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The Voice of Cyclists in Northeast Ohio

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From the Editors

Last Friday afternoon while riding a familiar route, a police car sped past, lights ablaze and siren blaring. Shortly thereafter, we came upon an intersection jammed with emergency vehicles blocking our route.

As we approached, we saw a cluster of EMTs huddled in the center of the road directly beneath the traffic light. Getting closer still and slowing to make our way past, we saw a small pair of legs lying on a backboard and off to the side, a bicycle.

A call to the police department the next day revealed that a car struck the young boy as he was crossing the road. He was injured but will recover. No charges were filed.

As we come to the end of another cycling season we are saddened that a few fellow cyclists have again been killed or injured in bicycle-automobile accidents. We are angered that there has been so little progress in making our roads safer for cyclists.

Our choice of recreation (or transportation) is not unduly dangerous, there are more people injured in automobile accidents and efforts at auto safety over the past few decades has reduced the risk. The introduction of air bags, driver education, better law enforcement and improved highway design has brought the number of accidents and their lethality down dramatically. We need the same efforts for cycling.

Cycling will never be risk free but there is much that can be done to reduce preventable accidents as the one we witnessed. Traffic laws should be made more uniform and promote safer cycling. Roads should be designed to allow cyclists and cars to coexist. Education on how to safely operate a bicycle in traffic should be included in school curriculums and public education on how to react to cyclists when you are driving a car should be encouraged.

Each and every one of you should contact ClevelandBikes to learn how you can volunteer to make a difference in your community. As active cyclists, we need to do more than just ride.

Martin Cooperman and Tom Meara, Editor & Publisher
October 2005

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IN THE ZONE

Cycling News and Events

On the morning of October 12, 2005, **Ed Honton**, a longtime friend of cycling in Ohio, passed away peacefully after a long fight with leukemia.

Ed was the first Ohio Department of Transportation Bicycle and Pedestrian Coordinator. Ed was instrumental in pushing for the first cross-Ohio bicycle route, the Cardinal Trail. He also founded the Ohio to Erie Trail Fund and tirelessly pushed the trail toward completion. Ed was co-founder of the Ohio Bicycle Federation. Ed received the OBF Horace Huffman Award in 2000 for his outstanding promotion of bicycling for recreation and transportation. Ed participated in the first OBF Bicycling Awareness Day in the Ohio State Capitol Atrium in 2000. He rode his bicycle 18 miles roundtrip for treatment in his fight to overcome prostate cancer. Ed was a League of American Bicyclists Effective Cycling Instructor, and is listed in the credits of the League's Effective Cycling video.

Ed had an enthusiasm for bicycling which was contagious. He will live on in the hearts and minds of those of us lucky enough to have known him.

- Chuck Smith

Cyclists can finally look forward to a **Canal Towpath Trail** that leads to downtown Cleveland. Property taxes from **Steelyard Commons** project will be used for construction of the Towpath Trail into downtown. That means Cleveland should finally see the completion of the six-mile stretch of the Towpath Trail north from Harvard Avenue to the proposed **Canal Basin Park** under the Detroit-Superior (Veterans Memorial) Bridge.

The Associated Press reported that a 51 year old **bicyclist** in Corvallis, OR was **charged with manslaughter** after he ran through a stop sign and struck and killed a 71-year-old woman as she crossed a street at an unmarked crosswalk. "A car and a bicycle are both vehicles and if they are operated in a way that could be criminal, then charges are filed equally in both situations," Noble said. "He was going right through a stop sign." The cyclist was being held in Benton County jail with bail set at \$57,500.

Ever wonder what it really cost to drive your car? **Commute Solutions**, an organization in Santa Cruz County California has developed the **True Cost of Driving Calculator**. According to their website, "Most people immediately think of the direct costs of driving: purchasing and maintaining a car, paying for gas and oil, insurance, registration and parking. Further from the mind are other costs associated with automobiles such as road construction and maintenance that are paid for less directly, via taxes and fees. Since those costs aren't paid for directly by car owners, they usually aren't calculated as costs of driving. In addition, there are the other hidden environmental and social costs that drivers and non-drivers alike pay to support our primary mode of transportation - the automobile." You can calculate your costs from there webiste: www.commutesolutions.org.

It's a start. A recent Reuter's article quoting data from the **Energy Information Administration** reports that the high cost of oil has cut the demand by almost 3 percent during September. Demand for gasoline in particular averaged 8.8 million bpd, or 2.6 percent below last year, the report showed. The declines in fuel demand are playing out in the auto industry,

with Americans backing away from "big metal" and toward smaller cars, public transport, and bicycles.

The higher prices are also fueling what could be the **biggest year for U.S. bicycle sales** since the Arab oil embargo more than three decades ago. "For bicycles, high gasoline prices are a good thing," said Tim Blumenthal, executive director of Bikes Belong, a national coalition of bicycle suppliers and retailers. "People's eyeballs pop out when they see the gas pumps and they say they need to do something. One of the options is biking," Blumenthal said. Blumenthal said close to 20 million bicycles may be sold this year, up from just under 19 million last year, and approaching the record set in the early 70s. (So where are they all at?)

Upcoming Cycling Events

Saturday, 11/05. Bike Authority Cyclocross Series#1, Bay Village, OH. 12PM Start for B Race; 12:05 for C Race; 1:30 for A Race. 440-546-9966. www.bikeauthority.com.

Sunday, 11/06. RED FLANNEL METRIC CENTURY. Oberlin. The premier end-of-touring-season event has a rich history. The 64-mile route visits charming Milan, birthplace of Thomas A. Edison; the 32-mile route tours scenic areas of rural Lorain County, both rolling terrain. Weather varies widely year to year: you may wear shorts or you may need Red Flannel! Lorain Wheelmen Bicycle Club. PO Box 102; Amherst, OH 44001. www.eriecoast.com/~lorainwheelmen

Sunday, 11/13. Bike Authority Cyclocross Series#2, Copley, OH. 12 PM Start for the B Race; 12:05 for the C Race; 1:30 for the A Race. 440-546-9966. www.bikeauthority.com.

Saturday, 11/19. Bike Authority Cyclocross Series#3, Bay Village, OH.

12PM Start for B Race; 12:05 for C Race; 1:30 for A Race. 440-546-9966. www.bikeauthority.com.

Friday, 11/25. Bike Authority Cyclocross Series#4, Broadview Hts, OH. 12PM Start for B Race; 12:05 for C Race; 1:30 for A Race. 440-546-9966. www.bikeauthority.com.

Saturday, 11/26. Bike Authority Cyclocross Series#5, Broadview Hts, OH. 12PM Start for B Race; 12:05 for C Race; 1:30 for A Race. 440-546-9966. www.bikeauthority.com.

Sunday, 11/27. Bike Authority Cyclocross Series#6, Broadview Hts, OH. 12PM Start for B Race; 12:05 for C Race; 1:30 for A Race. 440-546-9966. www.bikeauthority.com.

Sunday, 12/04. Bike Authority Cyclocross Series#7, Copley, OH. 12 PM Start for the B Race; 12:05 for the C Race; 1:30 for the A Race. 440-546-9966. www.bikeauthority.com.

Sunday, 1/1. ABCDEFGHIJ: A BI-CYCLING DANDY EXCUSE FOR GETTING HIBERNATED IN JANUARY. Medina. Come ride with the flakes (snowflakes, that is) on this free New Year's Day ride. No services except for map. Routes of 3/12/24 flat to rolling miles. Personalized certificates of completion available after the ride. Noon, Medina Public Square. Medina County Bicycle Club. Richard DeLombard; 805 Seneca Ave.; Huron, OH 44839. (419) 433-8353. www.LRBCG.com/pogo/BIKE.html#ABC

Sunday, 1/1. Ring in the new year and work off that New Year's Eve hangover by joining CAMBA for the 4th annual New Year's Day Urban Assault Ride! Details are still being worked out, but start time will be around noon and start location will be somewhere in or near downtown Cleveland. www.camba.us



Cleveland Touring Club

Cleveland Touring Club
PO Box 1157
Mentor, OH 44061

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

Hello Fellow CTCr's – Please welcome the following new CTC members : **Thomas Rathbone** of South Russell, **Eric Malkin** of Mayfield Heights, **Douglas Kempthorne** of Painesville, **Gary Patterson** of Lyndhurst and **James and Mary Vargo** and their children : **David, Michael, Anthony, Kristen, and Daniel** of Highland Heights.

I hope you all had an enjoyable riding season. Pick-up Sunday rides will continue from November through February starting from North Chagrin Reservation at 10:00 AM. Conditions must be dry and over 40 degrees. The group decides the destination. Also, Thursday evening night rides starting at 6:30 PM from North Chagrin Reservation are continuing when conditions permit. Lights are required. Call Andy Carpenter for details : 216-261-2654.

RIDE SCHEDULE

Date	Time	Ride/Terrain
Dec ??	:??	Possible WINTER SOLSTICE RIDE to Geauga Parks Solstice event,watch website for further information
Nov–Feb	10:00	NORTH CHAGRIN – Pickup Ride to various locations, if dry and over 40°—Group decides destination

RIDE START LOCATIONS

NORTH CHAGRIN N. Chagrin Reservation – Sanctuary Marsh Nature Ctr. lot; enter park from Rt. 91 south of Rt. 6

“THE END OF AN ERA”

(by Freya Turner)

As some of you may have read or heard, the Severance Athletic Club abruptly closed for business on Friday, September 30th. This has been my club for the past 20 years. None of us saw this coming so it came as a total surprise to everyone. I originally joined so I could play racquetball and use the Nautilus machines. About 8 years ago, I injured my knee playing racquetball (tore my left ACL). This was the end of my racquetball playing, and I needed to find a new activity to replace racquetball. Around this time, the club was offering “spinning” which is an exercise fad that started in California. Spinning takes place in a room (in our case it had been a racquetball court). The instructor

sits on his or her special stationary spinning bike facing the class - all of the students are on similar bikes. Music is played and the instructor gives instructions on what to do to follow the music. My absolute favorite instructor at the club was **Rich Grazier** who is a long-time CTC member. Each of Rich's classes was unique and innovative. I always looked forward to his classes because he was so inspiring and motivating. I took classes from the other instructors, and I always got a good work-out, but Rich's classes always had that extra bit of innovation and he put so much thought into planning each class and to choosing his music.

The club only gave us three days notice before closing. Rich's Friday evening spinning class was the last class offered at the club. It usually didn't draw more than a few people, but that night, every bike was occupied. People did not want to leave the club. Hundreds of members crowded into the club that evening for a party / "funeral-type" gathering. Many people knew that this was the last time that they would see some of these people.

After September 30th, the SAC members were "out in the cold" and they scattered all over town to join various other clubs. Many of the club's dedicated spinners tried to find a suitable club to join and it seemed like the club of choice was the One to One Fitness Club at CWRU. The staff at One to One was extremely friendly and they welcomed us as members with the affiliate rate. They were even willing to use some of our favorite instructors (including Rich Grazier) as substitute spinning instructors. We hope that perhaps some of the SAC instructors can become regular One to One instructors in the future.

So, even though the era of the Severance Athletic Club has ended, we are beginning a new era with new possibilities at One to One.

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November 2005 Wheelmen Calendar

Date	Starting Point	Destination	How Far	The etc's
Sunday ride times are 9:00 AM Eastern Standard Time!				
11/06	Oberlin	Red Flannel Community Center	32/62	Invitational
11/10	Nordson Depot	Meeting	7:30 PM	Be there!
11/13	Amherst	U-Show	25-40	Hope for nice weather
11/20	Oberlin Inn	U-Show	25-40	Is it still nice?
11/20	Amherst	Thanksgiving Day U-Show		
11/21	Oberlin	FRI U-Show	25ish	work off the turkey
11/27	Amherst	U-Show	25-30	It'll be dry, I promise
12/04	Oberlin Inn	U-Show	25-30	probably to Sterks
12/08	Nordson Depot	Meeting	7:30 PM	be there!
12/11	Amherst	U-Show	25-30	
12/18	Oberlin Inn	U-Show	25-30	
12/25	Christmas	No Ride!		
01/01	Amherst	Early Bird	U-Show	New years day ride @ 9:00
	Medina		ABCDEF	GHIJ @ noon!
01/12	Nordson Depot	Roller Prolog	6:30 PM	Get 15 CatEye miles
		Meeting	7:30 PM	be there!

Amherst:

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

Oberlin:

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

Ride starting times:

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

Evening rides are kaput until spring. If you want company on a nice weekday, call the Road Captain and see if there's anything going



ED FLANNEL

ED RUSIN MEMORIAL

Sponsored by the Lorain Wheelmen
A Ohio Bike Calendar Supporting Ride

November 6, 2005

The thirty-first (31st) annual Red Flannel Metric Century (62 mi.) and half metric (31 mi.) will depart from the Oberlin Community Center, Oberlin, OH at 9:00 AM, eastern standard time on Sunday, November 6, 2005.

START-FINISH ... The start-finish and registration is at the Oberlin Community Center, Oberlin OH. If you are driving via the Ohio Turnpike, exit at Exit 140 (route 58) and take route 58 south to Oberlin. The Community Center is just off S. Main Street about three blocks from Tappen Square (across from McDonald's). There's limited parking at the Center and on the street, but ample parking is available across 58 in the grocery store lot and city parking. Look for parking signs and police to guide you!

REGISTRATION ... Advanced registration (\$10.00) will be accepted until October 28, 2005. Late registration (after October 28th and the day of the ride) will be \$15.00. Registration fee includes map, a raffle, SAG and snack stops. Please make checks payable to the LORAIN WHEELMEN. Please include a SASE for confirmation if you would like one.

OVERNIGHT ACCOMMODATIONS ... are available at the Oberlin Inn, downtown Oberlin. For reservations, call (440) 775-1111. Other options are the Country Hearth Inn and Motel 6, located in Amherst, (approx 8 miles north of Oberlin on SR 58 at SR 2). Call (440) 985-1428 or (440) 988-3266 for reservations.

ROUTE ... The route will be somewhat familiar to regular riders. Mill Hollow will be at the 18 km mark with the first snack stop. The second stop will be in Edison Park in Milan at about 50 km. The last snack stop (and the only one for the 50 km riders) will be in Wakeman. From here all the riders will head for home via the west end of the North Coast Bike Trail. The route will be marked at each turn except on the Bike Trail.

SAG WAGON ... Riders with physical injuries or unrepairable mechanical breakdowns will be given first priority for sag wagon service. If necessary, other riders will be picked up as time and circumstances permit. The last sweep will begin at 4 PM. All riders should be off the road by 5 PM.

WEATHER ... during the history of the Red Flannel, riders have seen a variety of weather ranging from a bone chilling blizzard, to temps of 70° plus, to pounding rain. We've had a string of good weather lately, but we all have to be prepared for a touch of winter, so let's hope for a return engagement in the weather department! Come prepared according to the forecast.

With support from:



For more information:

Call:	Carl Panek (440) 235-0117
Write:	Lorain Wheelmen, PO Box 102, Amherst OH 44001-0102
Email:	lorainwheelmen@eriecoast.com
Web:	http://www.eriecoast.com/~lorainwheelmen/lor_rf.htm

Columbus Fall Challenge and Danny Chew

Eric Overton

Saturday

The first 60 miles was pretty much uneventful. There were only about 100-200 hills. Christa Myers, Richie Wagner, Leslie Gaines, and Frank Seebode and I ran into Danny Chew, Mike and Tim Reese at the lunch break. At lunch, Danny had 20 extra miles over the rest of us at that point.

The group, starting from lunch consisted of Danny, Christa, Richie, Frank, Merry VanderLinden Vacas, Leslie and I. I noticed that the group included five ultra-marathon race participants. Danny added that ultra-cyclists could be identified by their taillights. Then I thought that I must be crazy for hauling the extra weight of a taillight on this tough course. The third segment, which proved to be the toughest leg of the tour with its relentless and steep hills combined with Danny's unrelenting conversation, fatigue started to take its toll on the following ways:

1. My left ear started to ache due to Danny's questions and interesting cycling facts.
2. My brain's ability to answer questions began to falter due to Danny's incessant questions and the incessant hills of the CFC course.
3. My legs lost power due to Danny's questions and the steepness, frequency and length of the hills.
4. My aerobic capacity diminished due to Danny having paced me back to Merry and Leslie on the fourth segment, after I'd stopped to check on Frank and his Dad (who fell climbing a hill because of a broken shifter).

I tried increasing the pace with the thought that Danny wouldn't ask as many questions. Then I figured that he would not have been winded even at 28 mph so I tried to increase my paces so that I'd be so winded that I wouldn't be able to answer any questions nor would I be able to hear the questions because of the wind noise. After asking for some quiet time so I could concentrate on my climbing he informed me that some people have to go home and turn on the TV to get his voice out of their heads and others have to take Advil after riding with him. Honestly, this was truly an Advil moment. My left ear really ached! Actually, riding with Danny was pleasurable because he was very entertaining. With the combination of the very tough terrain and his conversation, there was no chance to fall asleep or become bored.

After the third rest stop, Frank left early to ride with his Dad who still had mechanical problems. Claudio Vacas (Merry's Claudio) joined our pace line as we left the school. Towards the end of the ride, after completing 110 miles and over 7600 feet of climbing (it felt more like 7600 miles of climbing), Danny and Leslie attacked the last climb before Marietta at a whopping 32 mph! At about 3 miles from the finish Danny turned around to get the rest of his planned 150 miles. The rest of us, scattered into pairs over the courses' (too numerous to count) hills, were less ambitious and rolled into town without a single thought of logging any extra miles.

After our showers, as Mike, Tim, Jo Stasiak, and I waited outside of the YMCA gym for Leslie so we could go to dinner a rider came up to ask us who was in charge of the luggage. He told us that a rider had just hit a deer and crashed and had to be taken by EMS to the hospital and that he wanted to put his luggage inside the gym. He went on to say that the rider was from Pittsburgh. He went on to say the rider was riding a Softride and that he was a "RAAM guy". We all stood there with gaping jaws, finally realizing that he was talking about Danny Chew! Because I was on the phone with Richie and Christa at the time, they also heard the news. Danny's Softride was totaled and he had to spend the night in the hospital for observation.

Sunday

The easiest part of this tour was the ride from the YMCA gym to the buffet breakfast at Marietta's Historic Lafayette hotel. What seems like the most difficult part of the ride was the climb out of Marietta. After what seemed like only 5 minutes on the bike we were climbing one of the steepest hills on the ride!

At the completion of the ride (around 5pm) and after another 110 miles and 7600 plus feet of climbing we were somewhat shocked but pleasantly surprised to see Danny in the parking lot, walking about, cheerful asking and answering questions about his rendezvous with the deer. I finally left the lot at about 6:30, ears and legs aching due to Danny's 100's of questions and interesting cycling facts and CFC's hundreds of hills. Mike and Tim agreed to take Danny and his bike back to Pittsburgh and they loaded up the van and prepared to drive their tired legs back home. I still do not have the nerve to tell Danny that his bike was actually totaled when they loaded the deer onto it to haul it into town. Also, I have not told him about the deer sausage that we had for breakfast on Sunday morning.

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

Tuesday Evening Rides

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

Starting Points:

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

Sunday Morning Rides

9:00 am (April & October).

Sunday Starting Point:

The Courthouse Parking Lot at Jefferson and E. Liberty St. just East of Medina's Historic Square. Sunday rides are generally 40 to 60 miles in length with breakfast at the halfway point.

BICYCLE HELMETS ARE REQUIRED ON OFFICIAL CLUB RIDES

CLUB NOTES: Welcome to new members.

ABCDEFGHIJ RIDE is scheduled for January 1, 2006. The Ride Starts at 12:00 pm (NOON). The ride starts from the front of the courthouses on Medina's Public Square where route 18 crosses routes 42, 3, and 57.

Wally and Sue Brown just finished a cycling trip to Massachusetts and they shared some of that experience with the club. The owner of the B&B also works with the areas Rail to Trails organization and plans are under way to make a club trip for a weeklong cycling vacation.

Sunday, December 11, 2005, the club will hold its official Christmas Party. We'll start at 4:00 pm but members are invited to come early and watch the football games on the big TV. Bring a dish to share. If your last name starts with A-F bring Salads. G-L bring entrees or casseroles, M-S bring side dishes veggies, breads, etc. and all you T-Z's are to bring the desserts. Look to your E-mails for future information regarding the party. Thanks go to Sue and Wally for letting us share their home for this event.

Paula Vetter was our guest speaker this month. Her topic was nutrition for optimal cycling performance. Paula explained that endurance activities burn the triglycerides in the blood. Paula pointed out the importance of nutritional supplements and good natural vitamins. Natural vitamins are absorbed in the blood stream better than the synthetic ones. She also talked about the importance of good quality water and recommended the Reverse Osmosis System because it works best. The club was treated to a sample of "Impact" and "Sport" two of the performance products made by Mannatech, Inc. I was her test case this year and used the "Sport" during all my really challenging events, like the New York three hundred mile trip and the Cheat Mountain ride and this is the first year I have gone all season without getting any cramps. I used impact on the twenty-four hour challenge and got 264 miles. I used it last year too and got the same mileage.

At the December meeting we will have a representative from Century Cycles talking about how to prepare your bikes for next spring or winter makeovers for your bikes. They also teach several classes during the winter on various topics related to bicycle maintenance from beginners to advanced maintenance.

LETTER FROM VETTER:

The Cheat Mountain Century: Laurie drove and I navigated. We each took our mountain bike for an off road tour Bill Brannon had planned for us on Saturday. We checked into the motel but could not get our rooms until later but they did accept advance payment so at least we knew we had rooms. Then we changed into bike clothes and headed back to Durbin where we met Bill and the three of us headed for the hills.

Bill knew the area and led all the way except for those times when Laurie just had to get in some hard workout miles. I was bringing up the rear and the scenery was neat. We were riding a rails to trails path along side a small river until we changed trails. Then we started to climb. We climbed for about twenty something miles stopping only twice so I could catch up.

At the second rest stop, that equals stand over bike and drink water and eat a power bar, Bill informed us that the next four miles would be downhill.

Laurie played it safe and used her brake riding along what was basically a wash out. The trail seemed like a dry streambed with lots of rocks about the size of a grape fruit. I tried to keep up with Bill but the three of us spread out pretty far apart. Finally at the bottom Bill waited for Laurie and I and we rode back to town where we made arrangements to get together for supper later.

The whole ride turned out to be thirty-two miles and was fairly strenuous. It was not like any off road riding I had done before. The up hill trails were rails to trails, old logging roads, and some single track. The downhill path at the end was a brute that nearly vibrated muscles in my arms off the bone.

Oh, I did title this a story about a century ride and on Sunday we met Bill at five thirty in the morning to go to "Snowshoe" where we were pre-registered for the Cheat Mountain Century. The fog was thick and driving was slow through the mountains. Once there we ate a hearty breakfast and listened to the pre-tour instructions.

It was cold on top of the mountain so we all put on jackets. The ride started with a mass start and even had a pace vehicle that we were not allowed to pass. The first seven miles were all downhill. Now, that's what I call a good start. Then we passed over a few teaser hills and somewhere around the seven to ten mile mark I dropped off the back and Bill and Laurie waited for me at the stops.

As the ride progressed it became apparent that I was going to be one of the last finishers and Bill and Laurie wouldn't be able to wait for me because the gap was just getting to large.

The hills were long but they were not steep like we ride here in Ohio and I teamed up with another slow rider. This woman passed me on all the uphills and I passed her back on the downhill side. Many of the hills averaged nine percent for three or four miles at a time. Around the seventy-mile mark I rode up a hill with an eleven percent for



three miles. At the top was a rest stop and the volunteers informed us, my new friend and I, that this was not the top but the road would continue up or flat for the next seven miles. I was able to stay ahead of the lady until the next rest stop where we learned we would have a seven-mile downhill and flat to the "Entrance to Snowshoe" where we were expected to check in.

I was coasting at fifty plus miles per hour and using my brakes because the winds were pushing my front wheel making the bike veer. Finally we hit



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bottom and rode back up again, so much for the flat part. My friend soon passed me again and I started to notice little silhouettes on the road. These turned out to be road kills of salamanders. As I passed one particularly colorful one it dawned on me that it was alive so I turned and picked it up and placed it in the grass off the side of the highway. So I saved the life of one Red Spotted Salamander and they are bright and colorful too.

After an eternity I arrived at the entrance to Snowshoe after I had caught up to my new friend on the flat part. This rest stop was there to give one last bit of encouragement to help you climb back up to the resort at the top of the mountain. My friend and I were informed that there was one last rider still behind us.

After a little rest we started out climbing and soon my riding friend was out of sight again. In addition I discovered on my own that the ride provides a sweep vehicle in the form of an old bus. I discovered this while the last place rider was starting to close in on me followed by a smelly old bus I pushed hard trying not to get passed. I thought it was working too because the sound of the bus started to fade in the distance. Then it was back and closing in on me. The last rider had become a DNF and now I was the last rider by default. Having that diesel smoke belching dragon dogging me up that hill was getting to be really depressing. I just kept thinking; I am finishing this ride. Then I would look at my speedometer showing four miles per hour and think I'm still an hour and a half away. OK, so accounting is my background and calculating is what I do. I also started figuring out how late I was going to be for supper with Laurie, Bill and Pat Brannon at the lodge.

The bus pulled over about two miles from the end. I know this because they had painted the distance on the road leading up to the lodge. The grade lessened nearer the top and my speed picked up and I actually stood up and almost sprinted before sitting back down to grind it out.

The fog was here again and I could only see about a hundred feet ahead. I could not see the new sweep vehicle that replaced the bus but I could hear it. Then as I started to wonder if I was going to be run over I could hear people clapping and cheering. I had guessed they were giving out awards at the end of the ride but I was wrong. It was the volunteers from the cycling club in Charlestown who had waited to line the road at the finish and cheer for all the riders finishing the ride. That really gives you a boost and I stood up and sprinted across the finish line inside the Snowshoe Village. There was an announcer that announced my finish time number and where I was from. Then he announced, "Go to the pizza shop at the end of the village. Your friends are waiting for you there and they have already ordered your pizza."

Well, I did and they did and we ate pizza and I drank a picture of beer with one glass going to Bill. Thank goodness I had a designated driver. The ride had beautiful scenery even though clouds and fog blocked many of the vistas. This was a strenuous ride. The first sixty to seventy miles seem easy but after that there was a bunch of climbing and eventually I got to the point where I hated the down-hills because they meant I had to climb again. Next year I might do the sixty-mile option.

The Missing Link

What does the idea of bike touring bring to mind? Freedom? Beautiful scenery? Exotic places? Blue skies and sunshine? It used to evoke those same memories for Edie and I. Until our most recent trip north into Quebec. We still think of those same images. But we've added one more. A little less romantic. A lot less romantic. And all because of a missing link.

The link was not an anthropological one. And, truth be told, it wasn't really missing. It was broken. Broken by a small bolt on Edie's front derailleur that had come loose. Not so loose as to fall out and alert us. But just loose enough to bring us to grief.

We were at the beginning of the 3rd leg of a triangular route taking us north from Trois Rivieres through the Laurentian forests, around huge Lac St. Jean with its lovely cheese houses and blueberry farms, down the Saguenay River valley, a deep rift in the earth with 1,500 foot cliffs over the river. And now we were heading up the mighty St. Lawrence River, 12 miles wide at this point, back to the car we had left nearly 2 weeks earlier.

Yesterday had been beautiful as we arrived in Tadoussac, the confluence of the Saguenay and St. Lawrence Rivers where beluga whales come hundreds of miles in from the ocean to feed and where we had anticipated a day of whale watching. But the patter of spitting rain on our tent driven by an increasing wind that morning told us otherwise. We'd have to get out our rain gear and we would miss the whales.

Snug in the huge ferry taking us as well as large trucks, cars and buses across the Saguenay River, we watched with fascination as the clouds blew across the cliffs high above, obscuring, then revealing the rough, rocky hills that form the St. Lawrence's bank this far north. We chatted; took photos. We'd deal with the actual riding when the ferry docked.

An hour later, in a chilly, windswept rain, we rode on in silence hoping we'd wrapped everything in plastic, wishing we'd wrapped it twice. The terrain was bleak. Only a few vehicles had passed us since the last ferry had landed and those that did left us awash in spray. It was lonely up here. Big, steep climbs left us breathless having hauled all our camping gear up with us in the panniers. Rain streaked my glasses. My hands were a bit chilly despite the climb and the thin polypro gloves I was wearing. My rain booties were starting to leak. Edie was a short distance behind.



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Show us your cyclocross race number from the series and get \$100 of any in-stock Trek, Cannondale or Lemond cyclocross bike.

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CYCLOCROSS RACING CALENDAR

The 7th Annual Lake Effect Cyclocross Series Cash Payouts to "A's" • Merchandise to "B's"

Saturday, Nov 5	Bike Authority Cyclocross Series #1	Bay Village, OH
Sunday, Nov 13	Bike Authority Cyclocross Series #2	Coley, OH
Saturday, Nov 19	Bike Authority Cyclocross Series #3	Bay Village, OH
Friday, Nov 25	Bike Authority Cyclocross Series #4	Broadview Hts, OH [Pizza prizes at the store!]
Saturday, Nov 26	Bike Authority Cyclocross Series #5	Broadview Hts, OH [Pizza prizes at the store!]
Sunday, Nov 27	Bike Authority Cyclocross Series #6	Broadview Hts, OH
Sunday, Dec 4	Bike Authority Cyclocross Series #7	Coley, OH



We just received a complete size run (all sizes) of 2006 Cyclocross bikes both the disc brake and the v-brake versions.

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Neither of us had said much for the last hour. Then I heard her yelp and glanced back in my rearview mirror. Edie was walking her bike. I turned around and rode back.

'My chain fell off, she exclaimed. Okay. Not so bad. We'd get greasy hands but it would be back on in a moment. I wonder why it had fallen off now. We'd been riding for a week and a half and it had been fine.

Then we looked closer. The outer plate of a chain link had been bent outwards. This would not take a moment. I looked around for shelter. The sides of the road fell off into ditches full with water. Just beyond the land tipped and tilted; there was no level spot. I suggested she coast down the next hill and rode ahead looking for a sheltered spot. We finally pulled under a scraggly pine, scant shelter but the best available. Big broadleafed deciduous trees belonged to a different landscape, another time, long ago.

Already chilled from having stopped I fumbled in my seat bag looking for my chain tool. 'Please let me have brought it', I mumbled. Thank goodness it was there. We leaned Edie's bike against the soaking brush holding it steady while I attempted to figure out how to press that errant chain link plate back into its retaining pin. I fumbled with it for quite some time getting colder and wetter by the moment. Nothing seemed to work right, least of all my thinking. I wasted 15 minutes trying what was obviously impossible. You can't press a plate back onto its pin.

Cold water dripped down my neck. My fingers were ceasing to work nimbly. They were ceasing to work at all. Now they were more like cold clubs. 'What if I can't fix it?' I whimpered. 'What if we get stuck out here and can't ride?' 'There's nothing around, no houses, no stores'. 'The tent's soaked, there's no place to even put it up, the rain's coming down heavier, the wind's picking up and we'll freeze'. My fingers were barely functioning. My mind was at the same level. Why can't I get that damn plate back onto that pin?

Finally I came to my senses. This was not going to work. I did what I should have done in the first place. I removed the broken link and the one next to it and reattached the chain. It should still be long enough. Half an hour after we had started it was done. I was desperately shivering. I yanked off my soaked shirt, pulled on a heavier one, pulled my jacket hood under my helmet, pulled off my grease-soaked gloves and put on waterproof ones and headed back onto the road. Going through my mind were the thoughts: 'Would the repair hold?', 'Why had the chain broken?', 'Was it a faulty chain?', 'Would it break again?'. I didn't have the warmth and feeling left in my fingers for another repair. A few moments later Edie stopped again. 'Uh, oh!'. This time the front shifting felt funny. We looked carefully. The front derailleur had slipped down locking against the chain. And then we saw the loose bolt. Suddenly it became clear. This wasn't a defective chain. The loose bolt had caused the front derailleur to drop into a position where its edge caught the chain link plate and had torn it half off. A 9mm allen key and a moment's adjustment took care of the problem. We felt a lot better knowing what had caused it. But it still took a long time and a lot of hills until we warmed up again. And we both agreed at the next town, we'd spend the night in a motel.

Hey Cranky.....

I'm looking for something unusual as a Christmas present for a friend, any ideas? - Eric

Eric, unusual is in the eye of the beholder. Anymore, bikes made from steel are considered unusual. I do occasionally make note of interesting, particularly useful, innovative and, yes, sometimes unusual items that I come across. Here are some of my favorites.

My first suggestion is Full Wood fenders hand-made by David Guettler, owner of River City Cycles. These are made from laminated hardwoods such as ash, maple, purple heart, rosewood, walnut, Australian lacewood, bubinga, and wenge. I think the bubinga contrasts nicely with carbon fiber while titanium really shows off the subtle colors rosewood. Full Wood fenders are durable and will last for years as they have all stainless steel hardware and the wood is treated with teak oil. You do have to re-apply the oil once in a while but not nearly as often as you lubricate your chain. If a wenge wood fender is not unusual enough, River City has introduced the surfer series, an exciting new version with a different classic look inspired by the style of 60's surfboards. These fenders add a touch of class to any bike. Priced from \$150 to \$200 at www.rivercitybicycles.com.

If wood fenders are not your bag but fenders are, check out Headland Water Works Full Coverage fenders. Don't you hate it when the water spraying off the tires scoots out under the bottom of your fenders? If you are going to bother to put them on, they should be long enough to do what they were intended for. The Water Works are 4 inches longer than other fenders and can be trimmed to fit your bike. Available in widths from 35 to 60mm for a variety of tire sizes, they cost \$35 from www.headlandbike.com.

Cyclists sweat and how you deal with it often determines who invites you to ride with them. DoWrap can help with their Sweatvac Stubby. Described as the ultimate underhelmet sweat management tool, it manages the sweat to keep your head cool and your face dry. This time of year keeping a cool head is not a problem, so DoWrap makes a Winter Stubby as well as a Winter Beanie. Designed for conditions for cool to below freezing, they will keep you from overheating then chilling afterward. For women, they have a Wikie Wear line featuring the Women's Wickie Wear Stubby No-Tie. (If anyone has a marketing background, these folks could use some help.) If you haven't noticed, your head is not the only bodypart that sweats and you are often faced with a soaked cell phone or limp dollar bills in your jersey pocket. The DoWrap Wrap Pack, a tough water/sweat resistant cordura pouch is the cat's pajamas for keeping your valuables dry. www.dowrap.com

Nothing ruins a new bike faster than a scratch or dent in the top tube. VeloSkin bicycle frame protection is designed to give the bicyclist the most

protection for the grueling punishment that is required of your ride but at the same time not obscuring high-quality or custom paint jobs. Velo Skin bicycle frame protection is super tough, lightweight, flexible 3M Clear Film that is easy to apply and remove. It prevents rocks, sand, branches, mud, road grime and tar from causing damage to your road or mountain bike frame. \$40 from www.veloskin.com.

Park makes high-quality, innovative tools and their CT-6 Folding Chain Tool is no exception. This folding chain tool works like heavy shop tool, but is compact enough to take on any ride. The durable cast steel body folds into a stainless steel case which fits into the smallest of saddlebags. Never get stuck out on the road again. www.parktool.com

One of my favorite cycling books is Graham Watson's Landscapes of Cycling. For the first time in his 27-year career, premier cycling photographer Graham Watson shares his unprecedented collection of landscapes from around the globe in Landscapes of Cycling. Combining Watson's passionate coverage of professional bicycle racing with his mastery of natural-light photography, Landscapes of Cycling is a visual feast for cycling enthusiasts and photography lovers alike. www.grahamwatson.com

I'm delighted when strange and useful come together as they do so in the new redesigned Banana Guard. The Banana Guard allows for the safe transport and storage of individual bananas letting you enjoy perfect banana anytime, anywhere. The Banana Guard was specially designed to fit the vast majority of bananas. Its other features include multiple small perforations to facilitate ventilation thereby preventing premature ripening and a sturdy locking mechanism to keep the Banana Guard closed. The Banana Guard is of course dishwasher safe for easy cleaning. Available in Ravishing Red, Mellow Yellow, Brilliant Blue, and Passionate Purple from Wallingford Cycles, www.wallbike.com. Protect your banana!

The Le Tour Comfort Kit will be welcome on those long rides planned for next year. A dense, shock absorbing natural rubber compound provides exceptional comfort and eliminates numb wrists and tingling hands. The thin, 2mm, rubber tape easily installs as a first layer. It can be stretched thinner or layered in key spots for customized comfort. Both sides are coated with a light adhesive so your bar tape will not slip or bunch and removal is easy. Makes a perfect base layer and guarantees that your bar tape will never unwind or slip again. 3/4 of an inch wide and cut extra long; one package easily wraps a wide road handlebar. Made in USA. www.branfordbike.com

Arkel Overdesigns claims it designs and builds the finest bicycle panniers and I agree. They also make a pretty neat mapcase. The new Arkel MapCase mounts to your handlebar in seconds. Attached simply with reinforced Velcro tabs, the clear window allows you to read maps up to 8 1/2 in. X 11in. It also contains two stow away pockets that you can access simply by flipping the mapcase over. It also converts into a handy fanny pack. www.arkel-od.com

If any of our readers have other suggestions, we'd love to hear them!

Yo, Wheelers!

I was asked to bring to everyone's attention that on Saturdays and Sundays we have an alternate Club ride. These rides start at the "J" at 9:00 a.m. Rides average about 25 miles and are at a slightly slower pace than the regular Club rides. If you need more information, call me.



As always, we are looking for more riders who are willing to volunteer a little of their time to lead rides, and to engage in other Club activities.

There was a great article in the September issue of "J Style" Magazine with photos on the Western Reserve Wheelers. They interviewed a cross-section of our riders, including yours truly.

According to an article in the Wall Street Journal, (October 10, 2005), bicyclists, both male and female, may be prone to osteoporosis. Ways to avoid this are good nutrition, including calcium and vitamin D, weight training, and alternative sports that include running and jumping.

Our friends at Century Cycle in Solon are closing their store at the end of the year. At present there are no plans to reopen elsewhere in the vicinity. They are conducting a going out of business sale. If you need something, now is the time to visit their store. The other stores will remain open.

May the wind always be at your back!

Ed Reichek

Some of CrankMail's favorite bumper stickers:

Earth First! We'll destroy the other planets later.

Don't worry what people think, they don't do it very often.

If it weren't for physics and law enforcement, I'd be unstoppable.

Has anger solved your other problems?

The Earth is not ours, we are the Earth's.

Not all who wander are lost.



LAKE ERIE WHEELERS

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Weekend & Holiday Ride Schedule

Nov. 6	8:00	Red Flannel Metric Century - 32 or 63 miles - Contact the Lorain Wheelmen for directions and details at (440) 988-9326
November	10:00	Olmsted Falls East River Park - winter ride - if roads are dry.
December	10:00	Olmsted Falls East River Park - winter ride - if roads are dry.
Jan. 1	10:00	Annual New Year's Day Ride starting from Scenic Park: rain, sun or snow. If the weather is truly terrible we meet and go to Einstein Bagels for bagels and coffee.
January	10:00	Olmsted Falls East River Park - winter ride - if roads are dry.

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

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 1/2 mile south of Detroit Road, in Lakewood.

Weekly Rides

The weekday rides are over for 2005, and will return in the spring. Please check the LEW website for any last minute news or pickup rides. The Regular Wednesday night rides will continue at 6:30 PM, if roads are dry, from the parking lot of the Berea Library (in the Berea Commons area off of East Bridge Street and South Rocky River Road). For details, contact Doug Barr at 440-734-1715 (ospdoug@aol.com). For the off-season rides from November thru February, the Ride Leader (and pace) will be chosen by those members attending the ride.

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

Cross Country Skiing at Chapin Woods

When it's snowing, or the streets are snow covered, members often drive east to Lake County for some great cross-country groomed ski trails at Chapin Woods between 10:00 am and noon on Sundays.

The 2005 Ohio Bike Path Series

Another season of Bike Path Rides comes to a close, and we wish to thank everyone who participated, either as riders or as ride leaders; we had some excellent turnouts this year, and hope to see everyone again in the spring. The October ride was the last one for the season, and was attended by a dozen people who rode along the ABC Trail from Alexander Road to Kent, under cloudy and cool autumn weather.

Women Only Rides

We are proud to have sponsored, for the fourth season in a row, a series of *Women Only* rides, in order to enhance the opportunities for the club's female members to ride in companionship with one another, as well as encourage other Cleveland-area women bicyclists to join. We enthusiastically & gratefully thank Bonnie Vargo for her efforts to organize these rides. Thanks very much, and we hope to see you all again in the spring.

Touring Division News

Tom Meara would like to extend his thanks and gratitude to all participants in this year's touring activities, as well as towards all who volunteered their efforts on behalf of the Touring Division.

The October Club Meeting

Due to the club secretary, John Whitaker, being called unexpectedly out of town on business, and not having prepared for the possibility, information regarding the October club meeting was not available by the publication deadline. The secretary accepts full responsibility for the lapse, and offers his profound and heartfelt apologies. While the progress of many ongoing club projects was discussed at the meeting, no decisions or votes of any importance were taken.

The November Meeting, Officer Nominations

The next meeting will be held on November 8, at the Panera Bread café in Rocky River (at the Rockport Plaza shopping center, 1/2 mile west of Center Ridge Road and Wooster Road), at 7:00 PM. In addition, nominations for club officers will be held. Prominent members not in attendance may find themselves unexpectedly nominated by sympathetic acquaintances. Members in attendance also run the same risk.

Club Holiday Party

Although a date and location have yet to be determined by press time, the Lake Erie Wheelers Holiday Party will definitely be held this year. The party will start at 7:00 PM.; diehard riders are encouraged to bring their bikes for the traditional pre-party ride, starting at 6 p.m. This event will also serve as the December meeting, during which club officers will be elected. Bring your favorite snack or food to share. An old-fashioned paper mailing with details and directions will be sent to all club members. Check the LEW club website for more info, or call: Dave Schneider at 440-895-0528.

Time to Consider Renewing Membership

Please remember, club memberships will expire at the end of the year. Renewals will be graciously accepted at the Holiday Party. For those members who do not renew by the day of the party, renewal application forms will be mailed out; these should be returned by March (preferably sooner) to be included in the Club Roster. Please remember, we greatly value your continued participation in the club as members.

CRANKMAIL

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Unclassified ads are free to *CrankMail*-served club members and subscribers for two appearances and appear both here and on *CrankMail's* World Wide Web site. Nonmembers/nonsubscribers pay \$5.00 for this service. Ads are intended for personal, noncommercial, bicycle-related purposes only. Ad copy should be type-written to help assure accuracy. Ads are accepted by mail, also by email if no payment is due. Limit to about 30 words; no more than three ads from the same individual in an issue. Please include your Area Code with your telephone number. *CrankMail* reserves the right to edit ads to fit space and format requirements. In the event of typographical or other error, the publisher's only obligation shall be to publish a corrected version of the ad in which said error appeared. The publisher makes no warranty of the integrity of the advertiser or quality of goods offered.

Pave, fi'zi:k seat for road/racing bike. Leather with titanium rails. Used less than 100 miles. \$15. Email Joanne at j.belovich@csuohio.edu.

Kinetic Spinervals Cycling Trainer used, excellent condition with CycleOps Riser Block. Spinervals 7.0 The Uphill Grind 45 Min., VHS. Spinervals 13.0 Tough Love, 3 Hr, DVD. Spinervals 15.0 Have Mercy, "The Sequel" 120 Min., DVD. Spinervals Cycling Workout 3.0 - 45 Min., VHS Asking \$200 or Best Offer Barbara - tobaimes@comcast or 400-933-9632

1992 Burley Rock 'n Roll tandem mountain bike, 20"/17" 21-speed. Scott bullhorn bars, 26" rear top tube, drag brake, 46 lbs. Like new condition, only 500 miles, \$399. 440-773-2025 or tomlaessig@yahoo.com

Giant Yukon 17 mountain bike. Bought new in May 2005 for \$470, never used, zero miles Will sell for \$300. **Giant Iguana 14** mountain

bike. Also bought in May 2005 for \$390, will sell for \$250. 440-331-4804.

2000 Raliegh 20" Rowdy kids bike (6 to 10 years). Blue steel frame in excellent condition, like-new. Non-suspension with 6 speed Shimano rear derailleur \$80. call bob 440 779-8392 or bob.parry@juno.com

Expires November 2005

Thule pivoting bike carrier roof rack system. Made for a single rider bike. With Thule front fairing shield and 4 Thule Theft Deter lock cylinders and keys. Purchased new for \$654 in 2004, only used twice, new condition. Asking \$400. Call Joe (440) 777-1511.

Expires February 2005

From a column in Bicycling entitled "Parlez-Vous Bike? - What Cyclists Say and What They Mean." by Scott Martin.

I'm carbo loading
(Pass the ice cream)

If you're a good bike handler, you
don't need to wear a helmet
(I'm so stupid a brain injury wouldn't
affect me)

I do all my own bike maintenance
(When I squeeze the front brake
lever, the bike shifts gears)

If you don't crash, you're not going
fast enough, dude!
(I crash a lot)

Hey, did you guys hear about those
new 1.8 gram carbon-fiber quick-
release skewers with titanium springs?
(I am a very lonely person)

THERE'S STILL TIME TO RIDE!



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Only at the Solon location. If it is still there
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