrive by 6:15 p.m. to make sure you are not left behind.

Ride Leader duties are shared throughout the season by Tom Marsh, Dave Weglicki and Craig Connors. Maps are provided and the routes range from 20-45 miles, depending on the time of year. The terrain is hilly to flat with long uninterrupted sections, perfect for working on your group riding techniques.

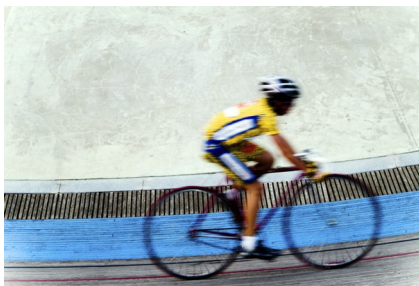
Rider abilities range from C to A, with average speeds of 15 - 20+ mph. Nan Horvath (Ride Leader, Emeritus) will occasionally lead her own group as well at a more leisurely pace. New riders are

welcome to join, and -helmets are required. Call 440-269-1199 if you have any questions.

Wednesday

7:00 p.m. Ride - The Wednesday night 7 p.m. rides begin April 1, 2009. The group meets at the North Chagrin Reservation, and is recreationally paced with a ride leader. New riders are always welcome. For more information about this ride, call 440-347-9541.

6:30 p.m. Ride - The Wednesday night 6:30 p.m. rides also begin on April 1, 2009. Meeting at the North Chagrin Reservation, this is a faster-paced ride but all riders are welcome. For additional information, call 216-702-2897.



Thursday

Thursday at North Chagrin Nature Center meets at 6:30 p.m. Terrain is rolling to hilly. There are three separate groups for the recreational to advanced rider. Maps are available at <http://sports.groups.yahoo.com/group/CleveTourClub/files/>, by direct mail, or day of ride. Contact Mike Schmidt at

michael_schmidt2us@yahoo.com

to be added to the mailing list for maps.

Saturday

Saturday – Pick-up ride at North Chagrin at 10 a.m. on March 28. Start time moved to 9 a.m. starting April 4.

Sunday In June training ride from Todd Field in Willoughby - goal of completing the century at a 18-19.5mph pace. Maps available at <http://sports.groups.yahoo.com/group/CleveTourClub/files/>

- March 28 – 9 a.m. 36 miles
- April 4 – 8 a.m. 40 miles
- April 11 – 8 a.m. 43 miles
- April 18 – 8 a.m. 47 miles
- April 25 – 8 a.m. 51 miles
- May 2 – 8:30 a.m. 56 miles (Special start time – ride to NC, combine with Festival ride)

Sunday

Visit the club website for maps and directions to start location.

- March 29 – 10 a.m. North Chagrin pick-up ride
- April 5– 9 a.m. Burton to Windsor or Parkman, 28-45 miles
- April 12– 9 a.m. HubBub to Russell or Kirtland, 30-45 miles
- April 19 – 9 a.m. Landerwood Plaza to Solon or Hudson, 23-45 miles
- April 26 – 9 a.m. Gurney School to Geauga Lake or Chagrin Falls, 22-34 miles
- Sat. May 2 – 9 a.m. North Chagrin to Chardon Maple Festival, 40 miles
- Sun. May 3 – 9 a.m. Northfield Center to Peninsula or Bath, 30-42 miles

Cleveland Touring Club

Cleveland Touring Club
3770 Northwood Rd.
University Heights, OH 44118



Cleveland Touring Club is a group of recreational cyclists who ride mostly in Lake, Geauga, and Cuyahoga counties in the Cleveland, Ohio area.

Our emphasis is on group fun and physical fitness, and our riders include a wide range of ages and riding abilities from the faster riders (all ages), to people in their 20's through 80's.

If you have information to include in upcoming newsletters, please email Sarah VanGilder at hawkeye-fan4411@sbcglobal.net or vangilder_2@hotmail.com

CTC Club Notes

CTC LIST-SERVE. Many members are missing out on announcements from other club members. To receive updates via e-mail from club members regarding schedule changes, weather conditions, road closures, parties, membership, road maps, *Sunday in June*, scheduled rides, etc... simply send an e-mail to clevelandtouring-club@hotmail.com with a simple request to be added to the List-Serve. You will receive an invitation from the list-serve manager within a few days. Beginning July of 2009 this service will be available to paid club members only.

CLUB DUES. Club membership is annual and starts May 1 each year; so no matter when you sign up with the club, your membership runs from May 1 to April 30. You can also renew your membership with the Sunday in June form.

RIDER STATUS. All riders who join CTC on scheduled weekday and weekend rides *must* be Cleveland Touring Club members. The standard club liability waiver must be signed by all participants. Guests are welcome, but regular and occasional riders must join the club to receive maps, to be covered by club insurance and ride leadership. CTC

ride leaders are frequently updated with membership status.

SUNDAY IN JUNE. Mark your calendar, Sunday in June will be held on June 14, 2009. The event will be held in Burton again this year.

This full-service tour offers routes 25, 50, 62 & 100 miles. As a club member you can register for the ride at a reduced rate. Early registration is discounted and closes Saturday, May 30; so don't delay, register today! Go to www.ClevelandTouringClub.org to download registration forms.