



OCTOBER 2004

\$1.50



THE VOICE OF CYCLISTS IN NORTHEAST OHIO



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.

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

Cash amounts determined by participation.

\*All first place race winners will receive awards. No cash due to legal issues.

Start Times:

12:00 p.m. - B Race;

Cats: IV, Sport (45 mins + 1 lap)

12:05 p.m. - C Race;

Beginners/Novice (30 mins + 1 lap)

1:30 p.m. - A Race;

Pro, Cats: VII/Expert (60 mins + 1 lap)

Sun, Oct 24 Sherod Park, Vermillion OH

Sat, Oct 30 Cahoon Park (North), Bay Village OH

Sun, Nov 07 Broadview Hts. Park, Broadview Hts. OH

Sun, Nov 14 Broadview Hts. Park, Broadview Hts. OH

Sat, Nov 20 Cahoon Park (Rose Hill) - Bay Village OH

Sun, Nov 28 Boughton Farm - Copley OH

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SERIES 2004

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



## ***The Voice of Cyclists in Northeast Ohio***

PO Box 5446 , Cleveland, Ohio 44101-0446

On The Web @ [www.crankmail.com](http://www.crankmail.com)

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**ISSUES** are published 10 times a year dated: Jan./Feb., March, April, May, June, July, Aug., Sept., Oct., Nov./Dec.

**DEADLINE** for copy: the SECOND Friday of each month before publication. Copy or ad materials including advertising insertion orders must be received on or before the deadline in order to assure inclusion in the intended issue. Email ad copy to [crankmail@wowway.com](mailto:crankmail@wowway.com). **Next Deadline: October 15th.**

**CRANKMAIL (ISSN 1060-085X)** is made possible, in part, by a portion of club dues allocated to its publication and distribution by the bicycle clubs listed above. The support of commercial advertisers who appear on these pages is also vital to the continued publication of *CrankMail*. Shop globally, buy locally!

## From the Editors

While stopped at a traffic light, the driver in the car next to me rolled his window down and asked me, "why do you cyclists insist on riding in the road?" Dumbfounded because the tone was reasonable and did not include an epithet, I was not sure how to reply. Trying to understand the reason for the question, I answered, "Because it is safer". The driver had a puzzled look as he drove off.

Each of us have our own reasons for riding, probably several of them. We know there is risk and accept it because of what cycling gives back. The sentiment expressed in the cartoon below reflects that view quite well. In this year when we've had two tragic accidents we may question the wisdom of sharing space with 2000 pound vehicles, however, I know that because of the bicycle my life is richer and will hopefully be longer. Were I to hang up my bike today, I would immediately feel 20 years older. We thank Jef Mallett, an avid cyclist, and United Media for permission to reprint this cartoon.



This month's cover is a 1901 photograph of Clyde Embree of Burns, Oregon courtesy of [historicphotoarchives.com](http://historicphotoarchives.com). Mr. Embree was a student in Dallas, Oregon and would ride his bicycle from the Willamette Valley 280 miles back home to Burns for the summer to help with the harvest.

Martin Cooperman and Tom Meara, Editor & Publisher  
September 2004

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# Gossip

Several news outlets including **CNN** and the **New York Times** are reporting a problem with **Kryptonite** bicycle locks. Seems that the highly rated and widely used U-lock models with a circular key can be opened easily with the shell of a Bic pen. The design flaw was actually first reported in the UK in 1992 but recently has been spreading through chat rooms and finally made it to the mainstream press. Kryptonite said it would accelerate introduction of a pen-proof version and late Friday, said it would offer free upgrades or rebates to customers depending on when they bought the affected locks.

**Bill Andersen** of Yuma, Arizona will be leaving San Diego on 9/25 on a cross-country bike trip hoping to dip his bike in the Atlantic at Jacksonville Beach on 10/10. What makes this newsworthy is that Bill is 78 years old and is expected to be the oldest person to do so. He recently road from Mexico to Canada in 10 days, 15 hours. Bill has been active most of his life, serving in the 82nd Airborne during World War II and also served in Korea. His typical training day is 125 miles. Bill is riding to raise support for the **Crossroads Mission Homeless Shelter** in Yuma. In case you were wondering, Bill is the same age as Queen Elizabeth, Alan Greenspan, and Hugh Hefner (just to name a few).

**The Lake Erie Wheelers** are looking for the notables who rode the **2004 Eric's Hill Climb Challenge**. They would very much like to know how many of the 29 riders climbed all 14 hills, and how far did the remainder go? Appreciation towards the participants hardy enough to ascend

all or most of the 14 hills in this challenging event will be mentioned in the next CrankMail. You can contact LEW at lakeeriewheelers@yahoo.com, or by phone at 216-485-9184, before October 15th.

**Bill Plessinger** of Lake County may discontinue the **Lake County Bike Expo** at LakeFarm MetroParks if local bike shops do not show more interest in the event. If you would like to see this event continue please encourage your local shop to contact Bill at bplessinger@lakemetroparks.com to show interest in exhibiting during the 11am to 4pm, April 17, 2005 event.

The **Tour of Hope** needs help! The tour, sponsored by Bristol-Myers Squibb and featuring **Lance Armstrong**, is more than a bicycle ride. It's a monumental testament to how far we've come in treating cancer, and a reminder of how far we have to go. The 2004 tour ends with a 26-mile rund-raising event in Washington, DC and hundreds of volunteers are needed to serve as course marshals, registration workers, bike-parking attendants, and aid-station assistants. To sign up or to offer your services as a volunteer, visit this link: <http://www.tourofhope.org>.

We've heard that the **United States** is holding a presidential election in 2004 which is generating a lot of interest. Contrary to popular belief, we have learned that if enough people actually cast their vote for one of the candidates, the person with the most votes might actually be sworn in as president! Now is your chance to shape world history. Exercise your responsibility this November 2nd and

## Vote!



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

**email: [clevelandtourclub@hotmail.com](mailto:clevelandtourclub@hotmail.com)**  
**[www.clevelandtourclub.org](http://www.clevelandtourclub.org)**

Hello Fellow CTCr's. Please welcome the following new member : **Mike Powers** of Euclid.

No news or stories to report this time. If you have something that you would like to share with oither CTC members, please feel free to let me know – **Freya Turner**, 216-795-0407 or 216-750-6607 or through e-mail at [freyat@hotmail.com](mailto:freyat@hotmail.com).

#### **RIDE SCHEDULE**

<b>DATE</b>	<b>Time</b>	<b>Ride/Terrain</b>
Oct. 3	9:00	<b>LANDERWOOD</b> to Walden (35) Mantua (55) Hiram (75) Rolling / Hilly
Oct. 10	9:00	<b>NORTH CHAGRIN</b> – Eddy's Fruit Farm Ride (30, 45) Hilly
Oct. 17	9:00	<b>CHARDON</b> to Burton (30) Middlefield (45) Rolling
Oct. 24	9:00	<b>CHESTERLAND</b> – Hubbub to Chardon (30) Burton (45) Rolling / Hilly
Oct. 31	9:00	<b>GURNEY SCHOOL</b> to Geauga Lake & Chagrin Falls Rolling / Hilly
Nov. – Feb.	10:00	<b>NORTH CHAGRIN</b> Pickup Ride to various locations if dry and over 40 –Group decides the destination

#### **RIDE START LOCATIONS**

**CHARDON** - Rt. 6, Chardon Plaza, parking across from McDonald's

**CHESTERLAND** - Hubbub Custom Bicycles, 8005 Mayfield Road, east of Caves Rd. in Chesterland

**GURNEY SCHOOL** - Bell Street, .5 mile west of Rt. 306 in South Russell (small sign at entrance)

**LANDERWOOD** - Landerwood Plaza at 87 and Lander Road – Near the bagel shop, Landerwood Plaza Shopping Center 30559 Pinetree Rd., Pepper Pike

**NORTH CHAGRIN** - N. Chagrin Reservation - Sanctuary Marsh Nature Ctr. lot, enter park from Rt. 91 south of Rt. 6



## October 2004 Calendar

Date	Starting Point	Destination	Miles	the etc's
10/03	Oberlin	Valley City	51	A familiar route
10/10	Amherst	Wellington	52	Cecil's is open again!
10/11	Amherst	Columbus Day	25ish	A U-Show ride
10/14	Nordson Depot	Prolog	<b>5:00</b>	A quick 25 before the meeting
	Nordson Depot	Meeting	<b>7:30</b>	Be there!
10/17	Oberlin	Lodi	57	A new & tested route
10/24	Amherst	Wakeman	42/49	A old standby with a cut-off!
10/31	The time changes to STD time at 2:00 AM this morning!			
10/31	Oberlin (8:30 EST)	Club Red Flannel	34/64	A chance to ride the ride

### ***Ride Start Times!***

**Sunday and holiday rides will start at 8:30 Eastern DAYLIGHT Savings time EXCEPT for 10/31 ... that's Eastern STANDARD time!**

**Saturday rides from Prospect School at 9:00** will continue. They'll be in the 22-35 mile range

**Tuesday evening rides will start at 5:00** from Prospect School (Oberlin) for the rest of the summer riding season

**Thursday evening rides will start at 5:00** from the City parking lot (Amherst). The meeting night prolog ride will start from the Depot in Amherst.

A note from Road Captain Dave: If you want your mileage totals to be added to the Cateye Totals, you'll have to send em in! Just e-mail (or snail-mail) em to Dave by meeting night and they'll get into the previous month's totals.



## ED RUSIN MEMORIAL

Sponsored by the Lorain Wheelmen  
*A Ohio Bike Calendar Supporting Ride*

November 7, 2004

The thirtieth (30) 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 7, 2004.

**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 145 and take route 57 north to route 2. Take route 2 west to the route 58 and proceed south on 58 to Oberlin. From the west, exit the Ohio Turnpike at exit 135 (Baumhardt Road), turn south on Baumhardt Road to Route 511. Turn left (east) and proceed into town. Turn right (south) on Main ST (route 58). The Community Center is just off S. Main Street about three blocks from Tappen Square (look for the caboose). There's limited parking at the Center and on the street, but ample parking is available across 58 in the grocery store lot. Look for parking signs!

**REGISTRATION** ... Advanced registration (\$10.00) will be accepted until October 29, 2004. Late registration (after October 29th 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 familiar to regular Red Flannel riders. Mill Hollow has been improved with a sweeping (longer) climb on the east side. The route will generally be rolling with the exception of the river valley climbs. The route will be marked at each turn.

**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 about 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
www:	<a href="http://www.eriecoast.com/~lorainwheelmen/lor_rf.htm">http://www.eriecoast.com/~lorainwheelmen/lor_rf.htm</a>





P.O. Box 844 Medina, OH 44258

Contact the following for information

**[www.medinabikeclub.org](http://www.medinabikeclub.org)**

President: Shawn Conway	330-764-3019	the5conways@earthlink.net
Vice President: Dave Ling	330-416-9421	ldbl3000@aol.com
Treasurer: Glen Hinegardner	330-725-8430	biker10260@aol.com
Secretary: Lou Vetter	330-725-0441	bikevetter@aol.com

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### **Tuesday Evening Rides**

Starting at 6:30pm (Pace: Moderate 12 - 15+ mph)

Starting Points: September - OK! So we used Buckeye Woods instead  
We'll see you in the spring; try hiking or off-road cycling this winter.  
Located North of Hamilton Road on Plum Creek Parkway.

### **Sunday Morning Rides**

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

Starting Point on Historic Medina Square. Please park in the Courthouse  
Parking Lot At Jefferson and E. Liberty St. off the Square.

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### **BICYCLE HELMETS REQUIRED ON ALL OFFICIAL CLUB RIDES**

**Rants and Raves:** We're doing it again. Our advertised 12 to 15 mile per hour pace has escalated to a 15 to 23 mph pace. This late in the season recreational cyclists have improved resulting in faster speeds.

Jimmy (Legs) MacDonald is our esteemed racer dude and he races for the Summit Freewheelers. Jimmy has been burning up the courses all summer; most recently finishing 21<sup>st</sup> in the "Savage Hill Stage Race". This is a really good performance. Jimmy raced against 78 other riders and in stages three and four tied the overall winner.

The club moved it's September starting location on Tuesdays to Buckeye Woods Park. This was for safety reasons. We also started at 6:00 pm because of the loss of daylight. Get ready for FFF(ffff).

## LETTER FROM VETTER:

**Nova Scotia:** Tom and I learned not to take pictures of the border gates on our return to the states. I leaned out the window and snapped two pictures of the crossing gates to document the ending of our vacation trip. Then as the border guard asked us questions about where we went, what we did, and did we buy anything etc. When he asked "you didn't take any pictures in the gate area of course I said, "Yes, I took two pictures". Next we were asked to pull over and park the car. He asked for my camera and both of our driver's licenses then ushered us inside to a waiting area. Apparently our backgrounds were acceptable and we were allowed to leave. Now Tom has this wonderful story about how I almost got him arrested.

To get to Nova Scotia we took the ferryboat from Wood Islands. Every community has a person or two known to all as the town characters. We observed a couple of ladies that must be characters for some community somewhere. They looked alike and must have been sisters. Both looked to be near seventy years of age but dressed like teenagers. Both had strawberry blonde hair pulled up in a twist. They had tons of eye shadow like Tammy Faye Baker. I'm working my way down. Under satin team sports jackets they wore peasant blouses with scoop necks and a modest showing of cleavage. They both had dark tans and long legs. Oh yeah, they both were wearing short shorts. One had on black roman style sandals. Of course you must have guessed by now the straps went to mid calf. A picture of loveliness in and of itself to complete the picture they were accompanied by two preteen girls.

The boat docked and we drove to Halifax to stay in Dalhousie University for a week. We were on the third floor with the Ontario Province boys and girls basketball teams. Showering was a new experience because the six showers were all in the same room. Each had a partial door for privacy but hearing some girl screaming about the hotness of the water made me kind of nervous. Oh did I mention the team was here to be in the Canadian 14 and under basketball tournament. That's fourteen years old and younger. These kids were having a good time and all the provinces had their teams staying here too. Since Ontario starts with "O" and ends with "io" just like Ohio, we were rooting for them. We even went to see the final game of the tournament. The Ontario girls lost to British Colombia but boys won in a great come from behind victory over British Colombia. Tom had built up a friendship with the Ont. Coaches and they thanked us for coming to the game and supporting their teams. Later that night we heard kids singing "We Are The Champions" in the driveway under our windows. They should stick to sports.

The tall ships were in port so we had to go see them and take pictures from the bridge over the bay. After that we went to dinner at Alexander Keith's Brewery. There was a line of people a mile long but thank heaven they were all waiting to buy cases of beer so we got in to eat quickly. We must have gotten there just in the nick of time because as we were leaving the hostess was sending would be customers away saying they ran out of food. Oh, that was just part of it. Since the streets were closed for the "Natal Day" and Tall Ships Festival they did not know if they could even get a delivery of food to the

restaurant during the next two days. We didn't go back. The next day we drove to Peggy's Cove to look at the lighthouse and fishing village. It is beautiful. No wonder it is called the most photographed spot in North America. We also took our bikes and rode from the visitor center at Hubbard around the peninsula between Saint Margaret's Bay and Mahone Bay.

The ride was 67 kilometers and provided some adventure in its own right. About half way we stopped for ice-cream and as we sat eating our cones an elderly lady using a walker stopped at our table and said "here's my bikers". She used to live in the area and saw us riding up near her old house. She told us about how she met her husband on a seventy-five mile bike ride in the hills of England. She explained that she was a poor working girl and because she had to work 96 hours per week to get by she didn't have the money to afford a "Sturmey Archer". "That's a three speed you know" she said as she further explained how she and her husband used to take long hundred mile rides on the weekends. She said she almost went two hundred miles one day, "British Miles" that is. She was very sweet and a pleasure to talk to. We said our goodbyes and left.

Next we came to New Harbour and explored the areas around the fishery. I climbed over some boulders and rode around on this large flat granite surface. The large slab sloped down to the bay and later at the tourist info center we were told it was used during the whaling days. The fishermen would hoist the whales up onto the granite slab and butcher them there. Cleanup was easy, as the blood would flow down the granite back to the bay. Toward the end of our ride we came upon a sight that surprised us. We had been riding along the coast of the two bays and therefore lots of fishing villages dotted the shore along the way. At one village we noticed the guardrail was covered in fish net. Apparently the nets needed to be dried and the most efficient method is to drape the nets over the guardrail at the side of the highway. Those nets were at least the length of a football field.

When we got back to Halifax I was out of film and Tom had filled up his memory cards in his digital camera. We headed to the mall to take care of our photo needs. There we were told about an authentic Mexican Restaurant. So given directions and having maps off we went to diner. We missed the restaurant three times before finally spotting a painted PT Cruiser with the restaurant's name on it. As we entered the restaurant we realized that Canadian's must have a different meaning of "Authentic".



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The restaurant was in the downstairs of a house and the reason we didn't find it faster was that a large sign over the front porch proudly proclaimed "TATTOOS". The sign was as wide as the house and about three feet tall. Oh, the owner of the restaurant was from England, not Mexican at all. I didn't even see one Mexican near the restaurant. The food was good but no heat. It wasn't hot at all.

On another dinner run and using the car again. I spotted a bag lying in the street right on the yellow line. I said I want to go get it and Tom said, "Knock yourself out". So I did. As I was picking up what turned out to be a ladies purse Tom drove through the intersection turning left. Here I am standing in the middle of the street with traffic coming at me from both directions and Tom just ditched me. Well not quite, he pulled over to the curb and was waiting. He told me that he didn't want to get rear ended at the light. I think he just didn't want to miss the green light.

I opened the purse trying to discover the owners name and an address or phone number. I couldn't find a phone number but I found a cell phone and Tom searched the directory for the owner's name. When Tom mentioned "Peter" I said "call that one, it's her husband, I saw his name on her checks". Tom pushed the button and handed me the phone. Next I was talking to Peter and telling him I had just found his wife's purse in the street. As we were talking his wife drove into the driveway and parked. Peter has a sense of humor because when I said "she may not even know her purse is missing" he responded "she does now, she just got out of the car looked at the roof of the car, and now has her face in her hands". He asked me "where are you?" Tom and I didn't know where we were so we couldn't tell him. But I told him where we planned to eat dinner and he knew the restaurant well and said his wife would meet us there.

Tom and I sat down to enjoy a fine Italian dinner. The owner of the purse arrived and the hostess came over to get the purse for her. Then she came over and thanked us personally for returning her purse so quickly. I told her that her cell phone was still on because we didn't know how to turn it off. She responded that it was ok because she leaves it on all the time. She thanked us again and left in a hurry because she had to deliver a baby. On her way out she gave the hostess a twenty-dollar bill to pay for our bottle of wine. There are still some untold stories but they must wait.

Next we went to Digby, NS famous for scallops and home of the world's tallest tides. We camped there two nights. While there I witnessed a shipwreck. It was more of a deck splitter. That's like a fender bender only with boats. Some coast guard ship trying to dock rammed the fishing boat "Amidships". The next day we were waiting for the info center to open up when who should appear walking two dogs and pushing a Yorkie in a baby carriage. It was the two sisters from the ferry. They put the Yorkie on the ground to waddle around and it was apparent why they pushed it in the baby carriage. That little dog was fatter than a pot bellied pig and could barely walk. I mean barely. It took a few pitiful steps and then laid down to rest. Every town has one or more people to add to the "local color".

# Our Trip to Nationals by Jakob Smith

Hi, my name is Jakob Smith. I am ten years old and just started fifth grade here in Olmsted Falls. This is a true story about our trip to the National Track Championship in California.

This season started slowly for me. I broke my arm playing hockey in March and had to be in a cast for five weeks. I wanted to do really well this year in the State Championship and really wanted to ride the Nationals to see what they would be like. My age group is 10-12, but lots of times there is no race for us so I have to ride with older juniors and even the Senior Men 5s when I race.

While my arm was broken I kept skating anyway and rode my bike a lot. My first race back was the Race at the Lake and then I knew things would be ok because I won the 14 and under race. It was really good to be back on my bike. I kept racing and got a little down because I came in 2nd at States on both the road and the track, but my teammate and friend Kyle Hill won them both.

Nationals was to be at the new Home Depot Track in California. It is 250 meters around and 45 degrees in the banks. It is made out of wood. To get ready we raced a lot and went to Detroit to ride on the steep wood track at Bloomer Park.

When it was time to go, Braden my brother and my dad and I took a long plane ride. We had to stop in Chicago on the way to change planes. The airport there is as big as a city. The plane ride was boring and still fun. The food on the plane was gross.

When we got to California, we rented a car and went to our motel. Our bikes were already there. I got mine out of the box and put it together all by myself. We ate pizza and went to the track to practice. The track was really cool and fast.

Our goal for the Nationals was to make the finals in one event. In the 2000 meter race I placed fourth in my heat and made the finals right away. Braden just missed the final, he placed fifth, but only four qualified. In the final that night, I placed fourth in the final and scored omnium points.

The next day we had the 1000 meter race. I placed third again in my heat to make the final, but Braden just missed again, placing fifth in his heat. In the final there was a big crash that I really don't remember much of. I hit my head and face and got my eye brow burned off. They re-started the race, some kids didn't start because they were hurt. My brother and Mr. Boursaw from Seattle put another front wheel on my bike and got me back to the line for the restart. I was still dizzy a little bit. There were three of us sprinting for third place, but they both beat me by a little bit and I got sixth in the final. Boy was I sore. When we got back to the motel, my dad gave me some stuff for my head and a massage. He kept waking me up in the night to make sure I was ok. The last day we had the 500 meter race. Braden and I were in the same heat, I tried to lead him out so we both would make the final, but he got nipped at

the line again and placed fifth in the heat. I placed fourth and made the final again. That night in the final I tried my best. There were a couple kids I just had to finish in front of to make the podium. Boy was it close.

BUT I DID IT.

When the results were counted up I placed fifth overall. I was the only rider who was not twelve who scored omnium points. I think I did very well making the finals in all my events when I am only ten. It was lots of fun. I got to have my name announced and to go on the podium and get a medal. We also got trophies made out of pieces of the track because the Junior Track Nationals were the first real race on the track.

On the plane ride back, Braden and I were tired and slept most of the way. This time we stopped in North Carolina to change planes.

Next year, Nationals are in Pennsylvania and I am going to work really hard this winter and next spring so I can do even better.

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# Cleveland Bikes

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## **Bike Access on the RTA – UPDATE!**

ClevelandBikes in coordination with the cycling community has worked with the Greater Cleveland Regional Transit Administration to expand RTA ridership by increasing bike accessibility to buses and trains. In response to a note from ClevelandBikes, RTA recently reported that bicycle ridership has nearly doubled since the program was initiated in July 2002, complimenting groups like ClevelandBikes for their role in expanding RTA ability to serve the cycling community.

RTA officials released the data in response to an August letter, in which ClevelandBikes raised several issues, urging further steps to expand the RTA's support for bicycling by removing the prohibition on bicycles in the RTA terminal during "peak" hours and transit hook enhancements to improve the efficiency and safety of bicycle transportation on RTA trains.

ClevelandBikes wrote that "current rush hour restrictions are overbroad. [leading], in some cases, to contradictory, illogical results," noting that cyclists would be barred from riding in an empty train on a "reverse commute," heading west or east from downtown in the morning hours or back into the central city in the late afternoon or evening. Additionally, ClevelandBikes recommended safety changes to prevent bike transportation from conflicting with legal requirements for safe and accessible transportation by handicapped patrons. Acknowledging that handicapped riders are a higher priority, ClevelandBikes recommended "hanging hooks" during train repair and rehabilitation, to accommodate more bicycles and improve efficiency, assisting to identify potential manufacturers.

RTA noted that "to date, RTA has not recorded any customer injuries or property damage from bicycles." Joe Calabrese, RTA CEO/General Manager "asked staff to explore allowing bicycles on trains during rush hour under non-crowded conditions," requesting additional ClevelandBikes input. With regard to installing hooks to increase the capacity to transport bicycles, RTA offered to partner with ClevelandBikes to identify potential funding, as the enhancements could not be addressed in the current budget. ClevelandBikes has previously discussed funding issues with NOACA, a regional transportation infrastructure organization that could target state transportation dollars to a project. In other news, RTA also identified that approximately 60 bike racks will be provided by the City of Cleveland for RTA's red, blue and green train line stations. ClevelandBikes will continue to work on the bicycle/RTA partnership and report back on any progress.

## **Road I & Kids II Classes Continue!**

Ohio City Bike Co-op continues to offer biking classes. For more information on BikeEd programs contact Jim Sheehan at Ohio City Bike Co-op at 216 830 CO-OP (2667) [www.ohiocitycycles.org](http://www.ohiocitycycles.org)

## Upcomming Events

### **Saturday, October 2nd: Take a Kid Mountain Biking Day at West Branch**

Open your calendar and clear a few hours on Saturday, October 2nd, for National Take a Kid Mountain Biking Day. It's pretty simple: find a kid, get them a bike and helmet, select a route (or join CAMBA at West Branch) and go for a ride! The key is to make it fun so kids are psyched to ride again. To celebrate this day, CAMBA will be hosting a ride for kids at West Branch State Park. We'll be posting more details o-n the ride as the date gets closer...

Childhood obesity in the United States has reached an all-time high. Experts say that the current generation of U.S. children could actually have a shorter life expectancy than their parents. IMBA and CAMBA believes mountain biking can help reverse this trend. We need your help to get kids back o-n bikes.

IMBA's National Take a Kid Mountain Biking Day celebrates the life of Jack Doub, an avid teenage mountain biker from North Carolina who passed away in 2002. Funding is provided by the Jack Doub Memorial Endowment, Schwinn Bicycles, and the Goldsmith-Greenfield Foundation.

Note: October 2nd is the day before the OMBC race at West Branch which means you've got an excuse to spend the whole weekend mountain biking!

### **Saturday Morning Rides @ OCBC**

Join Ohio City Bike Co-op (OCBC) and avid cyclists every Saturday morning at 10:30 am for their weekly ride. Go to [www.ohiocitycycles.org](http://www.ohiocitycycles.org) for information and directions.

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## **MEMBERSHIP**

**ClevelandBikes Membership levels available! Help support safe cycling in your community!!**

STUDENT – for persons enrolled in school fulltime

BASIC – members @ this level are entitled to participate in all ClevelandBikes

Programs without voting privileges

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

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Each membership includes one year subscription to CrankMail: The Voice of Cyclist in Northeast Ohio

Contact Cleveland Bikes at [www.clevelandbikes.org](http://www.clevelandbikes.org), or write: Rob Shwab ClevelandBikes  
2992 Monmouth Rd. Cleveland Heights, OH 44106 for more information.

# Can You Fall Asleep While Riding a Bicycle?

I didn't think so. I mean, with your legs pumping and your heart pushing that blood around, your brain's likely to be in the path of enough of that blood to provide for sufficient wakefulness. Unless, of course, you're suffering from a woeful sleep deficit.

One weekend this past summer, Edie and I drove to Pennsylvania to visit her folks' cottage. It was a nice relief from the rigors of work. We'd been up late that week riding in fine summer weather during the coolest part of the day – the evening and hadn't quite caught up on our sleep. A weekend in the country would take care of that.

But with one thing and another we didn't get the chance to leave town until late in the evening and didn't arrive till it was past midnight. And well past that before we set up our sleeping bags on the rear deck and enjoyed a cool night under the stars.

Edie's parents, however, keep farmer's hours, early to bed and early to rise, and were awake with the sun. Not wanting to be rude guests, we followed suit, at least on the 'rise' part, and tried to look bright and cheerful at the breakfast table. I imagine we succeeded, since Edie's Mom, rather than suggest a post-breakfast nap, instead proposed a bike ride along a nearby creek on a newly-created bike path. Trying to look bright and cheerful, we agreed.

Since Pennsylvania is hilly and Edie's Mom is a beginner, we agreed to cycle to the start in Brockway, where she'd meet us by car. From there we'd have a gentle pedal along the creek to the town of Ridgeway where we'd stop for lunch. You'll notice most Pennsylvania towns have names that end in 'way', like Philadelphiaway and Pittsburghway.

Our timing was impeccable. We arrived at Brockway just moments after Edie's Mom had unloaded her bike from the van. We had a nice, relaxing cruise down the bike path, passing only a few others along the way. At Ridgeway we toured the local antique shop, bought some old post cards and enjoyed our lunch in a lovely old rural restaurant, where the waitress (not 'your server') calls you 'Honey' and no one takes Visa.

By this time, the heat of the day was upon us. As was the aftermath of lunch. You know the feeling, that subtle lethargy that creeps up on you and makes you think of big southern verandas with hammocks swinging gently in the breeze. Well that hammock was swinging back and forth, and back and forth as I chatted with Edie, chatted with her Mom, lazily rode a bit ahead, mesmerized by the meandering creek and the trees overhead and sound of fine gravel on the trail and the next thing I knew was this funny sense of falling.

Bam! Down I went. Right into that gravel at all of 6mph. I jolted awake. The ground was sideways and 3 inches from my face. My right elbow hurt a little, as did my right hip. The bike was lying on top of me. It looked at me funny, as if to say: 'what was THAT?' 'I mean, I can understand when you run me into chuckholes you can't avoid on the way downtown, and even when you run me into car mirrors and streetposts when you're not paying strict attention. That I can forgive. But what was THAT?' Edie and her Mom pulled up. Concern poured from their voices; embarrassment flowed from mine. 'What happened?', they asked. 'I think I fell asleep'.

**Marty Cooperman** normally attempts to ride while awake, especially when others are there to notice.

# Hey Cranky.....

I read the story of the Wilderness 101 ride in last month's CrankMail and believe that has got to be one of the hardest rides around, do you know of any that are more worse? - Trina Forest

Trina, I agree the Wilderness 101 looks like a really tough ride and your question prompted me to do a little research into the most difficult one-day rides. I limited the search to one-day events to exclude the multi-day randonneuring brevets such as Boston-Montreal-Boston which fall into a separate category.

The Wilderness ride is nasty at 101 miles with 10,000 feet of climbing (and on dirt to boot). Of the 208 who started the ride, all but 14 finished (93%). The best time recorded this year was 7 hours, 10 minutes.

However, I found another nearby mountain bike race, the Shenandoah 100, which boasts 12,000 feet of climbing, but then, it is a whole mile shorter. This race has been running since 1999 and in 2004 had 88% of the 297 entrants finish the race. The best time was 7 hours, 23 minutes. The last finisher struggled in 15 hours and 10 minutes after the start. Assuming the same crazies would sign up for both, the fastest time of the Shenandoah being 13 minutes longer suggests it may be just a bit more difficult.

Out west they boast that their mountains are taller than ours (but not as steep) and hold a special event, the Durango 100. The Durango reaches a maximum altitude of 11,500 and breaks the 11,000 foot mark on each of its three loops for a total gain of 17,000 feet. The higher elevation could account for the 1<sup>st</sup> place time of 9 hours 45 minutes, over 2 hours longer than its eastern cousins. The resulting brain damage of riding so high for so long could also explain why they sign up year after year. Vail Colorado has been holding a 100 mile race since 1999, the Vail Ultra 100, but it does not appear as challenging.

Roadies have been dreaming up these crazy 'ultra' rides for a quite bit longer.

The Assault on Mount Mitchell (AoMM) has been making people hurt since 1976. It begins like a typical century with 1500 cyclists riding north from Spartansburg, South Carolina through rolling hills towards Asheville. What you don't realize is that even though the hills are rolling, you are continually gaining about 5000 feet of elevation for the first 80 miles. It is the last 22 miles however, that make it memorable since you gain another 6000 feet or so reaching the highest point east of the Mississippi, the summit of Mount Mitchell at 6647.

Another eastern ride, the Mountains of Misery in Newport, Virginia, appears to be more difficult than Mt. Mitchell with a double metric option with 13,000' of elevation gain. For the wimps out there, the Challenge Century option (100 mile), has nearly 10,000' of climbing, but don't worry - both still end with the climb up to Mountain Lake, a 5K category 1 climb averaging over a 10% grade!

It is the western mountains that again lay claim to the most challenging road rides, but in the end, it not the mountain range you would expect.

The Rocky Mountains form the Great Divide of North American and seem a likely place to find some gruelling rides. However, though the mountains are tall, they are also broad which means the grades are not as steep as other mountains. There is one ride worthy of note, the aptly named Triple ByPass. It covers 120 miles from Evergreen to Avon going over Squaw (11,140'), Loveland (11,990'), and Vail (10,560') passes, with over 10,000' of lung-busting gain.

Further west are the Sierra whose steep and jagged peaks send chills down the thighs of many cyclists. The Mount Shasta Summit Super Century proclaims itself the World's Toughest Century and boasts four significant climbs, which challenge you with 130 miles and 15,500' of climbing. What impressed me most about this ride was not the distance or the altitude but one rider's description of a descent;

we ... began an incredible plunge into the Middle Fork of the American River on a completely deserted road. Six miles down a curling ribbon of asphalt hewn into the canyon wall. The gradient and camber were so perfect that I almost never had to touch my brakes. I slipped into a hypnotic rhythm of slaloming down the turns, one side to the next, letting my leading leg pull me into the arcs, leaning the bike over gently to swoop around the bends. The sun had crested the high canyon walls and dappled the greenery cloaking the sheer granite faces as the road swung in and out of the sun...

Another challenge in the Northern Sierra is officially called the Tour of the California Alps but is known by the cognoscenti as the "Markleeville Death Ride". It celebrates it's 25th year in 2005. The infamous 129 mile, five pass course includes climbs over Monitor Pass (8314'), Ebbett's Pass (8730'), and Carson Pass (8573') with a total of 16,000' of climbing.

Still farther west is the Coast Range, not nearly as high or dramatic as the Sierra, but a cross between the high western peaks and the steep eastern hills providing the perfect venue for what, in my opinion, is the most difficult one-day ride. The Terrible Two was started in 1976 by three Sonoma County riders who were bored with the other double centuries and figured that a 200-mile course in and around Sonoma County would include some very challenging hills as well as some spectacular scenery. It does. In 28 years, only 226 riders have broken 13 hours. The defining features have always been its four big climbs, Trinity Grade, the Geysers, Skaggs Springs, and Fort Ross. A few gradients on the course exceed 15%, but many climbs stay in the 8-12% range for long distances. The first half of the TT climbs 7500' in 109 miles. The second half climbs nearly 9000' in 91 miles. Then there are the summer temperatures that often reach 100 degrees and start to wilt the riders after lunch. Having ridden a metric over part of the route, I can personally attest to both the beauty and difficulty of the Terrible Two.

So Trina, strap on your climbing shoes and start setting your goals for 2005!

# Yo, Wheelers!

Watch your e-mail! Our annual dinner will again be held at the Hillbrook Club. Our leader, Jim Gernstetter, guarantees a fun evening. Date, time and tariff will be announced.

Still no volunteers with respect to designing a new club jersey. If there is anyone who wants one of our current club jerseys call me. If we get enough orders, PyroApparel will make another run for us.



Sorry to report that long time former rider Manny Lang passed on. Manny was one of our early riders from the 70's. He will be missed.

If you have any new ideas for rides next year please call John Stork. All the groups are looking for something new and, in the case of the Over-the-Hill division, not challenging.

It is interesting to note the number of new bicycles our members are riding. While I was in love with my old Schwinn Paramount, it was old technology. I did not know better until I got my new Quest from B & K. The ability to shift using the brake levers together with index shifting is the greatest. It makes riding so much easier. I am sorry I did not trade up earlier.

Member Sheldon Korman both rode and observed the Tour de France last summer. He was with a group that watched the peleton go by and later was able to ride the same course ala Lance Armstrong. Sheldon reports that he had a great time.

May the Wind Always Be at Your Back

Ed Reichek

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## 2004 Western Reserve Wheelers Ride Schedule

Date	Time	Start	Destination	Approx. Miles		
				A	R	C
10/3	9:00AM	JCC	Hudson Reverse with Aurora ext.	50	38	28
10/10	8:45AM	JCC	Cider Ride to Patterson Farms	53		
	9:30AM	Elementary School			35	25
10/17	9:00AM	JCC	Sam's Tinker Creek w/Fall Colors	43	36	30
10/24	9:00AM	JCC	Circle Chagrin	48	40	35
10/31	9:00AM	JCC	Six Flags via Chagrin Falls	40	30	25
11/7	9:00AM	JCC	Pick Up Ride	TBD		
11/14	9:00AM	JCC	Pick Up Ride	TBD		
11/21	9:00AM	JCC	Pick Up Ride	TBD		
11/25	9:00AM	JCC	Thanksgiving Pick Up Ride	TBD		
11/28	9:30AM	JCC	Pick Up Ride	TBD		

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



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

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

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

### **News:**

We have been participating in planning Safe Routes To Schools activities for the Cleveland Municipal School District, in anticipation of their adding bicycling education to their current walking and "safe-house" mapping efforts. Tragically, "Safe Routes" here means safe from abduction or assault, rather than pleasant, traffic-calmed places to walk or bike, so we're patiently awaiting this program's maturity.

Our Earn A Bike course for the Slavic Village Development Safe Routes teen-leaders' mapping pilot project was very gratifying and productive: we will soon begin Earn A Bike programs at both of the schools involved. At least one of the teens from the mapping project will help out as a student leader – Cadell started out riding in the gutter (when he wasn't trying to get up on the sidewalk), but now can make a left turn from the left lane like nobody's business. He'll be a big help, and fun to have around.

The ribbon-cutting ceremony for the Veterans' Memorial (Detroit-Superior) Bridge promenade and bike lanes was a time of great political moment, though the sculpture, lights, fencing, etc. were not all yet installed. The bike lanes were mostly done, and the several of us in attendance concurred that they are a nice gesture, and will reserve judgment on their practicality and safety until the last bit's painted.

### **Upcoming events:**

The *Ghost Ride!*, our third annual costume night-ride and anniversary party, starts at **7PM Saturday, October 30<sup>th</sup>**. A short ride visiting local scary places (lights and helmets required) will be followed by a wild party for all ages, with famous vegiscaryan chili, live music, games and contests, and, of course, ghost riding. Details may be found in an ad elsewhere in this edition, and on the website. *BOOOO!*

### **Members' special:**

Held over from last month by total lack of demand: Free fender fabrication forum for first forty folks fore-arming for Fall! (If you want to make your own Chuck Harris fenders, we'll show you how, and provide all the materials, jigs and tools.) Maybe some explanation would help – Chuck Harris, creator of the best helmet-or-glasses bike mirrors, visited last winter and showed us how he makes fenders from strips of PET plastic, cut from 2-liter pop bottles and molded with a heat gun. They're super-light and durable, safe, and provide better coverage than any store-bought. They require a bit of work to make neatly, but are one of the more gratifying things you can do to make winter riding cleaner and more comfortable.

# Bruised Egos

by Christine Williams

I have become a solo sport kind of girl. Not that I'm not a team player. I am. But, as a teenager, at 5'3" and ninety-five pounds with my cleats on, I was less than competitive at the organized sports I tried. If I ever sunk a ball over the net, or cracked one past the pitcher, my Mom jumped to her feet and yelled, "Thank you, God!"

Yes...I enjoy individual sports now. You know... the kind where you're competing against no one but yourself, and you're not banned to the bench for too many net balls or strikes at the plate. My true love is cycling, but I also call myself a runner, a scuba diver, and a rock climber. There's nothing more serene than clicking into your pedals at eight A.M. after a cup of java and a light breakfast and heading out for a two or three-hour ride, just letting your body succumb to the primordial urge for motion.

Over the years, I've found myself having the desire to partake in some of the many organized cycling events our city has to offer. I have come to appreciate the safety that group rides provide. Our own Cincinnati Cycle Club offers almost daily organized rides, including longer, more challenging weekend ones on scenic routes. The Ohio Valley MS 150, a two-day journey covering one hundred and fifty miles of awesome roadway, is definitely one of the most rewarding.

I'm still a solo rider in these group rides, preferring to challenge myself, as opposed to hanging back to socialize with my more team-oriented friends. But for the most part, I just ride, taking in the tranquility of the countryside, feeling the burn of the quads while cresting the numerous hills on the route, somehow beautiful in their relentlessness. It was during my first MS 150 ride, several years ago, when I noticed the phenomenon that keeps me wondering.

So there I was, just enjoying the steady and precipitous decline of the road, when I came up upon a group of six or seven male cyclists in a drafting line.

"On your left!" I yelled as I passed each one and then quickly rode as fast as I could so as not to be in their way. Not yet a hundred yards later, what do you know; the same guys are passing *me* with looks that seemed to say, "Ha! Didn't think you could keep up that pace for too long, did you?"

*As if I wanted to!* Since then, I've become aware of this same occurrence on many occasions. Not just with me, but with many of the female cyclists I know, as well. The looks...followed by the churning legs in an attempt to

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prevent the pass; or, in having failed, to keep us girls far enough behind them to ever be so bold as to pass again.

I once had a discussion with a male friend who lives and rides in another state, and rarely in a group setting. He concurred with my observation.

"I would never let a girl pass me," he said without reservation.

"Good thing you don't ride with me, then!" I joked.

Surely, in this day and age, with prominent female athletes like Venus and Serena, Annika Srenstam, and Mia Hamm in the media, men should come to appreciate that athletic competence exists in women. Even local triathlons and cycling events consist of more and more women, close to half of participants. Both men and women have come to admire the muscular and toned physiques of today's women, a far cry from the "Twiggy" model of the 70's. At the risk of sounding like a hardcore feminist...sorry, guys, but some women can kick your butts!

There's just something about the strength to weight ratio of a woman that just seems natural that some girls will be better riders than some guys. It's not that I'm such an excellent cyclist that I routinely pass guys. Certainly, there are guys who ride much more often and consistently and, therefore, rarely get passed by anyone except the one at the end of the draft line moving forward. But the point is, girls can and do pass guys while cycling, and guys seem annoyed by it. Us girls want to know, "Why?"

Kathy Krumme, bike fit specialist at Oakley cycles in Oakley, Ohio agrees. "Any time you're getting passed by a fellow cyclist, it's frustrating. But it's especially jarring to the male ego when it's a female who's doing the passing," she says.

I know of an excellent female cyclist, a schoolteacher, who commutes to and from work every day, averaging 100 to 120 miles each week.

"Guys do hate to be passed by me," says Terry Ziska, from Columbus, Ohio. "Especially when I'm toting a school backpack...but sometimes it's the only way for a female to earn respect from men as a cyclist."

She recounts several examples of the "passing phenomenon" in her journeys. She even admits to a failed relationship with a guy, based almost solely on the fact that she became a better rider than he.

C'mon, guys, just ride! And ask yourselves, the next time you feel the urge to speed up at the sight of a female cyclist heading your way, and your heart starts racing and your legs start pumping, in fear of being left behind, why are you out there anyway? Aren't you pedaling for the workout, the sheer joy of the open road, the pursuit of fitness? Why worry about who is passing who? Just enjoy the moment and the scenery. And if you catch up, maybe we girls can teach you a thing or two about the timeless sport of cycling.



Your source for race information . . .

[www.pdqcleveland.org](http://www.pdqcleveland.org)



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## TEAM AND CLUB NEWS

Please contact **Bob Turba** ([rturba@jewels.com](mailto:rturba@jewels.com)) with your race results.

Need extra uniforms? Contact Marty Marsic ([Mmarsic@aol.com](mailto:Mmarsic@aol.com)) a few extras are available.

**Thursday night training rides** are still happening. Ride leaves from the Westlake Recreation Center (28955 Hilliard Blvd.) at 6 PM for Grafton and back. It is a 30-mile ride with average speeds over 20 MPH. For more details, please contact **Mehul Gala** at (330) 558-3196 or at [mehul\\_gala@yahoo.com](mailto:mehul_gala@yahoo.com).

**PDQ** riders continue to race well in the weekly **Westlake Training Series**. Season standings has Bob Turba in 25<sup>th</sup> in the A-Race and in the B-Race, Jason Rapp 6<sup>th</sup>, Jeff Plas 14<sup>th</sup>, Dave Kovach 17<sup>th</sup> and Al Marcossan 25<sup>th</sup>.

We had a good field of PDQ members at the **Valley City Road Race**. M35 - **Jim Cunningham** 6<sup>th</sup>, **Jeff Plas** 8<sup>th</sup> and **Michael Madison**, 8<sup>th</sup>. In C4: **Bob Turba**-6<sup>th</sup>, **Eric Collander**-8<sup>th</sup>, **Jason Rapp**-22<sup>nd</sup>, **John Hayden-Field**, **Mehul Gala**-Crash. C5 **Dave Kovach**-Field.

**Jim Cunningham** finished 2<sup>nd</sup> in the Savage Hill Stage Race racing with Team Lake Effect.

## LAKE ERIE RACING ASSOCIATION



For the most up to date calendar, please visit the Lake Erie Racing Calendar on the PDQ website ([www.pdqcleveland.org](http://www.pdqcleveland.org))



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## **LEW Club Weekend & Holiday Ride Schedule**

- Oct. 3 10:00 Malabar Weekend - Saturday/Sunday starting from Malabar Farm AYH  
Oct. 10 9:00 Brecksville (Station Road) to Kent - 45 to 55 miles  
Oct. 10 10:00 Bike Path Series: Alexander Road, ABC Trail to Kent - 25 miles  
Oct. 16 9:00 Women Only Ride: Bonnie Park to Peninsula - 45 miles  
Oct. 17 9:00 Brecksville to Chagrin and Burton - 45/65 miles  
Oct. 24 9:00 Olmsted Falls to Wellington - 60 miles  
Oct. 31 9:00 Halloween Ride - details to be announced
- Nov. 7 8:00 Red Flannel Metric Century - 32 or 63 miles - Contact the Lorain Wheelmen for directions and details at (440) 988-9326  
Nov. 14 10:00 Olmsted Falls East River Park - winter ride - weather depending.  
Nov. 21 10:00 Olmsted Falls East River Park - winter ride - weather depending.  
Nov. 28 10:00 Olmsted Falls East River Park - winter ride - weather depending.

### **Ride Start Locations**

- Alexander Rd. Parking lot on Alexander Road, at north end of ABC Trail, west of Dunham Road (additional parking at Alexander & Dunham).
- Bonnie Park In Strongsville, in the Mill Stream Run Reservation, west of Albion Road & Valley Parkway.
- Brecksville in Cuyahoga Valley National Park, at Station Rd. parking lot east of Riverview Rd. (just south of Rt. 82).
- Olmsted Falls Olmsted Falls East River Park, on Lewis Rd, between Bagley and Water Street, across from Chestnut Grove Cemetery..

### **Weekday Rides**

The weekday rides are about over for 2004, so check the LEW website for any last minute news or pickup rides.

Tuesday Evenings – Short, slower (C-pace) rides starting at 6:00 p.m., weather permitting, from the parking lot behind the Fairview Park Post Office, at West 220th Street & Lorain Road; *please note earlier start time*. Usually 10 to 18 miles in length, these are recommended for beginning and slower riders. For details contact Greg James at 440-331-9419. These rides will continue until the end of October, then resume in the spring. This late in the season, lights and reflectors are strongly recommended during evening rides (see below).

Wednesday “Mod” – The “Mod” (Moderate Pace) Rides will leave from the Olmsted Falls Public Library parking lot at 6:00 Wednesday nights, weather permitting. These qualify as B rides, covering about 20 miles, and will be led by Marc Snitzer and Greg James. For more information, contact Marc Snitzer at 440-236-3017, (msnit@juno.com), or Greg James at 440-331-9419 (clockwerke@aol.com). These rides will continue until the end of October, then resume in the spring.

Regular Club Wednesday– Moderate to fast pace 20-30 mile rides starting at 6:30 pm from the parking lot behind the Fairview Park Post Office (at West 220th Street & Lorain Road), weather permitting. If this ride should be rained out, it will be held on the following Thursday, at the same time and location. For details, contact Doug Barr at 440-734-1715 (ospdoug@aol.com).

### **As the Regular Riding Season Comes to a Close...**

The Ride Leader for the weekend/holiday riders for October is Greg James. For the off-season rides starting in November, the Ride Leader (and pace) will be chosen by those members attending. If the scheduled ride for any given date is an invitational, or starts outside the tri-county area (Cuyahoga, Lorain, Medina), a pick-up ride will start from the Olmsted Falls East River Park at the normal start time for the month.

As the riding season winds down, with earlier sunsets each day, the use of reflectors and lights (front *and* rear) is strongly recommended during evening rides, in order to reduce the risk of accidents and collisions. It helps to be seen by other users of the road.

### **Rail-n-Trail 2004 was a success!**

Congratulations and thanks to all involved in Rail-n-Trail, both as riders and as helpers! We have received an incredible response from the participants, due to the wonderful teamwork of the volunteers. Even the “suppliers” (Cuyahoga Valley Scenic Railroad & Stanford House AYH) were truly impressed with the way attention was paid to every detail of this project. The accolades from the riders (110 who showed up, out of 125 registrants) have just been pouring in!

It is our hope and intention to repeat this event next year, at approximately the same time, for an anticipated 300 riders. In the meantime, please give a round of applause to the following who helped make this event so enjoyable: John & Kathleen Clay, Richard Edmister, Scott Garapic, Dan Izuka & Family, Greg James, Quinton Lawman, Russ Marx, Tom Meara, Stephanie Moster, Kathryn O’Conner, Dave Schneider, Becky Seitzinger, Bob Ugan, and John Whitaker. Please extend thanks also to Bill Mammias of CVSR and Ron Ilcisko of Stanford House AYH (the lunch stop) for their assistance.

### **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 e-mail list is at [lakeeriewheelers@yahoo.com](mailto:lakeeriewheelers@yahoo.com). If you aren’t receiving weekly ride updates and have e-mail, let us know and we’ll put you in the address book.

### **The 2004 Ohio Bike Path Series**

Another season of Bike Path Rides comes to a close, and we wish to thank all who participated; we had some excellent turnouts this year, and hope to see everyone again in the spring. The October ride will be the last one for the season, but we expect it to be an enjoyable one.

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

Upcoming Ohio Bike Path rides for autumn:

Oct. 10 Kent (Alexander Road ABC Trail to Kent)                      25 miles    Dan Izuka

### **2004 “Women Only” Ride Series**

We are proud to have sponsored, for the third 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. This month brings that third season of *regularly scheduled* Women Only Rides to a close, with one more ride (see the Weekend & Holiday Ride Schedule). We enthusiastically and gratefully thank Bonnie Vargo for her efforts to organize these rides. Anyone in need of details about the ride may contact her at 216/226-5918. 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.

### **Club Meetings Return in October**

The next regular club meeting will be held on October 12th, at the Panera Bread café in Rocky River, at 7:00 PM, and on the second Tuesday of each month thereafter. In the event of changes, members will be contacted.

### **Upcoming elections for club officers**

At the November club meeting, we will be nominating candidates for club officers, with elections to be held at the Club Christmas Party in December. Prominent members not attending may find themselves unexpectedly nominated by supposedly sympathetic acquaintances. Members attending also face the same risk.



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**Classic Bianchi** with only about 250 road miles waiting to be loved and ridden. Campy, Modolo, Columbus, 22

in. frame w/ frame pump included. Paid \$1200, sell for \$450. 440-686-0120.

**Raleigh Women's C40** 16 inch, Remington Black, Shimano Triple Crank, 8 sp, Cateye Computer, aero bar. \$300 419-663-3571 or dconk@hmcldt.net

**MUST SELL, like new: Bianchi Axis** cycle cross bicycle, 55cm gorgeous, \$1000, Cannondale back rack bag \$25, Jandd panniers (2) \$50 Yakima b-string covers (2) \$35 (fits over handlebars and front fork to protect bikes while traveling) and assorted other stuff. Please phone Lynne (216) 401-3907.

*Expires October 2004*

**KHS Tandemania Sport**, blue, M/S size, 21-speed tandem. Includes rack, computer, water cage and rear suspension seat post. Bike has than 5 road miles! Must sell. \$750. Call Reed 216-514-1791.

*Expires November 2004*

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The Ohio City Bicycle Co-op dares you to attend the second annual

## Halloween GhostRide! & Costume Party

To celebrate our first anniversary in the new workshop at  
1823 Columbus Road, in the Flats

### Saturday, the 30th of October



Live music, including The Ornerly, Cranky & Badly Coiffed Jug Band



Hot Cider, Great Lakes Ale, Vegiscarian Chili



Win prizes! Jack-o-lantern and costume contests, Bike-skills carnival games!



Tour the haunted shipwright's shed (if you dare!)



The ride begins at 7pm, to visit ten miles of scary places (Helmets and lights are mandatory, and for sale [cheap] at the shop), and joins the party by 9pm



Costumes strongly encouraged, for bikes and bodies!



Children are welcome, accompanied by adults - Kids not riding can play games free from 7 to 9, and learn the carneys' trade!



\$13 (\$20 for families) for the ride and first game/drink card,  
\$6.66 for additional cards (help us pay our new rent bill!)

Visit [www.OhioCityCycles.org](http://www.OhioCityCycles.org) or call 216 830 CO-OP (2667)  
for all the scary details, and directions to the shop

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