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March 2003

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OUR ADDRESS: Send all copy, payments, correspondence, address changes to the address given above.

ELECTRONIC ACCESS: Via email: editor@crankmail.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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DEADLINE for copy: the SECOND Friday of each month before publication. Copy or ad materials must be received on or before the deadline in order to assure inclusion in the intended issue. **Next Deadline: March 14.**

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*“Though a country be split in two, hills and rivers endure;
And spring comes green again to trees and grasses...”*

— Tu Fu, “A Spring View”

Sierra Club to IRS: audit SUV cheats

Washington, D.C. - The Sierra Club has urged the Internal Revenue Service (IRS) to aggressively audit the returns of taxpayers who take advantage of a tax loophole subsidizing their purchases of gas-guzzling SUVs.

In a letter to the IRS, the group stressed the need for the IRS to ensure that these vehicles are in fact being used for business purposes at least 50 percent of the time, as the tax code requires. Already, many individuals have taken advantage of the loophole to drive off the lot with a luxury SUV, often for personal use, assured that they will be able to pass on to taxpayers up to \$25,000 of the cost of the vehicle. And the problem could soon get worse, since the Bush administration's budget plan seeks to expand the loophole to \$75,000.

"People who buy luxury SUV's for predominantly personal use should not be able to send the bill to the American taxpayer," said Daniel Becker, director of the Sierra Club's Global Warming and Energy program.

"If they want to buy a gas guzzler, they should expect to pay the full price."

A long-standing provision of the tax code lets small business owners write off a portion of certain business expenses. Vehicles weighing over 6,000 pounds are eligible, so that small business owners who need work trucks and delivery vans can take advantage of the provision. But many S.U.V.s weigh over 6,000 pounds, Becker described the loophole as "big enough to drive a Hummer through."

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LAKE ERIE WHEELERS

P.O. Box 770744; Lakewood, Ohio 44107 • BikeLEW@adelphia.net

www.lakeeriewheelers.org

Affiliated with the Bike Authority

President: Tom Meara – (440) 777-2563 • Vice-President: Bob Parry – (440) 779-8392

Secretary: John Whitaker – (216) 485-9184 • Treasurer: Bob Ugan – (216) 226-9921

Membership Chair: Dan Izuka – (440) 734-5777

LEW Club Weekend & Holiday Ride Schedule

- Mar. 2 10:00 Frostville Museum Pancake Ride – 20+ miles.
- Mar. 9 10:00 Berea Loop start at Wallace Lake parking lot – 20+ miles.
- Mar. 16 10:00 Annual Buzzard Day Ride – Bonnie Park to Hinckley - 30 hilly miles.
- Mar. 23 10:00 Olmsted Falls to Medina – 46 miles.
- Mar. 30 10:00 Scenic Park to Euclid – 45 flat miles.
- Apr. 6 9:00 Olmsted Falls to Oberlin and Kipton – 50 or 60 miles.
- Apr. 13 9:00 Bonnie Park to Richfield – 40 hilly miles.
- Apr. 20 9:00 Easter – Olmsted Falls Pickup Ride.

Ride Start Locations:

- 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.
- Scenic Park Parking lot at marina in North Rocky River Reservation, off of Valley Parkway ½ - mile south of Detroit Road, in Lakewood.
- Wallace Lake In South Rocky River Reservation, at Wallace Lake Parking Lot off of Valley Parkway, 1 mile south of Bagley Road.

Weekday Rides:

Regular Club Wednesday Evenings – Moderate to fast pace 20-30 mile rides, weather depending, starting at 6:30 p.m. from Kamm's Corner parking lot at Lorain Rd & Rocky River Dr. (Rt. 237) in Cleveland (behind Pizza Hut), Call Ed Wheeler at (440) 572-1122 or email at 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 email list is at BikeLEW@adelphia.net. If you aren't receiving weekly ride updates and have email, let us know and we'll put you in the address book.

Weekend Club Rides

The club ride schedule for 2003 has been determined from March through October. 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 that particular month), plus a defined pace. It will be the Ride Leader's responsibility to keep the main group at that pace, and ensure that no riders are left behind. All riders must wear an approved helmet. The pace levels are established as follows:

- A – Brisk pace with pace line likely, regrouping every 30 to 60 minutes with a 10-minute wait, maximum. Usual speed is 18 – 20+ mph.
- B – Touring pace with pace lines possible, regrouping every 30 to 45 minutes and waiting for all riders to assemble. Usual speeds are 15 – 18 mph.
- C – Relaxed pace with no pace lines and frequent regroups for all riders. Usual speeds are 12 – 15 mph.

Volunteers are encouraged to step forward as ride leaders.

If the scheduled ride for any given date is an invitational, or starts outside the tri-county area (Cuyahoga, Lorain, Medina), a pickup ride will start from the Olmsted Falls Library at the normal start time for the month.

Weekday Rides Returning in April

The Tuesday Night Rides will start on April 15 at 6:30 at the Fairview Park Post Office, weather permitting. Bob Ugan and Greg James will lead the rides this year, as usual. As Class C rides, these are recommended for beginning and slower riders, plus new club members. Also a good way to make our acquaintance (invite someone you know). For more information, contact Bob Ugan at (216) 226-9921 (email at sundance@gwis.com), or Greg James at (440) 331-9419 (email at clockwerke@aol.com).

The Ice Cream Rides will leave from the Olmsted Falls Public Library lower parking lot at 6:30 Wednesday nights, beginning April 9th, weather permitting, of course. These qualify as B or C rides, with distances varying from 20 to 30 miles, and will be led by marc Snitzer and Greg James. For more information, contact Marc Snitzer at (440) 236-3017, email at msnit@juno.com.

The 2003 Ohio Bike Path Series

Last year we introduced a new ride series, conducted entirely on bicycle paths or all-purpose trails, supplementing the regular Sunday rides. As hoped and promised, we are proud to announce the return of the Ohio Bike Path Series, which will be held the second (or third) Sunday of each month, from May to October. Last year we drew many members and their families, and hope to do so this year. We also hope to attract new riders unused to riding in groups, folks uncomfortable riding on roads and competing with motor vehicles, and seasoned riders out for the pure joy of riding with friends.

These will be "C" level rides, beginning at 10:00 AM, with a stop for lunch. All riders must wear a helmet and be club members, unless a signed signature card is obtained in advance. All children under 16 must be accompanied by an adult.

The schedule of Ohio Bike Path rides, distances, and their Ride Leaders, for 2003:

May 11	Wallace Lake to Scenic Park	28 miles	John Whitaker
June 8	Elyria to Kipton on the North Coast Inland Trail	28 miles	Dan Izuka
July 13	Lakeshore (Rock Hall to Euclid)	24 miles	Tom Meara
Aug. 10	North Olmsted Bike Path (Stearns to G.N.B.)	11 miles	Tom Meara

Sept. 14	Towpath (Canal Visitor Center to Peninsula)	24 miles	John Whitaker
Oct. 12	Kent (Alexander Road ABC Trail to Kent)	22 miles	Dan Izuka

The January, 2003 Club Meeting

After old business was disposed of, Bob Parry presented his proposed designs for club jerseys. While the members present were asked to vote on them, the designs are be posted on the club website for members to consider at leisure. Dan Izuka, in charge of club shirts, reported that there was more interest by club members in tee-shirts than in polo-style shirts, and that a decal manufacturer is being sought. Jerry Storer reported that progress on the LEW club history was well underway, with chapters dedicated to the Four-County Metric and TASSLE rides to be included. Mr. Storer is looking for anyone willing to contribute photographs and other information.

The New Rider Website has been launched, with a link on the LEW website. In the near future, this link will be transferred to the CrankMail website. By a series of votes, the club will renew its memberships in the League of American Wheelmen, the Ohio Bicycle Federation, and Adventure Cycling. The club still plans to participate in the Adopt-a-Highway program, with West River Road in Columbia Station as our intended adoptee. We are determining whether insurance for the club's participation is required and if so, affordable.

Still under consideration is whether to hold a club invitational this year. The choices available are Eric's Hill Climb, Tour de Cleveland, Four-County Metric, and Scoop-a-Loop. Each will require volunteers to run the ride, handle the logistics, and mark pavement to guide riders.

The club discussed the Bike Path Series, considered the possibility of an overnight bike path ride. An idea came up: the bike path ride and the weekend ride scheduled that same day should have the same lunch stop. Club President Tom Meara called for volunteers for a ride committee, and promised to hold a ride meeting in the near future. Next was a discussion of the overnight touring rides. Few of these were scheduled last year, compared with the previous year, attendance had been sparse, and the weather was uncooperative. Some rides were proposed: Finger Lakes, Put-in-Bay, Millersburg, Malabar, and a visit to one of the nearby state parks.

The members present voted to move the club picnic into August, instead of September, and thus take advantage of warmer weather and longer daylight. The meeting ended with a free-form discussion of cold-weather riding tips and apparel.

The February, 2003 Club Meeting

Old business: dues are due this month. Membership packets and roster are to be mailed this month. This will include an official club decal, a sample of which was passed around at the meeting. The weekend and holiday ride schedule is complete, with new features, including coinciding lunch stops for regular weekend & bike path rides. There is a set of proposed overnight tours, with dates to be determined later.

Regarding the club shirts, Dan Izuka reported that there may be a possible source for low-cost polo shirts, depending on further information. The search for a reasonably priced printer continues. For club jerseys, the original field of eight has been narrowed down to four. By a show of hands, these were whittled down to one. We have prices from possible vendors: Pyro Apparel, and Revi.

Volunteers have stepped forward as ride leaders for the weekday rides:

Tuesday Night (Fairview Park) – Bob Ugan, Greg James

Wednesday Night (Olmsted Falls) – Mark Snitzer, Greg James

Women's Only – Bonnie Vargo

Thursday Night Hilly – Eric Overton, Russ Marx

Thursday Morning – John Glasgow

Charlie Martin will be hiking the Appalachian Trail this spring. In order to keep in touch with him, and keep track of his progress, it was decided by a vote to purchase for him a phone card. It would allow him to call once a week, whenever he encountered a town on his journey. This was followed by a discussion centered on the question: what have you learned about bicycling, as a result of direct experience only?

The meeting ended with a presentation by Jim Sheehan (formerly of Century Cycles) who is with the Ohio City Bicycle Co-op. He spoke of their Earn-a-Bike program, which operates in conjunction with St. Ignatius.

The next meeting will be on March 11, 2003, at the Bike Authority store in Broadview Heights (just North of Broadview & Wallings). Program will consist of club business, then a social hour with pizza & beverages.

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 an interest in touring, overnight and otherwise. Anyone interested can contact him at (440) 777-2563, or email him at tom_meara@hp.com. Volunteers are needed for Ride Captains.

Proposed overnight tours include:

- Pancake ride to Stanford House
- Wellington to Malabar (coinciding with Malabar Weekend in September)
- Finger Lakes
- Put-in-Bay
- A nearby State Park (Findlay, Portage Lakes)

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).

2003 Dues Are Due

As of Feb. 1, nearly 50 members have renewed their memberships and dues for the year. This will be the last issue of *CrankMail* sent to last year's members that do not renew before the next issue. Members also receive regular bike news via email for those members that provide an email address. Members not on the list should contact BikeLEW@adelphia.net to be included in the email news. For members wishing to renew, a sample form is available on the website.

2003 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 770744 Lakewood, Ohio 44107

New member Renewal

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

2003 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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Broadview Heights, Ohio 440-546-9966



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

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

Welcome To New Members

Doug Cummings of Lakeline, **Charles Rumbold** of Chesterland and **Tony Fisteck** of Willoughby. Welcome to the club!

Membership Renewals for 2003

If you haven't yet renewed your CTC membership, do it now. Membership forms were included in the last *CrankMail* issue, but if you've misplaced it (or, god forbid, thrown it out) you can head for our **web site** and print a new one. Don't forget to include your check. And, speaking of our web site, it's all new. Take a look at it. Any suggestions, comments or information that club members want to add would be appreciated.

A Winter's Bike

Once upon a time there was a nice white bike that plied the roads hither and yon taking its owner to work, stores and friends every day. It was a happy bike, with purring wheels that shone brightly in the sunlight. Then the sunlight went away and there came snow and road salt and the bike suffered. Mightily. Snow got between the rear tire and fender and eventually fractured the fender into three pieces; all three held together by coat hanger wire after the zip ties originally called to the task, broke.

The freewheel became sluggish and stopped doing what its name implies. Prolonged sprays of WD-40 into the back revived it but only somewhat.

The rear derailleur ceased its spring action to pull the chain taut.

Repeated kicks with a snowy boot, much spraying of WD-40, and whacks with odd pieces of wood or metal that came to hand managed to force the spring into one last gasp, but eventually it just drooped, sagged and scraped the ground. Occasionally it wound itself up in a tangle by the front derailleur cage and had to be freed with a clumsy, mittenend hand and vile imprecations about its ancestry. The derailleur pulleys were nearly invisible beneath a thick coating of grease and slush, the teeth worn to sharp points and one broken off.

The chain somehow held together, although once, when sprayed with water in a desperate attempt to clean the bike, it nearly froze solid when the water failed to melt and instead froze in the links.

The owner made an appeal to anyone with a spare bike to offer as a winter commuter so he could take the existing bike down to the basement for desperately needed repairs.

Tom came to the rescue. There are so many Tom's around, especially on the west side that we needn't burden the reader with which Tom this was. Any

one would do. Any one with a spare winter commuter bike. This Tom had just such a spare, and as an experienced winter commuter himself, had installed such vital items as moustache handlebars, fenders, powergrip pedal straps and bar end shifters, just like the original bike. Tom, however, did not have ratcheting bar end shifters and warned the owner that the shifting would not be as easy as he was used to. The owner, knowing the state of rust inside the cable housings, offered Tom an opportunity to shift the original bike. Tom tried with first one, and then two hands and then was satisfied that the owner would not in the least find the new bike difficult to shift. Besides, the extra effort in shifting made the original bike a perfect exercise machine ensuring a thorough upper body workout.

Shortly before the new bike arrived the old one entered its final decline. The quick release froze to the axle, an occurrence that came to the attention of the owner when a rear brake pad that was misadjusted and worn nearly to the metal housing, ceased to grip just the rim and began gripping the rear tire as well. The rear tire did not enjoy this and blew out along with the tube while the owner was in his office upstairs at work. Returning to the scene of the carnage he attempted to remove the wheel but the skewer would not unskew and the wheel was stuck in place. He managed to pull some of the tube out of the tire with the wheel in place, find the blowout hole, patch it with a large patch, and use a folded sheet of paper to patch the tire. He refrained from using the rear brake all the way home. The tube survived the ride from downtown, the owner in perpetual anxiety about it, when it finally blew out with a loud report a few blocks from the owner's home just as the owner let down his guard and nearly scared him half to death.

The original bike went down into the basement just as Tom arrived with the new one. It's now in pieces awaiting the tender ministrations of the owner and various friends who look on with amusement and disbelief at the corrosion, wear, and crud enveloping each exposed part. As we speak in an attempt at removing the rear skewer, it has been pounded with a sledgehammer and snapped off, with nearly an inch remaining in the axle. Alas, another night's hard work may bring the poor bike to heel. Anyone with decent mechanical knowledge, infinite patience and several long evenings to spare are encouraged to contact **Marty Cooperman**.

Sunday Ride Schedule

Fellows, it's getting near that time of year when we've got a new ride schedule to publish. That means it's spring: flowers, birds, ice storms.

March 02, 09, 16, 23, 30 – 10 AM Pickup ride in **North Chagrin**. Group decides on destination. Group occasionally has second thoughts and heads for nearest coffee shop.

April	6	9AM	Burton to Windsor (28), Parkman (45) rolling.
13			Lake Farm Park to Kirtland & Kirtland Hills (25,45) rolling/hilly.
			Bike/Blade Expo and swap after ride 11AM-4PM.
20			North Chagrin Easter Sunday pickup ride.
26			Saturday Chardon MapleFest ride (40), pancake breakfast \$ hilly
27			North Chagrin ride to the Cleveland Marathon downtown (45), rolling/flat

CLEVELAND TOURING CLUB MEMBERSHIP FORM - 2003

Name: _____ M _____ F _____
Please Print or Apply Address Label

Address _____ Birth date _____

City/State/Zip: _____ Phone: _____

E-Mail: **Please print clearly:** _____

What kind of bike do you ride? Road _____ Mountain _____ Other _____ Tandem _____ What make of bike? _____

Emergency Contact: _____ Phone: _____

Membership Level (circle one): **Individual \$15.00 Family \$20.00** New _____ Renewal _____

Note: Please copy and submit a signed form for each family member. Please staple and submit together with family fee.

In signing this release for myself or for a named member, if member is under the age of 18, I acknowledge that I understand the intent hereof and hereby agree to and absolve and hold harmless the CLEVELAND TOURING CLUB officers, members, sponsors, affiliates, singly and collectively, for any injury, misadventure, harm, inconvenience, or damage suffered or sustained as a result of participation in any CLEVELAND TOURING CLUB activities. I also hereby consent to and permit emergency medical treatment in the event of injury or illness. I shall abide by traffic laws and regulations and shall practice courtesy and safety in cycling.

SIGNATURE: _____ **Date:** _____
Parent/guardian signature if member is under the age of 18

Return this form with your check made payable to The Cleveland Touring Club
Mail to: The Cleveland Touring Club, P.O. Box 32456, Euclid, OH 44132

CLEVELAND TOURING CLUB CYCLE APPAREL ORDER FORM

Please Print or Apply Address Label

Name: _____ Phone: _____

Address _____

City/State/Zip: _____ E-Mail: _____

Jerseys are racing style with three rear pockets, zippered collar, in yellow/blue/white color scheme with Cleveland skyline design and logo on sleeves, front/back/side and collar. Jerseys are Swisstex material. Jackets are Versatech (non-stretch wind & water resistant) and have a full front zipper.

Men's Apparel

	S	M	L	XL	XXL	Cost per Item	Cost x No. Items
Short Sleeve Jersey						\$45.00 each	
Long Sleeve Jersey						\$50.00 each	
Long Sleeve Jacket						\$50.00 each	
Total Items						Total Cost Enclosed	

Women's Apparel

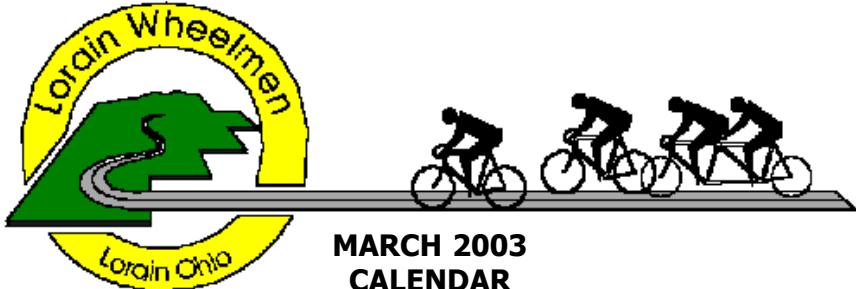
	S	M	L	XL	XXL	Cost per Item	Cost x No. Items
Short Sleeve Jersey						\$45.00 each	
Long Sleeve Jersey						\$50.00 each	
Long Sleeve Jacket						\$50.00 each	
Total Items						Total Cost Enclosed	
						Grand Total	

Note: Women's jerseys are cut 2 inches shorter, narrower in the shoulders and fuller in the hips.

Return this form with your check made payable to The Cleveland Touring Club
Mail to: The Cleveland Touring Club, P.O. Box 32456, Euclid, OH 44132

CTC 2003 VOLUNTEER OPPORTUNITIES

Name	Phone #	E-mail
Members, family members and friends help are appreciated and always need - please consider volunteering.		
Be part of the 2003 ride schedule planning group	COMPLETE-NO VOLUNTEERS NEEDED	
TUESDAY RIDE LEADER NEEDED		
Distribute maps for 6:30 P.M. rides every week		
CTC JERSEYS AND JACKETS		
CTC Jersey & jacket Person - take, place, and distribute orders Sell Jackets & Jerseys at club rides & functions	Philip Esempio Philip Esempio	
BIKE EXPO - March		
Set up and/or work at CTC booth Help run the bike & accessories swap		
SUNDAY IN JUNE - SUNDAY - JUNE 8th		
Ride Coordinator - Arrow Painters - Prior to June	Anastasia Birosch NO VOLUNTEERS NEEDED	(216) 297-9172 abirosh@voyager.net
Order Food for rest stops - Prior to June		
Pick up cookies/fruit for rest stops - June		
Stuff Pre-registered Rider Packets - Saturday, June 7th		
Registration Crew - June 8th		
Parking Attendants - June 8th		
Sag Wagon Drivers - June 8th		
Sell T-shirts and CTC Jerseys & Jackets - June 8th		
ANNUAL PICNIC & PHOTO DAY - SCHEDULE IN MARCH CRANKMAIL		
Beverages & supplies		
Tables		
Start grills & cook burgers & hotdogs		



MARCH 2003 CALENDAR

Date	Starting From
Sun. 3/2	Amherst Shupe
Sun. 3/9	Oberlin Inn
Thurs. 3/13	Meeting, Depot, (no rollers)
Sun. 3/16	Amherst Shupe
Sun. 3/23	Oberlin Inn
Sun. 3/30	Amherst Shupe

By March we gotta get some riding weather, right? Even by my undemanding standards, riding opportunities have been scarce. If we get a day in the 40s, maybe we can go all the way from Amherst to Wakeman and get 40 miles or so. That sure sounds better than 10 miles up to Vermilion, and 10 miles back.

This sure has been a tough winter for riding, even for us. There is a core of the membership that will go if it's in the 20s to mid-20s early in the morning with the hopes that it'll get near 30° by the time we get back. To date this year, those days have been rare! I guess it's some of that and the fact that we're getting just a little older, but it seems like even the die hards among us are finding it easier to say "no way" this winter.

I expect we'll have more (as opposed to 0 as of this writing, this year) Saturday morning rides. I'll hold with the 9:00 starting time, but if it looks chancy, call. Waiting till 10 may allow snow to melt, or the thermometer to get above freezing.

If ya just keep the faith, we just may get some miles in for the month! I sure hope so, cause it sure is boring to ride rollers. Even the roller/trainer night this month was slim in attendance. Seems like the promise of pizza still didn't bring out any new faces. It sure is more fun to grunt 'n sweat over rollers with company than by yourself!

Herb & Dave B. will be off their bikes for awhile after the trip north to x-country ski. Herb will be in a leg brace for a couple of months and Dave had surgery on his ankle. That'll teach these old guys not to try to keep up with some of the younger and more experienced skiers on those downhills.

NEW - Professional Fitting and Coaching Available!

- Professional Bike Fitting and Power Evaluation Equipment
- Coaching and Fitting by::CERTIFIED trainers,2002 US Duathlon Team member and former National Title holders
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Yo, Wheelers!



Surprise! The new leadership committee didn't get rid of me yet. We need a volunteer to take over this column. Don't miss this great opportunity. If you are interested, please call me and I will tell you what needs to be done.

By the time you read this, WRW will have held its annual meeting. The expanded ride committee, consisting of our new leadership, has some new and bold ideas for the summer. This summer we will have three groups: A, B, and C. The A group will be what it always was. The C group will probably consist mostly of the B riders from previous years, and the new B group will be faster than C, but less demanding than the A group.

Also new this year, or a return to the past, will be "away" rides. The ride committee reports that at least one ride a month will start from points other than the "J." Those of us who have ridden with WRW for many years will recall our other starting points and how much further it took us afield. There are a lot of exciting rides out there with great scenery and food stops, especially in summer and fall.

Watch *CrankMail* for news of our Wednesday night rides to begin when weather and light conditions permit. Our leaders are hoping that Wednesday night rides will be a successful addition to our schedule.

Finally, keep your eye on www.westernreservewheelers.com, our Web site. Our leadership is working on refining our Web site with new features.

That's all for now. Hope to see everyone within the next few weeks.

May the Wind Always Be At Your Back

—Ed Reichek



COMMITTEE

JIM GERNSETTER - 216-371-8219
HOWARD GILMORE - 216-831-6248
BERNARD KOTTON - 216-292-3998
HOWARD LEVY - 216-831-6607
LINDA MYERS - 216 - 831-7372
ROBERT SHWAB 216 - 397 - 0150

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2003 MEMBERSHIP APPLICATION

(please print legibly)

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Home Phone: (____) _____ - _____ Work Phone: (____) _____ - _____

E-Mail Address: _____ Fax Phone: _____

BIKING EXPERIENCE: (CIRCLE ONE) BEGINNER EXPERIENCED ADVANCED

List All Adult participants:
(18 and over)

List All Minor Participants:
(Under 18)

2003 Dues (Individual/Family) \$ 20.00

WRW Patch (es) No. _____ @ \$1.00 _____

TOTAL PAID \$ _____

ALL ADULT RIDING FAMILY MEMBERS MUST SIGN AND DATE THE RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT ON THE REVERSE SIDE.

Please return to: JIM GERNSTETTER
Western Reserve Wheelers
19200 CRANWOOD PKY
Cleveland, OH 44128

LEAGUE OF AMERICAN WHEELMAN d/b/a LEAGUE OF AMERICAN BICYCLISTS ("LAB")
RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK, AND INDEMNITY AND PARENTAL CONSENT AGREEMENT
("AGREEMENT")

IN CONSIDERATION of being permitted to participate in any way in _____ (Name of LAB Club) ("Club") 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 travelling 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 may be caused by my own actions, or inactions, the actions or inactions of others participating in the Activity, the condition in which the Activity takes place, or THE NEGLIGENCE OF THE "RELEASEEES" 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 the Club, the LAB, their respective administrators, directors, agents, officers, members, volunteers, and 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 "RELEASEEES" 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 "RELEASEEES" OR OTHERWISE, INCLUDING NEGIGLIENT 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 RELEASEEES 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.

PRINTED NAME OF PARTICIPANT: _____

ADDRESS: _____ (Street) _____ (City) _____ (State) _____ (ZIP)

PHONE: _____

PARTICIPANT'S SIGNATURE (only if age 18 or over): _____ I HAVE READ THIS RELEASE

DATE: _____

MINOR RELEASE

AND I, THE MINOR'S PARENT AND/OR LEGAL GUARDIAN, UNDERSTAND THE NATURE OF BICYCLING ACTIVITIES AND THE MINOR'S EXPERIENCE AND CAPABILITIES AND BELIEVE THE MINOR TO BE QUALIFIED, IN GOOD HEALTH, AND IN PROPER PHYSICAL CONDITION TO PARTICIPATE IN SUCH ACTIVITY. I HEREBY RELEASE, DISCHARGE, COVENANT NOT TO SUE, AND AGREE TO INDEMNIFY AND SAVE AND HOLD HARMLESS EACH OF THE RELEASEEES FROM ALL LIABILITY, CLAIMS, DEMANDS, LOSSES, OR DAMAGES ON THE MINOR'S ACCOUNT CAUSED OR ALLEGED TO BE CAUSED IN WHOLE OR IN PART BY THE NEGLIGENCE OF THE "RELEASEEES" OR OTHERWISE, INCLUDING NEGIGLIENT RESCUE OPERATIONS AND FURTHER AGREE THAT IF, DESPITE THIS RELEASE, I, THE MINOR, OR ANYONE ON THE MINOR'S BEHALF MAKES A CLAIM AGAINST ANY OF THE RELEASEEES NAMED ABOVE, I WILL INDEMNIFY, SAVE, AND HOLD HARMLESS EACH OF THE RELEASEEES FROM ANY LITIGATION EXPENSES, ATTORNEY FEES, LOSS LIABILITY, DAMAGE, OR COST ANY MAY INCUR AS THE RESULT OF ANY SUCH CLAIM.

PRINTED NAME OF PARENT/GUARDIAN: _____

ADDRESS: _____ (Street) _____ (City) _____ (State) _____ (ZIP)

PHONE: _____

PARENT/GUARDIAN SIGNATURE (only if participant is under the age of 18): _____ I HAVE READ THIS RELEASE



CLEVELAND

Your source for race information . . .

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- 123 events contested by 48 riders
- 34 wins, including 3 State Championships
- 23 second places
- 23 third places
- 14 other top-five finishes

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FOR MAKING ANOTHER GREAT YEAR POSSIBLE!**

PDQ Cleveland Membership Application

(Please PRINT or TYPE clearly):

Name: _____ Date of Birth: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ e-mail: _____

I, the undersigned, intending to be legally bound, do hereby for myself, my heirs, executors, administrators, and assigns agree to forever release and hold harmless PDQ Cleveland Bicycle Club (henceforth, "said club"), its members, officers, sponsors, and affiliates, singly and collectively, for any injury, harm, misadventure 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 said club's functions and activities. Further, I agree to release and hold harmless the said club, its members, officers, sponsors, and affiliates, for any claims made by third persons arising from any injury, harm, misadventure or inconvenience I may suffer during any of the said club's functions and activities. I understand that bicycling on open streets and roads, as practiced by said club, will expose me or the named applicant to dangers beyond control of the said club, its ride leaders, and my fellow riders, and that such dangers include, but are not limited to, property damage, serious injury, disability, and death. I will obey all applicable traffic laws, any additional regulations as required, and will ride safely and courteously during all of the said club's functions. I also hereby request and consent to permit emergency treatment in case of injury or illness.

Signature of applicant

Date

Signature of parent (if applicant is under 18)

Date

Individual – \$20
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Interests: Road Races Criteriums Time Trials
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Make check payable & mail to:

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Olmstead Falls OH44138-1443

A Letter from Vetter

by Lou Vetter

SEASON KICK-OFF: The season officially began with the New Years Day ride and I got my four miles in. We had less than twenty riders on A Bi-Cycling Dandy Excuse For Getting Hibernated In January. A small but intimate group of hard-core riders who left the Medina Square in a bone chilling mist, cold temperatures, and moderate winds from the North. The riders headed South with smiles and friendly greetings. The big surprise came as they reached their southern most point and had to ride back to the start fighting that cold moist wind. The chill factor must have been a minus bazillion degrees. I rode my twenty-inch wheel Raleigh Folder. Dick DeLombard is trying to talk me into riding it on TOSRV again this year.

2002 GOAL ACHIEVED: I did finish last year in excess of three thousand miles and it came right down to the wire. On Monday December 30th I was still thirty-three miles short of my goal. I went out that night and lights on and my Christmas cigar both lit. After three trips around the block I got bored and decided to head over by Tom's house because the development has expanded that way. The Christmas Lights were spectacular and the temperature forgiving. The streets were wet but the air was dry. I rode past Tom's street going further South to the end of the development. After all I couldn't go back home with a still lit cigar. Then I headed West onto what was a no outlet street last summer. It's a through street now and I got all the way over to Ryan Road and crossed it into another development. Next year Medina will have a Christmas Lights ride for those interested in riding through the developments. When I got home I had clocked 21 miles just 12 miles short at this point

The next night, Tuesday, was warm again and I was up for riding those last miles. I left the house after dark fortified with the memory that the evening before I saw less than ten cars during an hour and a half of riding. As I left my driveway the streets were mine but then it happened. I started to think about what I was doing. Sure twelve miles would give me 3,000 exactly but I should go beyond the 3,000-mile goal I set for myself. I thought thirteen miles would give me 3,001 miles, but thirteen is an unlucky number and I couldn't risk having any bad luck on the last night of 2002. I thought about going fourteen miles yielding a grand total of 3,002 in the year 2,002 but that seemed dumb. Then I came upon a brilliant idea and the pure symmetry of 3,003 called to me. I rode the fifteen miles and ended the year with 3,003 miles. So what's all this talk about "anal-retentive," anyway?

CRAWLATHON 2003: This year I was greeted with mixed signals from the tour guides. Last year I set a new benchmark for how large a person could actually go through Burchett Cave. I did get stuck for a few minutes but I did make it through the "tight spot." I figured out why I had that problem last year and was confident I would breeze through it this year so I signed up for the full Burchett Odyssey. As I joined the group Saturday morning the guide asked if anyone had done Burchett before. One other caver and I were the only two to raise our hands. As we were walking to the entrance to the cave the guide asked me if I had gone through "meander crawl." Thinking he was referring to the Ess curve I proudly said "yes, I have." He raised his eyebrows and walked on. The entrance was a small hole in the side of a hill. Eleven caves entered feet first in front of me and now it was just me and the guide and John Tierny who stopped

to take photographs. John wanted someone to enter the hole head first and I thought that would be better for me so I tried; twice and I chickened out saying I don't think I can do it. John gave me the pep talk and convinced me to try feet first. Finally I got into the hole and climbed down to meander crawl, which turned out to be a tall and very narrow passage about 300 feet long. The lead guide and the first eleven cavers were out way out in front out of sight and out of earshot.

I started by walking sideways, right side first, rubbing against the front and back walls as I pushed my body through the passage. Most of the time I could not even turn my head around to look behind me. My helmet with light was wider than the passageway. I scanned the walls ahead of me constantly evaluating the width and how I could best squeeze through. Occasionally there would be a wide spot where I could turn around and proceed with my left side first. The farther I went the more anxious I became. Each step I took forward was a step I hoped I would not have to return on. I was getting tired and this was just the beginning. At one point I had to climb up a couple of feet and drop down on the other side of a narrow spot I couldn't walk through. I was getting more tired and more anxious. I couldn't be lost because there was nowhere else I could have gone. Finally there came a point where the passage was wider at the bottom so I got down and crawled on hands and knees while the guide continued walking upright. At this point we started to hear voices and were closing in on the group. I spent lots of energy and had to take frequent rests which meant lying on the floor of the cave to catch my breath. Some parts of the cave were too low to crawl on hands and knees and here my military training paid off as I knew how to do the "low-crawl".

Later we caught up and joined the group taking a rest stop in the "King Dome." This is like being in an elevator shaft. The guide explained some of the features of the dome and other parts of the cave we would visit next. Now I was able to walk upright or stooped over. Soon we were stepping over members of another group on our way to see another "pit" or "dome." Then we had to step over them again as we returned the same way. The cave is fairly large and there were four separate groups of 15 each touring at the same time. As we left the lunch crowd behind the ten o'clock group was just crawling into "King Dome" in the lower passage while we were exiting on the shelf above them. We saw sleeping bats and some rim stone dams. Rim stones are dams that trap water in small pools. I've seen some rim stone with pools the size of a cereal bowl but these were huge, like a bathtub only deeper. Thank goodness they were dry.

We had been touring for almost four hours and I felt relief when the guide declared it was time to make our way out and the plan was to exit through a passage called "Charlie Brown." On our way to the exit the cave got smaller and smaller until I was back to doing the low-crawl again. At one point the passage way was so tight and I was so tired that I could only scoot forwards a mere six inches at a time by lifting up on my elbows and pushing forward with the toes of my boots. The group came to a stop at the exit and allowed me to catch my breath. While I was lying on my stomach waiting my turn to climb out I noticed a black salamander lying next to a rock in the passageway right next to me. Twelve people had already crawled past him but he was still waiting there for me to see. The exit turned out to be a vertical climb up thirteen feet with loose stones that forced us to exit just one person at a time. Finally it was my turn and it felt like I was crawling up from the bottom of a well. Once outside the guide congratulated everyone on having a good tour. Since then I identified the salamander as the "Ravine Salamander," native to north central Kentucky living under logs and near the entrances to caves.

Earn a Bike programs
Used bikes for sale
Interesting tours
Bike education
Memberships



Mondays & Thursdays
4 - 9 PM
Saturdays Noon - 4 PM
(Club ride 10 - noon, any
weather)

The OCBC is a nonprofit, member-run bike education center. OCBC Earn A Bike programs take donated used bikes and help kids earn one for themselves while they learn bike repair and safe cycling. Surplus bikes are fully refurbished for sale to support the organization.

News:

OCBC has had a very encouraging first few months in our new shop — see our website for a list of donation thank-yous, but one merits special mention here: a \$1,000 donation from the Cleveland Touring Club to start a “Touring Fund” that will provide scholarships for kids in the Earn A Bike programs to join invitational bike tours organized by local clubs. On Groundhogs’ day, in a modest ceremony following a hearty meal of our neo-traditional vegetarian chili, CTC member Freya Turner presented the OCBC with a jumbo check to mark this generous contribution.

The Lake Erie Wheelers have also have expressed their interest and support, to an OCBC representative invited to address their February meeting. We will be seeking to develop creative partnerships with all the local clubs as we grow.

Upcoming events:

Members' meeting: Friday, **March 14th** from **7 to 9 PM**, to discuss the membership's role in directing the co-op's development, and how to recognize and foster that. More of our soon-to-be famous chili will be served. Members can join in (and everyone can follow) the agenda discussion at www.OhioCityCycles.org/forum.

In March we will also continue to expand our education programs:

The **Basic Shop Class** is being refined to offer more than just training for members' free shop time by concentrating on hands-on emergency repairs, safety and upgrade-ability assessments, and preventative maintenance.

Single-speed conversion: Do you have an old road bike that isn't worth updating, but that you can't bear to scrap? So do we — a couple dozen, actually. Learn how to choose the gears, un-dish the wheel, align the chain, and stop shifting!

Either three-hour class is \$25 (with discounts to members) including handouts and refreshments. **Call or check the website for dates and times.**

Members' specials:

- First, because of the large number (43 so far) of folks who have earned memberships by volunteering 10 hours instead of paying \$50, we regrettably need to ask you all to pay the \$10 for your year's *CrankMail* subscription, so you can keep getting this valuable newsletter after this, your first, edition.

- Partly to make up for that miscalculation, members may now pay for the Basic Shop class with their "banked" volunteer time, class space permitting.
- Any member who visits the shop on their bike during March will get a **free** on-the-spot wheel true or cable adjustment lesson, and a much-coveted chili recipe!



We Can't Drill Our Way Out of This Pickle

The United States uses a quarter of the world's oil supply. We have less than five percent of the world's population and less than five percent of the world's oil reserves. There is no way we can meet that kind of demand by drilling in the Arctic Wildlife Refuge (or anywhere else domestically). There's not nearly enough oil left in the United States. Drilling the Arctic is a distraction, not a solution.

What we need is to tap our fastest, cheapest, most plentiful energy resource – efficiency. California could save enough electricity for one million homes – 1000 megawatts of electricity – by replacing outmoded air conditioners with modern efficient ones. Replacing old refrigerators would save another 1000 megawatts. Requiring tire companies to sell replacement tires as fuel efficient as the tires installed on new cars

would save 5.4 billion barrels of oil – more than geologists expect to find in the Arctic. And demanding that auto companies install the best technology and increase the fuel economy of new cars and light trucks to 40 miles per gallon would save three million barrels of oil every day – more than the Arctic, Persian Gulf imports, and off-shore California combined.

Efficiency would decrease demand, increase supply, and lower prices. But lower rates, of course, mean lower profits. Maybe that's why they're not telling us that if we build state-of-the-art power plants, tap efficiency, and use renewables, we can turn on the lights, reduce energy prices, and breathe cleaner air. We don't have to sacrifice our environment to meet our energy needs at a price that's fair – if we choose wisely, for our families, for our future.



The Amish Buggy

by Marty Cooperman

It was a beautiful mid-October day, with the sun shining, the air nearly still and the stunted fall colors of a dry year doing their level best to entertain us, when from behind came the faint clip-clop sound of a horse. We were in Holmes County, a lovely mixture of hills, farms and woods, where resides the largest group of Amish in Ohio. The clip-clop slowly grew louder. We couldn't see them until they crested the rise behind us, a horse pulling a black buggy with several people inside. Clip-clop, faster and louder. They were gaining on us. This was novel. In our other encounters we'd easily passed by buggies strolling along at a slow pace. Not that we were racing them, mind you, but the subtle element of competition was like a white noise in the background, there but not quite noticeable. Clip-clop, louder and more insistent now.

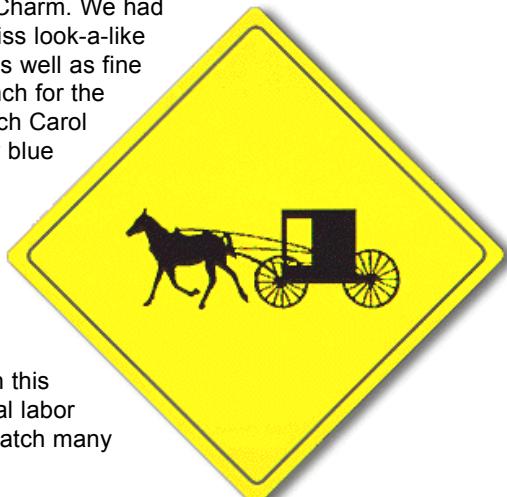
The Beginning:

There were four of us, **Joni Lewanski** and myself, and Joni's sister **Carol** and her boyfriend **Kerry**. We'd spent yesterday working our way deeper into Amish country, heading west towards Millersburg from our start in Dover, Ohio. We didn't plan it that way, but an early morning's cold rain convinced us to tour the famous Warther Carving museum in Dover first, before heading out on our bicycles. It was a wise choice for several reasons, not the least of which is the astonishing collection of working models that "Mooney" Warther had carved in a lifetime of creative splendor: scale models of an operating steel mill, steam engines, steam trains, and his famous single block of wood that expanded into a tree of hundreds of tiny scissors as they unfolded. All carved by this fellow in the early part of this century.

Of course, missing the worst of the rain was also a wise choice. By the time we set out for Millersburg the rain was a modest drizzle despite being driven into our faces by a strong west wind.

There are some pretty towns out this way with pretty names: Sugar Creek, Farmerstown, Charm. We had lunch at the former, a gussied-up Swiss look-a-like village that sold tourist knickknacks as well as fine Amish quilts, and offered a robust lunch for the weather bound. Half way through lunch Carol pointed out the window to a suddenly blue sky and sunshine and we were rid of wet weather thereafter.

Charm is a smaller and more authentic Amish town with a harness shop and blacksmith. I remember on a previous trip finding an Amish bike shop here. The Amish men and boys frequently ride bikes in this area. Leading a life of regular physical labor they are lean and strong. You won't catch many of them on the hills.



Food Foibles:

I had reserved lodgings at the historic 1847 Millersburg Inn and just barely at that. During fall color season they book up quickly and we got the last two non-smoking rooms on a cancellation. We had our hearts set on Pork Loin for dinner, recommended to us by friends who had eaten there before. And there it was, handwritten on the Specials board. We asked if they had enough, if we were to come back in an hour after showers and a rest, and were assured by the young waitress that they would. An hour later, clean and relaxed we stared balefully at that Specials board to find the Pork Loin erased from the menu. Regrettably they had run out and we had to swallow our disappointment along with the alternate fare.

Early Sunday morning we donned our warmest clothing in 35-degree temperatures and headed for breakfast. This was no small matter. The Amish maintain strict rules about no commerce on the Sabbath, restaurants included. But we had been told about South Side Moe's. Moe's was owned by a former manager at the Millersburg Inn and was recommended to us as the only place for breakfast nearby. To get there we were to head south 6 miles into the Killbuck Valley, downhill all the way. Cyclists such as yourselves are probably smiling in contentment at the thought of a level or downhill run of half a dozen miles. Unless you read that remark about the temperature with care.

Thirty-five degrees is a warm spell in the depths of February with a winter coat on and a warm house nearby. It was anything but, to our frozen appendages. Those of us who hadn't put on long fingered gloves before the descent, put them on now. Mist was rising from the creek partially obscuring the valley but wreathing it in mystery. Normally a bit averse to hills, we now yearned for one to warm us up, to no avail. Faces buried in hoods, shoulders hunched against the cold we peeked out occasionally at the lovely scenery of forest and creeks and slowly rising mist, but we were mainly focused on one thing, and that was reaching the hamlet of Killbuck and the warmth of South Side Moe's.

At last arriving in Killbuck, to our dismay we discovered that South Side Moe's, beginning in October, would open only after 11 AM. It was barely 9. Our hearts sank. Our blood vessels constricted. Our fingers seized up. Until a lady answered our knock at Moe's and recommended the Moose Lodge just down the street. "They serve an all-you-can-eat breakfast every third Sunday." By a great stroke of luck, this was the third Sunday in October.

We looked like space aliens amidst the townsfolk of the Moose Lodge. Standing amongst the plainly dressed citizens in our bright bike outfits we should have felt out of place. But we were so obviously frozen and hungry that we only got kind remarks on how cold it must be cycling outside. Four dollars bought us more than warmth although we would have gladly paid just for that: pancakes, sausage, bacon, eggs, biscuits and gravy and wonderfully hot coffee. We ate our fill knowing there might be no places open for food the rest of the day. And, in fact, there weren't.

The Climb:

"You got a real big climb ahead of you" was the reply as we left the Moose Lodge, the fellow pointing to the road heading out of town. "Once you're over that one, it levels out." He was right. And wrong. It was a real big climb on a real full stomach. But it didn't level out. At least not for long. Holmes County is

scenic. It has Scenic Ohio Byway designations on several of its roads. You know what that means? It's hilly. We rode up the hills, struggled up the hills, suffered up the hills and walked up a few. And, surprisingly, walking allowed us to see the beauty all the more easily for not having to gasp for each breath.

At Walnut Creek every shop was closed including the gas station. We were prepared. We had gorp and fig newtons and ate them from the luxury of the bentwood rocking chairs on the porch of Der Dutchman restaurant, pursued by flies who were then chased away by hornets who swooned for our sweets. A French couple from Toulouse and an Englishman with a peculiar German accent stopped by bewildered by the closed stores. Each was given directions to Moe's, by now open and probably doing a lively business in bemused and hungry foreigners back in Killbuck.

Amish kids were inline skating on a driveway up at the corner. The sun was warming us and the absence of open businesses meant no tourists and no cars.

Climbing more hills, on the way to the town of Winesburg, made famous by Sherwood Anderson's novel, Joni and I came across a treasure trove of black walnut pods that we gathered in a free pannier to be dried and opened on a cold winter's night sometime to feast on their meat and the memories they'd bring.

The Buggy:

Clip-clop. It was that buggy. It was gaining on us. I don't know how many hills that horse had taken so far, but we were nearing 40 miles of them and tiring visibly. Not so the horse. Clip-clop, clip-clop as its pace picked up, it's owner seizing the advantage as we leveled out or began to climb, falling back again as we sped downhill, the horse lacking wheels. On a longer stretch he passed Joni and Carol. Now it was up to Kerry and myself to maintain the honor and dignity of the 'English', the Amish term for those not part of their community. Desperately we struggled uphill at a pace that was not long sustainable, saved only by the narrow, winding road on which the prudent buggy driver restrained his horse from passing us. The thought of those 10 lbs. of black walnuts dragging me back was infuriating and I contemplated jettisoning them to lighten my load, but declined, thinking the Amish fellow might do the same, tossing kith and kin asunder on the road in his effort to overtake me. I would not be responsible for such carnage. And I really wanted to eat those black walnuts.

At last, slowing at the top of a rise, I couldn't take it any more. I swung the bike across the road in the opposite direction, leaving the lane free for the buggy which sped past with a wave. Well, I thought, fair enough on their home turf, but I'd like to see that buggy try to race me downtown on my bike on Carnegie Avenue during rush hour. So there!

A half hour later the familiar sight of the Dover exit on I-77 hove into view as did the Warther museum parking lot. We were tired, but happy and very pleased to have ended another cycling season in such a wonderful way.

Marty Cooperman is a member of the Cleveland Touring Club and CrankMail editor for that group.

CrankMail

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LITESPEED ULTIMATE 58 cm., DuraAce comp., Ksyrium wheels. \$2,500. Jim: (440) 572-4930. Email: Jbikeham2@aol.com

GT EDGE 58 cm., Ultegra and DuraAce components. \$800. Call Jim: (440) 572-4930. Email: Jbikeham2@aol.com

GT MOUNTAIN BIKE -- GTLTSI dual suspension frame and Rock Shock Judy fork only. \$300. Call Jim: (440) 572-4930. Email: Jbikeham2@aol.com

WANTED: ROAD BIKE. 54, 56, or 58 cm. Call: (440) 285-3196

GT KARAKORAM MOUNTAIN BIKE 18-inch, black, Shimano Deore LX components, new tires and seat, includes computer. Good condition. \$299 or best. Call Dave: (330) 468-4810. Email: cramerdw@hotmail.com
expire March

MISC.: Time shoes, size 43, \$20; Time Critérium pedals, \$25; Lake shoes, size 43/9.5, LOOK compatible, \$10; leather soled

Vittoria cleated shoes, size 41, \$5; Brancale shoes, LOOK cleated, size 43, \$5; Brooks B-72 saddle with Breeze adapter, LN, \$50. Call John: (440) 871-5211.

BURLEY DUET TANDEM 20.5/18.5 seat tubes', EC. Many upgrades, SunTour Pro MTB components and Bar Cons. Two sets of 700C 48- and 40-spoke wheels with free-wheels. \$750. Call John: (440) 871-5211.

YAKAMA ROOF RACK. Towers for three bikes, can take a fourth, two security cables, \$175. Call: (440) 357-0871.

LEMOND ZURICH 55cm, Reynolds 853 frame, carbon fork, Ultegra triple. Excellent condition. \$950. Call: (440) 461-3720.

CANNONDALE SERIES 3.0. 21-inch frame, 18-speed, 1989. Shimano 105 components, Shimano PD1056 clipless pedals, friction shift, Vetta gel saddle, Cateye Vectra computer, Profile Aero bars, extra freewheel/chainrings. \$200 or best. Call: (419) 433-8211. Email: murrayhrc@accnorwalk.com

TREK 800 ALL TERRAIN BIKE red, 1991, like-new condition, 22-inch frame, 21-speed, Shimano GS100 components, indexed shift, \$200 or best offer. Call: (419) 433-8211. Email: murrayhrc@accnorwalk.com

TRAIL-A-BIKE: Rhode Gear Trailtail, unique 24-inch wheel, 7-speed Sachs gearing, quick release seatpost, upgraded cassette, seat and pedals, flag, reflectors, excellent condition, pro-maintained. \$200. Photo and details email: dsbug@adelphia.net

BABY JOGGER II TRAILER converts their running stroller to bike trailer. Lightweight aluminum frame, quick release conversion system, high-visibility blue and fuschia (standard), safety features. Complete with instructions, excellent condition, \$100. Photo and details email: dsbugs@adelphia.net

FUJI, 21 in. frame, 27 in. wheels, burgundy 12-speed 1986 bike. Used only on the first 3 GOBAs. tlw@zoominternet.net

CENTURY CYCLES Bicycle Maintenance Classes!

Winter 2003

Introduction to Cycling

Basic Skills and tips to help you enjoy cycling more; Safety inspection and everyday maintenance; emergency repairs including hands-on flat tire changing; getting the most comfort and fun from your bike with appropriate position, technique and accessories.

(1) two-hour class - \$15

Session A – Tuesday, March 4

Session B – Monday, March 10

Intermediate Maintenance (Tune-up)

Bring your bike for a hands-on tune-up; clean, lube, inspect and adjust brakes and drivetrain; adjust all bearings; true wheels; and evaluate compatibility of replacement parts and upgrades. Plan to get dirty and leave with a clean bike!

(2) two-hour classes - \$60

Session C – Tuesday, January 14 & 21

Session D – Wednesday, February 5 & 12

Advanced Bicycle Maintenance and Repair (Overhaul)

Bring your bike for a hands-on overhaul; clean, inspect, lube and adjust all bearings; replace brake and derailleur cables; remove and replace drivetrain components; also learn wheel tensioning. Spend some quality time with your bike and it will ride like new – or better! Includes most shop supplies and replacement cables.

(3) two-hour classes - \$125

Session E – Wednesday, January 8, 15 & 22

Session F – Monday, February 17, 24 & March 3

Session G – Thursday, January 23, 30 & February 6

Session H – Tuesday, February 11, 18 & 25

Wheel Building

Learn the Fine Art of Wheelbuilding from some of the best in the business! Use rims, hubs, spokes and nipples provided by the shop or we can help you select your own parts.

(2) two-hour classes - \$60

Session W – Monday, February 3 & 10

All classes are from 6:00 to 8:00 pm. **Participants receive a discount on regularly-priced parts, tool, lubes, repair stands and upgrades purchased during the class.** Sorry, but any missed classes can not be made up or refunded. The classes are geared towards standard bikes manufactured after 1985 and are not suitable for recumbents, tandems, bikes with friction shifting or coaster brake bikes. If you have any questions, please call.

For more information or to sign up, call any Century Cycles:

MEDINA 330-722-7119

PENINSULA 800-201-7433

ROCKY RIVER 440-356-5705

SOLON 440-519-0013



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