



CRANKMAIL

MAY 2005

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THE VOICE OF CYCLISTS IN NORTHEAST OHIO



Century Cycles



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Saturday July 9

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Bike to Work Days!

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The Voice of Cyclists in Northeast Ohio

PO Box 5446 , Cleveland, Ohio 44101-0446

On The Web @ www.crankmail.com

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From the Editors

All cyclists should obey traffic laws.

I would think everyone agrees with that statement but many of us think nothing of running a stop sign or stop light. Perhaps we agree with the spirit of the law but don't feel it is necessary to stop at a red light and wait for it to change. We tend to blur the distinction between being a vehicle and a pedestrian when it suits us. Just this morning I slowed to turn a corner, looked all around for traffic, and blew by a stop sign. Later, in the Rocky River Reservation, I came to a complete stop at a four way intersection, allowed my foot to hit the pavement, then continued on through the intersection past the park police car. We cyclists like to claim the high ground with slogans such as; Same Roads, Same Rights, Same Rules, but often flout the 'Same Rules' restriction. We need to ask ourselves what effect that attitude is having.

How do we want cars to behave? We pretty much want cars to obey the laws and treat us as vehicles. If every car on the road suddenly started to obey the traffic laws as outlined in Chapter 4511 of the Ohio Revised Code we would all be delighted. Imagine if cars stopped squeezing past you, obeyed posted speed limits and gave us right of way. Should drivers expect anything less from us? Could the negative attitude of some drivers toward cyclist be resentment toward reckless behaviors observed in the past? Sometimes it is not even an illegal action that is questionable. We may have the right to ride two abreast uphill on a narrow two lane road but would not plain courtesy dictate that we pull into a single line and allow cars to pass? What do drivers sitting at a stoplight think when they see a group of cyclists slow upon approaching the intersection then continue on through the stop light?

We share the same roads and have the same rights as other vehicles, but we also have the responsibility to follow the same rules. We all need to examine our actions and determine if we are not our own worst enemies.

The month's cover feature's the 2004 Chippewa Road Race. This year the race is being held on May 22nd in Brecksville and is well worth attending.

Martin Cooperman and Tom Meara, Editor & Publisher
April 2005

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IN THE ZONE

Cycling News and Events

The hundreds of cyclists who rode in last year's **Central Ohio Ride of Silence** will never forget the experience. We call on all cyclists from Central Ohio and beyond to join us for this year's second annual Ride of Silence to remember our friends, relatives, and acquaintances who have been killed or injured or harassed while riding their bicycles and to proclaim that motorists and cyclists must safely share the roads together. The Ride of Silence will be Wednesday, May 18, at 7:00 p.m. www.cobac.org/news/ros_2005.html

Car-free in Cleveland is a new meet up group dedicated to promoting alternative transportation in Cleveland and assisting like-minded individuals to be successful living without an automobile. They recently had a showing of the movie **The End of Suburbia** which was attended by 40 people. Organized by Meagan Wilson and now boasting 45 members, you can drop in to the discussion or join at <http://meetup.com>.

May is National Bike Month, an ideal time to think about the planning and design of bicycle facilities! **The Northeast Ohio Areawide Coordinating Agency (NOACA)**, in cooperation with the Ohio Planning Conference - Cleveland Section, is sponsoring a **Bicycle and Pedestrian Facilities Workshop** on May 2 & 3, 2005 from 8:00 AM to 5:00 PM. The 2-day workshop will be held at the Wyndham Hotel, 1260 Euclid Avenue in downtown Cleveland. Two nationally known experts in the field of bicycle and pedestrian facilities planning, **Michael Ronkin and John LaPlante, P.E.**, will conduct the workshop.

What is going on? We haven't seen this level of environmental activism since the 70s! In addition to the two gossip items above, the **Lake Erie Wheelers** sponsored a presentation by **Green Energy Ohio** on the expected decline in availability of oil and natural gas and what can be done about it. The talk examined the current state of alternative energy sources including solar, wind, and geo-thermal. A few weeks ago, the **Sun-Herald** newspaper (distributed at least to the western suburbs) had an article by **Ken Prendergast** on Peak Oil and the decline of cheap energy. It is refreshing to see in print what is obvious to most thoughtful people, our current lifestyle is simply unsustainable.

An article in the **New England Journal of Medicine** highlights the danger of **water poisoning** (hyponatremia). Yep, drinking too much water can be bad for you. The article reports on a study of Boston Marathon runners but the condition applies equally well to any long athletic event including long cycling events. It makes sense really when you consider that you sweat salt along with water but you often replenish fluids by drinking only water. It is the lowering of serum sodium concentrations that is dangerous. Of the 788 runners tested in the **2002 Boston Marathon**, 13% were suffering from hyponatremia while 0.6% had critical hyponatremia. As the electrolyte levels get dangerously out of balance, body systems begin to fail and the sufferer exhibits signs of crisis such as diarrhea, over-salivation, stupor, vomiting, muscle tremors, confusion, (that describes me at the end of a century) frequent urination and other general symptoms of illness, and their brain begins to swell. This swelling is called a 'brain edema' or 'cerebral edema' and can lead to brain damage, paralysis, and sometimes death.

Upcomming Cycling Events

Sunday, 5/1, KLMNOPQRSTUVWXYZ. Huron. A free, no-frills warm-up of 50/85 rolling miles for TOSRV. Richard DeLombard; 805 Seneca Ave.; Huron, OH 44839. (419) 433-8353. www.LRBCG.com/pogo/BIKE.html#KLM

Saturday, 5/7, CO-OP TO CO-OP CULTURAL EXCHANGE RIDE. Unique dual-start, out-and-back ride starting either in Oberlin or Cleveland. Co-ops to try and top each other's hospitality. Proceeds benefit kids' bike education programs. Ohio City and Oberlin Bicycle Co-Ops. Jim Sheehan; 1823 Columbus; Cleveland, OH 44113. 216- 830-2667. www.ohiocitycycles.org

5/7 & 5/8, 44th TOSRV: TOUR OF THE SCIOTO RIVER VALLEY. If you are reading this and want to sign-up, it's too late. This is just to let you know where everyone else is.

Saturday, 5/14, NIGHT RIDES ON THE TOWPATH. Peninsula. Free ride starting at 8PM. 15 to 20 miles on the Cuyahoga Valley National Park's Towpath Trail. Bike lights required. Century Cycles Bicycle Shop. Attn: Derrick; PO Box 268; Peninsula, OH 44264. (800) 201-7433. www.centurycycles.com

5/14, THURM CONDON MEMORIAL JOURNEY FOR SIGHT. Perrysburg. A fund raiser to benefit the sight impaired of the Toledo area. 10/20/40 rolling miles. Snacks and beverages included with lunch at the finish. The Lions Club of Toledo. JoAnne McMahon: (419) 843-5806.

Saturday, 5/15, BIKE TO THE BALLPARK. Bike ride to Jacobs Field for an afternoon game against Toronto. Tickets will be \$25, for what they call "view boxes". To reserve a seat, email

garystonum@yahoo.com by May 9 and preferably long before. The ride will begin from the Canal Visitor's Center, in Independence, at 11:00 am. It's about 20 mostly flat miles to Jacobs Field. Bike racks are available at the ball park, in a securely policed area, but locks are highly advised.

Sunday, 5/15, BICYCLE POKER RUN. Massillon. Riding about 18 flat miles on the Ohio & Erie Canal Towpath Trail, cyclists pick up playing cards at stops along the way. At finish, they play their hands against other riders'. Prizes awarded to best hands, Jokers. Entry fee used to fund trail projects. Massillon Area Greenways, Inc., Ernie's Bicycle Shop. Ernie Lehman; 135 Lake Ave. NW; Massillon, OH 44647. (330) 832-5111. Email: ernie@erniesbikeshop.com

Wednesday, 5/18, Ride of Silence, Columbus,

Friday, 5/20, BIKE TO WORK DAY. Join the Earth Day festivities, be kind to the environment and save some gas to boot. Visit www.clevelandbikes.org or www.crankmail.com for more info.

Saturday, 5/21, PEDAL-WITH-PETE. Kent. Full-service fund raiser benefiting cerebral palsy research. 17/40/60 flat to rolling miles. Pedal With Pete. 800-304-7383. PO Box 274; Kent, OH 44240. www.pedalwithpete.com

Saturday, 5/21, 5th JJJ: JERRY'S JEROMESVILLE JOURNEY. Oberlin. A free 100-mile tour with 50-mile cutoff. Lorain Wheelmen Bicycle Club. PO Box 102; Amherst, OH 44001-0102. www.eriecoast.com/~lorainwheelmen

Sunday, May 22, CHIPPEWA CREEK ROAD RACE. Held Under American Bicycle Racing (ABR) Race Permit. All categories plus Junior's, Master's and Citizen.s. www.pdqccleveland.org.



Cleveland Touring Club
PO Box 1157
Mentor, OH 44061

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

MAY CRANK MAIL

Hello Fellow CTCr's. Well I missed the welcoming part for the April issue, so this issue includes the April members first, and then the new May members. Hope springs eternal as the saying goes, and it sure looks like our membership is in full bloom! Please welcome the following new April members to our club : **Steve Kraft** of Chesterland, **Mike Gaertner** of Painesville, **Alyson Stepp** of Madison, **Karl Zacharias** of Chardon, **Damian Dion** of Perry, **Jennifer Collister** of Cleveland. The following large crowd of people joined our club more recently (May members) and they are as follows : **Joanne Akers** of Streetsboro, **Ron Budz**, **Bonnie Houser**, and **Jim Mann** of Willoughby Hills, **Brett Guhde** of South Euclid, **Deborah Marotta** of Hunting Valley, **Michael Scherer** of Shaker Hts., **Tom Cline** of Berlin Hts., **Phil Juarez** of Mayfield Village, **Michael Mancusso** of Moreland Hills, **Marc Meyer** of Saybrook, **Mary Lou Safran** of Cortland, **John Caja** of Painesville, **Achilleas Dorotheou** of Beachwood, and **Michael Schmidt** of Willowick.

ANNOUNCEMENTS : The evening rides have started and the riding season should be in full swing by the time you get this issue. Hope to see some of you on our evening rides and of course on the Sunday rides – and especially on June 12th for our Sunday in June ride!

RIDE SCHEDULE

Date	Time	Ride (TF = Tandem Friendly)
May 1	9:00	NORTHFIELD CENTER (also Boston Mills parking area) to Peninsula (30) Bath (42) Pancake Breakfast @ AYH Stanford House near Boston Mill Ski Area / Alternate North Chagrin Pickup Ride (Tandem friendly route) Hilly
May 7	9:00	OCBC Co-op to Co-op ride (see website) Saturday Ride
May 8	9:00	GURNEY SCHOOL to Manuta (35) Lake Rockwell (55) Rolling
May 15	8:30	CHARDON to Punderson (25) Hiram (50) Rolling
May 22	8:30	GURNEY SCHOOL to Burton (26) Middlefield (40) Garrettsville (65) TF Rolling
May 29	8:30	MIDDLEFIELD SIJ Shakedown Ride Part One (38) Hilly
May 30	8:30	NORTH CHAGRIN Memorial Day Pick-up Ride Varied Terrain
June 5	8:30	MIDDLEFIELD – SIJ Shakedown Ride – Part Two (25, 50, 62) TF
June 12	8:00	Sunday in June - 25, 50, 62, 100 Miles - Varied Terrain (See flyer for details or check www.clevelandtourclub.org)

RIDE START LOCATIONS

- CHARDON** Rt. 6, Chardon Plaza, parking across from McDonald's
- GURNEY SCHOOL** Bell St., .5 mile west of Rt. 306 in South Russell (small sign at entrance)
- NORTH CHAGRIN** N. Chagrin Reservation - Sanctuary Marsh Nature Ctr. lot, enter park from Rt. 91 south of Rt. 6
- NORTHFIELD CTR** CVS Pharmacy parking lot - south side of Rt. 82 near intersection of Old Route 8 in Northfield
- PERRY PARK** Perry Park Rd. 1.5 miles North of Rt. 20 in Perry / 2815 Perry Park Rd. / Park in the area near the ballfields/road, away from the lakefront and pavilion



A Freebie Century Saturday, May 21, 2005

This has been a traditional Club Century for about 20 years and all who ride it find it offers a varying challenge depending on the wind. The northern half is mostly flat while still in Lorain County. The terrain starts to give way to some rollers as you get deeper into Ashland County. There's a real good one just outside Hayesville. The ride home gets easier (if that's possible in a century) as you get further north. The route loses altitude as you make your way toward Oberlin and if there's a tailwind, it's a real "breeze".

This is a freebie century through southern Lorain and northern Ashland Counties. The route takes us south from Oberlin through some rolling Amish countryside to Jeromesville. Then it's west on part of the Cardinal Trail to Ashland. From here, we'll head back home via route 511. Plan for stops in Hayesville Olivesburg (for BIG ice cream cones) and Nova to refuel. It wouldn't hurt to take a Powerbar or two along, just in case. For those who think 50 miles or so is enough, there's a cutoff at Ashland County Road 500 to accommodate you. Nova will be the only place to buy food on the 50 mile loop!

The ride will start in Oberlin OH at the Oberlin Community Center at 8:00 AM on Saturday, May 21, 2005. The Community Center is just off South Main Street a few blocks south of Tappen Square ... the center of town and the intersection of State routes 58 & 511. From Tappen Square, drive south on Main Street until you see the Bike Path ... you're there! If you're unfamiliar with the area a map of the Oberlin area is available on our web site <http://www.eriecoast.com/~lorainwheelmen/Oberlin map.pdf>



May 2005 Wheelmen Calendar

Date	Start	Destination	How Far	The etc's
05/01	Amherst	Milan	56	It's bound to be warm!
05/08	Oberlin Inn	Lodi	57	A new tested route
05/12	Nordson Depot	Prolog	6:00 PM	A quick 20 or so
		Meeting	7:30 PM	Meeting, see note
05/15	N Olmsted (note)	Cleveland	53	A tested downtown route
05/21	Oberlin	JJJ	50/100	A traditional Club Century
05/22	Oberlin Inn	Huron	55	A nice destination
05/29	Amherst	Wellington	52	A nice flat one
05/30	Amherst	U-Show	25ish	Memorial Day
06/05	Oberlin Inn	Norwalk	56	A nice rolly ride

North Olmsted Route to Cleveland:

We'll start from Watertower Square on the NW corner of Lorain & Dover Center Roads. We'll travel to Lakewood and east on Lake Ave to Cleveland. On the way out of town I think we'll go near the zoo before returning to North Olmsted. Carl, Ken and Ron tested this route and liked it.

Meeting Note:

Well, we're FINALLY back on schedule and meetings will be on the SECOND Thursday for the rest of the year.

Saturday rides from Prospect School at 9:00 will continue.

Let's try the evening rides starting at 6:00. That should give us time enough for 25 before dark. Tuesday will start from Prospect School, Oberlin and Thursday will start from the City Parking lot in Amherst (same as on Sunday). This should be OK 'till fall.

All Sunday rides will start at **8:30 Eastern Daylight Time.**



P.O. Box 844 Medina, OH 44258

Contact the following for information

www.medinabikeclub.org

President:	Dave Polcyn	330-723-3831	davepolcyn@zoominternet.net
Vice President:	Dave Ling	330-416-9421	ldbl3000@aol.com
Treasurer:	Glen Hinegardner	330-725-8430	biker10260@aol.com
Secretary:	Lou Vetter	330-725-0441	bikevetter@aol.com

Tuesday Evening Rides

Start at 6:30 pm (Pace: Moderate 12 - 15+ mph) with some exceptions,
such as September when we start at 6:00 pm instead.
Get your equipment ready we're riding. Come on, let's go.

Starting Points:

May –	Medina County Career Center	Two miles West of Medina on Rte. 18.
June –	Buckeye Woods County Park	On Rte. 162 just two miles West of Rte.3.
July –	Hubbard Valley County Park	South of Medina on Hubbard Valley Pkwy.
August –	Plaza 71 Shopping Center	East of I-71 at the top of the rise.
Sept –	Buckeye Woods County Park	On Rte. 162 just two miles West of Rte.3.

Sunday Morning Rides

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

Sunday Starting Point:

We meet in the Courthouse Parking Lot at Jefferson and E. Liberty St. just off the Historic Medina Square. Drive your car or ride your bike to the start and join the group.

BICYCLE HELMETS REQUIRED ON ALL OFFICIAL CLUB RIDES

CLUB NOTES: I missed the last meeting so maybe you should go to the club's web site to see what happened. If I can find out before this gets published I'll try to place an informative blog on the club's "web page". Tuesday evening rides are going well. We had about fifteen riders on April 5th and I didn't go on the 12th. I was spinning instead. Next year we may have another chance to form a spinning group. Stay tuned in the fall for further details of Spin Class 05/06.

LETTER FROM VETTER:

New Cycling Terminology: It was our club who invented the after the fact warning term of "Hole Back". It was our club that first disclosed that "Vista" and "Scenic Outlook" are code words meaning you are about to climb a very large hill. Recently a creative member has come up with a new cycling term. I believe it is a noun but I'm not sure. It's used as an excuse for not riding and it is used in this way; "I'm not riding this week, I have 'bike issues'". After exhaustive research I have determined that this really means a rider is too slow to keep up with the pack and would be embarrassed to get dropped off the back. So the next time those Tour de France wanna-be types invite you to ride in their twenty plus mile per hour pace-line you have the perfect answer. "Sorry, but I won't be with you on this ride. I have 'bike issues.'"

Whiney Biker: No way you say. Read on. One of our members had the nerve to call me out because I mentioned that someone had ridden a thirty mile ride in February while they had ridden over fifty that same day. Well la-di-dah, the person who rode thirty gave me a cup of coffee. Whiney biker didn't even let anyone know about his accomplishment. So this is for all you MCBC Members who ride and/or do something exciting and would like to see it written up in crankmail. I have an E-mail address and it is bikevetter@aol.com. Send me your news item and I will put it in print. In the last twenty years I have received only three letters. One of them was from John Wasko. I can't remember who sent the other and all this occurred before the Internet. They came via snail-mail before anyone knew it was snail mail.

Caving with Cleveland Grotto: Yeah, Tom was there too. One thing about caving is that you can wear the same clothes to do it in February or July. Under ground the temperature is a constant fifty-four degrees. Our latest adventure was to Sharp's Cave in Cass, West Virginia. That's CASS, Tom, not Case. Anyway, we joined the Cleveland Grotto so we could have more fun stuff to do and it worked. We do have more things to do, as if our wife's didn't already have a "to do list" a mile long. The cave is entered by slipping down through a slit in the side of a hill. The opening is about four feet wide but is narrowed front to back by a scalloped wall making for an opening that is less than twenty inches deep. That means you cannot bring your knee up to your waist to push off the front and back walls.

There were seventeen of us and getting there was all the fun. Tom purchased a new GPS Guidance system and had punched in what he said was the "quickest route". We were the last to arrive. I had fun picking on Tom as we passed Pittsburgh and he exited the highway in error. Tom was quick to notice that we had gone "off course". His unit beeps when you are one mile from your next turn and as it beeped Tom exited immediately which happened to be wrong. The next error was just some dyslexia kicking in. Tom and Karen both read a sign they thought said "South I-77". Actually it said "South 66 and North I-77". We got to see it again as we re-entered the highway after maneuvering back

onto South I-77. We got to within seventeen miles before the GPS became a real valuable tool. It was here after dark with patches of dense fog that we had to find Back Mountain Road. This was only a lane and a half wide with NO PAINT at all. It was chip-n-tar and was selected by Tom's mapping system as "the quickest route". Anyway to continue this "infomercial" for GPS Tracking Systems, as we blew by and missed a turn a turn, I swore that we were still on Back Mountain. Well, Tom's tattle-tail gizmo (GPS) indicated I was wrong and we were off course yet again. So we turned around and followed the GPS down this little back road.

We did finally arrive at Cass, Wva and as we pulled up front of the cabin normally rented by the grotto a stranger came out to greet us. He wondered about us as much as we wondered about him. Then we figured out that the grotto did not get the same cabin this year. It was the last hurrah for Sno-Peake Ski Resort and the place was sold out. Since this cabin was 139 and we were supposed to be number 225 I figured that one street over would be the place. Tom drove around the block and down what could have been "Second Street", so I felt we were getting close when Tom decided we needed to go back to the edge of town to a railroad depot to see if there was map of the town. There wasn't. Next we went back to Second Street to look for our cabin number 225. Guess what, we found it. We set up our sleeping bags and settled in.

Saturday morning Tom cooked pancakes for everyone. They were pretty good too. Then we "geared up" and started to form car pools to get to the cave. One of the younger guys said he knew how to get there. Gary was our driver and he followed the car that followed the young man who knew the way. As we drove the winding roads the locals passed us one at a time, not actually scaring us but they did get our attention. At one point the cars behind us were no longer in sight. SO we bragged about how they probably couldn't keep up on such curvy roads. After we had driven for forty-five minutes and were well into the next county our little caravan of three cars pulled into a gas station to get directions. It was closed for remodeling. We were able to find out we had turned the wrong way on route 66. So we headed back and did find the cars of those who did not get lost. OH, we're not done yet.

During our little ride Gary and I admitted that we were in need of a roadside rest. Tom proudly announced, "Not me, I only drank one cup of coffee, I'm good." When we pulled up behind the rest of the cars we were parked along the side of a county road next to a rushing stream. Ah, a roadside rest area. I went over to get some privacy then Gary went the other way. Soon I was joined by, "Not me, I only drank one cup of coffee, I'm Good". After I finished up I went back to the car to get my gloves and pads, only the hatch was closed. So I looked for the handle to open the tailgate and just as soon as I found the handle Gary screamed "NO! You didn't. Tell me you didn't just lock the car". Of course I said, "No, Tom did". I thought that would be a little pay back for Tom's GPS being the tattle-tail the night before. Gary went on to explain that the car was a Jeep, Liberty, and you cannot break into them. After some cussing and spitting the "young man who knew the way" took Gary to get help while Tom and I went caving. Everyone else was already in the cave having fun. I had my helmet and my pack with food and extra lights but I sure missed not having the knee and elbow pads. Tom loaned me a pair of cotton work gloves.

Oh yeah, I almost forgot, we did go caving. After three hours of climbing over "breakdown" and crawling through mud soaked passages I was sufficiently tired. So was

everyone else. Because of the manner in which we arrived, at the cave we were divided into three groups. Everyone was having a good time and I learned that cavers have a demented sense of humor as evidenced by the mud sculptures in a low room labeled "Holywood". We approached the room with the sculptures and the first one we saw was a sculpted Television complete with a sculpted electric wire complete with a plug on the end. There was also a short antenna on the top with "M/tv" sculpted on the screen. The single most sculpted figure was the dragon and there were at least three of those. Finally it was agreed that we'd all had as much fun as we could stand and started to work our way back up to the entrance. Tom was in front and got out easily; he says. Next I helped a young girl by pushing up on her boots. She was short enough that she could not get a foothold to climb out on her own.

Then I was next. Well, I got up to where my shoulders were outside but I couldn't get any leverage to raise my body up any higher. I was in the left side of the opening and the foothold was too far to the right for me to reach. So now I am "plugging the only exit" I am now somewhat of a problem for the rest of the grotto stuck in the cave behind me. After what felt like an eternity Victor and Bill pushed my boots up while Cynthia pulled my coveralls and I was up and sitting on the edge almost completely out. I was so tired I couldn't get up from the sitting position so I rolled over onto my hands and knees and crawled to a steeper part of the slope where the hillside helped to get me to a standing position. I can't remember ever being that tired, even after bicycling the Columbus Fall Challenge I had more energy than that.

<i>Ninth Annual</i>	<i>Le Circuit de Grimpeurs</i>
Chippewa Creek Road Race	
SUNDAY, MAY 22, 2005	BRECKSVILLE, OHIO

Citizen Racers Welcome!

Join us for Northeast Ohio's most beautiful and challenging circuit race!

- 20 miles, 400 climbing feet per 4 mile lap, with a 45 mph descent and a hilltop finish.
- Awards to top 10 Cat. 5/Citizens overall, plus top 3 Juniors 12-18.
- Register at Oak Grove Picnic Area, Brecksville Metropark, 6 – 6:45 a.m. Entry fee is \$15 if received by May 16, \$18 on race day (**rider limit = 50**).
- CPSC-certified helmet **MUST** be worn at all times. "Time trial" or "triathlon" bars are not allowed (the Scott "Rake" and Cane Creek Speedbars are OK).
- Race starts from entrance to Oak Grove Picnic Area at 7 a.m. Awards afterwards.
- Other races: Men 35-44 and 45+ (Cat. 2-4) – 28 miles, \$250/6 places each (combined limit 60 both fields); Women – 20 miles, \$250/6 (limit 35); Men Cat. 4 – 28 miles, \$250/6 (limit 60). \$17 if received by May 16, \$20 on race day. ore inform
- For more info, e-mail pdq_cleveland@yahoo.com; visit www.pdqcleveland.org; or send SASE to 10813 Lake Rd., Cleveland OH 44102; or call 216/631-6450.

**Earn A Bike programs
Used bikes for sale
Bike education
Membership
Fun tours**



**Mondays & Thursdays 4 - 9
Tuesdays & Fridays 1 - 6
Saturdays Noon - 4
(Open group ride Saturdays
10 - noon, any weather)**

**1823 Columbus Road, Cleveland Ohio 44113
216-830-CO-OP (2667) www.OhioCityCycles.org**

The OCBC is a non-profit, member-run bike education center that fosters Earn A Bike programs where kids earn donated used bikes, with helmets and locks, while learning bike safety skills. Members can use the shop, and earn parts and bikes by refurbishing the used bikes we sell.

News:

Because the co-op has been so much busier than we had ever expected, at the April members' meeting we made some decisions to streamline how we serve our members, our students and the general public, and to focus on our goals.

We no longer do repairs for non-members, nor do we build "custom" bikes. We are an education center, not a used bike shop. We still sell dependable, well-fitted reconditioned bikes, and will do while-you-wait check-ups and safety-related repairs, but for anything else we recommend membership and classes, or a local bike shop.

New members-only hours will become effective in May, so that we may continue to serve Earn A Bike students and adult volunteers as thoroughly as we would like:

Mondays and Thursdays: open to all, 4 - 9 PM.

Tuesdays and Fridays: open from 1 - 6 PM only for members who have taken the full course of shop classes, and a new, free, orientation tour of the shop, so that they may be self sufficient in the absence of a Key Volunteer.

Saturdays: open to all, noon to 4PM.

Details of this new policy are on the Membership page of the website.

The Saturday morning rides are still free and open to all, but now the in-shop Earn A Bike students will be taking our new bike Ed classes for their required road training, so the 10 AM ride will be more social, and less didactic. We still ride absolutely legally, and in a group, so no one gets dropped, but faster riders are welcome to go on ahead. We leave on time (by 10:30) now too.

Upcoming events:

May 7 (Sunday) - C2C (Co-op to Co-op Ride) with the Oberlin Bike Co-op. Join us for this new ride, as we meet and greet our co-op cousins from Oberlin. It's a unique dual-start ride, with a snack stop in the middle and lunch at either end. Cost is \$10 for co-op members or \$20 for non-members - look on the website for more info!



WHO: Bicyclists and their families wanting to enjoy a bicycle outing on a hot summer day.

WHAT: Scenic rolling terrain through quaint small towns of southern Medina and northern Wayne County. See the charm and grace of towns of the Western Reserve and some beautiful farmland. There are three routes available in lengths of 62, 42 and 25 miles. The 62 & 42-mile routes will take you to Hartzler Family Dairy Ice Cream Shop near Wooster, Ohio, for an ice cream cone. The 62-mile route continues through the scenic Overton Valley to West Salem, while the 42-mile returns back to the start/finish. The 25-mile route, for the casual rider, will take you on a shorter enjoyable ride.

WHEN: Saturday, July 16, 2005. Registration begins at 8:00 am. Ride begins at 8:30 a.m. All riders must be on the road by 9:30 a.m.

WHERE: Start/Finish is at Hubbard Valley Park, north of Seville, Ohio, located on Hubbard Valley Rd. between Blake & Greenwich Roads, just east of Route 3.

COST: The cost is \$20 prior to June 15 and \$25 after that date. The ride will include a map, road arrows, a snack stop on the long route, and a free cookout for all riders back at Hubbard Valley Park. This will be a sagged ride but riders should be prepared to make some of their own repairs. Riders should bring along basic tools: patch kit & spare tube, pump, water bottles, etc.

HELMETS: Participants must wear an approved bicycle helmet while riding in this or any other bicycling event. Please observe all traffic laws and show courtesy to other riders and motorists.

T-SHIRTS: The first 150 registered participants will receive a free T-shirt depicting the Ice Cream Odyssey design on it.



Cleveland Bikes

Bike To Work Kick-Off

Following The Greater Cleveland Regional Transit Authority (RTA) "Pass the Pump" day promoting Earth Day, Friday, April 22, when many will be walking, jogging, or taking public transportation to work. ClevelandBikes kicks off the **Nation-Wide Bike to Work Week on Friday, May 20th** and continues the last Friday of every month June through September! There will be **Free Coffee** at all "**Starbucks**" meeting locations until 11:00am, **showers** will be available at the "**Downtown YMCA**" on Prospect Ave., and **breakfast** will be provided by "**Car-Free in Cleveland**" on Public Square on the 20th.

For more information contact Brendan McNamara: clevelandbikes@hotmail.com or take a look at the flyer enclosed.

Bike Mentoring Program

Cleveland Bikes is in the process of developing a bicycle mentoring program for new bicycle commuters. The basic model will be the **Bike Buddy program** run by Seattle's Bicycle Alliance of Washington. Experienced commuters will be matched up with people who would like to start commuting but would like some guidance and a person they can turn to for their questions about gear, selecting a route, fixing a flat, riding in traffic, etc.

Initially, the program will begin in May by offering mentors to the winners of the bicycles distributed by **Bicycling Magazine's BikeTown program**. These winners may need mentors for other types of riding besides commuting to work, so the mentors may be addressing other aspects of cycling, but after the end of the BikeTown project in August, the focus will be on bicycle commuting.

Once there have been a few successful participants who have started consistently bicycle commuting as result of this new program, we will be seeking funding in order to pay the mentors and provide new rider materials such as lights, tools, and maps.

We are working now to develop an introductory short course for mentor volunteers. It will likely be a 1 - 2 hour session in which guidelines and suggestions will be offered. Volunteers will first meet with the new rider to check over their bike, review the proposed route, and answer any other questions they may have. Then there will be 1 - 2 test rides at later dates. Specifics are still being developed, but this is expected to be the general framework.

If you are interested in volunteering to be a mentor, for either a BikeTown participant or a new commuter, please fill out the online form at www.crankmail.com/bikementoring.html. If you have questions about the program, contact Ann Henderson at wombatgrl@gmail.com.

CAMBA's Successful Trip To Washington DC

Four CAMBA volunteers spent the day in Washington, D.C. Thursday, April 7th. They visited the offices of Ohio's senators and 5 members of congress. It was a busy trip, Mindy Kuth, Frank Dessoffy, Bill Braum, and Mike Farley flew to Washington on Wednesday and spent the evening with mountain bike advocates from all over the country. The event was put on by the International Mountain Bicycling Association and was top-notch, as always. We discussed what we would be presenting the next day while we were on Capitol Hill and how we would present it.

The next day, we met with staff for the following: -Senator George Voinovich - Senator Mike Dewine -Congressman Dennis Kucinich -Congressman Sherrod Brown -Congresswoman Stephanie Tubbs Jones -Congressman Steve LaTourette -Congressman Ralph Regula

In most cases, this was the second time each of these offices has had a visit from IMBA and CAMBA. This is a good thing because it is raising the awareness of mountain biking at the highest levels of our government.

Topics at the meetings included local mountain bike access issues (Cleveland Metroparks and Cuyahoga Valley National Park), funding for the Recreational Trails Program (RTP), and mountain bike access on the North Country Trail (which is currently being established in Southeast Ohio). We specifically asked each member of congress to support mountain biking in Cleveland, to fund the recreational trails program at the highest level possible, and to support mountain bike access on the North Country Trail. As we hear back from them, we will let you know on the CAMBA website.

MEMBERSHIP

Renew your ClevelandBikes Membership for 2005. Renewing or setting up a new membership is very simple. Go to www.clevelandbikes.org and click on the donations link, you can pay through Pay Pal, most of the major credit cards and e-check is accepted! In addition, your dues are tax-deductible. Each membership includes one year subscription to CrankMail: The Voice of Cyclist in Northeast Ohio

STUDENT \$15 – for persons enrolled in school fulltime

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

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

CHROM-MOLY \$100 – donor level with voting privileges

CARBON FIBER \$250 – significant donor with voting privileges

TITANIUM \$500 – outstanding donor with voting privileges

Founding Membership \$1000 - Lifetime membership

Contact ClevelandBikes at www.clevelandbikes.org, or write/email: Rob Schwab, rshwab@hotmail.com, ClevelandBikes 2992 Monmouth Rd. Cleveland Heights, Ohio 44106 for more information on membership.



"When Cleveland Bikes, Cleveland Benefits!"

Bike To Work Program

ClevelandBikes kicks off the Nation-Wide Bike to Work Week on Friday, May 20th and continues the last Friday of every month June through September!

Free Coffee at all "Starbucks" meeting locations until 11:00am

**Showers available at the "Downtown YMCA" on Prospect Ave. -
Receive a free one day, anytime pass for the YMCA when you leave.**

Breakfast will be provided by "Car-Free in Cleveland" on Public Square

Check on your meeting site below

East Side:

***Starbucks:** Legacy Village, 24663 Cedar Rd, Lyndhurst - Leader Cal Kirchick. Departure 7am.

***Starbucks:** Chagrin and Green-Leader Ann Henderson Beachwood. Departure 7:10am.

***Starbucks:** Cedar & Fairmount, Cleveland Heights - Leader Kevin Cronin. Departure 7:35am.

West Side:

***Starbucks:** Westlake Promenade, 30327 Detroit Rd. Westlake - Leader Brendan McNamara. Departure 7am.

***Starbucks:** 19555 Detroit Rd. Rocky River - Leader Brendan McNamara. Departure 7:30am.

***Starbucks:** 11501 Clifton Blvd. Cleveland - Leader Brendan McNamara, Departure 8am.

***Starbucks:** 24950 Lorain Ave. North Olmsted - Leader Tom Meara, Departure 7:15am.

***Common Grounds:** Kamms Corner 17104 Lorain Ave. - Leader Ruth Finley. Departure 7:40am.

South Side:

***Arabica:** 5615 Turney Rd. Garfield Heights - Leader John Sesek. Departure 7:10am

Central Meeting point: The Final Destination

***Starbucks:** BP building 200 Public Square, Cleveland - Leader Theresa Obrero and Megan Wilson
7:30am until ?

For more information contact Brendan McNamara: clevelandbikes@hotmail.com



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The Mountains Were Silent

by Tom Meara

The waitress was nice, attentive but not too bothersome. She made sure the coffee was hot. A family sat in the next booth, father, mother, and young son in uniform. Bits of conversation or my imagination led me to believe this was a goodbye breakfast. They talked about his future and learning a trade in the Army; duty, honor, opportunity. Little did they know that his life, their life, our lives were changing at that very moment. It was 9:10 AM September 11, 2001 and I was sitting in the Blue Ridge Diner on day three of an eleven-day solo tour up the Parkway.

My plan was to ship my bike to my brother in Atlanta, where he could drive me to the start of the Blue Ridge Parkway in Cherokee, NC. I could then ride to Winchester, Virginia and pick up a rental car to drive home. One decision was to camp or stay at motels. Traveling solo, I decided on a credit card tour. I wouldn't need to carry the tent, pad, bag, etc. and motels and hostels were nicely spaced, I made my reservations in advance. It was comforting knowing where I was going to spend the night even if it was a bit restrictive. I flew out of Pittsburgh on September 8th.

My brother, Bob, and I arrived at the Balsam Mountain Inn early on the morning of the 9th. We rode 30 miles south to Cherokee for lunch then back to the Inn for the evening. He wasn't prepared for the big hills and really struggled in his 42x25, standing most of the way. Next morning, sitting on the long front porch, catching the early sun, I asked him if he wanted to ride with me to lunch at the Pisgah Inn before heading home,

"Naw, I'm cooked", he said, "I think I'll sit right here awhile. Have a good trip." We hugged and I rode down the drive from the Inn alone and turned north.



The southern end of the Parkway is remote and climbs to over 6000 ft. The air is thin and cold and the trees show the effects of the harsh climate and acid rain. The traffic had been very light and I'd seen no other cyclists. I was not an accomplished tourist with my only previous solo tour being a 5-day trip back home to Cleveland from Seneca Falls, NY the previous summer. I remember the feeling in the pit of my stomach as I stood with my bike in a campground at the head of Seneca Lake as my son drove off in the car leaving me alone with just my bike. That same feeling was beginning to fade now as the traffic picked up a bit and I approached my lunch stop.

The Pisgah Inn is perched at 4900 ft. on a ridge between Fryingpan and Little Bald Mountains overlooking the valley of the French Broad River as it flows



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toward the Piedmont. I sat in the restaurant gazing out the huge windows at the blue-gray haze that covered ridges stretching out for 30 miles. Losing myself in the in the broad panorama, I began to reflect on the history these hills had seen.

The Cherokee Nation had thrived in this region for hundreds of years, maintaining their culture through continual conflicts with whites. Hernando de Soto, the Spanish explorer had entered the Southern Appalachians looking for gold a bare 50 years after Columbus. He tortured many in a cruel but unsuccessful attempt to gain information from the natives while the mountains looked on in silence.

The Cherokee sided with the colonists during the French and Indian War but their increasing concern over the growing population of settlers caused them to side with the British during the Revolutionary War. In response to Indian attacks, a Colonial army of 7,000 followed the French Broad into the Blue Ridge

and destroyed villages all over the southern mountains.



The gold so desperately sought by de Soto was finally discovered near Dahlonega Georgia in 1829. There was a boom in population as gold seekers streamed into the area causing

friction with the native people. The demands for land eventually resulted in the forced resettlement of the Cherokee to the Oklahoma Territory in 1838. These silent hills watched as one third of them died along the Trail of Tears.

I rolled into Asheville, NC to the sounds of thunder. The Comfort Inn was a welcome sight since I had been caught in a downpour for the last 5 miles and was soaked. I woke up early on the 11th intending to get a good start as the day promised lots of climbing. The Parkway north from Asheville climbs into the Black Mountains in a nearly constant gentle slope to 3400 ft at Craggy Gardens. From there it rolls beneath Mt. Mitchell and on to the small resort town of Little Switzerland, my day's destination. I left the Blue Ridge Diner at 9:15.

Traveling alone by bike allows you plenty of time to daydream. Your mind empties of everyday thoughts and you become hypnotized by the rhythm of the climb. Simple observations, the morning fog hanging in the trees or the red newts on the road under my wheels, intermingle with deeper and more personal thoughts. This morning I reflected back to that young soldier in the diner and to my own son, a sophomore Army ROTC cadet at Ohio State. I wondered what lay in store for both of them over the next few years unaware that events unfolding at that very moment were changing all of our futures. The air was cool but very humid. My glasses were steamed and I was sweating but not hot. The low clouds and fog kept it cool, though somber. It was a

good day to be in the mountains. The plan was to have lunch at the restaurant at Mt. Mitchell and press on to the Alpine Inn in Little Switzerland for the night. I was behind schedule when I pulled into the visitor center at Craggy Gardens for some water as the sun broke through the clouds.

It was close to noon and the place was busy. You require a short adjustment period when riding solo and encounter a crowd, but this seemed unusual, disorienting in a way I did not recognize; and why on Earth would they have a TV on in a ranger station in such a beautiful place? The view from the gift shop was a sea of blue hills fading into the distance. The TV jarred the sensibilities. I enquired if the restaurant at Mt. Mitchell was still open past Labor Day, the ranger answered, "I think so", but he seemed distracted. I finally realized something was wrong and wandered into the small crowd of vacationers in front of the TV and watched in disbelief as they replayed the collapse of the North Tower.

I went back to the ranger to ask what happened? "There's been an attack", he said, " Airplanes have crashed into New York, the Pentagon, and Pittsburgh. They think there is another in the air heading somewhere else." Shock is difficult to describe, your mind is racing at 100 miles per hour and in slow motion at the same time. I remember wandering over to a low stone wall and sitting down. All I could think of is, why Pittsburgh?

After a few moments of trying to frame the situation, I realized I had to change my plans. I asked aloud, to whom I don't remember, whether I should head back to Asheville and rent a car. The reply was to forget about it, the airlines were all shut down and the rental cars were gone. I wandered outside and holding firmly on to my bike, probably because it was the only thing that made sense at that point. All that you complacently take for granted was in question. I was 800 miles from home in one of the most beautiful places on Earth during one of the greatest crises this county has seen. My bike was the only means to get me back to my family. My only choice was to keep riding north.



If you haven't been to the mountains of North Carolina, you should visit them, as they are impressive. Softened by age unlike the Rockies or Sierra's, these mountains were old when the Himalayas were being born. The ridgelines of trees pockmarked with rocky balds, the deep green hollows, the soft blue air; give them a mysterious depth and a spirit that is palpable. It was bizarre to ride through that most picturesque country consumed by the horrible events of that September day. I would look out at vistas that would take your breath away, acknowledging that what I was seeing was priceless but I was emotionally

detached. I kept asking how something this horrible could happen, but the mountains just stared back in silence.

Approaching Little Switzerland, I started to focus not on how and why but on what I needed to do. Contacting my wife was my first priority. I remember seeing only one car that entire afternoon. I had been out of touch and had no idea what the situation was. Had there been more attacks? How had we responded? Who was behind it? While most of the nation had stopped their daily activities and was being fed a constant stream of images and reporting, I was left with a few facts, some shocking images, and my imagination. My daughter lived in Boston. I'd heard some of the planes had left from there, what was her situation? My son was in school but also in the Army, would he be called up? How was I to get home? Could I even call home? I'd never felt so utterly detached from the world.

I was surprised by the dial tone and ring back from the pay phone on the front porch of the Alpine Inn and relieved when I heard my wife, Susan, say hello. She was calm but apprehensive. News from the kids was positive they both were fine. Everything was shut down, but she was OK. My only option was to keep heading north. Be careful.

I ate breakfast at the Inn but and was the only guest. The innkeeper and



his wife were in the corner by the kitchen having an animated discussion of her accident the night before. Coming home late, the fog was so bad she ran the car into a ditch. I overheard that the tow truck operator said that the car was totaled, a bent frame. They didn't have insurance and still had to pay the tow truck, what were they going to do? There were big disasters in New York and Washington,

but little disasters here. I put down a \$20 tip and left, it felt good to be able to help someone, even if just a little.

The next four days consisted of pedaling north and listening in the evening to developments from NPR on my small portable radio. I spent hour upon hour in silence trying to make sense of it all while rolling past such attractions as Linville Gorge, Grandfather Mountain, and Blowing Rock. The contrast could not have been more striking. The mountains still looked so peaceful and unaffected by the events; their beauty, their strength untouched. Yet I rode through that serene landscape numb. Conflicted by the horror, I tried to envision the details I had only heard described and to comprehend the reasons that would drive someone to do such a hateful act.

By day five the weather closed in even more and turned wet. Drizzle and fog reduced my world to the 15 feet of roadway I could see. My depression deepened. By the time I reached Roanoke, Virginia, I called Hertz to see if I could rent a car. I left the Parkway and headed for the Roanoke Airport and drove home.

The following summer I met my brother, Bob, at that same Roanoke Airport and we resumed my trip up the Parkway from where I left off. It was different now, I had a companion and the events of 9/11 were a year in the past. I was calmer, not depressed as before but still a bit apprehensive. The horrors of that September day had changed many lives, many perspectives. The world seemed more tenuous, dangerous. My son, a junior now, was still in the Army heading for an uncertain future. That young soldier in the Blue Ridge Diner could well be in Afghanistan by now.

The mountains, however, were as they ever where, unaffected by the events of the world. Through the years they had witnessed the clash of civilizations as the New World was discovered. They watched the struggle of the early Scotch Irish settlers as they hacked their future out of the forests covering their broad shoulders. They refused to take sides as did many of the sons of the families living in their shadows during the Civil War. Fighting brother against brother in battles so near that the sounds rolled over the ridges and into the hollows. I realize now they had been speaking to me all along. Despite the hatred and conflict in the world, there was still a place of strength, simplicity and serenity that would endure in silence.

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The Toms' Retreat

Marty Cooperman

With the spring flowers and the buds now coming out on the trees it's hard to remember what snow was like. But, once upon a time, this past April 3 to be exact, we were suffering under a fierce blizzard that left heavy wet snow plastered to trees and folks without power for several days. The Geauga County Sheriff had asked that motorists stay off the roads so utility trucks could repair damage to downed electric lines. But that was also the end of the pancake breakfast festivals in Burton and we were not about to miss it. Besides, Geauga County hadn't mentioned bicyclists in their announcement.

The cast of characters: Joni, leaving early, would meet us in Burton. Edie and I took the tandem, while Ann and the 2 Toms rode single bikes. The 2 Toms are from the west side of Cleveland where snow is more a novelty than an expectation. It was the latter 5 of us who started out together that fine morning.

That fine morning the wind was howling in the trees, and snow was coming down. We took a heavily wooded route for protection: Sherman Rd east. It's a pretty route in any weather, and now with snow blanketing the bare trees, it was gorgeous. Every few minutes a gust would bring down a splash of snow, momentarily startling us. But Sherman Rd has its flaw, that being a 1 mile stretch of gravel. It was here the Toms balked. Ann, Edie and I had already partly ridden and partly walked several hundred feet down the gravel when, looking back, we spied the Toms silhouetted high against Sperry Rd. Seeing them gesticulating north, we guessed they were going to avoid the slog down Sherman in their delicate cleated cycling shoes and take a slight detour, meeting up with us at the end of the gravel. Little did we know.

An hour later we were happily feasting at the Burton Fox Inn: scrumptious pancakes, real maple syrup, crisp potato pancakes and applesauce, but the Toms were nowhere to be seen. What had happened to them?

What indeed?

Out of the protection of Sherman Rd's trees the Toms met the full force of the northwest storm head on and sideways, and sideways was the worst. Up on the exposed ridges drifting snow was blown across the once-plowed



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pavement rendering it slippery and rutted. Gusts buffeted them. One of the Toms disappeared momentarily into a whiteout. Finding a convenience store closed, they huddled behind a barn and ate the last of their bagels and watched the snow drifting onto the roads.

What to do? Concluding that conditions were getting worse, they decided upon a tactical retreat. So back they went down that same graveled part of Sherman Rd they had so assiduously avoided not long before, and which, at least, was protected from the worst of the winds. Even here the snow had drifted so badly that a CEI truck got stuck and the police closed the road while a tow truck and plow tried to free it. They walked through a foot of heavy snow in those very same delicate cleated cycling shoes, past the truck and plow until they could find clear footing back on the road. But by the time they reached the Chagrin Valley the weather began to clear and brilliant sunshine flooded the woods. They began to wonder whether they had acted precipitously.

And indeed they had. At the very moment they were huddling behind the barn gobbling their meager fare with frozen fingers, we were delving into yet another round of potato pancakes, wondering when the chef was going to produce a new, hot, steaming batch. Sipping our coffee we pondered the antiquity of the hand-hewn beams over our heads. Finally, groaning under the burden of a dozen fine pancakes, we staggered from the table, struggled onto our bikes, now also flooded in that same brilliant sunlight, and enjoyed a marvelous ride home, this time by a different route, bypassing the perils of the graveled section of Sherman Rd., our hearts saddened only by the thought of what fate must have befallen the missing Toms.

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Hey Cranky.....

On a spring training ride I had another encounter with a junkyard dog. I didn't get bitten but it was not a pleasant experience. What is the best way to deal with dogs? - Ken

Ken, this is not an easy one to answer as there are as many dog personalities as there are riders with different abilities. I'm a dog owner and fully appreciate the diversity and broad range of characteristics the many breeds represent. Dogs have been bred for many different purposes and you have to understand the situation from the dogs point of view.

Some dogs, probably very few of them are mean and are out to bite you. I don't know the numbers but am guessing that encountering a vicious dog is very rare. Though, it does happen. I recently heard the story of a cyclist climbing a long hill getting attacked by a dog. He tried to avoid him but the dog came up from behind and bit his shoe. He didn't let go either. The rider kept pedalling up the hill to get away but the dog ran along beside him, firmly attached, with its head making big circles with each pedal stroke. Finally there was a yelp and the dog ran away. At the top of the hill the cyclist stopped to survey the damage and found the dogs tooth stuck in his sole.

Most dogs that appear to be threatening are merely protecting their territory. They chase you, growling and barking, but only to the edge of their yard where they call off the attack and head back home. They are saying; "Hey, I'm on duty here! This is my house, these are my people, and I got it pretty good, so stay away and leave us alone."

Other dogs are hunting and are going to chase you, some barking, some not, until you stop. They chase rabbits, cars, squirrels and whatever else crosses their path. They haven't a clue what they'd do if they ever caught one. Some may try to retrieve, some may just confront you, others may try to herd, the reaction is instinctive. Think about it. They are sitting on the porch on a hot summer day, not much going on just scratching a few fleas when these fast moving creatures go rolling-running by. They just have to go see what it is.

Most dogs will chase at a safe distance making a lot of noise while others lie in wait then launch a surprise attack. One of my regular routes a few years back had three such beasts that would hide in the ditch beside the road and pounce. After the initial shudder, I'd just out run them. By the end of the summer it was down to just one and I was more mad at myself for allowing myself to be surprised yet again. The dog chased, I sprinted away and he turned and headed for home. I turned to look back and saw him walking away from me on the side of the road. I did a U-turn, picked up some speed and came flying at him from behind, unnoticed. I gave a big HAAAAA! as I sprinted past and he flew 10 feet sideways completely over the ditch and into a field. Last time I saw him he was running for his life through the weeds. Revenge is sweet.

When chased, the most important thing is to be aware of your surroundings. Don't let the dog distract you into getting hit by a truck. Also be aware of other cyclists around you and be prepared for their reaction. Try to size up the animal and determine what his intentions are, is he just going to bark and chase or is he after you. If he is behind you, try to out run him. If the dog is on an intersecting course, slow down! You don't want to barrel into him going 20 MPH. If the dog gets close, I usually act very assertively by yelling, pointing, and sometimes turning toward them. As one friend says, we humans are among the biggest, meanest, most aggressive carnivores on earth, act like it. The idea is to plant a seed of doubt that he wants to tangle with you; intimidate him into backing off.

I used to yell "Go Home" but now use, "STOP" or "NO". On one ride we passed a house set back in a very long front yard. The family dogster was running along the road barking so I pointed at him and yelled, "Go home". I heard a chuckle from a man sitting on the front porch who yelled back, "He is home." One rider I heard of swears that "Get off the couch" so confuses any dog that they call off the chase.

If a dog continues to chase and creates an unsafe condition, get off the bike, keeping it between you and the dog. Quite often this will end the incident. If you are injured try to find the owner and let them know what their dog did. Write down the address and names of both the owner and any witnesses. Contact the local animal control officer and file a report. If compensation is not forthcoming voluntarily, contact an attorney. The law is on your side.

Of course, dogs are not the only animals you encounter while cycling. I was almost broadsided by a turkey once. I was lucky not to be hit but the gobbler was not, as he hit an oncoming pickup. One memorable event was on the Blue Ridge Parkway at the bottom of Thunderstruck Ridge. It is a very long downhill with a good runout at the end. I was coasting down from 30 to 25 MPH when a deer came out of the woods and started running beside me. I was holding a steady 25 without pedalling and she was running on my right not 6 feet away. We held that pace for a good 30 seconds each of us watching the other out of the corner of our eye. She eventually started getting nervous sped up and scrambled across the roadway in front of me.

I had another encounter with a much larger animal on Skyline Drive. My brother and I were doing a 4 day ride from Roanoke to Front Royal. It was the final day and we got an early start so we could head home. Bob was a better rider and had moved ahead. We were loaded down with panniers and I was content to slowly grind my way up the big hills. The road curved up the shoulder of the mountain with a steep wooded slope falling off to the right and an equally steep bank boxing in the right. I was alone, head down, lost in a daydream when I heard a crunch on my left. Glancing sideways, I saw a BIG black bear just off the roadway and two feet up the bank watching me. My first thought, as stupid as it was, was to stop and take a picture. Better sense prevailed as I took a second look to make sure he hadn't moved toward me. I put my head down, picked up the pace ever so slightly, and proceeded to pedal the hell away from there.

Of all my encounters with dogs and other animals, the majority by far have been pleasant and memorable. It is just one more reason I like to cycle.

Yo, Wheelers!

Hip replacements are the aliment de jour of the Western Reserve Wheelers. Dave Bortz finally had hip replacement surgery and is looking for a mid summer return to the Club. Al Wapnick will have another hip replacement in May and probably won't be back until the end of summer. We wish both of them a speedy recovery and more happy miles on their bikes.



It looks like I might have to run the Oberlin Bike Path Ride by myself this summer. Anyone who would like to participate should call me.


Whether or not it's hype, most bike shops recommend replacing your helmet every few years. Apparently the liner material becomes brittle over a period of time and you lose the cushioning advantage. As one whose helmet saved me from serious injury, I urge our riders to use a good helmet.

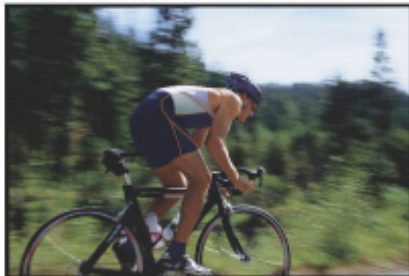
Please check our website at WWW:WesternReserveWheelers.Com for the ride schedules and our own professionally drawn maps.

May the wind always be at your back.

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LEW Club Weekend & Holiday Ride Schedule

May	1	9:00	Bonnie Park to Peninsula - Stanford House Pancakes - 50 miles.
May	7	9:00	Women's Ride: Lakewood Park to Euclid - 38 miles.
May	8	9:00	Bonnie Park to Scenic Park.
May	8	10:00	Bike Path Ride: Berea Falls to Scenic Park - 28 miles.
May	15	9:00	Tour de Cleveland - 30/65 miles.
May	22	9:00	Brecksville to Chagrin and Burton - 45/65 miles.
May	29	9:00	Bonnie Park to Medina.
May	30	9:00	Holiday Hawaiian Shirt Ride-Scenic Park to Cleveland - 30 flat miles.
June	4	9:00	Women's Ride: Olmsted Falls to Oberlin - 50 miles.
June	5	9:00	Valley City to Wooster - 80 flat miles.
June	12	9:00	Sunday in June (contact CTC for details) - 10/25/50/62/100 miles.
June	12	10:00	Bike Path Series: Elyria to Kipton via North Coast Inland Trail - 28 mi.
June	19	9:00	Clean Air Challenge - Burke Lakefront Airport - 62 miles.
June	26	9:00	Hinckley Reservation to Wooster - 70 miles.

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

Berea Falls	In S. Rocky River Reservation, on Valley Parkway, ¼ mile north of Barrett Road (¾ mile north of Bagley Road; near viewing platform).
Bonnie Park	In Strongsville, in the Mill Stream Run Reservation, west of Albion Road & Valley Parkway.
Brecksville	in Cuyahoga Valley National Park, at Station Rd. parking lot east of Riverview Rd. (just south of Rt. 82).
Lakewood Park	Picnic area and parking lot, in Lakewood, north of Lake and Belle Avenues.
Scenic Park	Parking lot at marina in North Rocky River Reservation, off of Valley Parkway, located ½ mile south of Detroit Road, in Lakewood.
Valley City	Liverpool Elementary School, at West River Road and School Street.

Weekday Evening Rides

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

Wednesday Evenings – The “Mod” (Moderate Pace) Rides will leave from the Olmsted Falls Public Library lower parking lot at 6:30 Wednesday nights, weather permitting, of course. These qualify as B rides, with distances varying from 20 to 40 miles, and will be led by Marc Snitzer and Greg James. For more information, contact Marc Snitzer at 440-236-3017, e-mail at msnit@juno.com, or Greg James at 440-331-9419 (email at clockwerke@aol.com).

Regular Club Wednesday Evenings – Moderate to fast pace, 20-30 mile rides starting at 6:15pm (meet at 6:00pm) from the parking lot of the Spin Bike Shop in Lakewood at 14515 Madison Ave. (two blocks east of Madison & Warren), weather permitting. For details, contact Doug Barr at 440-734-1715 (ospdoug@aol.com).

Weekend Club Rides

In the interest of looking out for the well-being of club members and guests, each ride will have a Ride Leader, who volunteers for the month, and a defined pace. Their responsibility is to keep the main group at that pace, and ensure that no riders are left behind. All riders must wear an approved helmet.

As of this writing, we are anxiously awaiting volunteers for Ride Leaders for May. If no one has stepped forward, leaders will be selected from amongst members attending the rides, and maps may not be provided for riders.

The Ride Leaders for the current and following months are:

May	TBA
June	Tom Meara

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

The 2005 Women's Rides Series

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

The 2005 Ohio Bike Path Series

This year we are proud to continue the popular Ohio Bike Path Series, conducted entirely on bicycle paths or all-purpose trails, supplementing the regular Sunday rides. These will usually be held the second Sunday of each month, from May to October. Last year we drew many members, their families, and some guests. We 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 10:00am, 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 Ohio Bike Path rides, distances, & Ride Leaders, for the early 2005 Season:

May	8	Berea Falls to Scenic Park	28 miles	John Whitaker
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tfocus of the June 19th ride. LEW will have a table at the event, which will include four bike tours (6, 15, 30, or 62 miles) and a Community Health Fair, among other offerings. For further information contact the American Lung Association at 216-524-5864, or online at www.cleanairchallenge.com.

The April, 2005 Club Meeting

Doug Barr was allowed to make a reminder announcement out of turn regarding the Memorial Day Weekend ride from Niagara Falls to Toronto. He also announced that the Wednesday Night Rides out of Lakewood (Spin Bike Shop) were going well.

Following the reading of the minutes, Greg James read the Treasurer's report (Ms. Moster was out of town). The Membership Chairman reported that the roster had risen to 92 paid members as of mid-April. There being no old business to deal with, the meeting moved to take of new business: we still need weekend ride volunteers. Anyone interested is requested to contact Dave Schneider to volunteer.

Progress continues on the Second Annual Rail'n'Trail event: the flyers are now available for distribution. The Akron Bicycle Club has offered to mail flyers to their members on our behalf. More will be distributed via CrankMail.

There was a reminder announcement regarding the Stanford House Pancake Ride at the end of April, which Bob Parry will lead. After this, the meeting adjourned to a presentation by Tom Rapini of Ohio Green Energy, on alternate energy sources and energy conservation.

LEW 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 for the early 2005 Touring Season:

Tour Destination	Date	Ride Captains
Findlay Lake State Park	May 14, 15	Greg James
Niagara Falls to Toronto	May 28-30	Doug Barr, Jake Elliot
Malabar Weekend	June 18, 19	TBA
Punderson State Park	July 16-17	TBA

Please consult the 2005 Club Ride Schedule for more Touring Rides. 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).

The Findlay Lake State Park Tour

The Findley State Park Overnight Touring Ride will be held on May 14-15. The start location will be in Valley City, at the intersection of Ohio Rt. 252 & 303. The distance will be approx. 35 miles each way, and the pace will be "B" to "C". Please note that this ride is self-contained, and you will be responsible for carrying all of your gear including tent, sleeping bag, food and clothing. Limited sag will be provided; we will have a van meet us at the park, primarily to deliver wood for the evening campfire. Since we will need a head count to make reservations for campsites, please plan on committing to the ride no later than Friday May 6th. If you would like to make a reservation to guarantee your campsite, the \$19.00 fee must be paid (by cash or check payable to Lake Erie Wheelers) no later than Friday May 6th. You may also choose not to purchase a reservation and take your chances on finding (and paying for) your spot when we arrive. For more information, please contact Greg James, 440-331-9419 or email at clockwerke@aol.com. If you would like some information about the park, go to: <http://findleystatepark.org/>.

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Campagnolo Triple Crankset, 9 speed Centaur 170mm, 53-42-30T, 30T and 42T rings have moderate wear. 53T and cranks are very good to excellent condition. \$55. **Windsor Road Handlebar**. 38.5 c-c, Great condition. Perfect for smaller rider. \$20 (330) 725-4454.

Commuter Fold-Up/Travel Bike Friday (Touring Road Hybrid); 21 spd; 22 lbs Campy Daytona Ergo Shifters and derailleur, SRAM Spectro 3x rear hub. Fits riders 5'4" to 6' plus. Includes: second set of wheels with knobbies; wireless computer, travel case, trailer, bag and more. Cost \$3000 new make offer; lakehenri@neo.rr.com

Klein Performance Touring Bicycle Custom built 63cm frame weighs 5.4 lbs. Touring geometry. Shimano Ultegra STI, Speedplay pedals, Nitto Technomic stem, Cateye computer and a rack. Fully equipped and in excellent shape. Black. \$850 firm.

2003 Bianchi Vigorella road bike-60cm - red/black graphics, steel frame, carbon fork, speed shifter and extenders on straight bar or with Ultegra STI on drop bars. 200 miles, mint condition, \$1000 or best offer. Call John at 440-877-0510.

Quintana Roo Kilo, 55 cm, Ultegra 8 speed w/Grip Shift, Hugi Hubs w/ Mavic CXP 12 Rims (650), Computer, Syntace Aero Bars, Jettream Aero Bottle, Extra Set of Wheels, Like new, \$700, 440-376-4700

2003 Bianchi Veloce - 52cm, the Italian Stallion. Alluminum alloy with carbon fork, upgraded Gipiemme techno wheels, 53/39, 9-speed, and campy ergo computer. white and silver details. 2500 miles. 60% off purchase price: \$780 Rob 216-287-0042 or rshwab@hotmail.com.

BIANCHI EROS Women's 650c x 49cm, Forest Green, Campagnolo Mirage triple crankset and 8-spd. cluster, like-new, low mileage. Includes Cateye computer, Blackburn rear rack. \$500. **RALEIGH C500 Cross Bike**, 15/ xs silver, Rock Shox Metro XC, aluminum suspension seatpost, Shimano Deore 9-speed derailleurs and triple crankset, like-new, low mileage, includes Avenir Rear Rack. \$350. Call: (440) 877-0372.

Wanted: used bike trailer. A recent additon to our family wants to get out on the road. Call Dale, 216-433-5399.

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