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MARCH 2004

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The Voice of Cyclists in Northeast Ohio

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Business Matters

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

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

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From the Editors

We hope you enjoyed our first issue. We learned quite a bit (from a very good teacher) and hope that the publication will be more timely and professional in the future. There were a few items from the last issue we wanted to address but just ran out of time. They have been corrected this time. The feedback we got was generally positive but not as heavy as we had hoped. We will try harder to get you to notice us and send us your opinions.

We have our first showcase article on a local cycling notable, Chuck Harris. This is the first of what will be a regular feature. We have a list of people to write about but if you know of any we should include, please let us know. Chuck will be speaking at the Ohio City Bicycle Co-op on March 13th. If you want to see a personality who has appeared in such differing publications as *Playboy* and the Rivendell reader, be sure to attend.

In the future, this space will hopefully be filled with letters to the editor so you don't have to suffer our drivel. We want to publish your views, so let us know what you think about CrankMail, cycling, or the state of cycling in Northeast Ohio.

Finally, do you like our covers? We hope to continue the vintage photos that bear some relationship with a story in the issue. This month's photo is compliments of Old Town Cyclery in Lenexa, Kansas.

Martin Cooperman and Tom Meara, Editor & Publisher
February 2003

You Can Subscribe!

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Gossip

The **Lake Erie Wheelers** are considering a new patch ride after several years without one. This one will have a twist. Planning is in the early stages but they are considering a rails to trails ride that includes a train ride on the Cuyahoga Valley Line from Valley View to Akron. An interesting idea and a great way to promote both cycling and the attractions of our own Cuyahoga Valley National Park.

The **City of Westlake** is in the planning stages of adding bike paths and/or bike lanes to the community. One map we saw showed bike lanes on Hilliard in Phase I. Phase II extended them to Crocker and eventually Stearns whenever that gets built. If only North Olmsted would see the wisdom of including bikepaths or bike lanes on their portion of the Crocker-Stearns extension. It could be connected with the bike path along the north side of I480 and then to Ceder Point Hill and the Valley Parkway.

One of the tasks associated with CrankMail is its distribution to various locations around town. During February two things were noticed; this is a very slow time of year for bike shops and many shops are remodelling or moving to improve service. **Hubbub** has moved from Cleveland Heights to new digs out in Chesterland. Contrary to popular opinion, Chesterland is not the end of the world, but you can see it from there. We noticed a major renovation underway at **Century Cycles** Rocky River location. **Bike**

Authority on Broadview in North Royalton also has expanded and includes a new room dedicated to the high end triathlete.

Looking for a job? The **Adventure Cycling Association** is seeking a new executive director. Adventure Cycling Association is a 501(c)(3) nonprofit whose mission is to inspire people of all ages to travel by bicycle and to help cyclists explore the landscapes and history of America for fitness, fun, and self-discovery. For info, call (800)755-BIKE (2453), send email to info@adventurecycling.org, or visit www.adventurecycling.org.

Lance Armstrong is #1! It is often said that cycling does not get the proper recognition in our sports crazed society but Eric Neel of ESPN produced a list of the 25 greatest athletes of the past 25 years and, you guessed it, Lance topped the list. By the way, he was ahead of Michael Jordan at #2 and Wayne Gretzky at #3.

What was that again? The BBC reports that **Shanghai**, China's largest city, is planning to ban bicycles from all major roads next year to ease congestion. Shanghai used to be the center of China's bicycle industry but has moved on to be a major automobile manufacturing center. The number of cars owned by residents has grown to 200,000. However, the number of bicycles owned by urban residents tops 9 million and is growing by 1 million per year. "But it is very sad that bicycles are the ones that have to go and Shanghai is now becoming a place just for cars," one resident was quoted. Police blame bicycles for the increasing number of traffic problems by ignoring traffic signals and tying up vehicle lanes.



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

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

Hello Fellow CTCr's. Please welcome the following new members to our club: **Matthew Casey** of University Hts, **Ken Kriegmont** of Madison, both say they're willing to volunteer with club activities. **Joseph Diccico & Milly Pitts** of Aurora.

This is a notice to all our old and faithful members, if you haven't already renewed for 2004, see below for a copy of the membership form and your last chance to reinstate your membership. **IF YOU DO NOT RENEW NOW, THIS WILL BE YOUR LAST CRANKMAIL.** So **PLEASE RENEW NOW !** Please see the form in this issue.

RIDE SCHEDULE

Once the snow stops and the slush disappears, get out and enjoy the scenery and ride with us! Or if you are a hard-core all-weather kind of guy/girl, then all the more reason to show up on the scheduled rides. Someone will be there with maps - even if they don't ride along with you!

| Date | Time | Ride |
|-------------|-------------|---|
| Mar 7 | 10:00 | NORTH CHAGRIN Pickup Ride – Group decides destination Varied terrain |
| Mar 14 | 10:00 | NORTH CHAGRIN Pickup Ride – Group decides destination Varied terrain |
| Mar 21 | 9:00 | NORTHFIELD CENTER – Hinkley Buzzard ride & Pancake Breakfast (45) Hilly |
| Mar 28 | 10:00 | NORTH CHAGRIN Pickup Ride – Group decides destination Varied terrain |
| Apr 4 | 9:00 | BURTON to Windsor (28) Parkman (45) Rolling |
| Apr 11 | 9:00 | NORTH CHAGRIN - Easter Sunday Pick Up Ride Varied terrain |
| Apr 17 | 9:00 | NORTH CHAGRIN to CHARDON MAPLE FEST (40) SAT RIDE Hilly |
| Apr 18 | 10:00 | LAKE FARM PARK to Kirtland & Kirtland Hills(25,45) BIKE/BLADE EXPO & SWAP @ NOON after ride Rolling/Hilly |
| Apr 25 | 9:00 | CHESTERLAND to Russell (30,45) Rolling/Hilly |

CLEVELAND TOURING CLUB MEMBERSHIP FORM - 2004

Name _____ M _____ F _____

Please Print or Apply Address Label

Address _____ Birthdate _____

City/ Zip/Phone _____

E-Mail:(Please print clearly) _____

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

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, loss, 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.

CLEVELAND TOURING CLUB CYCLE JERSEY ORDER FORM

Please Print or Apply Address Label

Name: _____ Phone: _____

Address: _____

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

Jerseys for 2004 have been recently designed and are in the process of production (3-04). The old style jerseys are no longer available. Jerseys are club style (not as tight as racing style) with three rear pockets, hidden, long zipper, raglan sleeve in a lightweight materials such as FieldSensor. Women's cut is for the female form. Shorter in length, wider at the hips. See website this spring and summer for pictures and details.

| | S | M | L | XL | Cost Per Item | Total Cost (Cost x #) |
|------------|---|---|---|----|---------------|-----------------------|
| Men' s SS | | | | | \$60.00/each | |
| Women's SS | | | | | \$60.00/each | |
| | | | | | Grand Total | |

Return these forms with your check made payable to: The Cleveland Touring Club
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Chick's Corner

Welcome to the first column of Chick's Corner – a forum written by and for the female cyclist. If you are a guy, I suppose you can read it as well, just not submit anything – yes, it is openly discriminatory in that way, so get used to it. I am a chick who loves her bikes and lives for the open road.

I am a roadie at heart. I have played at mountain biking, but haven't gotten into it seriously for two reasons: a) I don't like to clean my bike as much as typical mountain biker or cyclocross rider does, and b) I live alone and have horrible visions of myself lying bloodied and bruised at the bottom of a ravine for weeks....slowly dying and rotting away....

I digress; back to the task at hand – this forum. We need your participation. Do you, a female cyclist, have story you would like to contribute, a question that's been burning a hole in your brain, or a wonderful training, riding, or other bicycling-related suggestion that you would like to make? Submit it, and if space permits it will be published.

For this forum, I am submitting an "interesting" experience, called – **Map-less but Not Directionless.**

It was early October and the cycling season was coming to a close, and I wanted to get some more mileage in. The **Lake Erie Wheelers** were riding to Malabar Farm, and staying at the hostel. I thought it would be a perfect way to put some fun, companion-filled mileage on the bike.

The day dawned gray and cool with a forecast of scattered showers. I drove to the ride start for a couple of reasons. First, I did not yet possess panniers. Not a problem on this ride however, since some of those on the trip were meeting us in Berea, then driving down to Malabar Farm, I would ask one of them if they would take my back pack down for me. Secondly, and more importantly, I drove to the start so I could back out easily if it looked like we would be starting in a shower.

The ride started without a hitch. My backpack made it into a van, and the rains stayed away, except for one teeny little sprinkle on the way down to Lodi where we lunched as a group. At lunch, everybody pulled out maps to double check the remainder of the route. Everyone that is, except me. I asked anyone if they had extra maps – "Nope, they're in the van." That van, of course, was already down in Mansfield. Someone offered me their map, and I laughed and said that I would just follow everyone. Since we had stuck together on the way down to Lodi, I did not think it would be too different the remainder of the way down. Famous last thought.

Leaving Lodi on a road called Garden Isle, the ride became unraveled – in a way. The group had split into two, and I was riding with **Marty** and **Joni**. The three of us were right behind **Russ** and **Becky**. Tom Nezovich, Rony Corey, and Tom Meara were back about a half mile. We were making a right hand turn off Garden Isle, when something flew off Russ and Becky's tandem. Initially Marty and Joni slowed up to grab the cap, but I said; "I've got it – just wait up." They heard the first part of that, but not the second.

I looked up from picking up the cap, and there was no one anywhere. Not to the right. Not to the left. No one. All I could see was corn, as far as the eye could see. Corn. We were south of Lodi when the "split" occurred. The first thought was denial; "They're up there – at the next intersection", I thought. I pedaled as quickly as I could to the next intersection. The intersection was clear. I retraced the path I had taken, back toward Lodi.

I saw a car, and asked the driver if he had seen a group of cyclists. "Nope", he said. He turned to the passenger and asked, "Honey, did you see any bicycle riders?" "No" she responded, and then stated the obvious, "Looks like you're lost. Are you okay?" I said that I was okay and that they (my friends?) cannot be too far. This scene played out with a couple other motorists. Now, I was really panicked. I was so panicked that I broke my own cardinal rule of cycling. I cried. My eyes watered up so much that I couldn't see, but kept pedaling anyway. I began to howl in fear (honest – it wasn't pretty). I was rather upset but I kept crying and pedaling.

By this time, the clouds that had hung overhead all day were starting to break up, and I could make out the sun and figured that it was around 3:00 pm. Ah ha! "The sun sets in the west" and I knew the area well enough to know that Mansfield (and Malabar Farm) was southwest of where I currently pedaled. I followed the sun, hoping that it would lead me to a major road.

The cycling gods smiled upon me. About ½ hour after my panic I was pedaling southbound on Route 42. I was ecstatic. I knew I was on the right road, and continued to pedal with renewed vigor. At Ashland, I did some minor rejoicing, bought some Gatorade, water, and soda and took off after a few minutes break.

As soon as I crossed into Richland County, I knew that Mansfield was not far and soon passed the city sign. I stopped at a gas station and called the hostel. I related my story to the group who had driven down and someone was about to be dispatched to come and get me, when a friendly couple offered to take me instead. They lived right by Malabar Farm, and were returning home after watching their son's soccer game. I accepted, and soon thereafter was at Malabar Farm, far ahead of any other cyclists I left Lodi with.

If you are a female cyclist with something to share, drop me a line at crankmail@wowway.com, and make sure "Chick's Corner" is in the subject line.



March Ride Schedule

| | | | | |
|-----|-------|--------------------|--------------------|-------------------------------------|
| SUN | 03/07 | Oberlin Inn | 9:00 AM | Can we ride yet? |
| THU | 03/11 | Nordson Depot | 6:30 PM 7:30 PM | Prologe Ole Towne Pizza Meeting |
| SUN | 03/14 | Amherst (see note) | 9:00 AM | Wow, will we be able to ride? |
| SUN | 03/21 | Oberlin Inn | 9:00 AM | Spring should “spring” this weekend |
| SUN | 03/28 | Amherst (see note) | 9:00 AM | Be ready for a REAL ride! |

Come and join us for the prolog before the meeting. We had 5 riders in Feb. For most of us it was the first miles since the ABCDEF ... on Jan 1st. You'll get 15 CatEye miles for the Prolog!

Note: We scheduled a new starting point in Amherst. As of our Feb meeting, we hadn't used it yet! We haven't had a Sun morning without snow or temps over the teens. All Amherst rides will start from the City parking lot just west of Church Street. It runs from Tenney Ave thru to Park Ave (by the bowling alley). Park on the Tenney Ave end near Angelo's Pizza.

We'll continue the “no destination” U-show for March. Bad days will be 20 to 30 miles, and warmer one will see 40. If Jan and Feb are any indication of things to come, we may be into April before we get temps above freezing. There may be days when we just go for coffee ... like every Sun this year, so far!

Saturday rides from Prospect School at 9:00 will continue as long as the weather permits. Weeknights will start when the time goes back to Daylight Savings and we have enough light to make it to 20 miles. So far, we have only had one or two of these rides since Jan 1st.

All rides will start at **9:00 Eastern Standard Time**. This'll last 'till next spring (and warmer mornings).

AFROST

A Freebie Ride & Ohio Spring Tour

Sponsored by the Lorain Wheelmen

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

Sunday, April 25, 2004 @ 9:00 AM EDT

Nordson Depot, Franklin Ave., Amherst OH

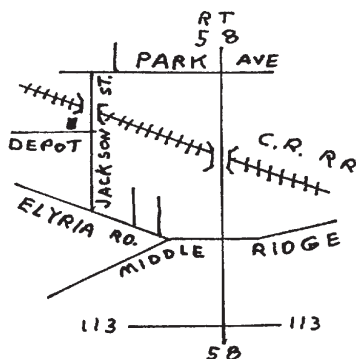
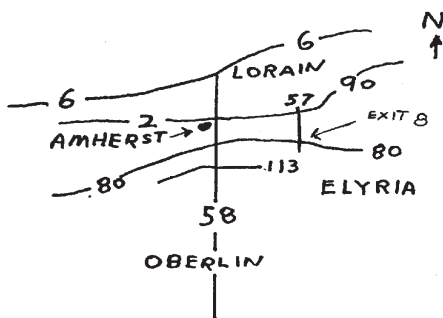
This is a ride for everyone to enjoy and an opportunity to put in some early season miles. The route will be over mostly secondary roads and the terrain is generally flat. Tour the historic towns and villages of Lorain County on the same day as the Paris-Roubaix but without the cobbles. There will be one route with three cutoffs to provide routes of 25, 50, 64 miles.

Although this is a FREEBIE ride, there will be a map and the routes are marked with arrows on the road. All riders will be **required to wear an approved helmet** to participate in AFROST. **There will be no SAG wagon, ride patches, or food stops.** There are many places to buy food along the routes.

Donations of no more than \$.50 will be accepted on the day of the ride to cover the cost of printing of the maps.

Registration will be from 8:00 AM to 9:30 AM and leave at your leisure. Registration, start-finish and parking will be at the Nordson Depot on Franklin Ave. (just off Jackson St.) in Amherst.

Preregistration is not necessary but you can mail your inquiries to: Lorain Wheelmen, PO Box 102, Amherst OH 44001-0102 or e-mail us at lorainwheelmen@eriecoast.com.





**P.O. Box 844
Medina, OH 44258
www.medinabikeclub.org**

Contact the following for information

| | | | |
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| Vice Pres.: | Tom Dease | 330-725-1058 | tjmd@aol.com |
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| Ride Coord. | Tom Byerly | 330-723-4782 | teberly@lxdesign.com |
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| Mtb Coord. | Dave Towne | 330-321-8758 | djtowne@earthlink.net |

LETTER FROM VETTER

Seasons Beginning: January first turned out to be cold but rideable for our annual "A Bi-Cycling Dandy Excuse For Getting Hibernated In January". This may be the granddaddy of all New Year's rides just as TOSRV is the granddaddy of overnight weekend two-century rides. This year we estimated the attendance at an even 100 riders three times and it's still 100. At first we had only 88 signatures but there were reports that a group of a dozen or so riders did not sign in. After the ride I discussed our body count with several bikers. Twice, I was told, "Oh I didn't sign in either, don't forget to count me". I reported these two additional riders to Dick, the official census taker, but he insisted both times that the count was still 100. Therefore, we had 100 riders three times. Gosh, I just love numbers, which brings me to that number I promised last month (my total mileage for the year).

Let's review. Time was running out. There was less than two weeks until year-end and I was at 3,392 miles. I only needed eight more little miles to reach a respectable goal of 3,400. Then I made the mistake of telling my wife. She knows my obsessive-compulsive traits regarding numbers and tortured me with the suggestion that I end the year with a creative number like 3,456. In that one short sentence she raised the bar, on my lowly goal, by seven hundred percent. Now, instead of just eight miles I needed sixty-four miles to end the year, I had to do it. I went riding the Saturday and Sunday after Christmas and rode 16 miles and 48 miles respectively, thus completing the goal set by my wife. Then I rechecked the mileage log I've been keeping all year. There it was, horror of horrors, a math error. My total was wrong and I was short. In October I counted a ride of thirteen miles twice and now I needed to ride thirteen more miles with only three days left in the year. My retirement party took one of the three days and I couldn't just ride thirteen miles all at once. That would be unlucky, then there's the lack of daylight. Tuesday night, December 30, I worked late so I only got two of the miles after dark. Then on New Years Eve the office was closed early and there was my chance. I got home energized and ready to go so I went riding. I rode the eleven miles easily, well, maybe not so easily but I got it done and before it got dark too. I ended the year with a nice linear total of 3,456 miles. A beautiful number, don't you think?

Oh, heavens! She's at it again. My wife is either trying to kill me or cure me of my obsessive-compulsive behavior regarding numbers. Now she's suggesting that I raise

the bar for this year and try to ride 4,567 miles. Well that's ok by itself, but she didn't stop there. She went on to suggest that following this year I increase my goal to 5,678 then in another year 6,789 and so on.

New Ride (Greene Trails Cycling Classic): Four days (count 'em) of cycling in the area in and around Xenia, Ohio. Next summer July 22, 23, 24 and 25 the Greene County Convention and Visitor's Bureau and the Xenia Area Chamber of Commerce have teamed up to host the Greene Trails Cycling Classic. This ride is planned to support Xenia's reputation as the most cycling friendly city in the Midwest. They are referring to it as "The Classic" and it is designed to be a fun filled family-oriented event. All rides begin and end at the campground adjacent to the Greene County Fairgrounds. This ride should be popular. The maximum number of riders accepted this year is 1,000. You can get additional information by visiting their website, www.greentrailscyclingclassic.com on the Internet. Don't forget the third "e" in Greene.

Ohio is blessed with a large assortment of rides and beautiful scenery to look at. Some of the old rides closed over the years but it's nice to see new "classics" like this rise up to take their place.

Bat Cave, Back Door: Tom and I went to the Carter Caves Crawl-a-thon again this year and tried a trip called "Flood" and "Fern Penthouse". It was a double header and we got to explore two caves on this one trip. It was a challenge to walk through snow and then to sweat as we crawled through the cave called "Flood" with a temperature of fifty-five degrees. Next we had to go back outside all hot and sweaty so we could walk through the snow to cave number two (Fern). The penthouse is in Fern Cave and you reach it by climbing up a ladder placed in the cave just for this trip. It was very pleasant except that if you wanted to stay dry you had to wall-walk along a canyon that was filled with water. I should point out that I was surprised since Flood was a dry cave and here in Fern there was cold water up to your knees. If you wonder how I know that, just stop and think about it. Sure, I tried to wall-walk and was successful until the canyon did a ninety-degree turn to the right. At this point I was too tired to negotiate the turn and plopped down into the water. Proper clothing is worth its weight in gold. Polypropylene socks and long underwear saved the day. My feet were cold while I was walking in the water but I quickly warmed up once out of the stream and on dry land. Then it hit me, we had to go back out the same way we came in. Oh well, this time there was no attempt at walking the canyon walls. Most of us just walked in the water on the way out. This trip had fifteen cavers including the guides, Tom and myself.

On Sunday we did the bat cave tour and our guide was a petite lady who could walk in places where I could only crawl. Last fall I lost some weight using the South Beach diet and felt confident that I would have an easier time this year. There's an old expression; "that's what you get for thinking". Tom and I developed a game plan of staying in the front of the pack to avoid the delays that occur when the group has to go through a tight spot or over an obstacle. The game plan was working until the guide asked if we had enough or not and Tom led the charge by voting for more crawling. This is where she led us through an area known simply as "the never ending crawl" and I ended up in the middle of the pack. This area turned out to be wet for the first time anyone could remember. We crawled over rim-stone pools filled with water. Next we lay on our stomachs and rolled through part of the never ending tunnel until we came to a place where the cave roof closed to within a foot of the cave floor. At this point we started crawling sideways. Finally we crawled into a larger room where we could actually sit up and rest. After everyone rested we did the duck walk over to the large tunnel where we were able to walk upright to the exit. We finished, tired and sweaty, but we still had to walk back to our cars. Tom and I agreed that this was the best tour of the Bat Cave we've been on. Oh, did I mention it was snowing?

A 3-Speed Hub in An Age of 30-Speeds

It was near the end of last year's long, snowy winter with my bike looking a pathetic grimy mess from the daily commute downtown, when I spotted a cyclist riding up alongside me. He was Matt whom I recognized from his days working as a mechanic in several area bike shops. We said hello and exchanged pleasantries when I took notice of something unusual on his bike. Or rather something unusual that was not on his bike. He had no freewheel, or derailleurs. What he had was a single chainring and a chain connecting it to what appeared to be an old 1960's 3-speed hub.

Matt explained: No sense getting a conventional cog and derailleur drivetrain all messed up in winter when you could keep those cogs hidden inside an oil-bathed and well sealed hub. After all, the commute was just half a dozen miles each way, and only up a modest hill – Cedar Hill into Cleveland Heights. Surely that was do-able on the easy gear of a 3-speed.

Pondering his remarks it began to make more and more sense. I was ruining a drivetrain a year on each of several bikes I used for commuting. It was expensive and just plain silly. On the other hand there was my reputation to uphold. I had not been seen on a 3-speed since the early 1970s when I had my last one stolen in New York City, moved to Cleveland and treated myself to a new 10-speed bike. I had never looked back.

Now what? What, indeed, would people think? Would they smirk, chortle or laugh out loud? Would I be drummed out of my bike club or just left to slink in the shadows so long as I didn't wear the club jersey? No one I knew ever saw me ride downtown. That's it. I'd just use the bike to ride downtown, then stash it in a dark corner of the garage. If anyone saw it there I'd pretend it was just being stored for some poor unfortunate who lost their license to a DUI offense, or for a kid who was trying to afford a bike on a cheap allowance. I had my cover story.

Matt was able to find a 40+ year old 3-speed hub made by the venerable Sturmey-Archer company for a modest sum on E-Bay. I suppose I could have found one just as well on a tree lawn.

Winter was coming on soon, when a friend and fellow bike commuter, Edie, mentioned a bike shop near her house on the west side of Cleveland. I stopped over for a look. Schneider's is an old-time second generation shop that reminded me of the places I used to patronize as a youngster. Of modest size and appearance it lacked the glitz and luster of a fancy modern shop. No rows of gleaming new bikes adorned the shop floor, no sparkling components shone from the shelves. In fact what caught my eye first was the row of skateboards on the far wall. I entered with some trepidation.

This was a place where my old winter commuting bikes would not look dreadfully out of place. It was just the kind of place to set up a 3-speed.

My 3-speed was apparently a good one. It required a matching 40-hole rim and one of those little 3-click gear shifters that mount on the handlebars and operate via your index finger. It's a little mysterious to a non-mechanic like myself, since the gears are all invisible, contained inside that protective hub.

Two weeks later I rode home with it. It felt strange having to stop pedaling in order to shift. But I could now shift at a stoplight while off the bike. The ride was mostly on level terrain until I got the idea of testing my mettle on the steepest hill up to the Heights, Mayfield Rd. I boldly shifted with the clicker but didn't seem to notice the pedaling getting easier. I shifted harder, then easier. Something was clearly wrong. I had a good hard gear, a middle gear, and then ...the very same middle gear. I had a 2-speed. Reaching end of my strength I stood on the pedals and struggled up the hill. I'd have to pay another visit to Schneider's shortly.

Back at the shop the hub was disassembled. It was strange to see the funny insides. A ring had 2 little pieces about the size of my pinkie tip that dipped down when pressed, then sprung up again. They were called pawls. Only one of them didn't spring up again. Reaching under the pawl, Ken Schneider pulled out an old, twisted, rusty spring. Ah-ha! The used hub from E-Bay was defective. Now what? Reaching into his old wooden drawer set, Ken pulled out another one. He had a collection of these. I was truly in a time-warp. It was a half-century ago. Time for the Ed Sullivan show. In a few minutes my wheel was ready and I was delighted.

This did not quite end the saga. Despite careful instructions on how to adjust the little cable tensioner near the hub, I had not paid enough attention. Cables stretch. They need adjusting. And I was careless.

A week later Edie and Toms Meara and Nezovich and I found a warm, sunny Sunday on which to take our last carefree ride of the year. We headed for Burton. Our first big hill rose directly east of the Chagrin Valley – Sherman Rd. I knew it would be tough, but I decided to take the 3-speed. Give it a spin. It spun. It spun in its hardest gear down the hills, in middle gear on level ground and in its easiest gear on the uphills. But 2/3 of the way up Sherman Rd, right about where the grade hits, maybe 15%, it shifted back into middle. And stayed there. Despite desperate clicking on my part.

It was a ghastly struggle to make it up that grade and I had to

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switchback across the road repeatedly to do it. A little tensioning perhaps, I thought as I rotated the metal screw near the hub? Still middle gear and no lower. A little more tensioning? Still no easy gear. Perhaps loosening then? I did this on and off for the next half hour and could no longer remember the correct position for the tensioner. I only succeeded in losing the middle gear too. Finally with just 2 operating gears we headed on to Burton, every small hill a standing struggle. Along the way we met a Heights group out for a spin, stopped for someone to change a flat tire. When I pointed to the 3-speed there were looks of consternation, maybe for the bike; probably for me. Bell's restaurant pies and sweet potato fries gave me whatever sustenance I'd need on the way back. I apparently could handle the minor hills but would I have the energy for that last climb out of the valley?

Fairmount Boulevard was the ideal route, with no dreadfully steep climbs, but a series of small ones interspersed with level terrain. About done in, I crested the top and we headed for home.

A day later back at Schneider's my hub was again disassembled to find no bad pawls springs this time. It was my lack of attention to that cable tensioner that had brought me to near grief (grief being defined as having to ...well...walk...a hill). Properly tensioned and properly instructed I rode off with 3 full gears and a happy smile. Now all I needed was some dreadful winter weather...

Marty Cooperman

| | |
|--|---|
| <p>blah blah blah</p> | |
|  | <p>blah blah blah. um, blah blah blah blah oh, blah oh, road blah. oh, blah. um, blah um, blah blah blah. ah blah blah blah blah, blah blah oh, blah blah. oh, blah, ah blah um, blah ah, mountain blah. blah blah um, blah blah um, blah blah. ah, blah blah blah um, tri. blah blah um, blah. oh, blah blah ah, blah blah. blah um, touring blah blah. um, blah blah blah ah blah blah, blah blah blah. oh, blah. um, downhill blah blah. ah blah blah blah blah, um blah blah blah blah. oh, blah, ah, cyclocross blah blah blah. blah blah um, blah blah um, blah blah. ah, bmx blah blah blah. blah blah um, blah. oh, blah blah blah. oh, fixed blah blah blah.</p> |
| <p>14515 madison ave lakewood ohio 44107 216.521.spin [7746] spinbikeshop.com</p> | |
| <p>come see what all the talk is about</p> | |

Hey Cranky.....

My son is studying Japanese at school and asked if I knew any bicycle Haiku? What's that? - Papa-san

Dear Papa-san,

Haiku is a complicated subject and many books have been written on its proper form and style. Strictly speaking, Haiku is a traditional form of Japanese poetry consisting of a 17 syllable verse in three lines of 5, 7, and 5 syllables. Here are two examples from the book, *Bicycle Haiku* by Kevin Kelly. It was written during a cross-country trip and is available from Amazon.

Mexico Café
No shoes, no shirt, no service
Ice Cold Beer – Welcome

Simple things break less
I dream that nothing breaks ever
Grudgingly fix chain

Haiku can be written about anything but the less complicated the theme the better. Much haiku has been written about nature and the familiar activities of daily life seeking to add meaning or insight into a common subject. Proper haiku incorporates a seasonal word (kigo) which indicates which season the haiku is set. There is also the concept of cutting; dividing the Haiku into two sections after either the first or second line, with each section enriching the meaning of the other.

These attributes lend themselves well to the subject of cycling, though it is difficult to create proper haiku. Seventeen syllables is not much to work with and you need to incorporate the different constructs and styles while still producing a verse that adds insight to the subject or activity. However, it is fun to experiment by following the basic 5-7-5 form and see what you can come up with. Here are two more bicycling related examples that depict the beginning and end of the season:

I am heavy, plump
Rolling downhill very fast;
Uphill not so good

Bikes hang in garage
Tired from a year of service –
Rest now, and reflect.

Inclusion of a kigo, and cutting are the traditional definition and are a must when the haiku is written in Japanese. However, there is no consensus on

the shortest distance between you and a great ride

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how strict you should follow that form when writing in English. Jane Riechold in an article published in the Autumn, 2000 issue of *Frogpond*, Journal of the Haiku Society of America, expressed that if the authors mind and heart were correctly aligned in the "proper" attitude, while experiencing a so-called "haiku moment", one merely had to report on the experience to have a darn-good haiku.

Another approach, suggested by Ms. Riechold, "is to write [haiku] in three short lines using the principle of comparison, contrast, or association. This technique provides the pivot on which the reader's thought turns and expands." There are many different techniques for writing Haiku, but however you approach it, one of the aims of playing with haiku is to confuse the reader just enough to attract interest and provide enlightenment.

So Papa-san, have some fun playing with the form, experiment, and write your own cycling haiku while you are stuck indoors on these long winter nights. Here are some more examples to get you started.

Riding through small towns
There 's more to see at 15
Than at 65

Tension - compression,
Steel wire strung tight, rim to rim
Tight enough? Yes. Ping!

Ten ride forming one,
Racing close with fluid speed;
The first shall be last.

Hills should be enjoyed.
Feel your heart and hear your breath,
Have I one more gear?

Dog barks chasing bike
Go Home! I caution sternly,
He is home! yells man.

Downhill or downwind
Which provides the greater aid?
Downwind, no stopsigns.

Southern winds blow hard
Damp cold penetrates my frame,
Snow melts so slowly.

We encourage our reader to write their own cycling haiku and submit them to the Editor (crankmail@wowway.com). We'll collect the best and use them somehow, in future issues.



Cleveland Bikes

Hi Everybody,

Even though it's been a cold and icy winter, we've been keeping busy trying to improve Northeast Ohio for bicycling. I want to make it clear to all of you that ClevelandBikes wants to be involved in all the bicycling issues around Northeast Ohio, not just Cleveland. If you become aware of any issues in your area that we should know about, please notify us so we can help.

The last issue of CrankMail was our first major triumph. Tom Meara, Marty Cooperman, Anastasia Birosh, and Kevin Cronin put in countless hours of volunteer time to make the seamless transition. I'm sure they all (and me too) have a newfound respect for the amount of effort Jim Guilford put in to keep this valuable publication going for so many years. I hope you all enjoy the new columns and I'm glad to be able to help out with CrankMail.

Last month was the city of Cleveland's first bicycle/pedestrian advisory committee meeting for 2004. The planner from RTA said that all of the buses should be equipped with bike racks by the spring. I've used the bus racks and they are really nice when it's a little too cold, I'm underdressed, and I've got a long stretch home against the wind.

Planners involved with the Euclid Corridor spoke vaguely about possible changes to the bike lanes because of ODOT's standards. Ryan McKenzie from EcoCity Cleveland suggested that the city's planners adopt standard design guidelines that would include bicycle and pedestrian facilities and traffic calming strategies. One of the ideas that I've been suggesting to the city's engineers and planners was the "Sharrow". This is a shared lane arrow that is an excellent compromise between a striped bike lane and a wide curb lane. The city's bikeway planner discussed the sharrow and the potential applications are being investigated.

Finally, the city's rack and roll program has been downsized from 500 to 300 bike racks. The 300 racks may be in by this year but probably won't be in place until 2005. ClevelandBikes has reserved spots on our board for all of the region's bike clubs. We ask that the clubs select a member to attend our meetings, which happen on the second Thursday of each month. Many clubs are already represented at our meetings but we'd like to include everyone.

-Brendan McNamara
President: ClevelandBikes
ClevelandBikes@hotmail.com



Riding, Working and Having Fun in Cleveland

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

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

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

Mike Bednarz (Garfield Bike Shop)

Yo, Wheelers!

Seen on the beach in Florida was Al Wapnick, riding along blissfully on Christmas day. While the weather in Cleveland wasn't as nice as Florida's, many riders were able to start the new year out with a ride on New Years day.



Our annual membership meeting was held on February 17, 2004. Great to see so many riders show up. We are still looking for volunteers to lead rides, take over our web site, and take over the writing of this column. Please call Jim Gernstetter 216-587-1904 to offer your time or services.

A bill was recently submitted to the Ohio Senate (SB 157) to require bicycle operators and passengers to wear helmets when the bicycle is operated on a roadway. The bill also establishes a fund to assist low-income families in the purchase of bicycle helmets. I remember when motorcyclists were required to wear helmets and which statute, after agitation, was repealed. Now if you get injured on a motorcycle and are not insured and low on funds, the state will pick up the tab!

It won't be too long until the riding season begins.

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NEWS:

- Don't forget to mark your calendars...our **annual club meeting** will take place on Sunday, March 7 at the Fairview Park Regional Library, 21255 Lorain Rd., from 2-4 p.m.
- **Join us in welcoming** new members Maureen Sullivan and Paul Fortlage.
- **A reminder:** Show your sponsors that their dollars work as hard as you do by reporting all races participated in wearing team clothing, regardless of whether you place or not. Prompt, complete, and accurate reporting of race results is important not only for the club, but also in helping a sponsor to track exposure. Send all results to the editor of the PDQ club page in Crankmail, Marty Marsic, at mmarsic@aol.com.
- **Test yourself against the clock** and other local cyclists, duathletes and triathletes over a 10 kilometer (6.2 mile) course INDOORS on a computerized bike trainer called CompuTrainer. See the detailed report and find more information on how to participate in future time trials below.

EnduraDawgs Computrainer Indoor Time Trials

Saturday, January 24th, Roger Miller, Marty Marsic and Mehul Gala competed in an indoor time trial at EMH in Avon, Ohio. The event was well organized by Scott Schnitzspahn and EnduraDawgs, a coaching based multisport club in Cleveland.

The time trial was performed on Computrainers, in waves of five competitors each. The course was 6.03 miles of flat to rolling terrain, but without all the typical annoyance found on the roads at this time of the year, such as ice! The computerized course is modeled after an actual route through Central Park, minus the muggers of course.

This was an exciting experience for our three competitors because they were the first group outside the Computrainer corporate offices to use this state-of-the art software. There were a few minor technical glitches to be worked out, but once those issues were settled things went smoothly. The software projected basic information such as time elapsed, speed, and max speed on a screen in front of the riders. Also, the software would graphically display your position with respect to the others in your wave. One unique consideration that was displayed was peak and instantaneous power, a factor that was new for several riders to refer to.

The EMH Center is a beautiful facility and riders were invited to use the facilities after the event. It would have been nice to save some energy to enjoy the facility, but everyone was just too spent! In addition to the time trial, we were treated to a Bike Authority gift certificate and an event t-shirt.

None of the guys went into this event with the expectations of crushing the competition; the general consensus was to use the event as a way to gauge fitness and training schedules for the regular season. It was a good benchmark for training since this event will take place two more times, February 21st and March 20th.

To register, log on to www.enduradawgs.com or for more info call 216.751.9571. Registration deadline is midnight Saturday the week before each event. No race week or race day registration. Go to www.enduradawgs.com for your start time on Monday morning prior to each event. You may request a start time. Requests will be taken in the order they are received so register early!



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| Saturdays 4/3,10; Sundays 5/2, 9, 23 | 4th PICC Spring Training Series | Fairview, PA | Craig Nivens 3512 Auburn St. Erie, PA 16508 (814) 866-3076 |
| Sun 4/4 | North Coast Nautilus Shoremen Spring Stampede ITT | Avon Lake, OH | Rick Cadwell 445-G Avon Belden Rd. Avon Lake, OH 44012 (440) 933-8075 |
| Tuesdays 4/6- 9/28 | 9th Westlake Training CR Series | Westlake, OH | Chris Riccardi10915 Windham Dr. Parma, OH 44130 (440) 843-8026 |
| Sats. 4/17- 5/8 | 18th Race-at-the-Lake CT Series | Munroe Falls, OH | Ted Ingraham 1191 Sunset View Dr. Akron, OH 44313 (330) 869-9658 |
| Sat 4/17 | Chestnut Ridge CR | Orchard Park, NY | Zoran Smajic 4779 North Bailey Ave. Amherst, NY 14226 (716) 862-0840 |
| Sun 4/25 entry deadline 4/17 | Spring ITT | Erie, PA (Presque Isle State Park) | Scott Tombaugh 3724 Iroquois Ave. Erie, PA 16511 (814) 899-4870 |

This calendar is a cooperative effort of the region's race promoters and clubs and is intended to provide date, location, and contact information only; for the full story, contact the promoter and request an official race flyer.

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

News:

The rebirth of bicycle advocacy in Northeast Ohio, with the formation of ClevelandBikes, is welcome news to those of us who have been watching the cycling community here over the years. Added to the year-old Bicycle/Pedestrian Advisory Committee meeting quarterly at City Hall, and the growing popularity of monthly Critical Mass rides (*and* the debate of their useful benefits), and it's starting to look like Cleveland's got a burgeoning bike culture. To do our part to move it along, OCBC is seeking to partner with ClevelandBikes, and other clubs, hopefully, to present the SCRABBLE (Super Century Ride and Beach-to-Beach Lakefront Experience) on July 18th. We hope that this will become a major civic event on the order of Pedal Pittsburgh or the 5 Boroughs ride in NYC. Everyone is invited to help plan a great event that will show off some of the best that this area has to offer. See the website for more details!

Upcoming events:

Don't miss our dinner with **Chuck Harris**, he's the guy you've seen at many tours making helmet mirrors right before your eyes from spokes and pop bottles. He will demonstrate how he makes fenders, trailers, and other bike accessories from recycled bike parts. Join us at 6PM on Saturday March 13th. A \$10 donation will help pay for the chili and Mr. Harris's time.

Our Shop classes, every Saturday from 4 to 6PM, are working out well, so we'll continue with:

- 1st Saturday: Tires and Wheels; tire changing, bearings, and truing
- 2nd Saturday: Brakes and Cables: all the types and all the tricks
- 3rd Saturday: Drivetrain: maintenance, repair and replacement
- 4th Saturday: Wheel building with John Mulryan, one of the best

Classes will be kept small, the cost is \$20 per class (\$10 for members, payable with volunteer hours). Get details and sign up in advance on the website or by phone.

Members' (and others') special:

We're still trying to build up a library of cycling videos to show the Earn A Bike kids on rainy days, and for members to borrow. If you're transferring those Wide World Of Sports cycling segments to DVD, know that we've upped the ante to 2 knobby 26" tires for every video donated!

A Marmots' Tail

Marmots' Meanderers Saw Sightings, Shadows, and a Beaver Lodge on the Cuyahoga!?

On the day before Groundhog's Day, twenty intrepid souls braved beautifully sunny, windless and relatively warm weather for a short educational and social cycling experience, in the Ohio City Bicycle Co-op's second annual Marmots' Meander. The ride is half "wacky stunt" to publicize year-round cycling in the mainstream media, and half excuse (for those who know that it's not really a wacky idea at all) to go play in the snow. On both counts the event was a success, as a nice picture was printed in the Plain Dealer, and several snow angels were imprinted — most of them unintentionally — in the six inches of slightly crusty snow along the ride.

Beginning at the Co-op's new location right on the river, the route, which offered optional "snow biking" sections, began with some difficult crust-breaking and, for those who opted, a climb up to the Superior Viaduct to visit Spaces art gallery. An exhibit of abstract sculpture that looked a bit like deflated beach toys, and an installation piece which invited viewers to lie down on a "lawn" and look up into a birdhouse to see a video clip of backyard summer scenes, provided fine contrast for a brief rest stop. From there the group wound through Ohio City, Tremont and the Flats (some taking a shot at the Clark Playfield sledding hill), stopped at a spot where the river caught on fire, and finally explored the site of an active beaver lodge on Scranton Peninsula, just upriver of the Eagle Street bridge.

This was clearly the highlight of the tour, and the cause of much helmet-scratching. In the absence of any beaver experts, it was speculated that the several stumps in the area (a photo of one appears on the OCBC website) ranged from several weeks to several years old, and that the fresh paw prints in the snow could be beavers, if they walk with their tails raised.

What are they doing there? Are they trying to dam the Cuyahoga? Do they hate freighters, and consider them the enemy, or worship them as gods? Is there a naturalist somewhere who cares about these true "urban pioneers"? (One with the National Park replied perfunctorily to an inquiry.) It was widely agreed at the chili dinner afterwards that the beavers deserve honorary marmot status, and a return visit on the third annual Marmots' Meander.

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A Visit With Chuck Harris

This is the first of what we hope to be a regular feature of CrankMail, stories interviews on local, and not so local, cycling notables. Chuck Harris will be giving a talk at the Ohio City Bicycle Co-op on March 13th. – Editor

Standing in his cluttered back yard under the edge of a blue tarp with the rain dripping into my ear and down my neck, I watched as Chuck Harris demonstrated how he uses a pedal-powered grinder to clean the epoxy flashes off a newly molded bicycle mirror. He explained through his filter mask that he creates the mirrors in batches of 10 to 50 and that each mirror takes about 10 minutes of labor to create. It adds up when you consider that he has been making them since the early 70s produces about 10,000 per year and does all the labor himself using home-made jigs and molds.

For those who don't know him, Chuck is a local cyclist, inventor, and maker of Ultralight Bicycle Mirror. He is polite and soft-spoken, of slight build and curiosity sparkling in his eyes. He and his memorable 'vintage' VW bus have been a fixture at LAB rallies, GOBA, and cycling events that draw a crowd.

The idea for the mirror came from an East Coast LAB rally, where he saw a fellow cyclist and cardiologist, Dr. Gene Gaston, with a dental mirror attached to his eyeglasses. Using re-cycled materials (aluminum cans, spokes, mirrors, etc.) he built his own version and wrote an article on how to make one yourself for the LAB newsletter. The article was so well received that he began to get orders through the mail. Sensing the opportunity, his business was born.

His product somehow caught the attention of Playboy Enterprises and was featured in their July 1973 issue, where it was described as the best invention since patent leather shoes. In addition to the mirror, he produced some wonderful hand made bicycle jewelry, but production on that has stopped and he spends all of his time producing the mirrors.

Chuck grew up in the Boston area and graduated from the Wooster Polytechnic Institute. At Wooster Poly, he gained the technical training to go along with the passion for bicycles and their mechanics he gained while in junior high school. His love, curiosity and appreciation for bicycles has never waned. He never raced but at an early age began doing long distance touring and later, when living in New Jersey, spent some time as a bicycle messenger. While there, one of his long trips was up the East Coast to Montreal. He recalled the time he was stopped at the Mystic River Bridge where bicycles were not allowed to cross. He managed to talk his way over the bridge by pretending he could only speak German.

My first encounter with Chuck was on a Columbus Fall Challenge many years ago when we were climbing a very steep hill. Most of us were walking the hill but this slight gentleman on a 1951 Raleigh Clubman with a huge

chainring and unfamiliar rear derailleur came slowly motoring by, twice. After going up the hill once, he went back down to visit the ice cream stand at the bottom. While climbing the hill the first time, he saw in his rear-view mirror that a very pretty cyclist he had noticed had stopped at the stand, so he decided it was a darn good time to stop for ice cream.

I asked Chuck about that bike and he pointed to it leaning against a nearby tree. He still rides it and still thinks it was the best bike made. It had the same home-made 62 tooth chainring on a TA crank and that very unfamiliar derailleur. Soon after becoming involved with bicycling back in Massachusetts, he saw a picture of a new derailleur in a magazine while visiting the shop of Charlie Hamburg, a Harvard professor who imported Rene Herse bicycles. He liked the way the derailleur seemed to hang directly under the chainstay, where it was protected better. He was familiar with the plunger derailleurs prevalent at the time which had a tendency to be damaged easily because they hung out so far. He drew it up from memory and later, made a wire-frame molding to understand how the derailleur worked. Once he thought he understood the mechanism, he built a prototype. It worked so well, he built several more and began using them on all of his bikes. He contacted the Schwinn Bicycle Company and offered to sell them the design but received a curt reply from Al Fritz, their chief engineer in the 1970s, that Schwinn was using Huret-Alvit derailleurs and saw no need for improvement. Over the years, he has built scores of this model for himself and friends but his basic design is unchanged to this day.

His boundless imagination, curiosity, and skill resulted in many more innovations. One of these was a hand brazed steam pipe frame built for his daughter. She carved the name of each century completed on the bike into the top tube until she ran out of room. Another was the bicycle-powered lawnmower that he demonstrated by riding across his damp lawn.

As I stood in the rain I marveled at the simplicity of his operation, definitely low-tech in what has become (if you believe the marketers) a high-tech industry. How can an ordinary person make a contribution to an industry dominated by titanium, Ergo, and space age fabrics? Yet here it was being recycled all around me, reflecting the utter simplicity of the bicycle itself. Saroyan referred to the bicycle as 'the noblest invention' and it seems to still have some things to teach us. I left realizing that Chuck is no ordinary person.

If you'd like to purchase a mirror, contact Chuck Harris at:

Ultra-Light Bicycle Mirrors
P.O.Box 363
Gambier, Ohio 43022





LAKE ERIE WHEELERS

P.O. BOX 26146 * FAIRVIEW PARK, OHIO 44126-0146

lakeeriewheelers@yahoo.com * www.lakeeriewheelers.org

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

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

Membership Chairman: Dan Izuka (440) 734-5777

LEW Club Weekend & Holiday Ride Schedule

- Mar. 7 10:00 Frostville Museum Pancake Ride – 20+ miles.
Mar. 14 10:00 Berea Loop start at Bonnie Park – 20+ miles.
Mar. 21 10:00 Annual Buzzard Day Ride – Bonnie Park to Hinckley - 30 hilly miles.
Mar. 28 10:00 Olmsted Falls to Medina – 46 miles.
Apr. 6 10:00 Scenic Park to Euclid – 45 flat miles.
Apr. 11 9:00 Easter – Olmsted Falls Pickup Ride.
Apr. 17 10:00 Women's Ride: Bonnie Park to Scenic Park – 40 miles.
Apr. 18 9:00 Bonnie Park to Richfield – 40 hilly miles.
Apr. 25 9:00 Olmsted Falls to Oberlin and Kipton – 50 or 60 miles.

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.

Weekday Rides:

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

Weekend Club Rides

The club ride schedule for 2004 has been set 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 as follows:

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

The Ride Leaders for the month are as follows:

March Bob Parry April Jerry Storer

If the scheduled ride for any given date is an invitational, or starts outside the tri-county area there will be a pick-up ride will start from the Olmsted Falls Library.

Weekday Rides Returning in April

The Tuesday Night Rides will start on April 13 at 6:30 at the Fairview Park Post Office, weather permitting (start at 6:00 in Fall). Greg James will lead the rides this year, with some assistance from other individuals. As Class C rides, 10 to 18 miles in length, 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 Greg James at 440-331-9419 (clockwerke@aol.com).

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

The 2004 Ohio Bike Path Series

This year we will continue the popular Ohio Bike Path Series, conducted primarily on bicycle paths or all-purpose trails. These will be "C" level rides, beginning at 10:00 AM in the spring (9:00 AM in the summer), 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 2004:

| | | | |
|----------|---|----------|------------------|
| May 9 | Berea Falls to Scenic Park | 28 miles | John Whitaker |
| June 13 | Elyria to Kipton via North Coast Inland Trail | 28 miles | Dan Izuka |
| July 11 | Edgewater Park to Euclid via Lakeshore | 30 miles | Richard Edmister |
| Aug. 8 | Club Picnic: Cedar Point to Everett Road | 20 miles | John Whitaker |
| Sept. 14 | Canal Visitor Center to Peninsula via Towpath | 24 miles | TBD |
| Oct. 12 | Kent: Alexander Road ABC Trail to Kent | 22 miles | TBD |

The January, 2004 Club Meeting

After the customary formalities, club President Russ Marx asked members to turn in their completed contribution forms for the LEW Lending Library and Mechanics-on-Loan programs. Lists of items and individuals participating will be distributed, along with other items, as part of the club member packets.

Many members wished to take greater advantage of increased summer daylight and decided to set the Sunday Club ride start times as follows:

| | |
|--|----------|
| January to Spring Daylight Savings Time | 10:00 AM |
| Spring Daylight Savings Time to June 1 | 9:00 AM |
| June 1 to Fall Daylight Savings Time | 8:00 AM |
| Fall Daylight Savings Time to December 1 | 9:00 AM |
| December 1 to Spring Daylight Savings Time | 10:00 AM |

Depending on the circumstances encountered, this schedule may be subject to change.

Russ Marx requested volunteers for ride leaders. Duties will include: distributing maps, informing riders of specifics regarding the route & destination, ensuring that riders wear

helmets and ride safely, and accounting for riders. Some members volunteered and were accepted at the meeting.

Richard Edmister announced that Westlake is planning to build numerous bike paths & bike lanes for some of its roads. Club members who are Westlake residents are being sought to assist in a committee to influence the planning & promotion of the paths.

A new bill was introduced in the General Assembly in Columbus, which will require that helmets be worn by all bicycle riders under 18 years. It was suggested that the sponsor be contacted, in order to suggest bicycle safety education as an alternative or supplementary proposal. Following this, Membership Chairman Dan Izuka announced that 42 current or new members have signed up as of the meeting.

The meeting ended with presentations by Tom Nezovich – Cross-Country Skiing, Edie Antel – Winter Riding, and Russ Marx – Downhill Skiing.

The February, 2004 Club Meeting

The meeting started with the secretary reading the minutes from January 2004 meeting. This was followed by the treasurer's report, given by Vice President Greg James, which described revenues, expenses, and an account balance sufficient for the club's needs.

The new 2004 LEW Ride Schedule is available, and posted on the club website as of this writing. It will also be distributed in print form in the member packets. After conversion to a PDF file we intend to e-mail the Ride Schedule to members.

Greg James announced that we had several volunteers for ride leaders for regular Sunday rides, and requested more for months not yet covered. As of the end of the meeting, we had the following individuals step forward as ride leaders:

| | | | |
|-------|-----------------------|---------|-----------------------|
| March | Bob Parry | April | Jerry Storer |
| May | Tom Meara | June | Mike Robinson |
| July | Dave Snyder/John Clay | August | (Volunteer Requested) |
| Sept | (Volunteer Requested) | October | Greg James |

Two events were proposed to supplement the ride schedule: the first was a pair of weekend trips to visit the two bicycle museums in Ohio; these would include a visit to the museum, followed by a ride, then an overnight stay, after which the participants would return. The other was a trip along the Cuyahoga Valley Scenic Railroad, on which the participants would bring their bicycles with them to Akron, visit the sights, including Quaker Square, eat lunch, and ride back to Cleveland via the Canal Towpath. Dates for both of these proposed events have yet to be determined.

After announcing the intended program for the March meeting, Membership Chairman Dan Izuka announced that 70 members have signed up, and the meeting adjourned.

The March, 2004 Club Meeting

Will be held on March 9, 2004, the second Tuesday of the month, at the Panera Bread cafe in Rocky River, near Rockport Plaza, 1/2 mile west of Center Ridge & Wooster Roads. Club members attending will have an opportunity to discuss the Ohio Bicycle Events Calendar, and various invitational rides listed therein, with members offering their comments and suggestions for each other's benefit. The opportunity to make advance group travel arrangements should not be overlooked.

Touring Division News

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

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

Tom is also interested in attracting LEW members who have are enthusiastic about touring, overnight and otherwise. Anyone interested can contact him at 440/777-2563, or email him at tdmeara@wowway.com. Volunteers are needed for Ride Captains.

Planned overnight tours include:

| Tour Destination | Date | Ride Captains |
|------------------------------------|-----------------|-----------------|
| Stanford House (Pancake ride) | May 1, 2 | Tom Meara |
| Findlay Lake State Park | May 15, 16 | Greg James |
| Malabar Weekend | June 19, 20 | Robert Parry |
| Punderson State Park | July 17, 18 | Marty Cooperman |
| Kelleys Island State Park | August 14, 15 | TBD |
| Popcorn/Hancock Horizontal Hundred | September 10-12 | Greg James |

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).

2004 Dues Are Due

As of February 10, seventy 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 lakeeriewheelers@yahoo.com to be included in the email news. For members wishing to renew, a sample form is available on the website.

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

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

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

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

expires April 2004

SEROTTA NHX 54cm Florescent Pink/Orange Fade with florescent green details. Shimano 600; 7 speed cassette, filet brazed. Not STI. \$400. 330-688-7299, Art.

PINARELLO 49cm woman/Jr crit racing bike. Dura Ace – non STI. 6 speed freewheel. Mavic 40 Rims. Custom paint: white/yellow fade with melon splatter. Zephel pump painted to match. Filet Brazed. \$300. 330-688-7299, Judee.

RALEIGH Grand Sport. 58cm. 10 Spd Classic. Totally reconditioned and repainted. \$150. 330-688-7299, Art.

Tandem for Sale. 18 speed Bar End Shifters. 24/22 Frame. Front and Rear Bags. Campy Hubs. Sugino "AT" cranks. Clipless pedals. Suntour Superbe Tech Rear Deraillleur. Mavic Wheels 700x26. Armadillo Tires. Cateye with cadence. Make an Offer! 330-699-9520, Tom

Classic Cannondale Road Bike.

Owner-donated to charity (St. Malachi Center). Blue with some scuffs on the top tube, Suntour 52-42 rings, Sugino VP cranks, Suntour downtube shifters, Dia-compe side pulls, Mistral 700x25, asking \$250, or make your best offer. Cathy Saegel or Kim: 216-771-3036

Cycleops Mag Trainer originally \$179 asking \$70, if interested call Lynne at 440-808-6968 or 216.401.3907 ...thanks...cheers.

Shimano T-090 Shoes, SPD Compatible, size 45 (10 1/2), like new used < month, \$20. Brooks Team Pro saddle, new in box, \$20. Call Greg, 440-734-3283.

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