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APRIL 2004

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The Voice of Cyclists in Northeast Ohio

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ELECTRONIC ACCESS: Via email: crankmail@wowway.com. To subscribe to the forum email list (free), from the email account where you want to receive messages, send a blank email message to: crankmail-bike-subscribe@topica.com

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From the Editors

Community. Communication. It is obvious to see when these two words are placed together, that they are inexorably connected. They come from the same Latin origins, *communitas* (fellowship) and *communicare* (to join, unite). Merriam-Webster defines community as: a unified body of individuals, a group of people with a common characteristic or interest living together within a larger society. Communication is defined as a process by which information is exchanged between individuals. That pretty much describes how we see our role here at CrankMail, to communicate information to a group of individuals with common interests within the larger society of Northeast Ohio. That interest is, of course, the bicycle, whether it be for pleasure or necessity, your pastime or your life's work. We hope we can inform, entertain, educate and help unite this very diverse community of individuals who share a common interest in this incredible machine.

This month's cover is one of Cleveland's own, Earl Mathew Wilcox, of the Cleveland Mounted Police Unit. The photo was taken near his home on East 101st between 1915 and 1925. Earl is the great grandfather of Dan Weitzel, of Medina. Unfortunate that the Cleveland Bicycle unit has been disbanded but there are many other departments in NE Ohio that do utilize the bicycle successfully in fighting crime.

We hope you enjoy this mailing. We've included the Ohio Bicycle Federation 2004 Calendar due to the generous contributions of several local bicycle shops. We encourage you to patronize them.

Martin Cooperman and Tom Meara, Editor & Publisher
March 2003

You Can Subscribe!

If you're not a club member you can get *CrankMail* by subscription! One year of *CrankMail* (10 issues) costs only \$11.88 (new subscribers only). Send along a check made out to "CrankMail" and clearly write your name and mailing address below. Renewals are \$12.96 per year (prices include sales tax).

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Gossip

We got a few replies to our Hey Cranky 'toughest' hills column. We have to acknowledge **Mike Mele** for pointing out that Boston Mills Road east from Riverview East is a tough climb and not on the list. If you measure carefully it does displace one hill listed in the column and ranks as #4 on the half-mile list. Kudos to Mike for pointing it out. Are there any more? We'd love to hear from you.

Cranky was also called on the carpet by some readers in **Walnut Creek, California** for not mentioning that, though Mt. Washington is notable in the East, they have some tough hills out there. At 3949 ft Mt. Diablo dominates the East Bay. The last five miles of the state park road to the top weighs in at an average 11% grade. A very impressive hill by any measurement.

CrankMail plans to have some fun with this year's **Tour de France**. No we didn't get press credentials nor an offer to ride along in the Postal Team car, but we did get a **prize** donation from a local shop and will have a **contest** based on the tour. Watch next months CrankMail for all of the details.

HubBub Custom Bicycles is inviting the cycling community to an **Open House** to celebrate the grand opening of their new facility in Chesterland. On **Saturday, April 17th**, HubBub will be showing off the new coffee shop (High Peaks Coffee) and yoga studio (DailYoga) that comprises the balance of the space at 8005 Mayfield Road.

The Open House will run from 10am until 5pm. Refreshments will be served, including samples of High Peaks' organic coffees and teas. For more information and directions to the store, check www.hubbub.com/openhouse.htm or call, 440-729-2499.

We know at least one person is reading this publication. **Ethan Fry** pointed out that there is no institution named Wooster Polytech in Massachusetts, so **Chuck Harris** was not able to graduate from there. A fraud perhaps? Yes, but not on Chuck's part. The fraud is on those two who call themselves editors and missed the proper spelling of the town of **Worchester, Massachusetts**.

Neil Kaufman of B&K Bicycle was on the STUDIO 3 program last Tuesday, March 9, explaining to Fred Griffith and Holly Strano the difference between men and women. At least as far as bikes and accessories go! It was part of our March Men's and Women's Cycling Day events to let the biking public know about our expanded Bike-Fitting services.

Last year there were several changes in the leadership of the **League of American Bicyclists**. A group opposing the changes, **LAB Reform**, claims they subvert the LAB statement of purpose and feel the board has taken control away from the members by changing the Bylaws without member approval. Members were not even told about the changes until weeks later, according to LAB Reform.

For more information on this controversy visit www.labreform.org. You can also visit the League of American Bicyclists website for information at www.bikeleague.org/index.cfm



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

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

Hello Fellow CTC's. Please welcome the following new members to our club:
Nell Rapport of University Hts., **Richard & Vikki Broida** of Cleveland Hts.,
Richard Leskovec of Willoughby, and **Rosemary Healy** of Euclid.

For anyone who renewed their membership dues by using the form from the March Crank Mail (this includes myself), **PLEASE NOTE** that your dues went to an old **incorrect address** (in Grand River). The form included in this issue has the correct address (in Euclid) so use this form to renew your dues. If you did send your dues to the old address, hopefully the post office will return it to you so you can redirect it to the correct address. (It took about two weeks to get mine returned to me.) So **PLEASE RENEW NOW** using the form in **THIS ISSUE**. Sorry for the snafu!

Ride Schedule

Date	Time	Ride
Apr 4	9:00	BURTON to Windsor (28) Parkman (45) Rolling
Apr 11	9:00	NORTH CHAGRIN - Easter Sunday Pick Up Ride Varied terrain
Apr 17	9:00	NORTH CHAGRIN to CHARDON MAPLE FEST (40) SAT RIDE Hilly
Apr 18	10:00	LAKE FARM PARK to Kirtland & Kirtland Hills(25,45) BIKE/BLADE EXPO & SWAP @ NOON after ride Rolling/Hilly
Apr 25	9:00	CHESTERLAND to Russell (30,45) Rolling/Hilly
May 2	9:00	NORTHFIELD CENTER to Peninsula (30) Bath (42) Pancake Breakfast @ Stanford House near Boston Mill Ski AreaAlternate North Chagrin Pickup Ride Hilly
May 9	9:00	GURNEY SCHOOL to Mantua (35) Lake Rockwell (55) Rolling
May 16	8:30	CHARDON to Punderson (25) Hiram (50) Rolling

CTC RIDE START LOCATIONS

BURTON, Berkshire (Burton) High School, 1 block north of town square, park on north side

CHARDON, Rt. 6, Chardon Plaza, parking across from McDonald's

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

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

LAKE FARM PARK, Rt. 6 east of Rt. 306 - Main lot / 8800 Chardon Rd. (Rt. 6), in Kirtland

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

BIKE TO WORK DAY!
FRIDAY, APRIL 30TH

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Lost and Found

It was the week before Xmas and we couldn't think of a thing to keep us at home, so we bundled up and headed outside for a 9AM ride. The sky was its usual grey, cheerless self. The temperatures were in the high 20's; cold, but it could have been worse. Somehow it feels warmer when we're riding in a group, as though we could huddle together for warmth. So **Ann Henderson, Edie Antl** and I left from Cleveland Heights heading south to Peninsula.

We had some stops to make along the way. Ann and Edie headed for Bialys Bagels to pick up victuals while I rode by **Lu Stevens'** house in Shaker. Lu's bike came as a surprise. Unlike the salt-stained winter beaters the 3 of us were riding, Lu had a finely fitted out titanium bike in immaculate condition. My eyes grazed over the beautiful finish, the bright, shiny components, and a thought came to my mind: 'He's Nuts'.

Lu is, shall we say, competitive, and despite my describing the ride as a modest exploration of the winter landscape, Lu took it to mean something a bit different. As each light turned green, he would stand on the pedals, dash forward, push hard and only stop when he reached the next traffic light, or could no longer make us out in the distance. He did stop, however, and wait for us to catch up. Then we'd repeat the process. Seeing Ann and Edie enjoying their conversation, I tried to close the gap with Lu by asking short questions that required long answers. Like 'tell me all about that new bike, Lu' or 'what trip are you planning for this summer'? It seemed to work. By the time we reached the edge of Solon we were together again at the last stoplight before Dick's house.



Dick Myers is a very punctual person and was patiently waiting for us at his garage door when Lu and I turned into his development and up his driveway. Intent on greeting Dick and explaining our late arrival we failed to realize that Ann and Edie had not been watching, and missing the turn, had gone straight past the development. Rumor has it that Ann had been picking her nose at the crucial moment. With her mitten on.

Realizing they were not behind us, I scampered back up the road but could find no sight of them. In the direction they were heading was a steep downhill, and in the minute we were at Dick's, they had disappeared. Lu and I felt awful. We had ditched our loyal companions just like that. Assuming they were following our original route to Peninsula, we three hopped on our bikes and headed for town.

There was a pretty brisk headwind, mostly from the south that slowed our progress along Hawthorne Parkway connecting the east side Metroparks. But

it would have slowed Ann and Edie's progress too. Lu's competitive drive was now an asset as Dick and I struggled to keep up, certain we'd overtake the women shortly. It was not to be. An hour later we coasted into Peninsula finding the bike rack at Fishers empty. We filled it with our own. All through lunch we kept looking out the window and at the door every time someone entered, expecting our missing riders. Eventually we finished lunch, gave up the search and left for home. On the way back along Riverview Rd. by the Boston Rd turn off, we had a run-in with a driver. Lu was, as usual, well ahead and I was riding to Dick's left. A nasty fellow, with kids in his car, honked at us, sped ahead momentarily and then swerved towards Dick and jammed on his brakes trying to cause Dick to run into his car. Dick's an experienced cyclist and handily avoided him, but barked out an indignant warning. I was stunned. We started up again, and again the fellow pulled the same maneuver. In all my years of commuting, no one had ever done that to me. I whipped around the fellow's left side heading for his side view mirror with full intent on giving it a sharp blow. He saw me just before I got there, revved the car and sped off.

We were both fine, if a bit shaken. Dick was prepared to let this go, but this fellow had taken things a bit too far. As I suspected, he was heading $\frac{1}{4}$ mile down the road to the Boston Mills ski center and I took off in hot pursuit. Dick, keeping a cool head, turned down Boston Rd to retrieve Lu, who had missed all this. Meanwhile I tried to follow the car into the densely crowded parking lot but lost sight of him. I circled the lot looking for the plates but just couldn't find him. My temper was ebbing as Dick and Lu arrived to lend at least moral if not other support. We decided to drop the matter and enjoy our ride home.

We had decided to take an abandoned road out of the valley. Stanford Rd, past the youth hostel, turns to broken asphalt and dirt, but now was covered in snow. We bravely rode that surface until it became too steep and too deep and then bravely walked up to the crest and over to the other side, until we found it cleared and paved again.

Dick was just getting over a cold and had decided to have his wife pick him up a few miles later and she arrived just as we did at the

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rendezvous. Lu and I had a nice chat on the way back, him telling me all about his Cycle Oregon adventures from the previous year.

Back in the Heights I stopped at Ann's house but found no one home. I stopped at my house and waited. And waited. An hour later Edie arrived, cheerful and hungry. And full of stories about their adventure and questions about where we had gone.

It turned out that Ann, realizing we were not ahead of them, remembered an old rendezvous point, the Arabica's at Bedford, and, certain that I would remember it too, spent an hour there waiting for us. I did, indeed, remember it but had presumed instead that they would make their way directly to Peninsula. They finally did just that. Along the way Ann realized that I had the pump and patch kit she was relying on in case of a flat, so they stopped at Century Cycles to pick that up. The fellow in the store mentioned seeing 3 guys who had recently left in the same direction they had just come from. If the hour at Bedford explained why we had not met in Peninsula, what explained us not meeting when we were heading back along the very same route they had just taken to get there? This had us stumped. They had taken that very same Stanford Rd and walked it just as we had. We even saw their tire tracks. Ann solved the mystery when we explained it all to her later. The few minutes we spent fruitlessly tracking down that fellow at Boston Mills was just when Ann and Edie had turned onto our road and headed for Peninsula. We had missed each other by moments.

You'll probably think that's the end of the Lost and Found story, but not quite. Edie, hardy, dependable Edie, careful, reliable Edie, left the prized dark blue fleece mittens I had lent her, the family heirloom, the ones with the Cleveland Indians logo on the back whose edge catches your nose in mid wipe, the ones I had bought at the Half Price Monday sale at the Unique Thrift shop near the West Side Market just a few weeks before for \$.79, at Fischers.

She was crestfallen at having to break the news to me. She could barely look me in the eye. I stared gravely at her for a moment, and then in my most sonorous voice said: 'Hey, that gives me the chance to ride down there again tomorrow after work'. Which is just what Ann predicted I'd say. And just what I did. The weather was lovely, warmer with almost no wind. The people at Fischers did their utmost to help me out. Opening their lost and found drawer they tossed out hats, scarves, gloves and boots, and finally, happily, my pair of very used dark blue fleece mittens with the Cleveland Indians logo on the back that catches your nose...well, you know.

There's a moral to this story: Don't make turns off the route until you're sure everyone has seen you. Or, don't pick fights with testy motorists when you're trying to hook up with lost companions. Or don't lend dark blue mittens to even your best friends unless you keep an eagle eye on them (the mittens that is). But there's one more moral. If you're ever caught out without some piece of warm winter gear, just stop at the nearest restaurant and tell them you lost something. You'll find a replacement for it, whatever it is.

Marty Cooperman.



April 2004 Calendar

Date	Starting Point	Destination	Miles	the etc's
04/04	Oberlin Inn	New London	50	The first long one of 2004
04/08	Nordson Depot	Meeting	7:30	Finalize AFROST, be there!
04/11	Amherst	Easter U-Show	25ish	A quick Easter AM ride
04/18	Oberlin Inn	Huron	50ish	We haven't been here in a LONG time!
04/25	Nordson Depot	AFROST	25, 50 & 62	A freebie invitational

We change to DAYLIGHT SAVINGS on the first Sunday of April. Rides STILL start at 9:00 Eastern DAYLIGHT Savings time.

Note: We scheduled a new starting point in Amherst. We've used it ONCE so far this year (as I write this). All Amherst rides will start from the City parking lot just east of Church Street. It runs from Tenney Ave thru to Park Ave (by the bowling alley). Park on the Tenney Ave end near the flag pole and picnic benches (Angelo's Pizza is across the street).

This is the first month with real destinations. Of course, if the weather goes to pot, we'll take that into consideration on ride morning and change the destination to fit the weather.

Saturday rides from Prospect School at 9:00 will continue as long as the weather permits.

We can try some weeknight in April. If we start at 5:00, we can get in 25 miles before dusk. Let's try it!

AFROST will depart the Nordson Depot in Amherst at 9:00 on the 25th of April. Once again, it'll offer distances of 25 (to Oberlin), 50 (to Wellington) and 62 (to LaGrange). This is a no frills ride. There are restaurants in the three towns for food. Directions to the Depot are on the AFROST page on our Web site at http://www.eriecoast.com/~lorainwheelmen/lor_af.htm.



**P.O. Box 844
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www.medinabikeclub.org**

Contact the following for information

President:	Shawn Conway	330-764-3019	snsqconway@aol.com
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Ride Coord.	Tom Byerly	330-723-4782	teberly@lxdesign.com
Ride Coord.	Carl Bidinger	330-336-5190	crbidinger@westfieldgrp.com
Secretary:	Dave Ling	330-725-3974	db13000@aol.com
Mtb Coord.	Dave Towne	330-321-8758	djtowne@earthlink.net

Tuesday Night Rides

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

Starting Points:

April - Medina County Career Center

July - Hubbard Valley County Park

May - Medina County Career Center

Aug - Plaza 71 Route 18 & 71

June - Buckeye Woods County Park

Sept - Plum Creek 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 Lot – At Jefferson and E. Liberty St. off the Square.

BICYCLE HELMETS REQUIRED ON ALL OFFICIAL CLUB RIDES

CLUB NOTES: At a meeting of those present held March 10, 2004 a discussion of the business of the club ensued. Three members Dave Ling, Shawn Conway, and Lou Vetter attended an ODOT public meeting regarding the upgrade and widening of Route 42 from Medina Public Square to Brunswick Route 303. Comment sheets were distributed for completion and returned to ODOT. The current plan proposes an alternate to include a divided boulevard with bicycle side path. President Shawn announced that the bicycling portion of the Senior Olympics for summer 2004 would be held at Buckeye Woods County Park. Members are urged to be involved either as a participant or spectator. The senior's event is scheduled the week of July 10th, 2004 just prior to the Ice Cream Ride. Shawn also announced that pursuant to club member action from the January meeting our club is one of the official sponsors of the Twin Sizzler bicycle race. We are on the shirt. Jimmy MacDonald will be our official guinea pig for a "bike fit" to be demonstrated at a future meeting. Jimmy was selected because of his involvement and dedication to cycling.

A general discussion ensued regarding club participation in the “Great Ohio Bicycle Adventure”. It was suggested that we sell ice cream on Saturday to arriving GOBA riders to make money. President Shawn reviewed our human resources for such a project and it was determined that we lacked the necessary manpower to pull it off. An alternate plan of selling a “sack breakfast” was put forth and is being pursued. GOBA officials requested that club members act as parade marshals on Saturday evening for the official GOBA Parade. Members could then join the parade as it passes their individual station.

Dave Polcyn reported on progress of the Twin Sizzler race committee. Members suggested possible route improvements for the Twin Sizzler race that would eliminate that part of Smith Road near the fairgrounds, which more closely resembles off road cycling. It was resolved to leave the route as is for the 2004 edition of the race. Members are urged to participate in registration, place picking, route marking, and corner sweeping. Please contact a club officer to volunteer. All members are invited to wear their jerseys to the event in a show of support.

Paula and Sarah are developing our charity gift-giving program for 2004 and it was suggested that in addition to that we donate a portion of the proceeds from the Ice Cream Ride to Safety Town for the purchase of child bicycle safety helmets.

Jimmy MacDonald reported that he is forwarding ride information to Bicycling Magazine, North Coast Sports, and Midwest Bike Magazine. The local cable “A-Channel” is being looked into as well as American Profile” in the Gazette. The Ohio Bicycle events Calendar is completed and is being distributed. Some bike shops have received their copies.

LETTER FROM VETTER:

A Break In The Weather: February 29th of course was the one and only decent day to ride since New Year’s Day. Tom, Laurie, and I rode our bikes to the Hungry Bear for breakfast. The day before, when it was not so decent Joe, Dave Polcyn, Lee and myself rode from Plum Creek Park to Alexandri’s Restaurant for breakfast. The weather was sunny but brisk. Brisk, that’s Ohioan for colder than a well digger’s toes. Dave and Lee were sporting brand new booties keeping their feet toasty warm. They had found a supplier of U.S. Postal Team Booties on E-bay and jumped on the deal right away. They looked pretty good too. Joe and I just had to tough it out till the end with well digger’s toe syndrome. Once we arrived at the restaurant David Ling was there, waiting for us to arrive. The five of us ate well and we rode back to Plum Creek together. Once there Dave Ling continued riding back to his house while the four starters got in their cars and drove home. Now, Lee did offer to drive Dave home but he felt like riding some more. Way to go, Dave.

E-bay: I have been shopping for parts on E-bay. May I offer some words of caution? There are people selling bicycle parts and equipment that “have no clue”. It’s that or else some have no clue while others are dumb like a fox. I purchased a campy derailleur for less than twenty bucks. I thought I was getting the best deal ever until I noticed that part the derailleur cage was replaced with who knows what. The photo showed what I

had not noticed that the cage part was on backwards but still looked like it fit. I bought some jockey pulleys with adjustable bearing and they arrived with grease that had dried out and are frozen. I am cleaning them out and greasing them. It's a dirty job but hey, what else do I have to do all winter. I already patched my holey inner tubes, so maybe I'll patch my old sew-up tires next. For you new riders sew-ups are tires with an inner tube sewn inside the tire. The tire is glued onto a rim made especially for such purpose. This was the only way to get high performance wheels at one time. Today high pressure wired on tires has all but made sew-ups obsolete. They are still used by racers to make the lightest wheels possible.

How's that, Dave?



OPEN HOUSE AND DEMO DAY

Sunday, April 25th

Representatives will be here from Colnago, Carrera, and Bianchi here to show their products and answer questions. Be sure and bring your riding clothes as there will be a number of bikes available to test ride weather permitting. Call for more details.

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Riding, Working and Having Fun in Cleveland

There are a lot of interesting things happening in C-town. From new bike trails to new bike shops opening up around the city, Cleveland has become a great and fun place to live. But with all the good, always comes some bad. Recent times have brought new problems locally and worldwide. Clevelanders have seen the loss of about five great bike shops, city job cuts, and continue to come home from work just to hear more news on continuing problems in the Middle East. Clevelanders everywhere need an escape!

When I am down and depressed I grab my bike and go for a ride and tread all my worries away. When I am done, I feel better about the world and my life! The bike gives me new hope and vitality after a ride, along with the feeling that I accomplished something. Having ridden, raced, commuted and toured all around Ohio, it is nice to know that there are new trails/bike paths to explore. Living on the border of Garfield Hts. and Cleveland, I have to deal with cars and pedestrians on the road. But there is good news. A new section of the towpath is being constructed right in my area. The Cleveland Metro Parks has purchased a lot of land in this area, which is now known as Mill Creek Reservation. Garfield Reservation, which has been around for years, has an alternate all-purpose trail that extends to the Mill Creek waterfalls, some of the largest and most awesome falls in the region. I have lived in C-town all my life and I am now thirty years old and never knew about the falls until a few years ago. The first time I saw the falls it was stunning and breathtaking. Near Mill Creek, the Metro Parks also acquired an old Victorian House that they fully renovated, making it the new visitor center for Mill Creek.

Warner Road intersects Canal Rd., which runs parallel with the Tow Path. North of Rockside Rd. a new reservation was built called Louis J. Bacchi Reservation. This is wonderful; two new parks right in my area! The best part of it all is the Metro Parks is now constructing a new portion of trail that will connect the Tow Path trail on Canal to the Mill Creek Falls, which is linked to Garfield Reservation. The existing towpath north of Rockside Rd. ends at Harvard Ave. and is planned to extend to the Shore Way bike path. What a sweet trail system we have that brings local fun and relaxation to outdoors type of people and also more great business and PR to the bike shops and the community.

Mike Bednarz (Garfield Bike Shop)



Cleveland Bikes

Hi Everybody,

Cleveland bikes is getting more organized with each passing week, this latest information comes from the board meeting, held on March 18th. The meeting was attended by representatives from several local clubs including: Lake Erie Wheelers, Cleveland Touring Club, Western Reserve Wheelers, Silver Wheels, and the Cleveland Area Mountain Bike Association. We are seeking representation from every club in the region so their views, concerns and priorities are heard and addressed.

Individual membership levels have been established with premier levels designated by frame materials. The basic non-voting annual membership is \$25, though there will be a \$15 entry level membership for students and people with low incomes. The basic voting membership level is \$50. Premier membership levels of \$100, \$250, and \$500 are designated as Chrome-moly, Carbon Fibre, and Titanium. A sustaining membership level of \$1000 is also been established.

Club membership is established at \$1 per member per year with a minimum of \$100. A CrankMail subscription will be provided at every membership level.

To increase the visibility of the organization, Cleveland Bikes is planning to participate in the OCBC Scrabble, the Taste of Tremont, and promote monthly Bike to Work days.

- ClevelandBikes

Think Spring Ride

The Akron Bike Club is sponsoring their annual Think Spring Ride on Saturday April 17th. The ride will begin at the Ledges shelter off Truxell Rd. in the Cuyahoga National Forest near Hudson. The ride will begin at 11:00 a.m. This ride is open to the public and is free. This year there will be 3 routes to

choose from. The first will be a 18 mile ride toward Hudson down to Brandywine falls and back on the paved Summit County Hike and Bike trail. This route will be mostly flat with just a couple of hills. There will also be a 20 and 30 mile route into the valley past the Blue Herron Rookery, Hale Farm, Everett Road Bridge, and Peninsula. The 20 mile route will have a few hills and the 30 several more. Pot luck refreshments will be available after the ride. Akron Bike Club requires helmets be worn while riding a sponsored event. Contact Pat Smith at biketwin@alltel.net for more information or visit the Akron Bike Club web site at akronbike.org.



Hey Cranky.....

I saw a bicycle cop the other day; exactly what do they do, chase down speeders? Adam Tweleve.

Dear Adam,

It's funny you should mention speeders, I'll tell you a story about a run-in a bicycle patrolman had with a drug dealer in a Corvette in a little bit.

There really is no such thing as a 'bike cop' though the officer I spoke with did not mind being called that. What you probably saw was a fully qualified police officer who, as part of the department's bicycle unit, chose to perform his duties on a bike rather than a patrol car.

There are several departments in the area that have a special bicycle unit, among them are: Shaker Heights, Rocky River, Medina, Akron, North Olmsted, and Westlake. Cleveland State as well as several other university police departments find the bicycle an excellent way to patrol campus. The Cleveland Metropolitan Housing Authority has a large bicycle unit. The Cleveland Metroparks also utilize 'bike cops', so watch out how fast you ride on the multipurpose trail.

I spoke with Sargent Huspaska of the North Olmsted Police Department for some details on their unit. It's been in service since 2001 and currently has 7 officers assigned to the unit with coverage of 2 officers per shift seven days a week. The officers were recruited from the general force.

Now, you ask, "what do they do when it's snowing?" The officers in North Olmsted decide when to use a patrol car and when a bicycle would be more effective. They use the bikes, weather permitting, from April to December averaging 4-5 hours on the bike per 8 hour shift.

These bikes aren't your typical recreational bike either. I jokingly asked Sergeant Huspaska if they had sirens and was surprised to learn that they do! In fact, the sargent said that the bikes are equipped with just about everything a patrol car has except for a shotgun in the back. I refrained from asking if he could shoot and shift at the same time. The bikes have rear packs (from Jandd) that carry lockout tools, handcuffs, a first aid kit, a repair kit and a ticket book. They have special lights (strobing red, blue and white LEDs) with an integrated horn/siren (115db) for visibility and identification and a headlight.

The bikes are modified mountain bikes, Raleigh F500 in North Olmsted, in black and white, of course. They have suspension forks, self-sealing semi-slick tires, and silent cam rear hubs so they can patrol and sneak up on you. The department used to take them to a local shop for tuneups and repairs



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but the officers have since learned basic mechanics and do a lot of the repair work themselves. I asked if they called for backup when they got a flat (wouldn't that be nice) but they, just like us, fix them themselves.

The officer's wear modified uniforms with reflective gear and yes, a helmet. One item that is difficult to imagine riding in is the mandatory bullet proof vest. Shoes present another difference. They have to be stiff enough for long hours of pedalling yet flexible enough to chase down a suspect on foot. One style is made by Diadora. Clipless pedals are not an option though some officers use toeclips or PowerGrips. The shorts are custom made stretch nylon (no padding, these guys are tough) with cargo pockets and belt loops. And yes, these officers are armed.

An organization, the International Police Mountain Bike Association (IPMBA eye-pimba) located in Baltimore, MD organizes training, competitions, and conferences for law enforcement audiences from around the world. The International Police Mountain Bike Association is a non-profit educational organization providing resources, networking opportunities, and the best, most complete training for public safety bicyclists. IPMBA has been setting the standard in public safety bicycle training since 1991.

Bikes are used in place of patrol cars to provide greater flexibility, stealth, and better access. Quiet, cost efficient, and amazingly effective, mountain bikes are able to bridge the gap between automobiles and foot patrol. Bicycle officers are better able to use all of their senses, including smell and hearing, to detect and address crime. Bike patrol officers are often able to approach suspects virtually unnoticed, even in full uniform. College campuses are an excellent example of where an officer on a bike would be more effective than in a car.

Mountain bikes have proven effective in a number of different environments. They are swift and agile in busy urban areas where traffic snarls and crowds delay motorized units. Bikes are also effective in less urban areas for park patrols, parking lots, campus areas, residential patrols, business security, athletic or civic events, and specialized details. They can be operated on streets, sidewalks, alleys, trails, and in any areas that are difficult to access with motor vehicles.

The most interesting bust made on a bicycle in North Olmsted was when a bicycle patrol officer noticed some unusual activity going on around a late model Corvette. Investigating, the officer rode up on his bicycle undetected and uncovered a drug deal going down. He made the arrest on the spot, confiscating the car, drugs, and money. The suspect was heard commenting while in jail that he was in a \$50,000 Corvette capable of doing 180 mph and he gets busted by a cop on a bike.

So there you have it, Adam. Next time you're out cruising on your bike be sure to obey the traffic laws and signal your intentions, these guys mean business.

Yo, Wheelers!

The bad news is our leader, Jim Gernstetter, just had two partial knee replacements. The good news is it's only two weeks and he is already riding his spinning bike in preparation for TOSRV in May.



Our well attended annual membership meeting was held on Feb. 17, 2004. Volunteers were selected as ride leaders, and more are still needed. The 2004 ride schedule was presented by Cal Kirchick with discussion and questions afterward. The evening concluded with a presentation by Fred Oswald, an effective cycling instructor for the League of American Bicyclists. Fred had some valuable lessons for all bicycle riders, especially commuters.

If you have not already done so, plan on having your bicycle tuned up for the summer. Bike shops will be getting busy shortly, and you may run into time conflicts. Take care of it now if you have to rely on someone else to do the mechanical work for you.

Those members wishing to form a "Team Western Reserve Wheelers" to ride in the M.S. ride, please call Harold Pasternak (216) 921-6306, team captain.

Our ride leaders promise that the club website www.westernreservewheelers.com will contain more information on weekly rides. If adverse weather conditions force cancellation of a ride, it can be rescheduled.

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Ed Reichek



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[VACANT]

Team Manager

TEAM AND CLUB NEWS

Volunteers are needed for the **Chippewa Creek Road Race** on **May 23** – contact Charles Howe as provided above if interested, and note that the race flyer is included in this issue.

The Lake Erie Racing Association Regional Road Calendar is given below through the end of May, as well as on-line at pdqcleveland.org/calendar.html. Special thanks to **Brian Baddour** for his effort in assisting with the latter!

Join us in welcoming new members Mark Mullen, John Bodell, Chad Thompson, Maureen Sullivan, Kim Quint, and Kevin McCready to our club.

Our **2004 uniforms** are here. If you have not picked yours up please contact Marty Marsic (mmarsic@aol.com) to get yours. A limited quantity of extra garments is available.

Three members of PDQ participated in the second EnduraDawgs **Indoor Time Trial** presented by **EMH Center for Health & Fitness, Bike Authority**, and **Accelerade**. **Roger Miller** and **Tom Kriz** competed in the Masters Division, while **Mehul Gala** competed in the Open Division. All reported a fun and well-run event. The indoor time trial is held at the fantastic EMH Center for Health & Fitness where participants, if they have any energy left, can enjoy the facility after the event.

2004 TEAM SPONSORS

PYROapparel is our title sponsor, while **Roger Emerson**, a patent and trademark attorney for the Akron-based firm of Brouse McDowell, is our new presenting sponsor.

Koenig Brothers Construction, Ltd., has been proud to support racing in northeast Ohio since the early 1980s.

Already a race sponsor, **Bike Authority**, does double duty as our shop sponsor, as does **Rudy Project** in the eyewear/helmet department. Be sure to stop by and check out what's new with Rudy in the newly expanded Bike Authority store . . . no, not that Rudy – the sunglasses, dummy!

There is little need to introduce our bicycle sponsor, **Litespeed Bicycles**, whose innovation, craftsmanship, and innovation have earned it the name "World Leader in Bicycle Technology."

Chippewa Creek Road Race Sponsors

PYROapparel is the region's premier manufacturer of custom sublimated apparel for cycling, skating, and skiing applications.

Now in it's 59th year, **Ohio School Pictures** provides individual student portraits and yearbook photography for schools from Pennsylvania to Indiana.

One of the top 25 Cannondale dealers worldwide, **Bike Authority**, now in its ninth year.

Other sponsors include **Saturn of North Olmsted and Middleburg Heights**, **Rudy Project®**, *Technically Cool Eyewear™*, and **CLIF BAR**.

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LAKE ERIE RACING ASSOCIATION

DAY(S) & DATE(S)	RACE NAME & TYPE*	LOCATION	CONTACT
Tuesday Evenings	Westlake Training CT Series	Westlake, OH	Chris Riccardi - 440/843-8026 10915 Windham Dr. Parma, OH 44130-1576 chris16@stratos.net
Saturdays 2/29 - 4/25 (no race 3/27)	Spring Classics CR Series	Mostly southeast OH	Tym Tyler - 614/563-3434 tymtyler@teamcolumbus.org, teamcolumbus.org
Sundays 3/28 - 4/25 (no race 4/11)	Cuyahoga Valley Spring CR Series	Cuyahoga Falls, OH	Brad Hansen - 330/920-9133 1721 Deepwood Dr. Akron, OH 44313 bshansen1@yahoo.com, or truesport.com
Sun. 4/4	North Coast Nautilus Spring Stampede ITT	Avon Lake, OH	Rick Cadwell - 877/722-3728 445-G Avon Belden Rd. Avon Lake, OH 44012 rick@ncnautilus.com, or ncnautilus.com
Sundays 4/4, 18	Mingo Creek CR Series	Kammerer, PA	Don Mosites - 412/422-9595 donom@icubed.com, or acaracing.com/sched.html
Saturdays 4/17 - 5/8	Race-at-the-Lake CT Series	Munroe Falls, OH	Ted Ingraham 1191 Sunset View Dr. Akron, OH 44313-7836 (330) 869-9658 egi@neo.rr.com, or summitfreewheelers.com
Sun. 4/25 4/17 deadline for all entries	Presque Isle ITT	Erie, PA	291 Putnam Dr Erie, PA 16511 814/899-4870
Sun. 4/25	Union Hill Memorial CT	Slippery Rock, PA	Thomas Licker III 934 Hiland Ave. Coraopolis, PA 15108-1810 412/299-7983 NHVelo@comcast.net
Sun. 5/2	Wilkesville-Wilkesville RR	Wilkesville, OH	Tym Tyler as above
Sat. 5/15	Chris Carano Memorial CT	Warren, OH	Tony Potts 330/652-6552 tonyvwoom@sbcglobal.net
Sun. 5/23	Chippewa Creek CR	Brecksville, OH	Charles Howe - 440/235-4458 7652 Inland Dr. Olmsted Falls, OH 44138-1443 pdq_cleveland@yahoo.com, or pdqcleveland.org

*CR - circuit race CT - criterium ITT - individual time trial RR - road race SR - stage race.

This calendar (the on-line version can be found at pdqcleveland.org/calendar.html) is a cooperative effort of the region's race promoters and clubs, and is intended to provide date, location, and contact information only; for the full story, contact the promoter and request an official race flyer.

Interview with a Bike Messenger

Bike messengers are a small but vibrant part of the Cleveland cycling scene. Confined mostly to the downtown area, they ride all year long delivering documents and packages more efficiently than would otherwise be the case via motorized transport. This is an interview with one messenger.

In March, I met J. at the Ohio City Bike Co-op in the flats and conducted an informal interview with her. She's 23, bright, thoughtful, plucky and deliberate. J. didn't see herself as a bike 'outlaw' or renegade. It was just a good way to make money without committing to a profession. She's attended 1 semester of college. At the time of the interview she had been messengering for 3 years and had recently decided to quit. This is her story told mostly in her words.

I grew up in Lakewood around the Madison/Bunts area and remember having a bike from a pretty early age. When I was old enough I got a BMX bike and roamed the neighborhood by bike with friends, built ramps and learned to jump. I always like bicycling.

About 4 years ago I decided to take a 4-month bicycle trip down the West Coast and got my first real exposure to bike messengers in L.A. When I came back to Cleveland I had 'withdrawal pains' not being on my bike every day like on the trip. Through a friend who was a messenger, I got introduced to the Bonnie Speed messenger company downtown, was accepted based on my



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road rides begin april 7th, call for details

friend's recommendation and began work that day. My parents had no objections to it. My Mom even thought maybe she should try it herself, for exercise and to be outside more.

Messengering is a pretty intense experience. You're on alert all the time. The result is it turns you and other messengers into almost a cult, a subculture, where you room together, party together and go as a team to do races in other cities together.

The bad parts are the weather, bad treatment by motorists and some security guards at buildings, the pay, about \$10 / hour and the lack of benefits. Essentially you're an independent contractor, responsible for your own equipment and safety. I had no medical insurance and no worker's comp.

I got into an accident with a car which hit my knee and did some real damage. Nothing was broken but the muscles were pushed to the side by the swelling, and I damaged some vertebrae in my back and neck as well. I was off the bike for 3 months. It was depressing. I wasn't able to walk much less cycle and I wondered if I'd ever be able to do so again. Through physical therapy I was able to walk again and then to bike. I was scared just getting on an exercycle but overcame that, got myself back in reasonable shape and was out messengering again after 3 months. I was able to sue the driver and recover money to pay for my medical expenses and a new bike.

Before the accident I rode very fast and aggressively. Afterwards I slowed down a bit and rode more cautiously. But I never wore a helmet and still don't, even though I own one. I always thought I could use my skills to avoid getting hurt.

Some of the good parts of messengering are that you get to know the ins and outs of the city, the buildings and the businesses and the details of the architecture. You start noticing little nooks and crannies all over downtown. I learned the layout of the city, how the address system worked. You probably know that the east-west addresses start with the nearest cross street number, but did you know that on streets going from north to south the numbers start at zero and go higher as you go away from the Lake? The scariest parts of the city are between E. 20 – 40 streets. No one ever got physical with me, but I did get yelled at – catcalls. You also get in really good shape riding every day. Riding downtown makes you feel like you run the show.

Some drivers get very pissed at messengers and I got lots of horn honks. I gave them the finger back. But I only know of one messenger who actually got in a fist fight with a motorist.

The worst riding was in cold rain. I started in the winter and my first week was in just that kind of weather. It was worse stopping for each delivery than if I was just riding continuously. With every stop I'd just begin to warm up inside a building when I'd have to go outside and be chilled all over again. I never rode a long enough distance to really warm up.

I learned about good gear to use during this kind of weather. I rode in Gortex hiking boots, Gortex jacket, waterproof hiking gloves, waterproof ski pants a hat and scarf. All outdoor gear, not normal cycling gear.

After work I'd just crash. I'd lie down and relax and eat. On the weekends I'd recover, then ride to friend's houses or on other local rides. I never really got tired of bicycling although I'd be physically tired at the end of each day. My bike was a Schwinn 'racing' style bike with a single-speed freewheel, not a fixed gear. One gear was all I needed on the relatively flat streets downtown and in Lakewood. I learned to do my own mechanical work from other messenger friends. I was especially good at fixing flats. I could change a flat in 3 minutes, not fixing a bad tube, just swapping a good one for it. The first 3 months of riding I used cheap tires and got flats every 3-4 days. Once I got 10 flats in a single day. After that I got higher quality tires and the flats came less often.

When messengering I usually ran the traffic lights. It was annoying to wait for them and besides I'd never have made good money if I'd waited. As a female I got worse treatment from some of the building security guards. I knew them all. Sometimes I'd be in a building 10 times a day. The bad ones would let the guys just sign their first names, where they'd make me sign my full name, what company I worked for, where I was going in the building, look over my ID, have my bag searched. I was in a hurry. Sometimes I'd just sign my first name and head for the elevators and some guard would hunt me down in the elevator and make me come back and sign in fully. They must have gotten a sense of power from it knowing that unlike the guys, I wouldn't yell at them. The female messengers were easy to victimize and abuse this way.

On the other hand, the customers were very friendly. The secretaries who would take my delivery or give me something to deliver would engage in small talk, ask about the weather, tell me I was lucky to be outside on a nice day. They seemed impressed that a woman could be a messenger and thought I was pretty daring.

I stopped messengering last year when I came back from vacation, partly due to the fact that messengering is suffering from bad times. 15 years ago a company would have 10 messengers now they're down to 1 or 2. It's a dying profession. The courts are finally going electronic so much of the business in hand-delivery of documents isn't done anymore. Fed-Ex is in all the big buildings downtown and even though they're a little more expensive, it's more convenient for secretaries just to hand the package to them for delivery if it's not needed right away. We still get the right-away deliveries, though. Also there's less business in general downtown. Many of the buildings are 40% vacant.

What I got out of messengering was a sense of confidence. Now I can ride anywhere I need to go, I can carry anything reasonable on a bike. I commute from my place in Tremont to downtown every day by bike. I work at a Phoenix coffee house for about the same money. I miss the riding and being outside. Maybe I should start messengering again. Maybe.

Interviewer Marty Cooperman

Earn A Bike programs
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The OCBC is a non-profit, 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 by volunteering to refurbish the used bikes we sell.

News: The Columbus Road Bridge will be bike-friendly! Our research of non-slip surfaces used on similar metal-grate bridge decks in Chicago, and support from Councilman Cimperman, led to a visit from Commissioner DeVaul to assess the job of eliminating the dangerous condition on our cycling link to Ohio City. We're waiting to see if it will be done in time to show off on the SCRABBLE in July.

Project: Learn, an adult-literacy program, has signed on as co-presenter of the **SCRABBLE** (Summer Century Ride and Beach-to-Beach Lakefront Experience), set for **July 18th**, starting at Edgewater Beach. Planning meetings are being held on alternate Sundays after **9AM route-scouting rides** – all are welcome to join us: details are available under “**SCRABBLE planning**” on the forum page of the website.

Thanks to the efforts of founding member Ray Query, OCBC sent 15 surplus bikes and a stack of spare tires to a local priest working in the Congo. Contacts have also been made to prepare a donation to the Bikes to Ghana project in the near future.

Since beginning our adult membership program more than a year ago, we have developed a system of discounts to reward members for their volunteer time (for details see the website membership page). Diligent database-management by Matt Friedland made it work, but now that he's busy selling Macs, and we have more members to reward, we're thankful that webmaster Melvin has made time to automate most of this work, and link it to our website. Now when volunteers clock-in, members see their “banked” shop hours and discount status — no more calculator required. Thanks, Mel. You should add “Data-god” to your forum user profile, and post something about your hill-climbing prowess while you're at it !!!

Upcoming events: Before holding our League Cycling Instructor seminar on June 5th and 6th, the prerequisite **Road 1 course**, on how to ride effectively in all traffic situations, will be taught twice by local LCI's Karl Weisel and Fred Oswald, **on Saturdays in April and May**, in three, 3-hour classes. It's a great chance to get professional training to help us teach Earn A Bike classes, or just for your own peace of mind on the road! On **April 18th** we present the 15th **Walk or Bike for the Earth** with the Earth Day Coalition. Please see the article elsewhere in this Crankmail. **On April 29th OCBC will host a dinner dance for Food Not Bombs, to help them celebrate 25 years of locally fighting worldwide hunger.**

Members' special: Our mushrooming supply of horizontal-dropout road bikes, and discovery of a simple way to fit new 700c rims to 27" wheels, inspires us to offer **do-it-yourself single-speeds for under \$100** (half of which can be paid with shop hours). Since all bikes come with a trial membership, *anyone* can go “singley”!

April 18th Earth Day Family Ride Offers New, Simpler Format

As they have for the last 15 years, local cyclists can again celebrate Spring with a scenic urban ride, and learn about important environmental issues (like how to make our area more bike-friendly!) together on Sunday, April 18th, at the Walk or Bike for the Earth. In past years this ride has been uniquely different — part demonstration, part transportation — beginning at Public Square and ending at EarthFest at the zoo.

This year though, the event will be simpler and easier to join. It will start and finish at the Zoo, so more riders will be able to enjoy EarthFest, Ohio's largest environmental education event, presented by the Earth Day Coalition, with music, children's activities, and exhibits by the area's many green businesses and non-profit groups.

The event is an easy 10, 20 or 30 mile ride (or 5 mile walk), but will offer its regular riders a fresh look at the city. It is still only \$15 for adults, \$8 for kids, or \$30 for families (two adults and two kids), which includes a free bike safety check, Starbuck's coffee at the start, an ample snack and free Zoo admission at the finish. It's a great way to see the Flats and redeveloping downtown neighborhoods on a surprisingly quite, well-marked route, with a map and cue sheet, ride leaders and sag vans.

Optional donations are rewarded with gifts of value from: Century Cycles, Ohio City Bicycle Co-op, Southwest Airlines, the YMCA, and others, and benefit the Ohio City Bicycle Co-op's Earn a Bike program and Earth Day Coalition's year-round environmental education programs. Special awards for donations from groups (like bike clubs!) include a billiards party from Jillian's.

The only thing that has changed is that no one needs to leave their car downtown. Anyone who wants can still get a free ride from the Zoo to Public Square on an RTA bus, if only to try out the 2-bike racks they will be offering city-wide this year!

Pre-registration is encouraged with a free Century Cycles water bottle to the first fifty folks who register at OhioCityCycles.org, or download the form and mail it to 1823 Columbus Avenue Cleveland 44113. Entry forms are also available at bike shops, public libraries and area retailers.

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President: Russ Marx 440-582-3454 * Vice President: Greg James 440-331-9419

Treasurer: Bob Ugan (unlisted) * Secretary: John Whitaker 216-485-9184

Membership Chairman: Dan Izuka (440) 734-5777

LEW Club Weekend & Holiday Ride Schedule

Apr. 4 10:00 Scenic Park to Euclid - 45 flat miles.
Apr. 11 9:00 Easter – Olmsted Falls Pickup Ride.
Apr. 17 10:00 Women's Ride: Bonnie Park to Scenic Park - 40 miles.
Apr. 18 9:00 Bonnie Park to Richfield - 40 hilly miles.
Apr. 25 9:00 Olmsted Falls to Oberlin and Kipton - 50 or 60 miles.

May 2 9:00 Bonnie Park to Peninsula - Stanford House Pancakes - 50 miles.
May 9 9:00 Bonnie Park to Scenic Park - 40 miles.
May 9 10:00 Bike Path Ride: Berea Falls to Scenic Park - 28 miles.
May 15 9:00 Women's Ride: Scenic Park to Big Creek - 36 miles.
May 16 9:00 Tour de Cleveland - 30/65 miles.
May 23 9:00 Brecksville to Chagrin - 45 miles.
May 30 9:00 Bonnie Park to Medina - 45 miles.
May 31 9:00 Holiday Hawaiian Shirt ride start from Scenic Park to Cleveland Flats for lunch - 30 flat miles.

Ride Start Locations:

Berea Falls In S. Rocky River Reservation, on Valley Parkway, $\frac{1}{4}$ mile north of Barrett Road ($\frac{3}{4}$ mile north of Bagley Road; near viewing platform).
Bonnie Park In Strongsville, in the Mill Stream Run Reservation, west of Albion Road & Valley Parkway.
Brecksville in Cuyahoga Valley National Park, at Station Rd. parking lot east of Riverview Rd. (just south of Rt. 82).
Olmsted Falls Olmsted Falls East River Park, on Lewis Rd, between Bagley and Water Street, across from Chestnut Grove Cemetery.
Scenic Park Parking lot at marina in North Rocky River Reservation, off of Valley Parkway $\frac{1}{2}$ mile south of Detroit Road, in Lakewood.

Weekday Rides:

Tuesday Evenings – Short, slower (C-pace) rides starting on April 13, from the parking lot behind the Fairview Park Post Office at West 220th Street & Lorain Road, 6:30 p.m., weather permitting. Usually 10 to 18 miles in length, these are recommended for beginning and slower riders. For details call Greg James at 440-331-9419.

Wednesday Evenings – The “Mod” (Moderate Pace) Rides will leave from the Olmsted Falls Public Library lower parking lot at 6:30 Wednesday nights, beginning April 21st,

weather permitting, of course. These qualify as B rides, with distances varying from 20 to 40 miles, and will be led by Marc Snitzer and Greg James. For more information, contact Marc Snitzer at 440-236-3017, e-mail at msnit@juno.com, or Greg James at 440-331-9419 (email at clockwerke@aol.com).

Regular Club Wednesday Evenings – Moderate to fast pace 20-30 mile rides starting at 6:30 pm from the parking lot behind the Fairview Park Post Office (at West 220th Street & Lorain Road), weather permitting. For details, contact (or e-mail) Ed Wheeler at 440-572-1122 (wheels@ameritech.net).

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 e-mail list is at lakeeriewheelers@yahoo.com. If you aren't receiving weekly ride updates and have e-mail, 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 paceline likely, regrouping every 30 to 60 minutes with a 10-minute wait, maximum. Usual speed is 18 – 20+ mph.

B – Touring pace with pacelines possible, regrouping every 30 to 45 minutes and waiting for all riders to assemble. Usual speeds are 15 – 18 mph.

C – Relaxed pace with no pacelines and frequent regroups for all riders. Usual speeds are 12 – 15 mph.

The Ride Leaders for the month are as follows:

April - Jerry Storer, May - Tom Meara

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 Olmsted Falls East River Park at the normal start time for the month.

Weekday Rides Returning This Month

The Tuesday Night Rides will start on April 13th at 6:30 at the Fairview Park Post Office. These are recommended for beginning and slower riders, plus new club members and a good way to make our acquaintance (invite someone you know). Contact Greg James at 440-331-9419 (clockwerke@aol.com).

The Wednesday Night "Mod" Ride (moderate pace) leaves from the Olmsted Falls Public Library lower parking lot at 6:30, starting April 21st. Our routes are for those who prefer quiet country roads. By necessity, we may find ourselves on busy roads, but we try to limit those times to short stretches. Most days we get back before dark, but it's a good idea to have lights and reflectors, especially early and late in the season. The pace and speed of our rides varies depending on who shows up; we usually ride at a Class B pace. We can ride about 20 to 40 miles, but at the beginning and the end of the season it's usually shorter than that. For more information please call (or email) your fearless leaders Marc Snitzer at 440-236-3017 (msnit@juno.com), or Greg James at 440-331-9419 (clockwerke@aol.com).

In addition, there will be the Regular Wednesday Night Rides out of Fairview Park for the swifter riders. Contact Ed Wheeler for details.

This early in the riding season, we strongly recommend using lights and reflectors on your bicycle, to reduce the risk of accidents: it helps to be seen, and to see the road.

The 2004 Women's Rides Series (AKA Luna LEW)

In order to provide as many opportunities as possible to ride amongst bicyclists with common interests, this month marks the return of the *Women's Rides*, which will be held on the third Saturday of each month, through October. Bonnie Vargo will lead these rides, at a C or B pace, from various starting points. For details, please contact Bonnie at 216-226-5918.

The 2004 Ohio Bike Path Series

This year we are proud to continue the popular Ohio Bike Path Series, conducted entirely on bicycle paths or all-purpose trails. These will be held on the second Sunday of each month (in conjunction with a regular club ride), 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, starting an hour after the regular Sunday ride, 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 9 Berea Falls to Scenic Park 28 miles John Whitaker

June 13 Elyria to Kipton via North Coast Inland Trail 28 miles Dan Izuka

The March, 2004 Club Meeting

Vice President Greg James, filling in for President Russ Marx, distributed discount cards, donated by Bike Authority for club members, and announced that club member packets were available for distribution at the meeting.

Scott Schnitzspahn, of Endurance Sports Solutions, and working in conjunction with Bike Authority, gave a presentation on determining the proper fit of a bicycle to a rider, whether it is a new bike, or adjusting the fit of an existing bicycle.

Fred Oswald, a local bicycle advocate, and board member of the Ohio Bicycle Federation, spoke about local bicycle ordinances, and his attempts to reform them at the local and state level.

Leigh Ann Casarona, a local member of the American Lung Association, who spoke on respiratory ailments, and announced to the club the upcoming Clean Air Challenge fund-raising event on June 27, 2004.

Touring Division News

Tom Meara will continue as Chairman of the Touring Division. The goals of the LEW Touring Special Interest Group (TOURSIG) include the following:

- Developing overnight tour destinations and dates
- Sharing of commercial tour information and brochures
- Making plans for identifying tour groups with other local clubs

Tom is also interested in attracting LEW members who have are enthusiastic about touring, overnight and otherwise. Anyone interested can contact him at 440-777-2563,

or email him at tdmeara@wowway.com. Volunteers are needed for Ride Captains. Planned overnight tours through the month of June include:

Tour Destination	Date	Ride Captains
Stanford House (Pancake ride)	May 1, 2	Tom Meara
Findlay Lake State Park	May 15, 16	Greg James
Malabar Weekend	June 19, 20	Robert Parry

Starting locations and times TBA. Rides are RSVP; please notify Tom Meara promptly to be included. Prospective riders are expected to be physically fit, properly attired & equipped, with bicycles suitable for the routes in question (and adequately maintained). For additional tours during the season, please consult the club ride schedule for 2004.

The April, 2004 Club Meeting

Will be held on April 13, 2004, the second Tuesday of the month, at the parking lot behind the Fairview Park Post Office at West 220th Street & Lorain Road, at 6:30 p.m., and will precede the first Tuesday Night Ride of the season. This will also be the last club meeting of the season. The regular club meetings will resume on October 12th, at a location yet to be determined, and will continue on the second Tuesday of each month thereafter.



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2004 LAKE ERIE WHEELERS MEMBERSHIP APPLICATION FORM

SINGLE MEMBERSHIP \$20.00 **FAMILY MEMBERSHIP \$25.00**

Name: _____ Age: _____

Address: _____

City: _____ State: _____ ZIP: _____

Phone: (____) _____ e-mail: _____
Please provide for club updates & news

Make check payable to and send to:

Lake Erie Wheelers P.O. Box 26146 Fairview Park, Ohio 44126-0146

New member Renewal

Interests: Fitness Touring Mtn/Cyclocross
 Road Racing Tri/Biathlons Recreation

2004 LAKE ERIE WHEELERS MEMBERSHIP AGREEMENT AND RELEASE

I, the undersigned, intending to be legally bound, do hereby for myself, my heirs, executors, administrators and assigns agree to absolve and hold harmless the Lake Erie Wheelers (henceforth, "said club"), its members, officers, chairmen, sponsors and affiliates, singly and collectively, for any injury, harm, misadventure, loss or inconvenience occurring to either myself or the named applicant (if applicant is under the age of 18 years) during participation in, or travel to the club's functions, rides and activities. Further, I agree to release and hold harmless the said club, its members, officers, chairmen, sponsors and affiliates, for any claims made by third persons arising from any injury, harm, misadventure, loss or inconvenience I may suffer during any of said club's functions, rides and activities. I understand that such dangers include, but are not limited to property damage, serious injury, disability, and death. I also hereby request and consent to permit emergency treatment in case of injury or illness.

Signature of applicant

Date

Parent or Guardian's signature (if applicant is < 18 years) Date

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BIANCHI VIGORELLI-ROAD BIKE

Brand new, 2003, less than 200 miles, fire engine red, granny, 60 cm. Perfect condition. \$1,200. Call John. Leave message on 440-877-0510 or e-mail cwestmont@aol.com

Cleveland-Pittsburgh Connector:

A detailed guide of a bicycle route connecting the Adventure Cycling Association route in Cleveland to the off-road Pittsburgh to Washington, D.C. trail system. \$12.95 Call 330-722-7260, aratajczak@ohio.net

Canondale 700 Silk Adventure;

Shimano Deore XT; 1,000 miles usage; asking \$725; serviced at BikeAuthority. Ron 330-475-5939 or 330-656-9079 zenone2ron@hotmail.com

Cannondale Team Comp.

52cm Gray Suntour/Sugino/Dia-compe Asking \$250, or make your best offer. Cathy Saegel or Kim: 216-771-3036 st_malachi@ameritech.net

BIANCHI EROS: Women's 650c x 49cm, Forest Green, Campagnolo Mirage triple crankset: 50/39/28, Campagnolo Mirage 8-spd. cluster, like-new, low mileage. Includes Cateye cyclocomputer, Blackburn rear rack. \$600. (440) 877-0372.

RALEIGH C500: Cross Bike, 15/xs silver, Rock Shox Metro XC, aluminum suspension seatpost, Shimano Deore derailleurs, Shimano 9-speed: 11-32, Shimano Deore triple crankset like-new, low mileage, includes rear rack. \$350. Call: (440) 877-0372.

TREK 1000T 54 cm road bike, under 150 miles, U.S. Postal Service team red/white/blue paint, all Shimano parts, clipless pedals, saddle bag, water bottle, size 42 shoes, helmet, \$349 firm (with or without accessories). Call 440-669-4041.

expires May 2004

Busch & Muller Lighting System.

Dymotec (6v) sidewall bottle generator with Lumotec Oval (6v) headlight complete with hardware for cantilever brake setup. Like new. Less than 4 hrs use. Asking \$80. Purchased from Peter White Cycles. Call Eric: 440-552-6856

Kinetic Heavy Duty Trainer with Video \$150. Barbara 440-933-9632 or tobaimes@aol.com.

CAL-FIT Spinning Bike, Brand new condition \$100.00 or best offer.

TREK Y-22 Mountain Bike. Brand new condition. \$1000 or best offer.

Eddy Merckx, Motorola Team Bike, 58 CM , Campy Chorus, well ridden and **BRINGHELI** 56 cm campy record and chorus, \$1000 each or best offer. Call Tony for details. 440-888-2042 or 440-212-3961 before 9:00.

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