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The Voice of Cyclists in Northeast Ohio

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From the Editors

This is the dark season. The dreary season. The season when that bike you once owned, rode and took pride in riding, has long been stowed away in the basement or garage. Sigh. It's a long time until spring, isn't it?

Or is it? For a few weeks in early December we had some fierce weather. Lots of snow, strong winds and cold temperatures. High gas bills too. But the last time I looked out my window I couldn't see a trace of snow. Except in a few nooks and crannies untouched by the sun. The roads are perfectly dry. The sidewalks too, for that matter. The temperatures have been varying between the 30s and 40s with occasional forays right near the 50s. What kind of winter is this?

It's the kind of winter that feels like early spring. You know those days in late March or early April when you can tell the little shoots are about to push up from out of the ground and the buds on the trees are soon to follow. It's a bit chilly, to be sure. But nothing to stop you from getting that bike out on the road. This is what you've been waiting for.

Well, what the heck? If it feels like early spring, take advantage of it. This ain't the arctic, although sometimes it feels like that. If the temperature gets above freezing and even higher around mid-day, declare a Spring Day and go for a ride.

We've been doing this whenever a winter weekend day presents itself in disguise as spring. We're off. Sometimes it's just a brief jaunt to visit someone. Sometimes it's a longer ride. Heck, sometimes it's an all-dayer. Boy it feels good to be out riding after being off the bike for a while. Sure some muscles are feeling the absence, but they'd feel it a lot worse if I wasn't out there today.

Funny also, how warm it feels riding in 40 degree weather now, whereas in October it'd be a marginal day. Your body plays tricks on you like that. Just like being in Florida in the winter when a 'cold' front comes through and the temperature drops into the 50s and all the locals go scurrying for their sweaters. Well you're a local here and you've earned the right to enjoy a 40 degree bike ride. Just don't forget that sweater! See you on the road.

Martin Cooperman and Tom Meara, Editor & Publisher
January 2005

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IN THE ZONE

Cycling News and Events

In an important victory for cyclists everywhere, the **Kentucky Supreme Court** has struck down a decision blaming a cyclist for being on the road when a passing vehicle hit her. In reaching this decision, the Supreme Court specifically noted that a driver's duty when passing a cyclist such as the plaintiff in this case requires that the driver not pass "unless he can do so without interfering with the safe operation of [the] bicycle, and that if, in fact he did pass [the cyclist] that he not drive to the right until he was reasonably clear of [the cyclist]."

"This decision is important because it reaffirms cyclists' right to the roads. As an appellate decision, it is binding precedent for future cases in all of the courts in Kentucky," says **League of American Bicyclists Region 1 Director John S. Allen**, who has served as an expert witness in bicycling cases. "And we can expect the decision, as it is by a state Supreme Court, to be cited by other courts in future cases throughout the United States."

In another legal matter, **Bradley Johnson**, a driver who was convicted of vehicular homicide in the 2004 death of cyclist **Bob Bachtel** near Xenia, Ohio, has had his conviction upheld by Ohio's Second District Court of Appeals. Johnson, who was speeding at the time of the crash, crossed a double yellow line to pass a group of cyclists participating in an ultra-marathon bike race.

Kudos to **Bike Authority** on being named as one of **Bicycle Research Corporation's 2005 TOP 100 BICYCLE DEALERS** in the U.S.

CrankMail has learned of an idea floating around town called "**Ride and Roll in Rockefeller Park**" involving closing **MLK Blvd** to motorized traffic on Sundays. It may be presented to city leaders soon.

We are pleased to welcome the e-newsletter, **CityWheels**, which has just announced the start of **carsharing in northeast Ohio**. This spring, Cleveland will become the eighteenth major city in the United States to offer carsharing as a transportation alternative to its urban residents. Learn all about it at www.CityWheelsCleveland.com.

With **RTA** completing the installation of bike racks on all buses besides Paratransit and downtown loops in early 2005, it has achieved outstanding results! **RTA's Bikes on Transit Program** is comprised of two elements: Rack-n-Roll (Bus) and Bike-n-Rail (Rail).

From May 2005 thru Nov. 2005 RTA buses and trains logged an all-time RTA systemwide high total of 19,221 bicycle boardings! More bike trips were taken in Nov. (2,134) than in May (1,997)!!

RTA bike boardings peaked in August 2005 at 3,782. With total RTA boardings of 4.7694 million, bikes comprised .079% of all RTA transit boardings in August. This compares with the U.S. national average of 0.5% (1/2 of 1 %) that bike trips were as a percent of total transit trips.

ClevelandBikes filed a grant application with the **Gund Foundation**, representing support for Bike to Work, Bike Mentoring, Bike Station and the consultant process. Late last year, **Medical Mutual** has already made a contribution to ClevelandBikes for the Bike Station project, the first corporate support for the concept.



Cleveland Touring Club
PO Box 1157
Mentor, OH 44061

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

Happy New Year Fellow CTCr's! Please RENEW your membership ASAP (see the form included in this issue). Also, we have limited quantities of the very special Chuck Harris helmet mirrors, so if you want one, please add that on your membership form when you renew.

Welcome the following new CTC member : Kelly Clemens of Berlin Heights.

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(Please print clearly)

Name: _____ Date of Birth: ____/____/____ Sex ☐ M ☐ F

Street Address: _____ City/State/Zip: _____

Phone: _____ E-Mail: _____

Emergency Contact: Name _____ Phone _____

☐ Individual \$20.00

☐ Family \$25.00 (requires signed waiver for each family member)

***applicants < 18 years requires minor release (see membership form on the web: www.clevelandtourclub.org)**

☐ New member ☐ Renewal

What type of bike do you ride? ☐ Road ☐ Mountain ☐ Tandem

Make check payable & mail to:

Cleveland Touring Club

P.O. Box 1157

Mentor, OH 44061

Can your name and contact information be published in a CTC member directory? ☐ Yes ☐ No

Would you be willing to volunteer to assist with club activities? ? ☐ Yes ☐ No

RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK, AND INDEMNITY "Agreement"

In consideration of being permitted to participate in any way in CLEVELAND TOURING CLUB (CTC) sponsored Bicycling Activities ("Activity") I, for myself, my personal representatives, assigns, heirs, and next of kin:

1. Acknowledge, agree, and represent that I understand the nature of bicycling activities and that I am qualified, in good health, and in proper physical condition to participate in such activity. I further acknowledge that the activity will be conducted over public roads and facilities open to the public during the activity and upon which the hazards of traveling are to be expected. I further agree and warrant that if, at any time, I believe conditions to be unsafe, I will immediately discontinue further participation in the activity.
2. Fully understand that: (a) bicycling activities involve risks and dangers of serious bodily injury, including permanent disability, paralysis and death ("risks"); (b) these risks and dangers maybe caused by my own actions, or in actions, the actions or inactions of others participating in the activity, the condition in which the activity takes place, or the negligence of the "releasees" named below; (c) there may be other risks and social and economic losses either not known to me or not readily foreseeable at this time; and I fully accept and assume all such risks and all responsibility for losses, costs, and damages I incur as a result of my participation or that of the minor in the activity.
3. Hereby release, discharge, and covenant not to sue CTC, their administrators, directors, agents, officers, members, volunteers, ride leaders, employees, other participants, any sponsors, advertisers, and, if applicable, owners and lessors of premises on which the activity takes place, (each considered one of the "releasees" herein) from all liability, claims, demands, losses, or damages on my account caused or alleged to be caused in whole or in part by the negligence of the "releasees" or otherwise, including negligent rescue operations; and I further agree that if, despite this release and waiver of liability, assumption of risk, and indemnity agreement I, or anyone on my behalf, makes a claim against any of the releasees, I will indemnify, save, and hold harmless each of the releasees from any litigation expenses, attorney fees, loss, liability, damage, or cost which any may incur as the result of such claim.

I HAVE READ THIS AGREEMENT, FULLY UNDERSTAND ITS TERMS, understand that I have given up substantial rights by signing it, and have signed it freely and without any inducement or assurance of any nature and intend it to be a complete and unconditional release of all liability to the greatest extent allowed by law and agree that if any portion of this agreement is held to be invalid the balance, notwithstanding, shall continue in full force and effect.

Signature of Applicant

Date

The West is the Best

An Ohioan reports on the road biking scene in Boise

By Greg Rudl, Cleveland Touring Club

Like Brando's *Apocalypse Now* epiphany, "The horror, the horror," my first impression of the Snake River Plain in southern Idaho had me saying to myself, "the vastness, the vastness." A solemn and understandable reaction after having just spent three days driving over 2,000 away from the green, rolling lands of Ohio. This would be my home for the next four months: flat, barren land speckled with sagebrush and cheat grass, where lines of telephone poles shrink to toothpicks on the horizon. Would the monotonous landscape squash my road biking aspirations? Have no fear. Once I arrived at my final destination of Boise, I found an oasis of good living and a bicyclist's dream town.

What brought me to Idaho, the state that looks like Montana took a bite out of it? Thanks to terrorists and Saddam (and a trigger-happy President?), there's plenty of work for a guardsman from Ohio, especially one that likes to travel. I volunteered to work at Mountain Home Air Force Base, backfilling regulars ordered to Iraq. Of course I brought my bike.

My first road ride out the front gate of the base took me down to the Snake River. You thought Ohio's flatlands were boring—this road beat all. No homes, no trees—not a single luxury. No noise either, except for the occasional roar of a vehicle passing at 75 mph. Dry, hot air fans me as I sing to myself. I drop into the Snake River valley and see thousands of heads of cattle, scattered throughout muddy pens. It's one of the many Simplot farms (producer of frozen potatoes, vegetables, fertilizers, and beef cattle) throughout the state. When the wind's blowing right, you can smell the place from the base 10 miles away. I reach the famous river and turn around. Just about 100 miles up it in Twin Falls, Evel Knievel's parachute had a premature ejection.

A week later in Boise, I experience the benefits of a downtown revitalization. I ride my Raleigh on wide shoulders of city streets, alongside patient and courteous motorists. So much has changed since my last visit here in '96. Weathered and unwelcoming storefronts have been replaced by brewpubs with patio seating. Boise's downtown is clean, lively and just the right size. People actually live downtown. The Boise State campus and its blue-colored football field sit just across the river. There're no professional sports franchises with their facilities holding this city financial hostage. I drink a beer at the Basque club and make out Iban Mayo from the Euskatel-Euskadi team photo in the corner.

Boise has numerous bike paths, including the main one that runs on both sides of the cold and swift-flowing Boise River. There's something to be said for a city that has a crystal-clear mountain-fed river running through it. Thousands float down it on hot summer days in everything from \$2 inner tubs to whitewater rafts. They take out at the city park, cook out and party.

Bicyclists can pick between the flats of Boise and adjacent suburbs to the arduous climbs in the stunning mountains to the north. One drawback to Idaho for a road cyclist is the lack of paved roads (much of Idaho is rugged and undeveloped). As a

result, there are few paved loops in the range of 25-100 for a roadie like myself to conquer in a day. Loops exist, but they're hundreds of miles long on heavily trafficked roads. Two main arteries run north out of Boise into the mountains: Routes 55 and 21. The former is the main north-south thoroughfare, with the latter slightly less crowded. 55 turns into *Death Race 2000* weekends and holidays, as people head north towing campers and trailers stacked with ATVs to recreate in places like McCall. If you want to ride a one-day loop, you'll have to do it on a hybrid and alternate between main and gravel back roads.

Boise's L'Alp d'Huez is Bogus Basin ski resort, and the 15-mile road that climbs over 3,500 feet to get there. It even has a race to the top every September (more on that). On many a warm evening, I would ride up it. I turned into a Gert-Jan Theunisse (remember him?)—infatuated with its grandeur and the physical and mental demands of getting to the top of it.

Tips for conquering an 'hors' category climb in temps in the high 90's: douse your jersey, slide a frozen water bottle into your cage and attach a radio earpiece (don't worry, the road is less traveled). Though long, it's comfortably hard with a grade of about 6-7 percent and a few recovery spots. The first 10 miles wind up treeless, grassy moguls that form Boise's north vista. Look out for the cattle grate at about mile three—a common fixture in Western roads—and the occasional bull snake. At mile nine comes the tree line. The higher elevation and shade of Ponderosa pines here cools things off. Switchback after switchback, higher and higher. It's not uncommon to spot a brush fire. The Air National Guard dispatches C-130s loaded with red-colored water from the airport regularly during the summer. The last mile-and-a-half flatten out on the run to the ski lodge at over 6,000 feet. Nothing's open here, even on weekends (don't I deserve a beer?). Fly back down, banking, twisting, adrenaline rushing, enjoying your reward, giving calls of support to those going up.

I enter the Bogus Basin Hill Climb, one of the premier bicycle races in the West. On race day, this Ohio 'lowlander' forms up with hundreds of others at the starting area. Times are rumored to be fast on this cold and damp morning. After some instructions from the organizer via megaphone, the caravan is off. From the start, I realize that there're a lot of good climbers in Idaho, including what had to be a 12-year-old I have a hard time passing. It's all pain, even though I've trained on this hill several times in the preceding weeks. Half way up, I do a fist-five with a pitch-fork-carrying red devil and get a short adrenaline rush. I look down to see that spectators have chalked *encouraging* messages on the road like, "Is this all you got." Finishing line. Thank god it's over. Exercise induced asthma. Boiled from the inside. Give back the magnetic ankle wrap identification whatever you call it device. Further respect for the pros and Lance. Head to the snack tables and see 60-year-olds refreshed, laughing. I finish middle of the pack (172 out of about 300). I'm happy with my time (1 hour, 21 minutes). The elites do it in less than an hour. I freeze on the ride down, even with cardboard from energy bar boxes stuffed inside of my jersey.

A few words about the ad-hoc bike touring I did in Idaho. On a few occasions, I drove north into the mountains, pulled over and packed my bike with camping gear. I would continue on until dusk and camp wherever I felt like (ah, the freedom of being car-less). The next day I would climb a mountain, soak in a warm spring or simply explore whatever was around. One day, while riding up a 7,000-foot pass, I met a touring

cyclist who had started in Boise and was on his way to Glacier National Park in Montana. From there, it was back to his home in Wisconsin by train—talk about adventure. If the mountainous roads north of Boise aren't going up or down, they're running along a river, like the famous North Fork of the Payette with its world-class white water.

I had a great summer, on and off the bike: from running down the Bruneau sand dunes, to hiking at the bottom of Hell's canyon (the former the biggest, the latter the deepest, in North America); from floating the Boise on an \$8 blow-up, to watching a dirt bike with a snowmobile engine almost make it up 460-foot hill at a motor cross hill-climbing event; from standing on top of the highest mountain in Idaho (Borah) and entering a few profound lines in the summiteers' log book, to careening down single track in Ketchum; to exploring the ice caves at Shoshone to hearing coyotes howling outside my tent at night out in the middle of nowhere; to playing in the lands that captivated Hemingway, to laughing while small kids try to ride sheep at the Snake River Stampede Rodeo – it was a good trip. How was your summer in Cleveland?

Aside: I bet if you asked most Americans, they couldn't tell you the difference between Ohio, Iowa, and Idaho—which one was in the middle, which one was farthest west or east. What do these three have in common? All are Indian names. All have three syllables. The 42nd parallel tops Ohio, runs through central Iowa and serves as the southern boundary of Idaho. When you have to drive across the country and cross all three, you'll never forget them.

Long Distance Early Season Training Rides

200 k Training Ride (124 miles rolling to hilly)

Date: Sat. April 8 at 7:30 am. (Check in: 7-7:30am)

Route: Berea - Cleveland Metroparks - Cuyahoga Valley National Park and back

300 k Training Ride (186 miles rolling to hilly)

Date: Sat. April 29 at 6:30 am. {Check in: 6-6:30am}

Route: Berea - Cleveland Metroparks - Cuyahoga Valley National Park and back

Start location: **The Myers' House**

92 Harnagy Street, Berea, Oh

These rides are informal group rides open to all who are interested in the challenge of long distance cycling (Randonneuring). For some, these events are like touring with miles and miles of scenic riding, often at a leisurely pace. Some use these rides to prepare for brevets and ultra-marathon events such as Calvin's 12 Hour Challenge and the National 24 Hour Challenge. For others, it's a quest for higher speeds and faster times. Many riders set their sights on personal bests, often working together in pacelines with other similar-minded riders.

The routes will not be marked but maps and cue sheets will be provided. Riders must have headlights and taillights (for the 300k) and should have reflective gear. This is not a supported tour but there may be a support vehicle on the route for minimal support but each rider must be prepared for mechanical mishaps, changes in weather, and so on. If you are interested in this ride or interested in volunteering for this event, please contact: Eric.Overton@grc.nasa.gov or (440) 552-6856.



P.O. Box 844 Medina, OH 44258

Contact the following for information
www.medinabikeclub.org

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Treasurer:	Glen Hinegardner	330-725-8430	biker10260@aol.com
Secretary:	Lou Vetter	330-725-0441	bikevetter@aol.com

Tuesday Evening Rides

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

Starting Points:

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

Sunday Morning Breakfast Rides

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

NEW STARTING POINT is at Buckeye Woods County Park. This park is located on
route 162 between routes 3 and 42 Sunday rides are generally 40 to 60 miles in length
with breakfast at the halfway point.

BICYCLE HELMETS ARE REQUIRED ON OFFICIAL CLUB RIDES

CLUB NOTES: Welcome new members Bryan Quincy, Daniel and Jeanne VonQuint,
and Helen Queen. Names of actual members will appear from time to time, as they are
made known to me.

The ABCDEFGHIJ and FFF-(ffff) rides will be sponsored again as freebie rides by the
Medina County Bicycle Club under the direction of club founder Dick DeLombard.

Elections resulted in the following:

President	Dave Polcyn
Vice-President	Dave Ling
Treasurer	Glen Hinegardner
Secretary	Lou Vetter
Ride Coordinator	Dave Ling

In other action the following dates reserved for our big rides:

Ice Cream Ride	07-15-06
Labor Day Century	09-04-06

Under consideration is “Bikes and Trikes for Kids” and a sponsorship of the “Twin Sizzler” bicycle race thus entitling us to have a club logo imprinted on the souvenir tee shirts.

Our speaker for the November meeting was Karen Bangert, a physical therapist with Akron General Hospital’s Wellness Center. She gave a well-timed presentation on health issues for cyclists and how to avoid those overuse injuries we are all prone to.

Our December meeting was graced by the presence of, and a presentation by, Mike P. and Don B., from Century Cycle’s who spoke to us about maintaining our bikes over the winter. The group that night was small but wirery or is that wintry.

On Sunday, December 11, 2005, the club held its official Christmas Party at the home of Walley and Sue Brown. The weather was picture perfect and looking out the windows of Sue’s family room gave one the impression of looking at a living post card. The snow was gently falling while the pine trees provided dark green backdrop for the falling snow. The fire in the fireplace was just awesome or for you more conservative types just wonderful. It was damn good no matter what you think. Oh, and the food was to die for. Who would think that Tom Dease could actually cook shrimp?

A plan is afoot, well not a foot but it was suggested that we put maps of our favorite routes on the club web page for anyone to have access to. Dissenters argued that this should be reserved for “members only”. The starting point for our Sunday Breakfast Rides has been moved to the county park known as “Buckeye Woods”. This park is on route 162 between routes 3 and 42 and will remain the starting point all through the 2006 season. The Tuesday evening ride starting locations are still under consideration. Hopefully I can print the new schedule in the March issue of crankmail, else the April riders are apt to get lost on the way to the parking lot.

LETTER FROM VETTER:

ABCDEFGHIJ: This year the weather cooperated just a little and we had a great turnout. Our thanks to all those brave riders who came to Medina January 1st, a football holy day, to ride 24 miles in and around Medina county. We have 112 signatures in the guest books and there were a few who always seem to miss signing in therefore we are declaring attendance to be 120 riders. Dick DeLombard was up to the challenge of giving directions, making the announcements, and taking the group photograph.

This year I got to ride the ride too. Tom and I were the last to leave the square but soon we caught up with a group of young riders from Grafton. They learned of the ride from one of their moms who it happens works at NASA. OK so you don't know why that's interesting. Let me explain. Dick works at NASA and has promoted cycling and events of the Medina County Bicycle Club for years. So it's always nice to see new people showing up at the events. Anyway they had a mechanical malfunction with the rear wheel of their tandem. Tom looked at it and suggested they take the bike on down to the Stop-n-Go where Dick was preparing to make certificates for ride finishers who elected to purchase one for the paltry sum of one quarter. Then Tom and I set out to ride the ride. We could have walked the walk but that would be hiking and we do that with a different club. The Grafton group consisted one young man and three lovely young ladies. They had two street bikes and a tandem.

As we rode south on Rte 3 we discussed how hard it would be to catch up to any riders with the big head start they had. So we decided to ride the course backwards so we would get to see all the riders. We took turns wishing returning riders a Happy New Year and some of the riders wished us one back. After we passed what we perceived to be the last rider I suggested we cut the ride short by turning left onto Kennard Road. Tom agreed and thus we rode about 22 miles instead of the full 24-mile route. When we got back to the "Stop-n-Go" Dick was still signing certificates of participation those riders desiring one. I like to refer to them as certificates of insanity. Most sane people were home watching the NFL Pre-game Show.

We asked Dick how the riders from Grafton did and he told us that they had to quit because they had a broken spoke in the rear wheel of the tandem. That was too bad, I would have liked to see them complete the ride.

The ride must have gotten national fame recently because I noticed comedian Steve Martin signed the attendance register as well as several riders from Orange County Choppers, OCC. Ok, so they're really from the Orrville Cycling Club. The rider who traveled the farthest came from Sacramento, California. Additionally, all five members of the Miranda family rode, as is their right to do so.



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Do You Want A Bike Station for Northeast Ohio?

Americans are paying more attention to the importance of healthy activities, lifestyle and the region's attractive assets, including our lakes and parks. ClevelandBikes is working to develop an asset to meet these goals, a bike station, a new piece of the transportation infrastructure.

What's a bike station? It's a combination parking facility and athletic club for cycling commuters, offering secure "round the clock" parking access, showers, lockers and a bike tech on hand during the day for emergency services. A bike station would be a one-stop Transportation Center for cyclists. The project borrows from a nation-wide model (Bikestation, an IRC § 501(c)(3) organization, www.bikestation.org) and these facilities are growing nation-wide. Offering resources and support for cyclists, a Cleveland bike station would encourage cycling and other transportation options, contributing to improved air quality and reduced traffic/parking congestion, enhancing our community's quality of life. Studies identify that more than half of Americans want to bicycle more and drive less, yet transportation officials have not translated these goals to public facilities. A bike station would be a significant, cost-effective investment in cycling transportation infrastructure.



Photo: Chicago Bike Station, photo courtesy of Martin Cader, Planning Department, City of Cleveland

Cuyahoga Valley National Park - Mountain Biking Pilot Program

Cleveland Area Mountain Bike Association (CAMBA) is excited to announce that the Cuyahoga Valley National Park has been selected as an International Mountain Bicycling Association (IMBA) / National Park Service (NPS) mountain bike pilot program. In May, 2005 IMBA and the NPS signed a partnership agreement to bring mountain bikers and park officials together to develop models for future collaboration. The mountain bike pilot projects are part of the first tangible results of the partnership. CVNP is one of only three programs in the United States that will take part in the pilot mountain bicycling program in partnership with IMBA and NPS. "We are keenly interested in examining mountain bicycling as a possible component of our next trail management plan revision," says Bill Carroll, deputy superintendent at Cuyahoga Valley National Park.

While the timetable for establishing a pilot mountain bicycling program in Ohio is still in development, local bike advocates are hopeful that preliminary studies will be approved. "The park is only 15 minutes from downtown Cleveland, and is no more than an hour and a half from more than 4 million residents of northeast Ohio. This trail has the potential to become one of the best in Ohio and a destination for the entire region," says Mike Farley, of the IMBA-affiliated Cleveland Area Mountain Bicycling Association.

Currently, more than 40 NPS units already provide mountain bikers with the opportunity to explore their parks on dirt roads. New riding opportunities (including the IMBA/NPS pilot program in CVNP) require detailed study by park officials, as well as special rule-making procedures for each park. Timelines, trail locations, and other specifics are all undetermined at this point, but the pilot program is a significant step for mountain biking in Northeast Ohio.

To read the entire press release or for more information go to www.CAMBA.us.

ClevelandBikes Membership for 2006

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

STUDENT \$15 – for persons enrolled in school fulltime

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

ADVOCATE \$50 – members are entitled to participate in all ClevelandBikes Programs and have voting privileges

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Each membership includes one year subscription to CrankMail: The Voice of Cyclist in Northeast Ohio

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

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February 2006 Wheelmen Calendar

Date	Starting Point	Destination	How Far	The etc's
02/02	Nordson Depot	Roller Prolog Meeting	6:30 PM 7:30 PM	Get 15 CatEye miles be there!
02/05	Amherst	U-Show	20-25	Is it still Indian Summer?
02/12	Oberlin Inn	Who knows	20-30	The ole standby again
02/19	Amherst	U-Show	20-25	To the International again
02/20	Amherst	U-Show	25ish	President's Day
02/26	Oberlin Inn	U-Show	25ish	It's gotta warm up!

Sunday ride times are 9:00 AM Eastern Standard Time!

Note the meeting on the FIRST Thursday of the month!

Amherst:

The Amherst start is the City parking area 3 located between Tenney & Park Avenues just east of Church Street. From SR-58, go west on Park Avenue. When you get to the bowling alley, look to the left ... that's the lot! We meet on the south end near Tenney.

Oberlin:

The Oberlin start is in the Oberlin Inn parking lot located in the rear of the Inn.

Ride starting times:

Saturday Morning rides will start from Prospect School at 9:00 AM.

Evening rides moved to the afternoon until spring. If you want to join the retired group on TUE & THU, they'll leave from **Prospect School in Oberlin** at 3:30 PM so as to have enough light for a 20 miler. The last 5 miles is on the Bike Path if darkness comes early!

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

Lorain Wheelmen Membership Form

☐ New☐ Renewal

Name _____ Age _____ e-mail _____

Address _____

Other Family Members _____

City _____ ST _____

Age _____

ZIP Code _____ - _____

Age _____

Phone (____) _____ - _____

Age _____

Dues (due March 1st) Schedule (1/2 after Oct 1st for **NEW** membership)

Return to:

Lorain Wheelmen

P.O. Box 102

Amherst OH 44001-0102

\$15.00

☐ Adult/Family
(includes CrankMail)

Waiver

In signing this release for myself or the named member (when the member is under 18), I understand the intent of this release and agree to absolve all of the sponsors, or organizers and associated entities be they individuals or organizations, singly and collectively of all blame for any injury, misadventure, harm, loss or inconvenience suffered as a result of taking part in any Lorain Wheelmen Bicycle Club ride or in connection with any activity associated with or related to said organization. If the member is 18 or over, he/she signs for self. If not, then the parent or legal guardian must sign below.

Date _____

Signature of member or parent/guardian

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SATURDAY 9 - 3

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Other times available by appointment

Yo, Wheelers!

Special thanks to Jim Gernstetler and Harold Pasternak for the great job they did on our annual dinner at the Hillbrook Club. As always it was first class, and a good time was had by all.

Unfortunately by the time you read this the bicycling season will for all intent purposes be over because of weather. Pick up rides will continue through the winter assuming that the streets are clear. So may be we can squeeze in a few hot chocolate runs this winter!

Please consider preventive maintenance on your bicycle this winter. Tires should be replaced, especially if the treads are starting to wear, or if the side walls are starting to crack. Speaking of tires, it is critical to keep them inflated properly - under inflation leads to flats, especially if you hit a chuck hole or bump in the road and bottom out. Also, it wouldn't hurt to clean your bicycle as well. I don't mind helping someone fix a flat, but it isn't much fun working on a bicycle with a lot of gunk on it.

May the wind be at your back.

Ed Reichel

“[A person...] on a bicycle can go three or four times faster than the pedestrian, but uses five times less energy in the process. He carries one gram of his weight over a kilometer of flat road at an expense of only 0.15 calories. Equipped with this tool, [a person...] outstrips the efficiency of not only all machines but all other animals as well. “ —Ivan Illich

The Phare

By Martin Cooperman

It's hard enough to make yourself understood when speaking proper French to a Quebecois. Speaking high school French, especially when attending that high school took place 45 years ago is daunting. Tenses get mixed up as do genders. Phrases get transposed. Words are invented to fill an emergency gap in memory.

Edie and I had lots of practice at this on our 2-week cycling trip to Quebec this past fall. I was the one with 3 years of French. Edie only had a 1-semester crash course. And, common to many who are unfamiliar with the language, they feel that imitating the native French accent makes them seem pretentious. So they pig-headedly pronounce it in flat English. It's habits like these that change the phonetics of historic Ohio towns from 'Gallipolee' to 'Gallipolis'.

We were trying to get to an island in the St. Lawrence before nightfall. It had a campground. As is the wont with most islands, they are not easily reachable by bicycle. Unless there is a boat in between. We were trying to find out when this boat ran. At a small village not far from the island I inquired of a lady determinedly taking her afternoon walk down the same road as we.

I think I asked: 'when does the ferry leave for the island', except I didn't know the word for 'ferry' so I used the word 'bateau', as in 'boat'. She looked at me strangely, then said something in French that did not sound like the answer to the question I had asked. In fact it sounded like a question in its own right. But she said it too fast and I lost its meaning. So I did what any reasonable person would do, I asked my question again. Again I used the word 'bateau'. Now I don't know if 'bateau' means boat as in 'ocean liner' or as in 'little kid's inflatable bathtub toy'. But it didn't seem to mean ferry. Finally after numerous requests on my part to slow down and on hers for me to restate the question, it seemed that the answer was that the boat was leaving in about 20 minutes.

I didn't dare attempt to ask how many minutes we were away from the ferry by bicycle. In the first place, very few people who don't ride bicycles (and a fair number who do!) have no idea how long it takes to get somewhere by bicycle. And, for the second, by the time we untangled the language problems, the ferry would undoubtedly have already left. So Edie and I thanked her and pedaled on. Not surprisingly the ferry dock was at the water level. And since we were several hundred feet above that, we, not surprisingly, had a fast downhill run to the ferry. We made it in good time, got aboard, across and to our campsite before dark.

The next day, cycling around the island in preparation for leaving it, I came across a big sign. 'Velo route a Phare, 7km' with an arrow in the general direction of the ferry dock. It might have read slightly differently but that was a pretty good paraphrase of it. I looked at it and wondered just what a 'Phare' was, and why a cyclist would care to know that it was 7km in that direction.

And then it dawned on me! 'Phare' was French for 'ferry'. Of course! The ferry was 7km that way.

Tucking that tidbit of newly acquired language in my special brain cell reserved for new French words I sallied forth to the phare dock. Now, wanting to return to the mainland, I again accosted a native and asked what time the phare left for the mainland. I received a quizzical look, then a barrage of rapid-fire French. This did not sound like the answer to my question. It did not sound like anything at all. I asked, this time more slowly and with more caution, what time the phare (pointing to the ferry dock) left for the mainland (pointing across the water). More incomprehensible rapid-fire French. I smiled, thanked the gentleman and proceeded to the ferry dock. In due time it arrived, we boarded, crossed the water, rejoined the mainland and continued our trip.

Back home I related the story to a bilingual friend living in Toronto, thinking he'd enjoy the story of how we managed to figure out the word for ferry. 'No wonder the guy was bewildered', he replied in an email, 'phare doesn't mean 'ferry'. You were asking him 'what time does the lighthouse leaves for the mainland'.

Marty Cooperman and Edie Antl arrived home safe and sound and are currently living on the Cleveland mainland. But, just in case, would appreciate knowing how to say 'ferry' in French.

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Hey Cranky.....

Every year in the first issue you come up with some hokey rhyme, why not do something with some class the year? - Anonymous

Dear Anon,

Hokey Haiku Batman, we didn't know this was a literary column. Well, to add some class this month we re-wrote an American icon giving it a cycling spin.

The Carbon

(with apologies to Edgar Allen Poe)

Early in the season dreary, while I pedaled weak and weary,
Over many a long and forgotten hilly road of yore,
While I plodded, nearly plopping suddenly I heard spokes popping,
Then I started quickly dropping, stopping as I softly swore.
'Though I am far from home,' I muttered stopping as I softly swore –
'This Cinelli is no more.'

Ah, distinctly I remember it was in the bleak December,
And each excess mealtime ember laid its waste upon my belly.
Eagerly I wished the morrow; - for I now would have to borrow
Money to surcease my sorrow - sorrow for the lost Cinelli
For that rare and brazened frameset that collapsed the day before.
Lost in dreams for evermore.

Then my dreams became ethereal dreaming of what new material
Thrilled me—filled me with desires I had never felt before;
So that now, I find me driving and in front, I see inviting,
A bicycle salesman entreating entrance through his shop door,
Bidding me entrance to his showroom filled with racing bikes galore.
And it was a real nice store."

Presently my will grew stronger; hesitating then no longer,
"Sir," said I, "I must inquire how much for that one I do implore;"
But the fact is, I was tapping, and reality came a slapping,
And so quickly it was sapping, sapping at my money store,
That I was scarcely sure I heard right, "Here is what I've budgeted for;—"
Silence there, and nothing more.

Deep into his darkness peering, long I stood there, wondering, fearing
Doubting, dreaming dreams consumers have always dreamt before;
But his silence was unbroken, and his stillness gave no token,
And the only words there spoken were the whispered words,
"Need more." This he whispered, and I murmured back the words,
"This I have and nothing more."

Back into the showroom turning, all my soul within me burning,
So again I started searching for something different than before
Surely there must be something nice, something nice within my price.
Let me see then, what thereat is, and this mystery explore.
All I see are light-weight bikes sitting on the showroom floor,
And more is less but less cost more.

Open there I flung the shutter to the backroom filled with clutter,
In there leaned a frame of carbon, up against the backroom door.
"Halt", the salesman doth protested, as he tried to stop and stay me.
"Nothing within here is for sale, get back on the showroom floor."
"Customers do not belong here, walk right back on through that door,
Do it now I'm getting sore".

Then this ebony bike beguiling turned my fancy into smiling,
Tempting me. It's molded black and sculpted structure I adore
This frame of flowing midnight shapes is the most beguiling.
Like no simple bicycle that I have ever seen before.
"Can we come to some agreement, truly sir, I must implore,
Then I shall come back, nevermore."

Thus I stood engaged in guessing, great desire my face expressing.
Marvelling at this blackend bike of carbon and who knows what for.
But the salesman started hissing, through with all my meddelsome messing,
Aggressively he started pushing me on through the door.
"Get out of here you troublemaker, who cares what you're looking for,
Get out before I count to four."

Working on a sales promotion, the shop owner heard commotion.
Approaching, he asked what's the fuss? (after all it was his store.)
I explained with stong emotion how I came upon the notion
Of purchasing the castoff carbon bicycle by the backroom door
As the new bikes were much more than I had planned my budget for.
Only this, and nothing more.

Angered by his crass employee, "wretch", he cried, "thy sense has left thee".
Gave him then a quick demotion and called on him to sweep the floor.
Set upon a novel notion asked, 'How could he employ me?'
For he sensed my strong devotion, even though I was rather poor.
Putting my dreams back in motion hardly could I have asked for more,
Now I'm manager of the store.

You must know now having read it, tis the truth just as I've said it,
I ride that castoff carbon commuting daily to the store.
And to reduce my debit, I have used my in store credit.
As I am working longer hours, hours longer than before,
So the owner can take vacation travelling the Cote D'Azur
With his lovely wife, Lenore.

I want to wish you all a very happy cycling year in 2006!

We in the Ohio Bicycle Federation are excited about our opportunities to improve cycling in Ohio during 2006. Here are two of our goals for the new year:

1. Pass our Better Ohio Bicycling Bill (HB 389)

Rep. Arlene Setzer (R-Vandalia) introduced our bill to improve cycling in Ohio on October 24. Known as House Bill 389, the bill has now been assigned to the House Transportation, Public Safety, and Homeland Security Committee, chaired by Rep. Steve Reinhard (R-Bucyrus). Rep. Setzer gave her sponsor testimony in December and we plan to give our proponent testimony sometime this month.

The major benefit of our bill for Ohio cyclists is uniformity of rules governing cycling in Ohio. Our bill would end many ill-advised local ordinances now on the books of many Ohio communities, including some which require cyclists to dismount and walk across intersections, or ride exclusively on sidewalks! For additional details on our bill, go to www.ohiobike.org.

2. Surpass 1,000 Share the Road auto license plates sold by March 22 so that the Ohio Bureau of Motor Vehicles will continue to issue the plates and "Ohio Bicycling Street Smarts" will remain in print as a great free publication.

As of December 23, 868 Share the Road license plates, featuring a picture of a bicyclist and the words "Share the Road," have been sold, with 132 more to sell. We hope that you will consider purchasing a Share the Road license plate when your current plates expire.

Happy New Year,

Chuck Smith
Chair, Ohio Bicycle Federation



To get your "Share the Road" license plates:

1. Browse to www.oplates.com
2. Click on "special plates"
3. Scroll to and click on "Share the Road"

- OR - Pedal to your local deputy registrar!!



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LEW Club Weekend & Holiday Ride Schedule

Feb. 5, 12, 19, 26 10:00 Olmsted Falls East River Park - weather depending.

Mar. 5 10:00 Frostville Museum Pancake Ride - 20+ miles.

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

Bonnie Park In Strongsville, in the Mill Stream Run Reservation, west of Albion Road & Valley Parkway.

Olmsted Falls Olmsted Falls East River Park, on Lewis Rd, between Bagley and Water Street, across from Chestnut Grove Cemetery.

Weekly Rides

The first scheduled club ride is anticipated to be on Sunday March 5, 2006, starting at 10:00 am from Bonnie Park. The schedule of Club Rides, along with the Ride Leaders' name(s), will be published in the March issue of CrankMail, and on the Club Web site.

The "winter" rides will continue in February starting at 10:00 am from Olmsted Falls East River Park. If there is an overabundance of snow, some Club members may head over to Chapin Woods in Lake County, for Sunday morning Cross-Country skiing on the groomed trails between 10:00 am and noon.

Doug Barr has offered to continue hosting the Saturday Morning Urban Assaults on an impromptu basis, weather permitting. These rides travel throughout the West Side neighborhoods, through the city center and over to the East Side for lunch at some of our favorite restaurants. The pace is moderate, 12-15mph, 16-18 at most, but riders had best be prepared for cold weather and typical city street conditions. Members wishing to participate are urged to contact Doug in advance by e-mail (see below), and can expect notification by e-mail prior to the intended ride.

Weekday Rides:

Regular Club Wednesday Evenings - Moderately paced, 17-22 mile rides starting at 6:30pm (meet at 6:15pm) from the parking lot of the Berea Library (in the Berea Commons area off of East Bridge Street and South Rocky River Road), weather permitting. For details, contact Doug Barr at 440-734-1715 (ospdoug@aol.com). For the off-season rides thru February, the Ride Leader (and pace) will be chosen by those members attending the ride. Fat-tire bikes recommended; B & C riders are welcome.

The November, 2005 Club Meeting

The meeting began with the Treasurer's report: we have a comfortable balance in the club account; major income for the club was from the 2006 Rail-n-Trail. Dave Schneider said that the Rail-n-Trail can be a great ride, but it will be necessary to build it up, and practice due diligence with regards to the Cuyahoga Valley Scenic Railroad,

which has in the past displayed a patronizing attitude towards the club. Also, the train portion of the ride is limited by the passenger car accommodations (320 riders), and more so by the baggage cars (270 bikes). It may be necessary to consider using a vehicle to ferry the extra bikes. The road portion could help expand the ride. Our vision: a full train of 320 riders, and 400-500 road riders. Some difficulties were encountered serving lunches, but were overcome by adjusting the serving procedure; in spite of the wait, the riders were satisfied, and felt the food quality was great.

Regarding club jerseys, several design samples were shown, and features discussed. The selection was narrowed down to three, which would be displayed on the club website for members to vote on. The hoped-for purchase quantity was 20 to 30 jerseys.

The Wednesday night rides have moved to the Berea Library parking lot, and vary from 17-22 miles, at a pace of 15-17 mph. Fat-tire bikes are recommended for the season, and B & C riders are welcome to participate.

The new business began with Club Officer nominations: all of the incumbents have chosen to run again. As there were no challengers, nominations have closed with the current slate.

Tom Meara is organizing a pair of one-week rides on the Blue Ridge Parkway, the first of which will be on Memorial Day weekend of 2006; the other will be held in 2007. These will average 50-60 miles per day, with accommodations at motels and restaurants along the way. If interested, contact Tom for further details.

The meeting adjourned after Greg James passed around a reference sheet for rechargeable batteries for bicycle lamps. Updates will be posted.

Holiday Party & December 2005 Meeting

The Club Holiday Party/Meeting was brief, and concerned mainly with the elections of club officers. The slate of incumbents was reelected to office. The Lake Erie Club Officers for 2006 are: Dave Schneider, President; Greg James, Vice President; Stephanie Moster, Treasurer; and John Whitaker, Secretary.

The January, 2006 Club Meeting

The meeting was called to order, beginning with the Secretary's report. Following this came the Treasurer's report, which included a written financial report for 2005. The club has a balance sufficient to cover any and all anticipated expenses for 2006. The Membership Chairman reported 39 paid members, prior to the meeting. A proposal to introduce 2-year memberships was announced, and tabled for future discussion.

Rail-n-Trail has been officially scheduled for August 13, following a meeting with the non-profit committee for the Cuyahoga Valley National Recreation Area. Last year's ridership was 250; this year, we are hoping for 275 riders (we can accommodate 320 if a truck can be used to transport bikes to Akron). The road portion will continue, with full-metric & half-metric century routes available. The 2005 Rail-n-Trail ride was much more profitable than the 2004 ride, and the ride has gained a considerable, possibly even nationwide, reputation. The date has been set; the next step is the marketing.

The final three designs for the LEW club jerseys are on the website, members are urged to vote by e-mail. Those wishing to vote twice will be expected to buy at least two jerseys. We feel that members wearing their jerseys would improve the standing of the club in the eyes of other riders. The voting will close on January 16, and voters entered into a prize drawing. The ride schedule meeting will be held at Russ Marx's house in North Royalton, on Superbowl Sunday (February 5, 2006). Volunteers will be needed to serve as Ride leaders for the weekend rides.

After a discussion of bicycle spin classes for neuromuscular training, led by Russ Marx, the meeting adjourned.

The February, 2006 Club Meeting

Will be held at 7:00pm, on February 14, 2006, the 2nd Tuesday of the month, at the Panera Bread café in Rocky River (at the Rockport Plaza shopping center, 1/2 mile west of Center Ridge Road and Wooster Road). Club members attending will consider the ride schedule for 2006, mull over plans for the New Year, present new ideas, and discuss any related issues. All suggestions are welcome, but please be prepared to lead what you suggest.

Time to renew membership and join LEW

Renewal application forms were sent to all members who had not renewed at the Holiday Party, and should be returned by March to be included in the Club Roster. New members can join at any time but after the publication of the Roster members are listed only in an addendum that can be e-mailed out to members with e-mail addresses listed with the Club.

2006 LAKE ERIE WHEELERS MEMBERSHIP APPLICATION FORM

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☐ New member ☐ Renewal

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

2006 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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Thule pivoting bike carrier roof rack system. Made for a tandem or a single rider bike. With Thule front fairing shield and four Thule Theft Deter lock cylinders and keys. Purchased new for \$654 in 2004, only used twice, new condition. Asking \$400. Call Joe 440 777-1511.

Cross Country Ski Package. Epoke 900 series skis (205cm) with Solomon bindings, Swix poles, Solomon SR-301 boots, misc wax, etc. MAKE OFFER! John, 440-xxx-8364.

Thule roof mounted bike rack. Two single rider bike channels included. Expandable to four channels. Originally \$400 when new in 1992, asking \$50. Call Doug at 330-421-2321.

Land Rider Mountain Bike, standard men's height. Have to sell because of health. \$400. Two bike helmets, \$20. Handelbar bag, \$15. Cycling pants, \$10. Cleveland Touring Club jersey, \$45. Bike computer, \$35. Karl, 440-275-2587.

Beautiful Classic Easy Racer recumbent, medium-large. Campy cranks, pedals, and brakes, Phil Wood hubs and BB, Suntour derailleurs, with a fairing. Under 500 miles. Currently on consignment at Best Bikes in Mansfield. \$700. 419-522-3686.

2004 Specialized Allez Elite, 58cm. Carbon fork/seatpost, Shimano 105 components. Comes with two stems (110 and 120mm), each can be set at four different angles by flipping upside down or rotating a shim. Rear wheel is pretty new (~300 miles). Also comes with Look-compatible pedals (Wellgo WAM-R1), Specialized Speed Zone computer, and a new set of cleats. Asking \$600 OBO. Mike in Chagrin Falls, 330-671-5170.

2005 Gary Fisher Cake 1 DLX - \$2000. I am in need of cash and I hate to sell this, but I have to. Here is a link to the bike: www.personalgeeks.com/ebay/CAKE_1_DLX_fnl.htm. Any questions, email me at Clarionaud@aol.com.



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