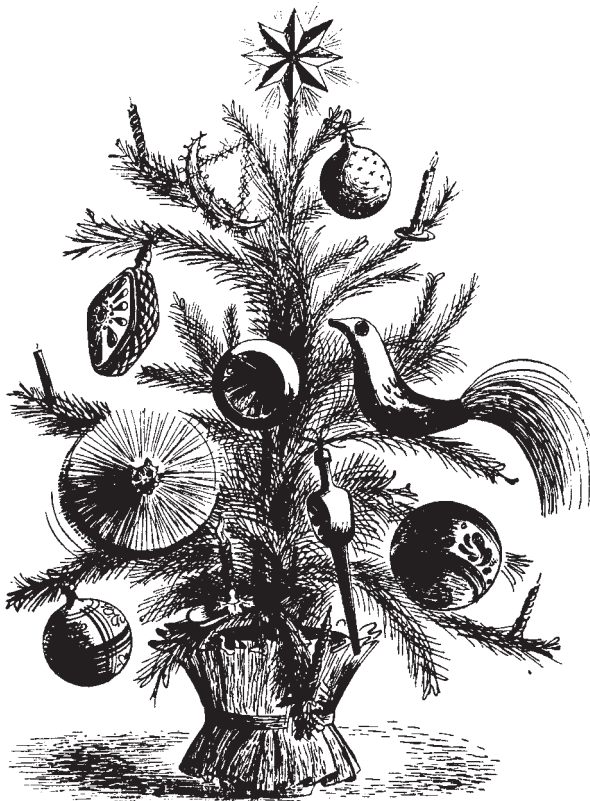




CrankMail

November/December 2003

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Cycling in Northeastern Ohio

P.O. Box 5446 • Cleveland, Ohio 44101-0446

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"Man surrounds himself with the true image of himself. Every spirit builds itself a house and beyond its house a world, and beyond its world a heaven. Know then that the world exists for you. For you the phenomenon is perfect. What we are, that only can we see." — Ralph Waldo Emerson

Santa: Please Send Me *CrankMail*

Good little boys and girls deserve something nice to go with their shiny new bikes! Members of the Over-the Hill bunch deserve something nice, too! How about CrankMail? Our little magazine has been published continuously for longer than many of our readers have been riding two-wheelers. CrankMail will continue to be published for the benefit of cyclists in Northeastern Ohio. Keep informed and have some fun... subscribe! One year of CrankMail (10 issues) costs \$11.00 (new subscribers only). Renewals are \$12.00. Send a check or money order made out to "Cash" and clearly write your name and mailing address below:

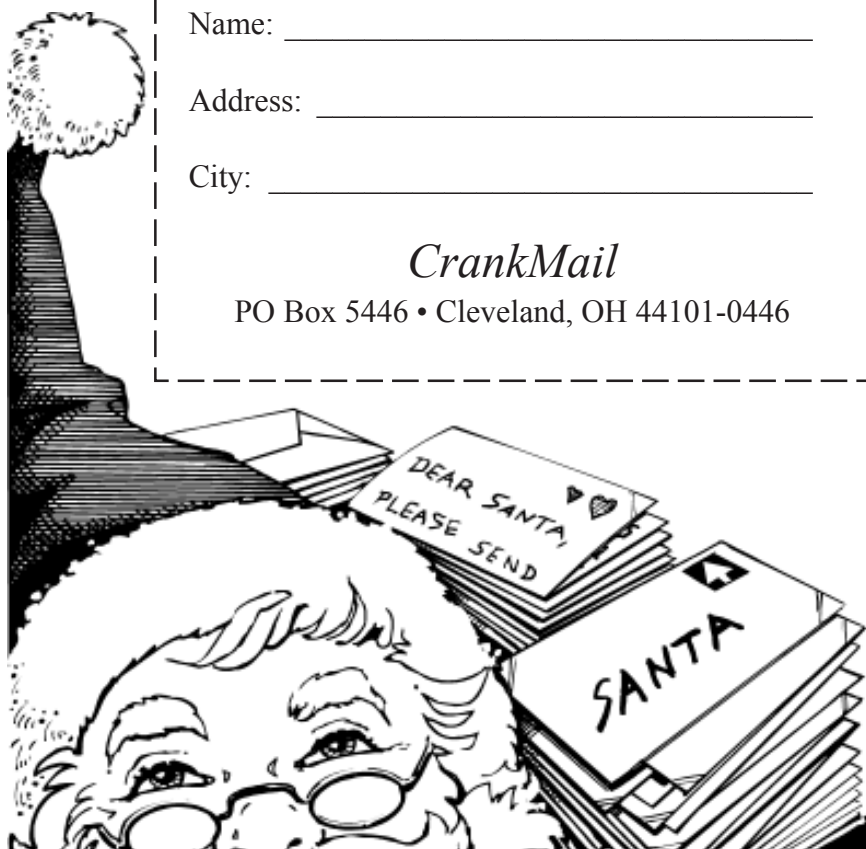
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CrankMail

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So long, and thanks for all the fish.

It's my last issue. I wish I had something profound to say at this point but the only phrase that keeps coming to mind is something from Douglas Adams final installment in the *Hitchhiker's Guide to the Galaxy* series, "So long, and thanks for all the fish." The phrase is, according to the story, the true meaning of the last-ever communication from a dolphin to a human. The human observers saw only "a surprisingly sophisticated attempt to do a double-backward somersault through a hoop while whistling 'The Star Spangled Banner.'" Sometimes what we try to say is vastly different from what is heard.

I'll mostly miss the act of creating this little magazine. Ever since I was a kid, shortly after the invention of moveable type, I've been interested in publishing. Even though I started my college years as a physics major I wound up with a degree in journalism. It turned out you need to be good at math to do physics and I was allergic.

As I grew more interested in "serious" cycling, I got involved with the Lake Erie Wheelers bicycle club. There, I met David Fortier and started contributing items and photos for *CrankMail*, which he was editing. Got involved in the Tour Along the South Shore of Lake Erie (TASSLE), as well, but that's another story. Eventually David turned over the editorship to me and I published my first *CrankMail* in January 1985. *CrankMail* was already 10 years old by then. David died in a car-truck accident on Feb. 22, 1986.

To try and save some money, and maybe make some, I bought a printing press, rented retail space, taught myself to print, and opened The Clockwork Press. For some years I printed *CrankMail* myself on that old A&M 1250 duplicator. It was gratifying when it worked right and unbelievably frustrating when paper was (literally) flying everywhere because of misfeeds.

I put the first *CrankMail* Web pages up in a CompuServe community space on July 14, 1996. About one year later I registered the CrankMail.com domain name and cycling information from Northeastern Ohio's club scene was available on a global basis. In the

18 years I've been editor we've moved from typewriters and rubber cement to personal digital computers, desktop publishing, and the World Wide Web. Geeze! I've been doing this for 18 years?

Lately, though, I've felt a bit overwhelmed. My work on *CrankMail* consumes enough time that I'm hard pressed to fit in other interests, my continuing education, and even R & R. Frankly, I've also lost a bit of my passion for the subject. Don't get me wrong, I still love bikes and cycling. It's just been a long time since I've been able to just sit back, relax, and not worry about whether that relaxation is going to delay the next issue.

Fortunately two of the best from local cycling leadership have stepped forward to take the editorial reins: Marty Cooperman will serve as copy editor, and Tom Meara will do editing and layout. Between the two of them I hope and expect you will be treated to fresh new views of cycling in our region. As it stands now, *CrankMail* will be published by a revived Cleveland Area Bicycle Association (CABA). CABA will do cycling advocacy in an effort to make biking better here. There are more job posts to be filled, but early volunteers include Anastasia Birosh, advertising sales, promotion, media relations; Brendan McNamara, business manager; and Kevin Cronin who will handle the mailing database. I will be working with all of the above behind the scenes to help make the transition smooth but the January/February 2004 issue is their baby.

Me? Maybe I'll be stargazing. Maybe I'll be doing some animation or meditating. I may be cycling or kayaking. Perhaps I'll be studying Sun Solaris or Perl. Whatever it is that fills my hours—and there's plenty to do that—I'll definitely be grateful for the opportunity I've had to inform and amuse *CrankMail's* readership and for this "Bully Pulpit."

So long and thanks, but I don't eat fish!

— **James** "*The Crank, That Dirty Rotten Vegetarian Commie Liberal, Idiot!, S.O.B., Zaphod the Magnificent*" **Guilford**



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www.clevetourclub.org

It's a Bit Chilly Out There

Our formal ride schedule is over for the season but there are still some pickup rides to be had.

Thanks, everyone, for your participation in the club and its events this year.

Riding in a Slovenian Bike Race

by **Greg Rudl**

While Lance Armstrong was going for five-in-a-row in France, I was having my own Tour fantasy two countries over in Slovenia. That's because I bicycled with over 1,300 others in the 22nd annual Franja Marathon July 6.

I'll bet my Ultegra components that no one in CTC has ever done this ride before. It starts in the capital, Ljubljana, and carves a rough 150 km circle west. It benefits a famous WWII Slovene Partisan Army hospital that stayed strategically hidden in a gorge during the war. Downed American fliers were treated there.

For all that don't know, Slovenia declared its independence from Yugoslavia in 1991. About the size of New Jersey (a friend has said), it lies east of Italy and south of Austria. It's a geographically wonderland, complete with the Alps, caves, beachfront on the Adriatic Sea and fertile plains.

I was there in July for three weeks to sightsee and visit relatives. I also wanted to ride those endless mountain climbs you see in the Tour.

I wanted to bring my own bike and was fortunate to get some advice from Ben Kolt, who has ridden in Europe before. He even offered to lend me his bike suitcase. When I checked with Continental Airlines and found out they would charge \$70 (not to mention what the connecting airline would charge), I scrapped the idea and decided to rent one there.

Fortunately, my uncle there loaned me his, an *Arthur* mountain bike (no idea where they're made). Though I'd prefer a rode bike, this one wasn't too bad. The frame size was slightly small for me but it rode surprisingly fast and climbed well. It had front suspension, semi-knobby tires, and basic peddles—no clipless pedals or even tow straps. (I went to three rather large sporting goods stores looking for tow clips and couldn't find any!)

After only a few days there, that same uncle told me about the Franja Marathon in which his 15 year-old grandson was planning to ride.

My biggest concern was the distance—150 km, that's over 90 miles! And doing it on a bike that was slower than what I had in the States and without clipless peddles. Would I be able to finish? Would it be more pain than it was worth?

My pre-race preparation included a late night out partying at a *iblocki* party in the village where my mother grew up. Good way to get ready for the longest one-day ride of my life, right?

The next morning I was awoken by Rok, my relative and riding partner for the race, from a poor night's sleep. Attribute that to flies buzzing around me (most houses there don't have window screens). He prepared my bike and gathered food and drink for the ride.

We drove to the starting area and I registered. I paid \$20 same day, plus a deposit of \$30 for a magnetic sensing device that attached to the front wheel that would record my time as I rode over special mats.

This was to be a mass start so Rok and I grabbed our bikes and headed to the starting area. Those steel barricades that you see in the finishing stretches of the Tour used for crowd control were on either side of us. Soon we were surrounded by hundreds of cyclists, all with colorful polyester jerseys stamped with European brands and companies, most of which I never heard of before. I saw bikes I knew like Bottechia and Scott, and others I didn't, like Cult and Rog. Rog is made in Slovenia.

A little after 9 a.m., this 1,300+ peloton moved out, lead by a pace car with a race official sticking out of the sunroof. To my surprise, we rode through downtown Ljubljana, as police stopped traffic. We peddled on slowly and cautiously, just a few feet away from each other, using up both sides of the road. Slowdowns were preceded by a chorus of "wows" and arms in the air.

We left the city entered the countryside, heading southwest out of town on the road to Trieste, Italy. With the euphoria that I was feeling and the great wind advantage that a large peloton provides, the riding wasn't hard at all. We probably averaged about 20 mph.

It wasn't long before we hit our first climb of the day, a six km climb that ascended 200 meters. It served to spread the field out and raise heartbeats.

We rode through old towns lined with cheering spectators. Policeman whistled and held up fluorescent green flags at traffic islands, warning of the potential danger. It's interesting to note that the curvy roads of Slovenia (and much of Europe) often pass only a few feet by homes and buildings, especially in the small villages. Eminent domain doesn't apply here. Urban planning was different back then. A guide told me that homes and barns in a village were purposely built close together to share the warmth during winter. Roads that were intended for an ox and a cart centuries ago make ideal roads for cycling today (with some asphalt of course). A local once told me that they put curves in roads here just to slow drivers down.

Was the Franja Marathon a race or a tour? I wasn't sure a third of the way through. There wasn't a lot of talking on the road nor many overweight riders. I could make out what looked like a few minor-league cycling teams and some bicycling clubs.

We then plunged down into the Idrijca River valley via switch backs. I rode cautiously as more aggressive riders passed me. I saw a few crashes on the way down and heard the familiar whining of a European ambulance.

We rode along the river valley for about 20 km, mountains hovering on either side and blue water cascading over rocks to our left.

The first scheduled stop was in the town square of Cerklje, near the famous hospital. Hundreds of cyclists have turned this quiet city square into a madhouse. Crushed plastic bottles of complimentary spring water and sport beverages litter the cobblestones. They're handed down to thirsty racers from a truck by the six-pack like some form of humanitarian aide. The disorganized scene is furthered by a lack of porta-potties—so cyclists relieve themselves in nearby bushes. Church bells toll loudly, competing with Slovenian top-40 music being played. Townspeople stand around drinking and watching us. It was hard to move around, let alone with a bike.

We continued on to the major climb of the day: a 400 meter ascent in 6 km. Having ridden in the Smoky Mountains in the spring, including the 20k, 3,500 foot climb from the Sugarland's Visitors Center to Newfound Gap, I welcomed the challenge.

As the road tilted upward, I saw my riding partner Rok struggling. I rode with him for a while but couldn't contain my enthusiasm and continued on. An adrenaline high comes over me as I start passing other cyclists on the numerous switchbacks. I wanted to pass every one of them. My enthusiasm was tempered by the fact that I was at the midway point of the ride and I needed to conserve strength. I passed people with ease, many of which were granny gearing it. I must have passed about a hundred during that climb. I started having delusions of grandeur—give me the polka dot jersey now! Breathing heavy, I looked down and watched Cerklje getting smaller and smaller. A guy came up along side on a road bike not even breathing hard. His cell phone rung and he calmly took it out of the back of his jersey and talked for a few minutes. I stayed with him for a while, but he was going at a pace that was out of my comfort zone.

At the top, I found to my surprise another rest stop, and this one was just as crazy as the first. Bikes and riders were everywhere. A volunteer congratulated me and asked me if I needed anything to drink. Being out of breath and not fluent in Slovenian, I replied slowly and told him I'm from America. He called me "Lance Armstrong."

Cold, sweet chamomile tea and hot beef broth was served by volunteers. There was another stand that sold pivo (beer) and sandwiches. There was so many cyclist stacked up there that it was hard to get to the counter to get anything. We ate and drank quickly and then cruised down the other side of the mountain.

The last part of the marathon was mostly flat to rolling and I rode in pace lines that changed members frequently. A race organizer car rolled by and over a loud speaker cautioned riders to be careful. I rode along with a guy in his 60s with no helmet, long flowing gray hair, an old woolen Columbian Coffee jersey and a steel Pinnarello. He looked like something from the Eddy Merckx era.

The finish line appeared and I couldn't believe how much fun I just had. I felt relatively good—no stiffness in my neck, no sore behind and no legs that felt like lead. Many of my Slovenian family were there to congratulate me.

I finished in the middle of the pack, about 4 1/2 hours of riding time. I told everyone afterward that it was a lot easier than I thought it would be. My hat goes off to Rok who was able to ride this long distance at just 15. I'm 36! When I was his age I was smoking cigarettes and stunting my growth.

After the race, they served us hotdogs, bread, and risotto. There was also free espresso available, courtesy of one of the race sponsors. And of course beer and wine were available for purchase. Cyclist packed picnic tables and Slovenian music played in the background. On a table sat large trophies for the winners. The overall winner got a new Peugeot to drive for a week.

I have ridden in large bike tours in the United States, but nothing compared to this one. In over 20 years on the bike I can honestly say that the Franja Marathon was the best day of cycling in my life.

Cycling in Slovenia

Slovenia, with its windy roads through old villages, is great for cycling. It's similar to the rest of Europe in that regard. Ride a few k's and then stop for a snack at cafe with a outdoor patio.

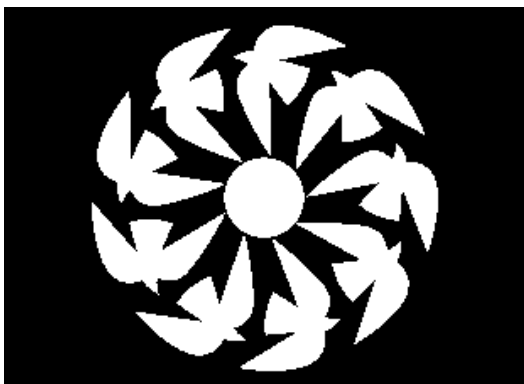
While there, I was fortunate to have my uncle's bike to ride. If you're a serious cyclist, renting a quality bike in Slovenia maybe next to impossible from what I've been told. It may be worth the cost of bringing your own.

If you don't like hills, the plains around Ljubljana are easy to roll on. The narrow roads are really one-ways masquerading as two-ways. Generous asphalt-covered berms are rare. Drivers know how to pass, though. Just stay to the right when a vehicle comes up from behind and you'll have no problem. Many of the roads are not traveled much by cars. If you like long, hard climbs, the country is full of them. Some of the roads through the mountain passes are actually better traveled by bike or motorcycle because they're so narrow. Cycling there is an accepted form of transportation. I wasn't yelled at by idiots- drivers like the here in the U.S. Many of roads don't have numbers there. You navigate by looking for the city sign that marks your direction or destination. Many towns have rooms and apartments for rent that are inexpensive. I think a self-supported European bike tour is in my near future.

Ride Schedule

All scheduled rides are over for the season.

Sundays Nov – Feb 10 AM North Chagrin pickup ride (15-35)
if dry and over 40 degrees.





2003 BIKE AUTHORITY CYCLOCROSS SERIES

Presented by **RED BULL**

Race Schedule

<u>Day/Date</u>	<u>Location</u>
Sat, Sept 27	Cahoon Park – "Rose Hill" Bay Village: Lake & Cahoon Roads* (see NOTE re Prizes below)
Sat, Oct 18	Cahoon Park – "Rose Hill", Bay Village: Lake & Cahoon Roads* (see NOTE re Prizes below)
Sat, Oct 25	Cahoon Park – "Rose Hill", Bay Village: Lake & Cahoon Roads* (see NOTE re Prizes below)
Sun, Nov 9	Broadview Hts. Park – "The Fields", off Broadview Rd on Royalwood Rd
Sun, Nov 16	Broadview Hts. Park – "The Fields", off Broadview Rd on Royalwood Rd
Sun, Nov 23	Boughton Farm, Copley**(directions below)
Sun, Dec 7	SERIES CHAMPIONSHIPS! Boughton Farm, Copley**(directions below)

Start Times: 12:00 p.m. -- **B Race:** Cats. IV/V, Sport (45 minutes + 1 lap)
12:05 p.m. -- **C Race:** Beginners/Novice/1st timers (30 minutes + 1 lap)
1:30 p.m. -- **A Race:** Pro, Cats. I/II/III/Expert (60 minutes + 1 lap)

Cost:

Entry Fee: \$15 Under 18 & Women: FREE

(make checks payable to "Team Lake Effect Racing")

Prizes for Individual Races:

--A Race - Top 5 finishers receive cash prizes. Cash amounts determined by participation.

--B & C Races - Top 3 finishers receive awards or merchandise.

***NOTE:** All Bay Village race winners will receive awards (no cash) due to legal restrictions.

Prizes for Overall Race Series (must race 5 of the 7 races to be eligible):

--"A" racers with the top 3 point totals in the Series will receive cash (TBD).

--"B" and "C" racers with the top 3 point totals in the Series will receive great merchandise.

Mountain & hybrid bikes are welcome, but bar ends are not permitted for safety reasons. Races will be run regardless of weather unless there is lightning or other dangerous conditions. The promoter reserves the right to cancel, reschedule, delay, combine, or add races depending on turnout and/or race conditions.

****Directions to Boughton Farm in Copley:** Take I-77 to Ridgewood Road (exit 133). Go east. Take a right on Schocalog, then a left on Boughton Road to the end of the short street (it's a dead end). The farm is on the right. Park next to the barn. Sign-up is in the Greenhouse.

For general information, e-mail jlweis@imgworld.com. Individual race fliers with driving directions and specific race information will be available at Bike Authority at 7979 Broadview Road, next to Buffalo Wild Wings (between Sprague and Wallings Roads) in Broadview Hts. For great deals on cyclocross bikes and accessories call/visit the shop at (440)546-9966. You can also go to www.bikeauthority.com for more information.



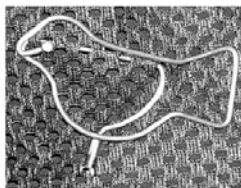
Delight a cyclist
this holiday
season...

...with a whimsical, yet practical, gift from the Ohio City Bicycle Co-op! Meticulously and inventively crafted of recycled bicycle components by members of the co-op's youth Earn A Bike Program, these items will show your appreciation of bike culture, not like screaming "ON YOUR LEFT!," but like the friendly ring of a handlebar bell...



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The tones of the bike tubing in this
windchime will leave no doubt!



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from recycled
spokes, are a
stylish statement
no matter where
you wear them.

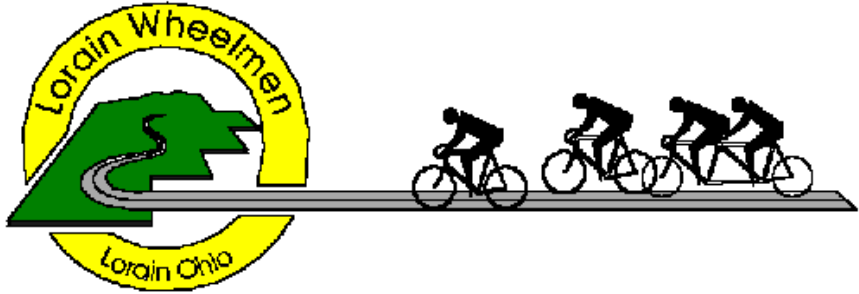
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made from old gears.



These items and others are available at the OCBC's new shop in the Flats, at 1832 Columbus Road (on the river, next to the cement silos), at OhioCityCycles.Org, and coming soon to a gift or bike shop near you (see website for a current list)!

216-830-COOP (2667)



November '03 Calendar

Sun	11/02	Community Center Oberlin OH		Red Flannel Invitational 62 & 31 miles.
Sun	11/09	Amherst Shupe	9:00 AM	Depends on the weather!
Tue	11/11	Amherst Shupe	9:00 AM	Veteran's Day U-Show
Thurs	11/13	Nordson Depot	Meeing	No prolog ride, no pizza, just business!
Sun	11/16	Oberlin Inn	9:00	
Sun	11/23	Amherst Shupe	9:00	
Thu	11/27	Amherst Shupe	9:00	Thanksgiving day ... Work up an appetite for turkey!
Fri	11/28	Amherst Shupe	9:00	Now work it off! Well, some of it.
Sun	11/30	Oberlin Inn	9:00	

December '03 Calendar

Sun	12/07	Amherst Shupe	9:00	
Sun	12/14	Oberlin Inn	9:00	
Sun	12/21	Amherst Shupe	9:00	
Sun	12/28	Oberlin Inn	9:00	
Thu	1/1/04	Amherst Shupe	9:00	Happy New Year – U-Show
		Medina Square	12:00	The ABCDEFG ... a tradition

For the colder months, such as November & December, I'm not stating any destinations. Bad days will be 20 to 30 miles, and warmer one will see 40+.

Saturday rides from Prospect School at 9:00 will continue. Weeknights are over for the year.

Time change!

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

Plain Dealer story details radio ruckus

by Martin Stolz, The Plain Dealer

Oct. 19, 2003 — Cleveland radio disc jockeys created a local frenzy last summer when they advocated that motorists mow down bicyclists.

Similar comments last month on Raleigh and Houston radio stations - all owned by Clear Channel Communications - have sparked a national furor against the company. Some bicyclists have asked the federal government to punish the company or revoke broadcast licenses.

The spiritual leader behind the fight against the nation's biggest radio conglomerate is Lois Cowan, a Cleveland woman who runs four bike shops and rallies supporters using pleas posted as "idiot alerts" on a Web site and in e-mail.

The controversy began June 30 with broadcasters on the "Lanigan and Malone" show on WMJI-FM/105.7. "Cleveland's Knuckleheads," as the station promotes them, and on-air callers described ways to heckle cyclists, edge them off the road or strike them with car doors, according to listeners. Such acts could bring felony assault or other criminal charges.

The weeklong banter frayed nerves, both of motorists frustrated by cyclists on the road and of the fearful bicyclists, who have a legal right to use any road in Ohio except interstate highways.

On July 3, the show had an on-air telephone interview with Cowan, owner of Century Cycles shops.

The DJs derided her explanation of Ohio law, saying she suffered from PMS, she said.

The next week, Cowan sat down with Clear Channel officials, who agreed to

apologize on-air to bicyclists, broadcast public service announcements about sharing the road and donate \$10,000 for bike advocacy.

Cowan thought the crisis had passed.

That changed last month when she learned about anti-bicycle rants on Clear Channel stations in Raleigh, N.C. and Houston.

On Aug. 30, a pickup truck driver in Texas hit a line of bicyclists, killing two and injuring three. On Sept. 2, a Houston station offered bicycle-disabling advice and jokes similar to what aired in Cleveland. Then, beginning on Sept. 22, a Clear Channel station in Raleigh did the same. Both stations later apologized.

Cowan, a finalist for the National Bicycle Dealers Association "Advocate of the Year" award, learned of the Houston broadcasts from a friend of the dead cyclists. In response, she filed a formal complaint with the Federal Communications Commission. She asked the FCC to investigate and to help her get tapes from WMJI. Other cyclists have filed complaints, too, the FCC said.

"They obviously haven't gotten the message," Cowan said. "I don't consider it worked out."

Clear Channel operates more than 1,200 radio stations in the United States. The company holds FCC licenses for nine stations in the Cleveland/Akron market. For years, WMJI, an oldies rock station, has consistently been one of the region's highest-rated and most-profitable stations.

The company has tapes of the "Lanigan and Malone" shows but will not release them, said Kevin Metheny, the company's regional vice president of programming. "We are not inclined to get into the tedious details," he said.

"If the bicycle enthusiasts wish to enumerate the details, they are free to do so," he added. "But we apologized, we extended numerous, substantial gestures of goodwill, and we believe we have moved on."

Structural technician Patrick Galla, 55, a cyclist who rides his bike about 9,000

miles each year, took notes on all the broadcasts. His firm, Barber and Hoffman, tunes in all day to WMJI. He was listening when the subject of bikers first came up in June.

According to Galla, sports anchor Mark Bishop complained on a "Monday Moaning" segment about encountering a line of cyclists on Lake Road in Avon Lake. Bishop told listeners that as he passed, he wanted to yell obscenities at the cyclists for blocking the road. But Bishop said he forgot to roll down the passenger-side window and shouted in his wife's ear instead.

News anchor Chip Kullik responded that Bishop could have hit them or run them off the road, Galla said.

Galla said host Jimmy Malone did not participate in the banter or respond to callers, whose comments mostly echoed Kullik's. At one point, Malone announced that he rides a bike, Galla said.

As the week progressed, callers' comments grew increasingly irate, Galla said. The station offered dinner prizes for callers with the most outlandish ideas for thwarting bicyclists, he said. One motorist suggested speeding ahead and then abruptly stopping and throwing open the passenger door in a cyclist's path.

Host John Lanigan was on vacation, though he joined the discussion the next week to complain about the deluge of e-mails, including one asking whether his show helped the public.

"Well, quite frankly, I'm not here to serve the interests of the community," he says in a recording of the show. "I'm serving my interests by being here."

After Metheny brokered peace, he explained what happened to his boss, who oversees radio stations in Ohio and neighboring states. He declined to say whether Clear Channel directed stations in other states to avoid or to allow similar programming.

Clear Channel is not new to controversy. In the past year, it has been accused of monopolizing the radio industry, banning the Dixie Chicks and acting as a right-wing

mouthpiece.

The company is in the sights of U.S. Sens. John McCain, Russ Feingold and Byron Dorgan.

A Washington-based public-interest research group, Essential Information, last month challenged FCC renewal of 63 broadcast licenses held by Clear Channel stations. The complaint accuses the company of committing animal cruelty, staging fake competitions, abusing the emergency alert system and causing false emergencies by having on-air personalities commit crimes.

"Every station is required, believe it or not, to have 'good character' as part of the public-interest standard," said Jim Donahue, a researcher for Essential Information. He said the law does not appear to matter to Clear Channel. "That's why I'm not surprised that they want motorists to run over bicyclists."

"These kinds of stunts," he said, "should be considered part of the overall history of Clear Channel's violations of law."

WMJI, whose license is up for renewal next October, was not in Donahue's complaint.

Because of the pending complaints from bicyclists, FCC lawyers declined to comment on whether inciting violence betrayed the commission's Character Policy Statement.

Susan Elmore, a company spokeswoman, said Clear Channel does not "condone advocating violence in any form. We've been committed to working with the cycling community in each of these separate incidences."

Elmore said Clear Channel had no comment about the company's compliance with the FCC's character rules.

Cal Kirchick, a Cleveland lawyer and bicycle advocate, said WMJI probably violated Ohio laws against inciting violence. If a motorist were to harm a bicyclist, he added, the company could be found liable.

The FCC cannot censor content. But it restricts obscene and indecent speech. Violators can be fined or lose their licenses.

Cowan said radio stations should be concerned about bicyclists' safety. Last year, 15 Ohio cyclists and 647 in other states died in accidents with cars. "This is a serious problem," she said. "The media has some responsibility to the public."

WMJI radio baloney hits the fan of national news

CLEVELAND, Ohio (AP) --Bicyclists are demanding that the nation's largest radio group be punished because disc jockeys at three stations made on-air comments they say encouraged drivers to throw bottles at bike riders or hit them with open car doors.

They say the morning show hosts at Clear Channel Communications stations in Cleveland, Houston and Raleigh, North Carolina, also suggested motorists blast horns at cyclists, and speed past them and slam on their brakes in front of them.

"DJs encouraging the masses to hurt people in any form is insipid, and should not go unpunished," said Edwin D. Reeves, 30, a cyclist and ceramic engineer in St. Louis.

Clear Channel, based in San Antonio, owns roughly 1,200 radio stations in the United States.

The company won't release transcripts or tapes of the broadcasts, but the three stations apologized on the air and Clear Channel donated \$10,000 and air time to promote bicycle safety.

"We deeply regret that comments made by on-air personalities were misinterpreted. Clear Channel does not condone violence in any form and we are committed to working with the cycling community to improve cycling safety," chief executive John Hogan said in a statement.

Clear Channel, which said it was coincidental that similar comments came from three stations, said it told the stations to refer questions to corporate headquarters. It wouldn't say if the disc jockeys were disciplined.

The comments started June 30 on WMJI in Cleveland when one of the morning show personalities complained that a group of bicyclists had held him up in traffic near his home.

"The other guys started chiming in," said

listener Don Barnett, service manager at Century Cycles in Medina. "Then it escalated. People started calling in."

Similar remarks came weeks later on WDCG-FM in Raleigh and KLOL-FM in Houston.

Lois Cowan, 42, who owns the Century Cycles shops in the Cleveland area, filed a complaint with the Federal Communications Commission asking it to fine the company or take away the licenses of the three stations.

"They shouldn't be advocating things that kill people," Cowan said.

She says she's received more than 5,000 emails from cyclists about the issue.

Dorothy Nance of Raleigh said she and her husband sold their Clear Channel stock after she heard the bicycle comments on WDCG on Sept. 22.

Nance said the announcers were "egging listeners on, by encouraging harm to cyclists." Suggestions included throwing soft drink bottles, she said.

Thomas F. Valone, owner of seven outdoor clothing and equipment stores in North Carolina, pulled "a few thousand dollars" worth of advertising from the Raleigh station because of the comments.

FCC lawyers refuse to comment on specific complaints.

"We got a complaint about that and we are acting on that," FCC Chairman Michael K. Powell told the cyclists.

Associated Press outlets ran this story at the end of October/beginning of November. The Plain Dealer had their own coverage on Sunday, Oct. 19. And ABC TV's Good Morning America was producing a segment including an interview with Cleveland's own Lois Cowan.

Clear Channel, bicyclists league plan to work together

SAN ANTONIO (AP) -- Clear Channel Communications has joined forces with the League of American Bicyclists to promote cycling.

That's after some on-air personalities at Clear Channel radio stations had suggested mayhem against bicyclists.

In recent months, broadcasts in Houston, Cleveland and Raleigh, N.C., included suggestions to throw bottles at riders, hit them with open car doors and blast horns. Listeners called in to agree, vent and share stories.

In announcing the alliance on Thursday, officials for the nation's largest radio group said they will tolerate no more anti-bicyclist rhetoric by its disc jockeys.

"We look forward to a very productive partnership with this important organization, focused on promoting safe conditions for bicyclists," John Hogan, president of the company's 1,200-station radio division, said in an email.

Representatives with American Bicyclists, which represents more than 300,000 riders, met with officials at Clear Channel's San Antonio headquarters Wednesday to air concerns about "shock jocks" encouraging motorists to harass cyclists.

Clear Channel said the comments were not meant to be serious. The company has issued an apology and has disciplined some employees, including firing a Houston producer.

Also, all three stations have since started running public service announcements to educate drivers about bicycle safety.

Clear Channel stations have promoted or helped sponsor bicycling events for years — more than 100 since 2002.

The company even had a team of riders in this year's Bike to the Beach ride from San Antonio to Corpus Christi to raise money for the Multiple Sclerosis Society.

The cycling group and company officials intend to meet again early next year to discuss further steps.

This Associated Press news item was circulated amongst members of the League of American Bicyclists. The producer who lost his job was fired, reportedly, for rebroadcasting a tape of one of the anti-cyclist programs on the Houston station after being told that the program was not to be broadcast again, not for having condoned the content of the original broadcast.

We have to wonder why, if Clear Channel was so "into" cycling for the past couple of years, their jocks still aired such egregious speech with backing from local station management? And why, in the face of local and national outcry, was there no move to halt the offensive and hateful behavior by employees of the stations they own?

Strangely, the initial emailed notes from three separate cities could have been written by the same person, they were so similar. They explained how encouraging the concoction of new means of harassing real live people —road cyclists— was meant as "humor" and nothing more.

P.R. statements from Clear Channel and the League aside, we hope Clear Channel corporate management understands that if even one cyclist is killed as the result of their brand of "humor," they stand to lose far more than "a few thousand dollars" of advertising — we're talking about many millions of dollars and possibly a station license or two. The trouble is that, for that to happen, someone has to die. — ed.





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

Contact the following for information

President:	Shawn Conway	330-764-3019	snsqconway@aol.com
Vice Pres.:	Tom Dease	330-725-1058	tjmd@aol.com
Treasurer:	Glen Hinegardner	330-725-8430	biker10260@aol.com
Ride Coord.	Tom Byerly	330-723-4782	teberly@lxdesign.com
Ride Coord.	Carl Bidingier	330-336-5190	crbidingier@westfieldgrp.com
Secretary:	Dave Ling	330-725-3974	db13000@aol.com
Mtb Coord.	Dave Towne	330-321-8758	djtowne@earthlink.net

A Letter from Vetter

by Lou Vetter

Columbus Fall Challenge: Representing the Medina Club were Myself, Bill Brannon, Jimmy MacDonald, and Laura MacDonald. I had my doubts about trying this ride again but Laurie goaded me into it. She had ridden RAGBRAI and said she had ridden century rides on that tour. Tom and others in the club tried to discourage her telling her that CFC was a difficult ride. This only made her more determined. Laurie had already made up her mind to ride the Columbus Fall Challenge --one of the most difficult rides in the country-- with her son, Jimmy. She knew I was on the fence about going and asked me to ride so she would have someone to ride with because Jimmy is a racer and much faster than either of us. This was enough for me to stop stalling and mail in my registration.

Laurie drove and I rode with her and Jimmy. It rained all the way to Columbus but the rain stopped sometime during the night. The ride started out with a challenge of a new sort. The first street we rode on was the scene of construction. I mean earth moving bulldozing lots of mud on the street construction. The street was covered with chunks of mud making the early riders dodge mud balls all over the road. We started later and by that time the mud balls were gone. Oh no, it wasn't better. The contractor, seeing all the bikes coming down the street, had one of his men start-up a street sweeper which only served to smooth the mud balls into a nice thick even coating from edge to edge. You couldn't dodge that. Thank goodness it only lasted a tenth of a mile or so. Soon we were riding in a residential area with no curbs and many of us rode into the wet grass to clean our tires off. Surprisingly it worked. My tires were now clean so I got back in the ride about a hundred yards behind Laurie.

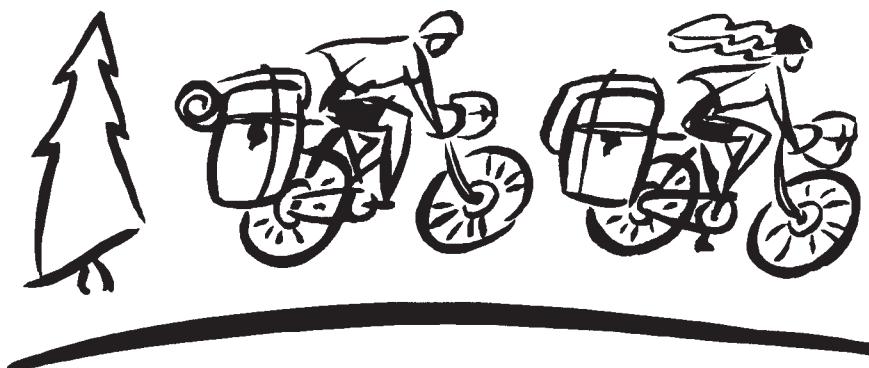
I spent the first thirty miles trying to keep up with Laurie. My riding style is slow up the hills and fast down with the hope of coasting up the next hill. So I was dropping off the back of the pack on the uphill and trying to catch up on the downhill side. Laurie was doing great. Bill and Jimmy were riding with the Summit Freewheelers and

were miles ahead of us. We saw them at the first rest stop for a short while and didn't see them anymore until Zanesville. By the first rest stop I had counted only two hills. I was beginning to think that they had taken the challenge of the CFC. Where were all the really long steep hills I remembered from years past? I actually rode over some hills in my middle chain ring and one of the middle cogs. This soon changed. Later in the day we were looking forward to finishing.

The final 15 miles to Zanesville were pretty flat but there were other challenges: rednecks. At one point Laurie thought I was going to be run off the road. There were four cars behind us and I was in the front with Laurie following behind a few yards. An old Mustang finally built up enough road rage to pass the cars that were just beginning to pass us. He had no muffler, which added to the excitement of the moment. Here we were riding along and being passed by a van when the Mustang starts passing the van. The terror came in when the driver of the van swerved to get away from the Mustang as it came roaring past him. Laurie told me it was way too close and she also noticed that there were many empty twelve packs lying by the side of the road. Somehow it all seemed to fit.

The next day we started earlier than Jimmy, Bill, and the Freewheelers but they passed us before we had gone ten miles. All except Jimmy, that is. He never passed us all day long. Laurie and I were riding along together but passing the lead back and forth depending on the terrain. The first rest stop was two miles off the main route but we decided to go for it anyway. That is the point at which Jimmy must have passed by us because he finished the ride almost two hours before we did. Later in the afternoon a small group of two women and one man passed us. I made some joke about the shame of being passed by a girl and they laughed. They also kept riding.

I couldn't believe how well I was feeling, even if a girl passed me. I attributed my good feelings to having a triple crankset; having 2,800 miles of riding, and thinking the hills were smaller than past rides. At the very end I looked at my average speed of 11.9 mph and decided that I would try to get it back up to an even twelve-point-oh. I started pushing faster and was riding along at 20 mph to the parking lot where I passed one of the ladies who had passed me minutes before. I made a manly grunt and said "so there" at which she laughed and yelled ahead to her friend not to let me pass her. Her friend replied that she didn't care anymore. At this point we were only a hundred yards from the finish line (the sag wagon truck with the luggage). When Laura arrived she, Jimmy, and I congratulated each other on finishing the whole ride. We gathered our bags and headed for home.



News from Cleveland's bicycle advisory committee meeting

by Brendan McNamara

I attended the city of Cleveland's bicycle/pedestrian advisory committee meeting on Oct. 20. I gave a spiel about CABA's reformation and about our goals for the future. Attending the meeting was a lot of the city's planners, engineers, representatives from RTA, and some other advocates from around town. I'd like to thank all of you that provided me with your suggestions to make Cleveland more "bike friendly." Your feedback was well received by those attending. At the meeting, I was able to see some of the progress of the Towpath Trail project. Although some of the route is still being finalized, the trail should be completed up to Heritage Park in five years. If you'd like to learn more about the final leg of the Towpath Trail, take a look at this link: <http://planning.co.cuyahoga.oh.us/projects/towpath.html>.

Construction of the bike lanes for the Detroit bridge should begin fairly soon. This will greatly improve one of the most harrowing legs of the Lakefront bikeway. The city is also committed to posting "Share the Road" signs along the bikeway. Currently, they're trying to decide on the official design. Once they figure that out, the signs will first be put up along the bikeway, then possibly along other "bike routes" that have yet to be established.

Construction of the Euclid Corridor Project is set to begin in the fall of 2004. Part of this plan involves dedicated bike lanes along Euclid from downtown to University Circle. I haven't been told when the project is to be completed, but due to the immensity of the project I imagine it will be a few years.

The city's planners are working on a "Master Bikeway Plan." This would involve connecting the city's green spaces, neighbor-

hoods, lakefront, and river. One of the key components of this plan would be a comprehensive map showing the network of all purpose trails, bike lanes, and bike routes.

The city's program to install 500 bike racks around Cleveland is going to happen after all. If you have a good idea for where a rack should be, go to this link and fill out the card: http://www.ecocitycleveland.org/transportation/bicycles/rack_request.html. Five hundred is the goal for one year and this could be an on going project, so don't be bashful ... fill out a card.

RTA is closing in on having 100 percent of their buses equipped with bike racks. Dayton's public transportation system has been offering free rides during the summer to people who have bikes. Dayton currently gives about 5,000 rides a month to people who have bikes. One of the planners from RTA asked if giving free rides to RTA customers with bikes would help promote the program. Of course I said, "yeah it would," but he would appreciate more feedback. If you'd like to answer that question, I'd be happy to forward your response.

I had a conversation with an engineer who would be directly involved in the striping of the roads in the case of dedicated bike lanes. He asked if cyclists prefer dedicated bike lanes or a wider curb lane shared with cars. His approval is an important step if we're to have dedicated lanes in the city. I'd really like to hear from you about this. Please send me a response to his question and I'll provide him with your answer.

*Contact Brendan McNamara via email at:
clevelandbikes@hotmail.com*

Yo, Wheelers!



Bicyclists riding while intoxicated may be interested in a recent case arising out of the Hamilton County Municipal Court, *State v. Anderson*, and in the Court of Appeals, wherein the Court held that the full custodial arrest for a minor misdemeanor was a violation of the Defendant's state and federal constitutional rights to be free from unreasonable searches and seizures. However, in an imperfect world, this does not guaranty you won't be picked up and held under the same circumstances if the arresting police are not enlightened or are simply unhappy with your conduct!

Lock your bicycle! Lately I have read of a rash of bicycle thefts including a member losing an old but beloved bike. If you must leave your bike in the garage, make sure that it is not only locked but locked securely to something in the garage. Keeping your garage door down helps to prevent temptation, and does not advertise to the world what you have.

Rider of the Month — Our rider of the month this month is Jim Gernstetter, who has been riding with us for only a few years. Jim is an outstanding athlete and has become one of our better riders. More importantly, he has assumed the leadership role in the Club and has been doing an outstanding job to make sure things are run right, and events are held as scheduled.

May the Wind Always be at Your Back

— Ed Reichek



COMMITTEE

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

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(please print legibly)

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Address: _____ BIRTH DATE _____

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

E-Mail Address: _____ Fax Phone: _____

BIKING EXPERIENCE: (CIRCLE ONE) BEGINNER EXPERIENCED ADVANCED

List All Adult participants:
(18 and over)

List All Minor Participants:
(Under 18)

2003 Dues (Individual/Family)

\$ 20.00

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

TOTAL PAID

\$ _____

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

Please return to:

JIM GERNSTETTER
Western Reserve Wheelers
19200 CRANWOOD PKY
Cleveland, OH 44128

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

IN CONSIDERATION of being permitted to participate in any way in _____ (Name of LAB Club) ("Club") sponsored Bicycling Activities ("Activity") I, for myself, my personal representatives, assigns, heirs, and next of kin:

1. ACKNOWLEDGE, agree, and represent that I understand the nature of Bicycling Activities and that I am qualified, in good health, and in proper physical condition to participate in such Activity. I further acknowledge that the Activity will be conducted over public roads and facilities open to the public during the Activity and upon which the hazards of travelling are to be expected. I further agree and warrant that if, at any time, I believe conditions to be unsafe, I will immediately discontinue further participation in the Activity.

2. FULLY UNDERSTAND that (a) BICYCLING ACTIVITIES INVOLVE RISKS AND DANGERS OF SERIOUS BODILY INJURY, INCLUDING PERMANENT DISABILITY, PARALYSIS AND DEATH ("RISKS"); (b) these Risks and dangers may be caused by my own actions, or inactions, the actions or inactions of others participating in the Activity, the condition in which the Activity takes place, or THE NEGLIGENCE OF THE "RELEASEES" NAMED BELOW; (c) there may be OTHER RISKS AND SOCIAL AND ECONOMIC LOSSES either not known to me or not readily foreseeable at this time; and I FULLY ACCEPT AND ASSUME ALL SUCH RISKS AND ALL RESPONSIBILITY FOR LOSSES, COSTS, AND DAMAGES I incur as a result of my participation or that of the minor in the Activity.

3. HEREBY RELEASE, DISCHARGE, AND COVENANT NOT TO SUE the Club, the LAB, their respective administrators, directors, agents, officers, members, volunteers, and employees, other participants, any sponsors, advertisers, and, if applicable, owners and lessors of premises on which the Activity takes place, (each considered one of the "RELEASEES" herein) FROM ALL LIABILITY, CLAIMS, DEMANDS, LOSSES, OR DAMAGES ON MY ACCOUNT CAUSED OR ALLEGED TO BE CAUSED IN WHOLE OR IN PART BY THE NEGLIGENCE OF THE "RELEASEES" OR OTHERWISE, INCLUDING NEGLIGENT RESCUE OPERATIONS; AND I FURTHER AGREE that if, despite this RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK, AND INDEMNITY AGREEMENT I, or anyone on my behalf, makes a claim against any of the Releasees, I WILL INDEMNIFY, SAVE, AND HOLD HARMLESS EACH OF THE RELEASEES from any litigation expenses, attorney fees, loss, liability, damage, or cost which any may incur as the result of such claim.

I HAVE READ THIS AGREEMENT, FULLY UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND WITHOUT ANY INDUCEMENT OR ASSURANCE OF ANY NATURE AND INTEND IT TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW AND AGREE THAT IF ANY PORTION OF THIS AGREEMENT IS HELD TO BE INVALID THE BALANCE, NOTWITHSTANDING, SHALL CONTINUE IN FULL FORCE AND EFFECT.

PRINTED NAME OF PARTICIPANT: _____

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

PHONE: _____

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

DATE: _____

MINOR RELEASE

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

PRINTED NAME OF PARENT/GUARDIAN: _____

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

PHONE: _____

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

Western Reserve Wheelers Ride Schedule

DATE TIME START

MILES
A B C

11/03	9:00	JCC: Jewish Community Center	Pick-Up Ride
11/10	9:00	JCC: Jewish Community Center	Pick-Up Ride
11/17	9:00	JCC: Jewish Community Center	Pick-Up Ride
11/24	9:00	JCC: Jewish Community Center	Pick-Up Ride
11/27	9:00	JCC: Jewish Community Center	Thanksgiving Day Pick-up Ride

NOTICE: Any nonmember guest who has not signed a release will not be considered, for insurance purposes, as a part of the club, nor will they be entitled to any protection afforded by the club insurance policy. In addition, all minors must be accompanied by an adult and must have a release signed by parent or guardian.



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2003 Westlake Race Series

— Final Standings for the Season —

'A' RACE

RANK	TOTAL	LAST	FIRST	TEAM	HOMETOWN
1	123	Chernosky	Dave	Team Columbus	Westlake
2	112	Kadar	Stefan	Team Akron	Brookpark
3	106	Frueh	Tom	Team Columbus	Sagamore Hills
4	97	Grimm	Jeremy	Team Akron	Orville
5	83	Sroka	Rudy	Lake Effect Racing	North Royalton
6	61	Baldesare	Jim	Team West Virginia	Kent
7	54	Cunningham Jr.	Jim	Lake Effect Racing	Fairview Park
8	42	Hopkins	Tris	Team Columbus	Kent
9	40	Batke	Brian	Team Columbus	Noelty
tie	40	Riccardi	Chris	Guinness	Parma
11	34	Hansen	Brad	Team Akron	Akron
12	26	Dieringer	Zak	Lake Effect Racing	Lakewood
tie	26	Fernandez	Robert	Team Akron	Broadview Heights
14	22	House	Mike	West Virginia Elite	Helena
15	19	Martin	Paul	Team West Virginia	North Royalton
16	16	Busa	Mike	West Virginia Elite	Bay Village
17	14	Martin	Robert	Team Akron	Sagamore Hills
18	12	Perera	Nick	Great Lakes Racing	Cleveland Heights
19	8	Bryce	Aubrey	Team Akron	Parma Heights
tie	8	Gilmore	Jim	Summit Freewheelers	Cuyahoga Falls
21	6	Lu	Don	Tri Tech Multisport	Lakewood
22	5	Brink	Dick	Guinness	Cleveland Heights
tie	5	Hoffmeier	Ed	Great Lakes Racing	University Heights
tie	5	Rochette	James	PVR Bike Club	Fairview Park
25	4	Cech	Jay	Lake Effect Racing	
26	3	Young	Wesley	Great Lakes Racing	Cleveland Heights
27	2	Mullins	Jim	Summit Freewheelers	Strongsville
tie	2	Wilford	Derek	Lake Effect Racing	Euclid
29	1	Donka	Abel	Lake Effect Racing	North Royalton

'B' RACE

RANK	TOTAL	LAST	FIRST	TEAM	HOMETOWN
1	120	Guggenheim	Dan	Cleveland Chaos	Cleveland Heights
2	72	Karlovac	James	Cleveland Chaos	Shaker Heights
3	67	Rapp	Jason	Pyro Racing	Cleveland
4	53	Collander	Eric	PDQ Cleveland	Oberlin
5	42	Hlavaty	Mike	Summit Freewheelers	Jeromesville
6	37	Bonomo	Michael	unattached	Hudson
7	36	Gala	Mehul	unattached	Westlake
8	30	Potts	Tony	PVR Racing	Mineral Ridge
9	23	Keller	Tom	Pyro Racing	South Euclid
10	22	Favorite	Nick	unattached	Garfield Heights
11	21	Grimm	Bob	Team Akron	Marshallville
12	18	Marcosson	Alan	PDQ Cleveland	Cleveland
13	16	Aron	Christopher	unattached	Westlake
tie	16	Evely	Jane	Tri-Tech Multisport	Kent
tie	16	Ward	Kevin	unattached	Euclid
16	14	Miranda	Pat	Snakebite Racing	Valley City
tie	14	Schneider	Brian	Pyro Racing	Parma
18	12	Sunderland	Peter	unattached	Cleveland Heights
tie	12	Turba	Robert	unattached	Cleveland
tie	12	Tuskan	Matthew	Pyro Racing	Cleveland
21	10	Hayden	John	PDQ Cleveland	Westlake
22	9	Tandy	Rob	Summit Freewheelers	Cleveland Heights
23	7	Stefancin	Robert	PDQ Cleveland	Parma
24	6	Berlekamp	David	Lake Effect Racing	North Royalton
tie	6	Bromley	Joe	Great Lakes Racing	Cleveland Heights
tie	6	Eldred	John	PDQ Cleveland	Lakewood
27	2	Johnson	Mike	Roswell Velo	Duluth GA
tie	2	Kovach	Dave	PDQ Cleveland	Cleveland
tie	2	Madison	Mike	PDQ Cleveland	Cleveland Heights
tie	2	Previs	Stephen	Cleveland Chaos	Cleveland Heights
tie	2	Schnitzspahn	Scott	Cleveland Chaos	Shaker Heights
32	1	Rogers	Kirk	unattached	Shaker Heights
tie	1	Sormaz	Ned	Cleveland Chaos	Cleveland Heights
tie	1	Sutte	Jack	Cleveland Chaos	Cleveland
tie	1	Zylstra	Geoff	unattached	Cleveland Heights

* Provided by Race Promoter Chris Riccardi: chris16@stratos.net

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President: Tom Meara – (440) 777-2563 • Vice-President: Bob Parry – (440) 779-8392
Secretary: John Whitaker – (216) 485-9184 • Treasurer: Bob Ugan – (216) 695-0038
Membership Chair: Dan Izuka – (440) 734-5777

LEW Club Weekend & Holiday Ride Schedule

Nov. 2	9:00	Red Flannel Metric Century, Oberlin – 32 or 63 miles. Contact the Lorain Wheelmen for directions and details at (440) 775-1501.
Nov. 9, 16, 23, 30	10:00	Olmsted Falls East River Park – winter ride – weather depending.
Dec. 7, 14, 21, 28	10:00	Olmsted Falls East River Park – winter ride – weather depending.
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.
Jan. 4, 11, 18, 25	10:00	Olmsted Falls East River Park – winter ride – weather depending.

Ride Start Locations

Olmsted Falls	Olmsted Falls East River Park is on Lewis Road 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, located ½-mile south of Detroit Road, in Lakewood.

Weekly Rides

The weekday rides are over for 2003, and will return in the spring. Please check the LEW Web site for any last minute news or pickup rides. The Wednesday night rides, formerly out of Kamm's, will continue year-round, weather permitting, from the parking lot behind the Fairview Park Post Office (at West 220th Street & Lorain Road), from now on. For details, contact Doug Barr at (440) 734-1715 (ospdoug@aol.com), or Ed Wheeler at (440) 572-1122 (wheels@ameritech.net). 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 is also planning to resume the Saturday Morning Urban Assaults, on an impromptu basis, starting the second Saturday in November, weather permitting. These rides travel through the Westside neighborhoods through the city center and over to the East Side for lunch at some of our favorite restaurants like Presti's. The pace is moderate, but best be prepared for cold weather and city streets. Members wishing to participate are urged to contact Doug in advance by email (see above), and can expect notification by email on the Wednesday before the intended ride.

LEW WEB keeps club informed of late breaking news

To keep informed of late breaking news and location of rides during the year check the LEW club site out at: <http://www.lakeeriewheelers.org>. The LEW club email list is at lakeeriewheelers@yahoo.com. If you aren't receiving weekly ride updates and have email, let us know and we'll put you in the address book.

The 2003 Ohio Bike Path Series

Another season of Bike Path Rides comes to a close, and we wish to 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 well attended as a dozen people accompanied Dan Izuka and family along the ABC Trail from Alexander Road to Kent.

Women Only Rides

This season, in an effort to expand the types of riding that the club organizes, we offered a *Women's Only* ride on the third Saturday of each month. We enthusiastically and 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 season ended well with trips to Kelley's Island, and to Malabar Farm. The Malabar Farm ride was attended by 12 riders who braved the hills and a 190-mile weekend (a few more miles for some), and we only lost one rider! She managed to find her way to Mansfield, and was rescued there. The trip featured a home-cooked spaghetti dinner, which included gourmet mushrooms purchased during the tour at a mushroom farm we visited on the way down.

As of this writing, Doug Barr is planning a weekend trip to the Youghioghenny Trail east of Pittsburgh, weather permitting.

Cross Country Skiing at Chapin Woods

When the streets are snow covered or it's snowing 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 October Club Meeting

Following a reading of the minutes from the previous meeting (March 2003), we heard the treasurer's report, in which we were assured of a comfortable balance to cover the club's expenses. Club president Tom Meara announced a need for volunteers to help out on club jerseys, to take over from Bob Parry. Dan Izuka stated that decals and golf-style shirts were available, as was custom embroidering of the club logo on garments of choice; anyone interested in either should contact Dan.

After mentioning that nominations for club officers will take place at the November meeting (see below), it was announced that Russ Marx would host the club Christmas Party (and December meeting, see below) for the third year in a row. There followed a discussion of whether to move the Wheeler's Post Office box from its current location in Lakewood, to the Post Office in Fairview Park. Discussion was tabled until the November meeting, at which time the club will vote on it. Also up for discussion at a future meeting is the possibility of moving the Sunday start time to 8:00 AM for "A" pace rides, and 9:00 AM for B-C rides; the vote will be held at the December meeting/holiday party.

As Jim Guilford will be retiring as editor of *CrankMail*, the Cleveland Area Bicycling Association will take over publication of *CrankMail*, with Tom Meara and Marty Cooperman jointly assuming editorial responsibilities, starting in January 2004.

Due to complaints from merchants at Kamm's Corners (we took up too much parking space, it was claimed), we are obliged to locate a new starting location for the Wednesday night "A" rides. A new location is being sought by Ed Wheeler and Doug Barr (the Fairview Park Post Office parking lot, see above). It was mentioned that membership brochures were needed to pass out at club rides, as nonmembers were showing up, possibly interested in joining. Tom Meara said that an effort would be made to provide brochures for distribution at future rides.

Two interesting ideas were presented: the "LEW Lending Library," and "Bike Mechanic on Loan." Members with books on bicycle activities, including maintenance and repair, and other aspects of bicycling, would be requested to loan their volumes to the LLL, from which other members might borrow as needed, after signing for them so as to keep track for the sake of the original owners. Members with skill & experience in bicycle maintenance & repair could volunteer their expertise to assist and guide other members in working on their bikes. Volunteers and helpful suggestions (from members willing to help carry them out) are respectfully requested.

We are seeking nominations for the Member of the Year Award; please send your suggestions to the club email address (lakeeriewheelers@yahoo.com).

The meeting ended with presentations from Lois Cowan of Century Cycles, on the recent controversy regarding on-air comments by WMJI morning personalities (and listeners calling in), and similar controversies at other ClearChannel outlets in Houston, TX and Raleigh, NC. This was followed by a presentation by local bicycle advocate Fred Oswald, on the subject of safe "Bicycle Driving."

The November Meeting, Officer Nominations

The next meeting will be held on November 11, 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 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 run the same risk.

Club Holiday Party

Russ Marx has graciously volunteered his house for the annual Club Holiday Party, which will be held on December 6, 2003. The party starts at 7 PM.; diehard riders are encouraged to bring their bikes for the traditional pre-party ride, starting at 6 PM. 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 Web site for more info, or call: Tom Meara at (440) 777-2563, or Russ at (440) 582-3454.



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And many more soon....

For 2004 we have an amazing year ahead of us. With our HUGE Outdoor Demo Day with over 30 vendors attending, we are also giving away a trip. To what and where you may be asking... How about the best place to see the latest and greatest in bikes and gear before they are out... The Interbike Trade Show in LAS VEGAS!!

We are giving away a trip to the 2004 Interbike Show. Included is airfare for two, hotel stay, tickets to the show and CASH! The show is October 4th thru the 8th. Six days and 5 nights in SIN CITY!! You must be 21 to enter. One entry per person. No purchase necessary. The drawing will be held on June 15th of 2004 at Parkside Cyclery. Stop by and enter at the store or the Outdoor Demo Day! This really is a chance of a lifetime for someone interested in cycling. Normal Joe Consumer can't get into this, but one lucky person can!

Call the shop for current store hours, directions or to just chat away (and of course for questions about the VEGAS Trip).

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BIANCHI EROS: racing green, low miles, excellent shape, with LOOK clipless pedals; \$450. Also: Xport rooftop bike carrier with cargo straps; \$75. Call Bruce: (440) 893-9272 (Chagrin Falls)

BIKES & STUFF: KOGA-MIYATA road bike 58 cm., new frame, older components. Classic '60s Schwinn Stingray Jr. (red). Lake MX80 women's SPD shoe (42/10). New portable magneto wind trainer. Freestanding inversion bar exerciser with inversion boots. New tandem kick stand. All priced to move out of my apartment. Call John: (216) 291-8459.

CATEYE CS-1000 wind trainer, like new. Bought from Colorado Cyclist sell \$200, is half-price. Call: (216) 831-6248.

PARAMOUNT ROAD RACING 51 cm., Columbus steel, Corvette white, Shimano, Durace, Campy Record hubs, Mavic rims, Vittoria tires; mint condition. \$950. Call: (216) 831-6248

TREK 1400 54 cm, red, eight-speed, Shimano 600, TTT handlebars, Specialized tires, Ultegra wheels; includes Performance aero bars. Perfect training bike. \$350. Call Tim: (216) 832-2287. Email: tpllhofer@yahoo.com

MAVIC COSMOS training/racing wheels with eight-speed cassette, 700C. \$150 for set. Call John: (216) 226-0871.

expire Nov./Dec.

BIANCHI EROS 54cm, hot pink 1993 bicycle. Shimano RX100 components, triple crankset, LOOK pedals, aero bar, Cateye computer. Low miles. Asking \$250. Call: (440) 748-9404. Email: slk2@nccw.net

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CENTURY CYCLES Bicycle Maintenance Classes!

Winter 2004

Introduction to Cycling

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

(1) two-hour class - \$15

Session A – Monday, March 15

Session B – Tuesday, March 16

Intermediate Maintenance (Tune-up)

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

(2) two-hour classes - \$60

Session C – Tuesday, January 20 & 27

Session D – Wednesday, February 4 & 11

Session E – Monday, March 1 & 8

Advanced Bicycle Maintenance and Repair (Overhaul)

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

(3) two-hour classes - \$100

Session F – Wednesday, January 14, 21 & 28

Session G – Tuesday, February 3, 10 & 17

Session H – Monday, February 9, 16 & 23

Session I – Tuesday, February 24, March 2 & 9

Wheel Building

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

(2) two-hour classes - \$60

Session J – Monday, January 26 and February 2

Session K – Wednesday, February 18 & 25

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

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

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