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The Voice of Cyclists in Northeast Ohio

PO Box 5446 , Cleveland, Ohio 44101-0446

On The Web @ www.crankmail.com

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

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

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From the Editors

How much is a bicycle knowledgeable public worth? By knowledgeable, we mean that cyclists are aware they have a right to the road, assume the responsibilities inherent with that license, and behave accordingly. That motorists know the basic rules governing cyclists and treat them at least as well as they do drivers of other vehicles. Would cyclists be willing to change their behavior as much as they demand motorists to?

If 30 percent of the population commuted 15 miles a day or did short trips to the market or drugstore by bike rather than an SUV, the overall health of the population would improve with a commensurate drop in health insurance costs. Congestion and pollution would decrease. What is the value of having a portion of local travel done on bicycles rather than cars?

Ohio is fortunate to have an ample supply of country roads with terrain that is not too difficult to cycle nor too flat to be uninteresting and with conveniently spaced small towns providing food and accomodation. How much would Ohio's tourist industry benefit if Ohio became a national cycling destination?

Would the public benefit if every member of ODOT was required to take a bicycle education course and commute to work one day a month? Would the roads in Ohio become more bicycle friendly with wide, clean, lanes and berms? How many construction jobs could be created just by widening state highways?

ACCESS OHIO 2004 - 2030, is the official multi-modal, statewide, long-range transportation plan for Ohio and is being revised this summer. In order to have our voices heard, we first have to use them by communicating our needs to ODOT. A complaint or wishlist is not sufficient however, our needs must also be expressed in economic terms, in how it would benefit Ohio. Wishful thinking? Perhaps, but we dont think so. What are your thoughts?

This month's cover is courtesy of Jeff Groman at Kingston Classic Cycles.

Martin Cooperman and Tom Meara, Editor & Publisher
August 2004

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Gossip

The **1st Annual CrankMail Tour de France Contest** was a big success. Unfortunately, while many entries selected Lance as the winner of the Maillot Jaune, none selected Stage 15 as the decisive one. It could be argued that Stage 14 was most decisive, since Lance took all but a few seconds from the lead established (and defended quite nobly) by Thomas Voeckler. But rules are rules, and they can be cruel. Who but a stickler for rules would not have awarded Voeckler the White Jersey as the best young rider? So the entries listing Lance as the winner were placed in a random drawing and **Carl Panek** of North Olmsted, was selected winner of the Trek Commemorative Jersey. We are told by **Sherman McKee of Bike Authority**, who donated the jersey, that they have become much sought after collectors items. We hope to try something like this again next year.

Lois Moss informs us that **Century Cycles** is looking to add to their staff. They could use full or part time help, mostly in Solon or Medina. If a great person comes along they will try to find a position in Rocky River or Peninsula. To get an application leave a message on her voicemail at 440-519-0006 extension 4.

An article in the August 12 edition of the **San Diego Union-Tribune** tells of a big rig truck driver who was booked on suspicion of assault with a deadly weapon after police said he repeatedly forced a bicyclist off the road with his truck.

The 58 year old cyclist was forced to ride around the tractor-trailer when

the driver stopped it in the bike lane to use his cell phone. Words and hand gestures were exchanged.

The truck driver then proceeded to force the cyclist off the road three times before driving on. The cyclist rode to police headquarters to report the incident and the trucker was latter stopped on Interstate 5 and arrested.

It was sad to hear of the tragic accident in the Bedford Reservation that led to the death of cyclist **Marc Berkman**. He apparently hit something in the road that caused his tire to blow out and he lost control of his bike, causing him to go left of center and into the path of an oncoming vehicle. A Silent Ride to remember him was held by the group that he rode with, the Square Wheelers and attended by approximately 100 riders from the cycling community.

The **International Mountain Bicycling Association** is looking for a new Executive Director. IMBA creates, preserves, and enhances trail opportunities for mountain bikers worldwide and has 32,000 active supporters. Not only do you get to live in Boulder but pull down a six figure salary AND get to ride to work. Where can I sign up? ---> Qualified candidates can email resumes to Terry Malouf or David Liberman of T. Malouf & Company, Inc., terry@tmalouf.com or david@tmalouf.com.

Adventure Cycling has announced an extension of the **Great Divide Trail** into Canada, including connections to lots of singletrack around Fernie, Banff, and Canmore, all accessible from the main route. You can put your mark on this new route by buying a mile on the Great Divide Mountain Bike Route: www.adventurecycling.org/secure/give.cfm



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

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

Hello Fellow CTCr's. Please welcome the following new members: **Betsy King** of Lyndhurst, **Dennis Dicki** of Timberlake, **Jerry Mayer** of Mentor, **Alan Detonia** of Medway, MA; don't think we'll be seeing him at a lot of weeknight rides, **John Tousel** of Euclid, and **Suzanne Lapuma** of Willowick

BIG PARTY OCT. 3rd – CTCr's and family members are all welcome. **Sunday**, October 3rd from 1:00 PM to 8:00 PM – at: **Cedarwood Beachclub** (next to Bill and Julie Maurey's home) / 5984 Cedarwood Rd. / Mentor on the Lake, Ohio / Details: Brats, hot dogs, beer and sodas will be provided. We'll cook upon arrival for those doing the long route on Sunday ; otherwise lunch will be ready at 1:00 PM. Please bring a side dish, chips, or desert to share. Also bring a swimsuit. If weather permits, you can swim in the lake. A volleyball net is set up if you want to bring a volleyball or badminton equipment. Please **RSVP** with number attending and what you plan to bring: phone: **440-975-9744** or e-mail: julieoki@hotmail.com or bmaurey@hotmail.com

Directions to the party : >From I-271 / I-90 :

Take exit #193 (OH-306) toward Mentor/Kirtland
Go NORTH on OH-306 toward Mentor (4.3 miles)
Turn LEFT onto OH-283 Lakeshore Blvd. (0.2 miles)
Turn RIGHT onto Maplewood Rd. (0.6 miles)
At the stop sign at the end of Maplewood you'll be facing our house (5984)
The Beachclub is just to the right.

From Highway 2 :

Take OH-306 NORTH exit toward Mentor on the Lake
Turn RIGHT onto OH-306 (aka Reynolds Rd.) heading north (2.6 miles)
Turn LEFT onto OH-283, Lakeshore Blvd. (0.2 miles)
Turn RIGHT onto Maplewood Rd. (0.6 miles)
At the stop sign at the end of Maplewood you'll be facing our house (5984)
The Beachclub is just to the right.

AMISHLAND AND LAKES BIKE TOUR - Twelve Cleveland cyclists (mostly from the CVHA hiking Club) participated in this two-day bike ride on August 7th and 8th in Howe, Indiana. CTCr's who participated were : **FREYA TURNER, BARB CICIGOI, BRUCE AND NAN HORVATH**, and **LOIS NICHOLSON**. We had perfect riding weather (low humidity, mid-70's, and sunny for both days). The first day we rode

70 miles through slightly rolling and extremely scenic Amish countryside. Many Amish families along the way had set up lemonade and cookie stands, but the regular rest stops were well-stocked with cookies, melons, and fresh blueberries!! The Saturday evening dinner and the Sunday morning breakfast were fantastic. Sunday's ride was through Michigan (we were on the border of Indiana and Michigan). The terrain was more hilly but nothing like what we have in Northeast Ohio. People come from all over the mid-west for this two-day event and camping was fun and economical. Consider participating in this ride next year for a low-key, fun, and extremely well-organized out-of-state ride.

RIDE SCHEDULE

Date	Time	Ride/Terrain
Sept. 5	8:30	HELEN HAZEN WYMAN PARK to Thompson (25), Leroy (35) Rolling / Hilly
Sept. 6	8:30	NORTH CHAGRIN – Labor Day Pickup Ride Varied Terrain
Sept. 12	8:30	NORTH CHAGRIN to Shaker Heights Flat/Rolling
Sept. 19	9:00	NORTHFIELD CENTER - to Hinckley Lake, Medina (25,40,60) Rolling/Hilly
Sept. 26	9:00	FERRANTE WINERY Covered Bridge / Mad Dog Ride (20,40,60) Rolling/Hilly
Oct. 3	9:00	LANDERWOOD to Walden (35) Mantua (55) Hiram (75) Rolling / Hilly
Oct. 10	9:00	NORTH CHAGRIN – Eddy's Fruit Farm Ride (30, 45) Hilly

RIDE START LOCATIONS

HELEN HAZEN WYMAN PARK I-90 to Rt. 44 and go north to the Rt. 84/Mentor/Painesville exit. Turn right (east) on Rt. 84 for 2.5 miles to the five-way intersection of Rt. 84, Rt. 86, Bank St., State St. and Cummings Rd. Make a sharp right onto Rt. 86 (south). Proceed 1 mile down the road. Park on the left (east) side.

FERRANTE WINERY - Rt. 307 between Rt. 528 and Rt. 534 in Harpersfield

LANDERWOOD - Landerwood Plaza at 87 and Lander Road – Near the bagelshop. ADDRESS: Landerwood Plaza Shopping Center 30559 Pinetree Rd., Pepper Pike

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

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Race Across and Around Lake Erie

How the CTC Helped Make it Happen



Last winter the CTC website received an email from a fellow cyclist in Canada who asked for directions to get through downtown Cleveland this summer. I decided to send him some links to our maps for the Emerald Necklace route and see if that helped. The rider whose name is Glen Steen from Ontario, Canada was very appreciative of the assistance. His long-distance ride was a unique challenge in that he was going to "race" a swimmer to the finish line in Canada. They would both leave from Presque Isle near Erie, Pennsylvania at nearly the same time on August 7th and the first person to make it in less than 30 hours would be awarded the grand prize of one cold beer! Sounded pretty crazy to me. His distance was a bit over 700 kilometers (435 miles) and her swim was 55 kilometers (34 miles) across the lake. I thought they were certifiably insane until I found out on the day of the race the real reason for the challenge.

Over a period of months we continued to stay in touch and went back and forth a number of times clarifying the route which can get kind of complicated for a person not familiar with the areas around Gordon Park, the boulevard along the lakefront and getting past the Rock and Roll Hall of Fame and the Brown's Stadium. I did some thorough research, sent him maps, we conferred on routes out of Erie, PA and how to get through Painesville and distances from various locations. Last month he and his friends did a test drive in cars of the route. He wrote to tell me of some confusion and how they ended up on St. Clair Ave. and were given bad directions coming out of Painesville too.

He asked if any of our club would be interested in riding with him on the route in order to meet some of us and to help guide him through the tricky bits. I of course volunteered a month ago and attempted to get others involved. The day arrived and of course the weather was picture-perfect with temperatures in the 70's and light breeze from the Northwest. Fellow CTC member Tom Marsh and I met in Euclid on Lakeshore (Rt. 283) at 8:00 a.m. and started out to ride to Painesville. We knew that our Canadian rider and his SAG vans would be coming in around 10:00 a.m. and we received a cell phone call giving us an update on his progress. Tom and I ate breakfast at a small café off of the main square and just as we finished we got another call that they were 5 miles out of town. We hurried up and road out to meet them. We waited for less than 15 minutes before a van pulled up with his lead SAG van filled with friendly people that were along to help crew his ride. What a setup! They had cell phones, Walkie-talkies, GPS, fully loaded with food, water and supplies, and large vinyl signs on the back window alerting drivers that there were cyclists on the road. A few minutes later Glen rolled into town followed by a second van similarly equipped, gulped a cup of coffee and a couple of Advil and off we went following Rt. 283. We pace-lined at 18-21 mph until we hit Mentor-on-the-Lake area. Bill and Julie Maurey (our newest CTC members), had phoned us that morning, to arrange to meet us on Lakeshore. They had ridden out to

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from their home nearby and as we approached they turned around and caught us within a few minutes. We felt like a RAAM team at that point but I had enough breath and time to get to meet Glen and have a nice chat. He's a very friendly and gregarious fellow and a super-good cyclist on his custom built Merlin. It was so much fun to finally meet the man I'd been e-mailing for the past 6 months and swap some more stories. We powered on doing pulls at the front so he could suck our wheel and rest. He related later in a follow-up e-mail that our joining him made the trip all that more enjoyable and helped boost his spirits. It was more of a mental help than a physical one.

His support crew it turns out were mostly friends from a Karate group (he's a black-belt) and only a few of them cycle regularly. One of them is a former 6-day cycle racer from the 1950's who remembers coming to Cleveland to race in 1959 on a board track set up on Public Hall. Cleveland was a hotspot for racing in those days. He's a spry 85 years old and looks much younger than his age.

Continuing on through Euclid I called my wife, Ruth to come down and cheer us on and wave us through. There she was, but we were riding at a good pace and couldn't stop. We took a quick breather at the Rock Hall and took some pictures of the riders and the crew. Heading out into the city and up over the bridge to Clifton we sped along. The rough roads in the city were a problem and we had to slow down and we ran into a lot of stoplights and traffic. Bill and Julie decided to head back to lunch since riding a tandem in traffic is not fun with all the stops and starts. Tom and I continued on with Glen and his vans until we got to Lakewood and almost to Rocky River. We said our good-byes at a stoplight and off he rode into the distance. A friendship was made. It is so great the way cycling can bring total strangers together. It was the highlight of my summer to get to participate in his marathon ride.

AMERICA AT 12 MILES AN HOUR

Phil Shrout, author of *America at 12 Miles an Hour* will be at the Willoughby Public Library on Monday, September 13, at 7:00 pm. Come and meet the author of this humorous adventure, a tale of a cross-country trip he took with his wife on bicycle from Astoria, Oregon to Hilton Head Island. Meet the riders! See the bike! Hear the stories!

This is a free program. The Willoughby Public Library is located in beautiful and historic downtown Willoughby at 30 Public Square. For more information call the Library at 440-942-3200 x101 or 291.

Mary Liederbach
Cleveland Touring Club

As we headed back down Detroit Ave., Tom and I were starved since it was now past 1:00 p.m. and we knew where Bill and Julie had stopped for lunch at the Harp restaurant. We arrived as they were just finishing up their meal. They invited us to the table, we split a nice sandwich and I had a cold beer in Glen's honor. The excitement was over and we headed back to the east side. What a glorious day for a bike ride. I didn't want it to end, but alas I split off from our cozy group at my street in Euclid. I ended up with 83 miles. I normally don't like "city rides" but this one was worth it (and no flat tires).

Two days later I got an e-mail from Glen. He'd made it to the finish in 30 hours and beat the swimmer. The real story is that this was a fund-raiser to support the Long Point Biosphere Reserve in his area of Canada. It is an ecosystem that is a unique blend of beaches, sand dunes, grassy ridges, wet meadows and woodlands with a shallow Inner Bay. The finest example of Canada's remaining Carolinian forest is found within the watershed of Long Point Bay. Their marathon swim and bike was to raise awareness of the poor air quality in that area. It has the highest level of ground level ozone in the province – higher than downtown Toronto. They were asking for donations to support their efforts that would be used to educate and inform the public about alternative energy sources that would help decrease the level of contaminants. A worthy cause I'd say, and in our own small way, CTC helped.

The ride was accident-free, no mechanical problems, a few obscenities hurled at him by an equal number of Canadians and US Citizens. He almost had a close call with an elderly driver at night between Toledo and Detroit and he did plan on putting the bike in the van in order to cross the US/Canadian border. The swimmer was on an official, certified marathon swim with a 47-foot tugboat, a sailboat and two zodiac inflatable boats. She unfortunately was forced to abandon the swim because the Swim Master that certified the event said conditions were too dangerous at 7:00 p.m. with 8-foot waves. She apparently was fine swimming, but the boats were getting tossed around too badly to continue. I have pictures commemorating the beer prize ceremony

Overall it was a success, great fun and a big challenge for Glen and his team. He would like to do it again next year with the final prize being TWO beers next time. He also mentioned that he was hoping to attempt RAAM in two years. He said that if any of us would ever like to cycle in Canada he'd be more than happy to host us and show us his country. Sounds like a plan.

Submitted by Andy Carpenter

Long-time CTC member, web master, and core-group member.

Glen Steen was the cyclist. A Program Coordinator for Haldiman-Norfolk Health Unit and volunteer member of the Board of Directors of the Long Point Biosphere Reserve Foundation.

Paula Jongerden was the swimmer. An Emergency Room Nurse at West Haldimand General Hospital and President of the Long Point Biosphere Reserve Foundation



September 2004 Calendar

Date	Starting Point	Destination	Miles	the etc's
09/04	Spenser Lake	Wooster	57	The rolling hills of Wayne Co.
09/05	Oberlin	Medina	58	Familiar, but from Oberlin, not N. Ridgeville
09/06	Amherst	Labor Day Ride	25ish	A holiday U-show
09/09	Nordson Depot	Prolog	5:00	A quick 25 before the meeting
	Nordson Depot	Meeting	7:30	Be there!
09/12	Amherst	Milan	57	An almost Red Flannel route
09/19	Wakeman	Savannah	63	Let's try this again!
09/26	Oberlin	Spenser	52	Stop at the Hungry Bear

Spenser Lake Wildlife Area is on Foster Road, about 4 miles south of route 18.

Ride Start Times!

It's time to move the Thursday evening start to 5:00 so we can get in 25 miles before dark. We'll keep this until the end of Daylight Savings Time! By then all evening rides will be history.

Sunday and holiday rides will start at 8:30 Eastern DAYLIGHT Savings time from now 'till the end of October!

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. DON'T wait until the summer riding season is over then turn 'em all in. Keep 'em coming every month.

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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

Tuesday Evening Rides

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

Starting Points:

Sept - Plum Creek County Park

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: Historic Medina Square. Please park in the Courthouse Parking Lot at Jefferson and E. Liberty St. off the Square.

BICYCLE HELMETS REQUIRED ON ALL OFFICIAL CLUB RIDES

CLUB NOTES:

Rants and Raves: Why is it that Canada can get by with a one-dollar coin and we can't? They don't even have a paper dollar bill. They have a two-dollar coin too. The single dollar has a Canadian Loon on the back and is known as the Loonie. With that in mind they nicknamed the two-dollar coin the Toonie. So as you spend money you get Toonies and Loonies back in change.

LETTER FROM VETTER:

Tip-to-Tip ride: OK, that headline may be misleading but it is the name of Prince Edward Island's tourist promotion. Tom and I went there with the goal of cycling along the "Confederation Trail" from East Point Lighthouse to the gift

shop at North Cape to earn a certificate that says we cycled or hiked from “Tip to Tip”. I claimed we could do it in two days and I still think it can be done in two hard days of riding. It’s only about 175 miles of trail and some road riding at each end (tip). Tom parked his car in long term parking at the Charlottetown Airport and we hired a driver to deliver all our gear and us to East Point. We began at three o’clock in the afternoon by dipping our bicycle wheels in the Northumberland Straits and riding west on the trail. At every intersection with a road there are gates that slow you down. The gate is actually two overlapping gates about three feet apart so you can walk your bike through them. If you slow down enough you can swerve to the right then left through the opening and then a hard right to get back on the trail again. Just as we thought we had developed a good technique for riding our bikes through the gates they reversed some of the gates. I would say we had about twenty right-handed gates before they threw a lefty at us.



At about ten miles or so Tom got a flat that would change our plans somewhat. As Tom was changing the inner tube it became apparent that someone had rung the dinner bell in mosquito-land. This gave Tom a new appreciation for that old saying of “I’m being eaten alive”. I wiped my leg and I left three streaks of blood from mosquitoes too slow to get out of the way. Then there were the black flies. Those little buggers bite hard. Once we got moving again we had all the incentive we needed to keep up a good head of steam. We found that if we rode fast enough we didn’t get bitten as much. Our next hardship was a freshly repaired patch of trail where the gravel was

not yet packed hard. Both of us felt lucky to have kept the rubber side down while ridding through that. The gravel on the trail is hard packed but it is gravel and much looser than the limestone towpath in Peninsula. We made it to St. Peters and camped for the night. The bugs attacked us every time we left our tents. At dinner Tom announced that he was going to finish the ride using the highways. Between the mosquitoes and the gravel he was opting for firmer bug-free ground. We made plans to meet by the car at the airport the next afternoon.

Morning came and we headed our separate ways with Tom riding route 2 and I continuing along the trail. When I got to the airport Tom was there waiting for me. We decided to camp again and rode about five miles to the campground. Tom made friends with a couple from California who were living in their RV. They sold their house and traveled around in the RV towing their car behind. Tom talked them into giving us a ride into town for dinner. If not for that we would have eaten potato chips and gatorade for dinner. After eating we decided that we would have to make a move if we were going to finish in four days. So far we had two short mileage days with a long way to go. I suggested riding seventy-five miles of trail and Tom asked me if I could make it that far. So I reminded him that I had ridden 264 miles in the twenty four hour challenge. I made that mileage and then some extra off trail riding too. We met at Hunter’s River for breakfast and rode down route 2 to “New Beginnings Restaurant”. A local man stopped me half way up the first hill out of town to lecture me about how unsafe it was to ride on this

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particular highway. When I told him we were just going to the restaurant he softened a bit but insisted that I get back on the trail at the next town and not try to ride back this way. Tom was up the road about two hundred yards waiting and wondering what the heck was going on. Finally the man had said his piece and left us to our riding. As it turned out the restaurant was closed so I backtracked back to Hunter's River against the man's advice. I did not want to miss even one inch of riding the trail. That turned out to be a good decision as there is another certificate for riders who ride the entire trail.

We camped again but rented a cabin at Green Province Park. Then we rode three miles to dinner at "The Landing" in Tyne Valley. There we were introduced to Alexander Keith Beer made in Nova Scotia. The beer was good but we had to ride back to camp. We rode out to finish the ride on this our fourth day of riding. I caught up with Marci and Dave, a young couple Tom met with the evening before when he was waiting for me to show up. Dave commented on how so far they haven't



had any flat tires. That was the kiss of doom. Not five minutes later, Marci had a blow out. I got them to pose for a picture and then asked if they minded if I continued on. They graciously said they didn't mind at all. Later that afternoon I came upon a snake sunning himself on the trail. He ignored me as I rode past then I parked the bike and went back to play with him like that guy on TV, the crocodile hunter. I rubbed his tail and he just started flicking his tongue as if he wanted to know what the heck was going on. Then when I touched him again he slithered off the trail and into the grass. He was fast too. He was also large for a garter snake. I'd call him a three-dollar snake because he was as long as three one-dollar bills edge to edge or about eighteen to twenty inches.

Once I got to Tignish I used my walkie-talkie to call Tom but got no answer. It turns out that Tignish was twelve miles short of the tip at North Cape. So I started riding hoping to meet up with Tom at the ending tip. As I rode into the parking lot Tom was just coming out to meet me. We rode back to the gift shop where we got our tip-to-tip certificates. Then we went down to the Gulf of St. Lawrence and dipped our tires in the water to end our adventure on P.E.I. The next two days we rode back to Charlotte airport and planned our next move to Nova Scotia.

One of the things I noticed about the trail was the incredible maintenance, they do to keep it nice. A sign is posted letting you know that trail maintenance crews are working ahead. One day I passed by four different crews. One crewmember swatted his buddy in the backside with his rake to make him stop using the weed wacker so I could ride through safely. They rake the gravel back onto the trail after the bike tires push it to the edges. They also trim the tree branches back from the trail, mow the grass and of course use weed wackers to knock down any weeds. The trail was so clean that I could not even find one little stick to scrape some weeds out of my rear cassette.

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Cleveland Bikes

LEGISLATION

Safe Routes to Schools

ClevelandBikes in conjunction with the OCBC is assisting with the pilot of the Safe Routes to Schools program (SR2S) program in Slavic Village. This program is designed to give children safe routes to bicycle or walk to and from school. The Cleveland schools are preparing to implement the project throughout the school district, beginning in the John Marshall and East High School neighborhoods. While the Cleveland program is following the pattern in several cities, an additional feature will be the development of safe havens, facilities like recreation centers, libraries, police or fire stations, where kids can count on being safe in the event of a safety threats. Teams of drivers traveled the major arterial roads, noting things like traffic, lights and stops, crosswalks, poor sidewalks, construction zones and abandoned land, buildings and houses. The mapping data is merged by Cleveland Planning Department staff and avid cyclist Martin Cader, with city data to develop maps for parents and schools. ClevelandBikes members Kevin Cronin and Jim Sheehan are participating in evaluating the routes, mapping major arterial roads in the west-side, John Marshall neighborhood, on an OCBC tandem bike. With the John Marshall neighborhood map completed, the process shifts to the east-side and East High School. The maps will be distributed to parents and children, who will supplement the map with their own information based on their own experiences walking to school. Longer surveys for parents and kids will be used to rate the routes. In addition, parents and children are encouraged to add significant landmarks to make the maps as commuter friendly as possible. More to come on this in September's CrankMail!

EVENTS RE-CAP!

The SCRABBLE ® ride July 18th, 2004 - Edgewater Park in Cleveland, Ohio –The Ohio City Bicycle Co-op hosted the 1st annual Summer Cleveland Ride and Beach-to-Beach Lakefront Experience (The SCRABBLE ® ride). An enthusiastic group participated in the ride offered routes that challenged all cycling abilities from the beginner to the experienced rider! Mark this one down for next year's July calendar.

Wilderness 101 Race Re-Cap

Excerpts from the article written by: Brian Lennon, CAMBA

Bill Braum and I participated in the Wilderness 101 backcountry mountain bike race last weekend in Pennsylvania. It was such an amazing race that I had to put it down o-n paper while it was fresh in my mind. If you're interested in reading about a 101 mile mountain bike race then please read o-n... I arrived in the small town of Coburn, Pennsylvania Friday evening around 7PM. I should have been there much earlier, but poor navigations skills set me back a couple hours. This problem will plague me again later in the story.....

I set up my tent along the fifty or so others lining the woods of this small park and chatted with my neighbors from Baltimore. They were also first timers to the Wilderness 101. I

shoveled cold pasta into my stomach and crawled into my sleeping bag for some much required rest. I fell asleep to the soothing sound of the babbling brook 20 yards behind me.

The next thing I know, a mad man ringing a cow bell at 5:30 in the morning is screaming that's its time to race. "Oh yeah," I thought. I get to ride my bike 101 miles and climb 10,000 feet through the mountains of Pennsylvania. I jump out of my tent and try to beat the rush to the porta-pottys. On my walk back I see that they have bagels and coffee for all the racers. I grab some goodies and head back to my tent and prepare for the race. They give you 2-1 gallon zip lock bags that you can fill with whatever you want and stash at any of the 5 aid stations. They recommend leaving your lights at the last aid station. I had no plans o-n being out there until dark, but I packed them anyway along with food, tubes and extra clothes. I zip tied my full color, laminated number o-n my bike. The placards also had your name o-n them, so not o-nly did it make you feel important, but they could easily identify dead bodies o-n the side of the trail.

200+ riders, including Chris Eatough (mountain bike endurance racing God), lined up for the pre-race meeting. Chris Scott the Virginia IMBA rep and member of the organizing company, Shenandoah Touring Company held the meeting. He clearly laid out that rules and instructed everyone, "not to die."

The race was underway. The huge fat tire peleton hummed out of town and began the first climb of the day. It quickly became clear what today was going to be about. Climbing, the peleton broke apart quickly, and everyone settled in to their own 101 mile pace.

After about 10 miles I started to feel an unwelcome tightness in my lower back. After another five it was unbearable. I prayed that it would loosen up, but I realized I would have to stop. I got off my bike and stretched. I lowered my seat and gobbled down a cliff bar and started out again.

I felt good and was gaining ground with the people that passed me. I saw the familiar CAMBA jersey of our President Bill Braum A.K.A. Trainwreck just ahead of me. I caught him and settled into a nice pace o-n o-ne of the many fire road climbs. After a few more miles my back pain returned. I said goodbye to Bill as I pulled over to stretch again. I didn't think I'd see him again.

I lowered my seat more and popped my emergency Motrin, which I didn't expect to need o-n mile 15 and started back out. Again, I felt really good and kept a good pace, but after another 5 miles the pain was back. I felt a strange tight feeling in my foot and it ran all the way up to my back. In desperation, I stopped and ripped the shoelaces out of my right shoe. I lightly tightened the Velcro and started out again. I can't say for sure that this is what solved my problem, but from this point o-n my back felt good. I don't know, and I really don't care. I was finally free to ride. And just in time for the first taste of State College singletrack. Technical rock gardens, bridges, log piles and fast, fun trails. I was later told that someone saw a bear hanging out o-n the side of this trail watching everyone go by. Probably a good thing I didn't see him.

The first 40 miles went past pretty quickly. There was long fire road climbs, followed by super fast descents. I pulled into the 40 mile checkpoint feeling very good. The checkpoint was amazing. There must have been twenty people there waiting to take your bike, lube

the chain, fill your camelback and get you food. I left 5 minutes later feeling refreshed and really pumped up by some amazing volunteers.

Then I climbed and climbed and climbed. I watched my odometer click past 4 miles, 5 miles, 6 miles and still climbing. The mountain road toyed with your mind. As you reached the top of a ridge, you'd see the road winding up even further. After a few of these climbs, I realized the only way to tell when you were reaching the top of the mountain was when you could feel a breeze. When you felt the refreshing cool air blow past your face, you were at the top. Until then, keep your head down and keep cranking.

I finally reached the top of the 6 mile climb and saw an arrow pointing me right into the woods. Finally, some single track. The trail immediately dropped downhill. There would be no time to rest. It was at least a mile of rocky, slick fall line downhill. As I bounced down the hill, I couldn't help but think my bike wasn't handling well. At first I chalked it up to exhaustion from the climb, but then realized that I never unlocked my fork. I waited to a section where I could safely come to a stop and unlock it, then continued with a little more control.

I finally reached the bottom and turned left onto another dirt road and shook the tension from my arms. I caught a girl riding just ahead of me. She was an expert rider from New Jersey. She told me that the really tough stuff starts at mile 60. I looked at my odometer: 51 miles. I passed her, but she would eventually pass me at the next aid station and beat me by about a half an hour.

I pulled into aid station 60, which was even better stocked than the 40. Bill was there finishing off a PB&J and leaving as I was pulling in. They gave me my zip lock bag and I restocked my camelback with cliff shots, cliff bars and Accelerade. I was off.

For the complete article go to: www.camba.us and search for Wilderness 101.

MEMBERSHIP

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

STUDENT – for persons enrolled in school fulltime

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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, email:

clevelandbikes@hotmail.com or write: ClevelandBikes 1294 West 108th St. Cleveland, Ohio 44102 for more information on membership or topics discussed.

Hey Cranky.....

How fast can you go on a bike? – Robert 'Flash' Gordon

How fast I can go could be a lot different from how fast you might go, Robert. In fact most people wouldn't use any synonym for fast to describe my riding. As with any athletic activity, there are a lot of records out there, let's look at a few.

At 80.55 mph, Canadian Sam Whittingham is the current holder of the world land speed record for a human-powered vehicle. Riding the *Diablo II* and getting a moving start, Whittingham crossed the 200 meter/656ft test area in just 5.54 seconds. His feat was accomplished in October 2002, during the World Human Powered Speed Challenge, held at Battle Mountain in Nevada.

The "bicycle" used was the Varna Diablo.3 8 feet long, 16.0 inches wide, 29.5 inches high and weighing in at 60 pounds, the totally enclosed and bullet-shaped recumbent is not your ordinary bicycle. It is thought, due to the limits of human power, that the fastest such a vehicle can go is about 90mph.

Not so fast, cries Fred Rompelberg of the Netherlands, who claims the highest speed ever achieved on a bicycle is 268.831 km/h (167.043 mph) which he did at the Bonneville Salt Flats, on October 3, 1995. His bicycle was a more familiar, though specially designed, upright. His record attempt was greatly assisted by the slipstream from his lead vehicle. He also held on to a bar behind the vehicle until he reached 200 kph before letting go and pedaling.

The previous record of 152 mph was set by John Howard in 1985 who may be more famous for his quote, "The bicycle is a curious vehicle. Its passenger is its engine."

Not to detract from these accomplishments, but both records could be considered special cases since the first was measured over a distance of only 200 meters and the second was vehicle assisted. What about the record for just hopping on your bike and going full out for a full hour?

The hour record is one of cycling's most prestigious attracting attempts from such luminaries as Anquetil, Merckx, Moser, and Indurain. Even Henri Desgrange, founder of the Tour de France, held the record for a while. The first record holder was F.L. Dodds of England, riding a high-wheeled bicycle and completing 26.508 km in 1876. The invention of the diamond-frame racing bicycle in 1888 led to Laurie setting a new record of 33.913 km, and this mark has steadily improved over the years, up until the 50 km barrier was broken by Francesco Moser who set the record of 51.151 km (31.78 mph) in 1984.

However, since that record was set, there has been a big improvement in technology. Until 1986, all cyclists used the traditional crouch position on a

standard-track racing bicycle, but the most recent record performances have involved new bicycle technology and new racing positions that dramatically reduce aerodynamic drag.

The UCI has decided to create a "UCI Hour Record" as well as a "Best Hour Performance". The UCI Hour Record is 49.43 km (30.71 mph), held by Eddy Merckx since 1972. This UCI Hour Record can only be attempted if the equipment is presented and checked beforehand by the UCI and it must be similar to that used by Merckx. In describing his feat, Merckx said, "Throughout this hour, the longest of my career, I never knew a moment of weakness, but the effort needed was never easy. It's not possible to compare the Hour with a time trial on the road. Here it's not possible to ease up, to change gears or the rhythm. The Hour record demands a total effort, permanent and intense, one that's not possible to compare to any other. I will never try it again." Chris Boardman is the current "Best Hour Performance" record holder at 56.37 km (35.02 mph).

But that was doing it the easy way. Circling a 400-meter track in Darmstadt, Germany, 35-year-old Markus Riese capped three months of training by riding 50km BACKWARDS in 1 hour, 46 minutes and 59 seconds, on May 24, 2003.

Why stop pedaling after only an hour? The 12-hour record for solo (forward facing) and unpaced cycling is 452.196 km (280.9 miles) set by Slovenia's Marko Baloh on August 31, 2002. The 24 hour World Record is 532.74 miles set by Michael Secrest in 1996. Do the math, that's 22.2 miles per hour!

All of the above records were solo accomplishments however, performed in isolation, with as much preparation as needed and without the distractions of other riders. What happens when you mix it up with a peloton? The fastest average speed for a non-time trial Tour de France stage is 50.355 km/h (31.29 mph) by Mario Cipollini (Italy), when he won the fourth stage between Laval and Blois (194 km/120 miles) on July 7, 1999.

Fastest ever prologue was 55.15 kph by Chris Boardman in 1994 over 7.2km. Greg LeMond rode a blazing time-trial of 54.54 kph over 24.5 km in 1989. This stage holds another historic TDF title in that it marks the closest victory (8 seconds) in Tour history.

Lance Armstrong holds the record for the fastest average speed for a whole tour. In 1999, he averaged 40.27 km/h (25.026 mph). That's for all three weeks, all around France, and up the Alps and Pyrenees.

BAH! Who needs to breathe? Riding a Kettler Racer, Benjamin Franz of Germany set the underwater cycling record by pedaling 636 meters in a single breath. At a conservative speed of 20 miles per hour, Franz spun submerged for a little more than two minutes.

No doubt the aspiring young cyclist at the right is in training for an attempt on the World Pontoon Bike Cycling Record.





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10:00 - 12:00 SOCIAL TIME. LOOK AT OTHER RADICAL
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12:00 - 1:00 LUNCH.

PLEASE RSVP IF YOU INTEND TO EAT LUNCH

1:30 - BEGIN RIDE. WE WILL HEAD SOUTH, STOP AT
GRANDMA'S WATERING HOLE FOR ICE CREAM AND
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FROM THERE WE WILL RIDE INTO PENINSULA
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IF YOU DO NOT HAVE A RECUMBENT, BRING YOUR
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PEOPLE WHO ALREADY RIDE RECUMBENTS.
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NO BIKE AT ALL. BUT BE SURE TO ASK AS
MANY QUESTIONS AS YOU CAN THINK OF (WE
LOVE TO TALK ABOUT OUR COMFORTABLE,
FAST BIKES!).

Yo, Wheelers!

Member and lawyer Don Scherzer feels that bicycling and the court room are getting too tame, so he decided to become a driver in a demolition derby at the Cuyahoga County Fair in early August. First prize for the winner was \$50.00 and a trophy. Results not available as we go to press.



Long time former member Manny Lang is ill. We wish him a speedy recovery and hope to see him again at some of our social events.

Special thanks to Art Kaplansky and his wife Jackie for again making their home available for our annual picnic. Hope you were there. A very special thanks to Dave Bortz who catered the affair. Art said Dave always arrives at the last minute with everything needed for the picnic, and does an immaculate cleanup afterward.

Sorry to hear about Marc Berkman, who died when he sustained a blowout on a downhill and crossed into oncoming traffic. He was a rider with a club known as the Square Wheel Bicycle Club.

May the Wind Always Be At Your Back

Ed Reichel

2004 Western Reserve Wheelers Ride Schedule

Date	Time	Start	Destination	Approx. Miles		
				A	R	C
9/5	7:45AM	JCC	Ravenna	65		
	8:30AM	Solon Square			48	35
9/6	8:30AM	JCC	Labor Day Pickup	TBD		
9/12	8:30AM	JCC	Top of Astorhurst	45	35	30
9/19	8:30AM	Sunset Pond	Waite Hill	40	30	25
9/26	9:00AM	Oberlin	Oberlin-Vermillion, Milan, Wakeman	64	35	25
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		



Your source for race information . . .

www.pdqcleland.org



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TEAM AND CLUB NEWS

New member: Please welcome **Gary Siefring** from North Olmstead to our club.

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

Need extra uniforms? Contact Marty Marsic (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.

PDQ riders continue to race well in the weekly **Westlake Training Series**. This past Tuesday (August 17) saw a strong **PDQ** turnout. Good form and good teamwork contributed to **Mehul Gala** taking a cash prime and **Dave Kovach** taking a close second place in the B-race.

Medina Twin Sizzler, PDQ members who placed at the **Medina Twin Sizzler**:

Eric Collander finished 2nd in the 35-39 race, **Jeff Comer** finished in 4th place in the 30-34 race, **Michael Nemec** finished 4th in the 15-19 race.

LAKE ERIE RACING ASSOCIATION



For the most up to date calendar, please visit the Lake Erie Racing Calendar on the PDQ website (www.pdqcleland.org)

The Velodrome at Bloomer Park

C'mon. You know it has crossed your mind at least once. As you watch those guys whip around the track in Athens you think "Hmm, that doesn't look so hard. I could do that." Well, here's your chance. Pack your gear and head for....Rochester Hills, Michigan.

Just a few hours drive from Northeast Ohio is one of the few velodromes in the United States. This 200m track was designed by Olympic Velodrome designer Dale Hughes and is hailed as one of the fastest tracks in the country. The straighaways are short, turns are tight and the slope is pretty intimidating to look at, but as Mehul Gala from PDQ Cleveland recently learned, "It is a whole lot harder than it looks on TV, but also a lot more fun."

The whole atmosphere is pretty relaxed and everyone is very helpful. The infield of the track is littered with equipment racks, water bottles and cyclists from all across North America. Don't be surprised to hear someone shout "You new, eh?", as you enter. Some of them there to train as serious contenders and others just out to have a little fun on the bike on a summer afternoon.

As a first time visitor to the track your equipment rental is free. You need to take your own helmet and taking your own pedals is suggested. Your ride is free and the guys who run the place will coach you on getting onto the track and getting up to speed on how to control the bike. While a lot of the same principles from road racing apply, there are as many differences as there are similarities. First off track bikes are single speed, with no brakes. All of the speed control is done with your legs. And that takes some getting used to. So does getting up enough speed to get up on the sidewalls of the track. And looking way out ahead of you, because if you don't you start to slide down the track. But don't worry about crashing, "This track is self cleaning. If you fall, you just slide to the ground". Great.

All said, this is a great experience for anyone who loves to ride. It takes you out of your element, whether that element is club rides or road races, and helps you to remember why you love this sport.

For additional information about the Velodrome at Bloomer Park, including hours of operation, log onto www.velodromeatbloomerpark.com.

The velodrome is located in Rochester Hills, Michigan, just north of Detroit. After your first free ride, the adult daily pass is \$10 with a \$5 bike rental. Free Track Riding 101 classes are held on Saturday from 10 to 2 and Sundays are open riding all day. - Editor

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



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

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

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

News:

We are very pleased to have been awarded a grant from the Gund Foundation, which will fund the completion of the members' manual, begun when we first started the adult members' program. Aside from basic orientation, this handbook will explain in detail the regular tasks that volunteers can do anytime, to learn bike repair while helping to keep the shop organized. New member's first times in the shop will soon be much more fun, and less work for old members. Nice illustrations are planned too.

The Basic Shop Classes have been expanded with a fourth session, to shorten the Wheels and Tires class, cover bike fitting, and indulge our penchant for alliteration: Fit and Flats will be on the fourth Saturday of every month. Sign-up on the website.

Flugtag was fun, and profitable: we sponsored the plane that won the creativity prize, so we got some good publicity; and we also got the valet bike-parking job, so we met lots of potential members, and got paid too. Thanks to all those who volunteered!

Upcoming events:

We're eager to continue working with Slavic Village Development on a Safe Routes to Schools pilot project this fall. In August we gave a modified Earn A Bike course to the youth who were doing the street mapping, to teach them a transportation cyclist's point of view. When school starts, we hope to teach Bike Ed to the students in the two participating schools, either in big "bike rodeo" events or, preferably, in activity-period bike clubs with the youth mappers as mentors.

Ribbon cutting for the Veterans' Memorial (Detroit-Superior) Bridge promenade and bike lanes is scheduled for Thursday, September 2nd at 11 AM. Judging from past performance, and progress as of mid-August, it's a good bet that it will be later than that, which is why it's included here; keep an eye on the website calendar – maybe it will even get re-scheduled for a time when the "whole bunch of bikers" they would like to see there can actually attend. Wear your leathers!

Members' special:

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. They're light, strong, safe, and available in clear or green. They require a bit of work, but come complete with serious DIY credits, and an incredible sense of accomplishment.

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LEW Club Weekend & Holiday Ride Schedule

Sep. 5	8:00	Scenic Park to Vermillion - 70 flat miles
Sep. 6	10:00	Holiday Hawaiian Shirt ride start from Scenic Park to Cleveland Flats for lunch - 30 flat miles
Sep. 12	8:00	Bonnie Park to Peninsula - 45 miles
Sep. 12	10:00	Bike Path Ride: Canal Visitor Center to Peninsula via Towpath - 24 mi.
Sep. 18	10:00	Women's Ride: Scenic Park to Shaker Square - 38.4 miles
Sep. 19	8:00	Seville to Ashland - 65 miles
Sep. 26	8:00	Valley City to Wooster - 80 flat miles
Oct. 3	8:00	Malabar Weekend - Saturday/Sunday starting from Malabar Farm AYH
Oct. 10	8:00	Brecksville (Station Road) to Kent - 45 to 55 miles
Oct. 10	10:00	Bike Path Ride: Alexander Road ABC Trail to Kent - 25 miles
Oct. 16	10:00	Women's Ride: Bonnie Park to Peninsula - 45 miles
Oct. 17	8:00	Brecksville to Chagrin and Burton - 45 to 65 miles
Oct. 24	8:00	Olmsted Falls to Wellington - 60 miles
Oct. 31	9:00	Halloween Ride

Ride Start Locations

Alexander Road	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).
Canal Visitor	Along Towpath Trail, off Canal & Hillside Roads, in Cuyahoga Valley National Recreation Center.
Olmsted Falls	Olmsted Falls East River Park, on Lewis Rd, between Bagley and Water Street, across from Chestnut Grove Cemetery.
Scenic Park	Parking lot at marina in North Rocky River Reservation, off of Valley Parkway ½ mile south of Detroit Road, in Lakewood
Seville	Post Office parking lot at East Market & Liberty Streets in Seville, Ohio, 1.5 mile south of I-76.
Valley City	Liverpool Elementary School, at West River Road and School Street.

Weekday Rides

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

Wednesday “Mod” – The “Mod” (Moderate Pace) Rides will leave from the Olmsted Falls Public Library parking lot at 6:30 Wednesday nights, weather permitting (after Sept. 15, these rides will start at 6:00 due to advancing nighttimes). These qualify as B rides, with distances varying from 20 to 40 miles, and will be led by Marc Snitzer and Greg James. For more information, contact (or e-mail) Marc Snitzer at 440-236-3017, (msnit@juno.com), or Greg James at 440-331-9419 (clockwerke@aol.com).

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 (or e-mail) Ed Wheeler at 440-572-1122 (wheels@ameritech.net).

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. If you aren't receiving weekly ride updates and have e-mail, let us know and we'll put you in the address book.

Club Ride Pace

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

September	(Volunteer Requested)
October	Greg James

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

As the riding season begins to wind 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 see the road, and the traffic on it, and to be seen by other users of the road.

2004 “Women Only” Ride Series

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

The 2004 Ohio Bike Path Series

The Ohio Bike Path Series is conducted entirely on bicycle paths or all-purpose trails. These are held on the second Sunday of each month (in conjunction with a regular club ride), from May to October.

These are “C” level rides, starting later than the regular Sunday ride, with a stop for lunch. All riders must wear a helmet and be club members, unless a signed signature card is obtained in advance. All children under 16 must be accompanied by an adult.

Upcoming Ohio Bike Path rides for this season:

Sept. 14	Towpath (Canal Visitor Center to Peninsula)	24 miles	John Whitaker
Oct. 12	Kent (Alexander Road ABC Trail to Kent)	22 miles	Dan Izuka

The 2004 Club Picnic

Heartfelt thanks are extended to all who showed up at the LEW Club Picnic on August 8th, and especially to the volunteers who helped make it a reality. Thanks also, to our own "Iron Chef – Wheelers", Mr. Greg James, whose pork roast, chicken stir-fry with rice, and grilled veggies were enjoyed (and completely consumed) by all in attendance. Club members who did not attend missed some great food, as well as the company of fellow members. The hand-squeezed lemonade remains a favorite with club members.

Touring Division News

Tom Meara is serving as the Chairman of the Touring Division, and is interested in attracting LEW members who are enthusiastic about bicycle touring, overnight and otherwise. Anyone interested can contact him at 440-777-2563, or email him at tdmeara@wowway.com. Volunteers are needed for Ride Captains. Planned overnight tours through the fall season include:

Tour Destination	Date	Ride Captains
Popcorn/Hancock Horizontal Hundred	September 10-12	Greg James

Starting locations and times TBA. Rides are RSVP; please notify Tom Meara promptly to be included. For additional tours during the season, please consult the club ride schedule for 2004.

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.



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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.

HED JET and DISK, almost new. DISK has 8 speed Shimano Hyperglide cassette and Continental Sprinter 250 tubular. JET has Continental Triathlon 290g tubular, 700cc. Paid \$1150 sell both for \$550, 440-333-2957.

Schwinn AirDyne exercycle, gym quality. Champagne bronze color with electronics, excellent condition. \$220. Ron, 440-354-2574 eves., or 440-823-1038 anytime - rkuc@excite.com.

Raleigh Women's C40 16 inch, Remington Black, Shimano Triple Crank, 8 sp, Cateye Computer, aero bar. \$300 419-663-3571 or dconk@hmccltd.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 September 2004

Publications and Local Resources

Intended to assist new riders in selecting routes and destinations for riding, as well as providing information about local attractions. All publications listed below are available at bike shops, visitor centers, and area bookstores.

Maps

Bicycle Transportation Map by Northeast Ohio Areawide Coordinating Committee (NOACA), © 2002, \$1.99 each, for Cuyahoga, Geauga, Lake, Lorain, and Medina counties.

Cuyahoga Valley National Recreation Area, Northeast Ohio by Steven & Deborah Rhinesmith, © 1996, \$6.95

Trails and Points of Interest

"Biking Ohio's Rail-Trails" by Shawn E. Richardson. Adventure Publications, © 2000, \$10.95

"Mountain Bike America: Ohio" by Adam Vincent. The Globe Pequot Press, © 2000, \$16.95

"Towpath Companion, a Traveler's Guide to the Ohio & Erie Canal Towpath Trail" Ohio & Erie Canal Corridor Coalition, © 2003, \$12.95

Advocacy and Safety

"Car-Free in Cleveland", the Alt-Trans Cleveland Project. EcoCity Cleveland, © 2000, \$6.95

Why You Should Buy from a Bike Shop

When cycling, your bicycle is your constant companion, trusted friend, and the means to get you home before it rains. You should treat it well. If you do, your bicycle will reward you with many wonderful, complaint-free miles. Most bicycles sold today are reliable, high quality products, but sooner or later, you will need to have something repaired, replaced or adjusted, probably at a most inopportune time. Finding and using a good bike shop is the best investment you can make for your bike and yourself.

We encourage new riders to become adept at basic maintenance to build confidence and self-reliance. Understanding the operation of the many components on your bike and how to adjust and repair them may save the day when you break down out on the road. Most simple repairs are easy to do with basic tools. However, many repairs should be done only by qualified mechanics. If you aren't adept at mechanics, who better to repair your bike than the shop who sold it to you? If you aren't sure how often to perform maintenance a good mechanic is essential. Waiting for the parts to tell you they need attention is not a good idea. Are you really going to be thinking how much money you saved when you break down 10 miles from home?

Why buy from a shop when it is often so much less expensive on the internet? Because their advice and experience will make your overall costs less and your purchase more suited to your purpose. There is a bewildering array of merchandise available on the web and some sites offer very good advice. However, this large amount of choice is the very reason you should be getting help from the experts. Bicycles today have become lighter, more efficient, more reliable and easier to use; but at the cost of greater complexity and integration of components. You have to pay attention to which chain works best with a particular cassette and derailleur, and for this you need a qualified mechanic.

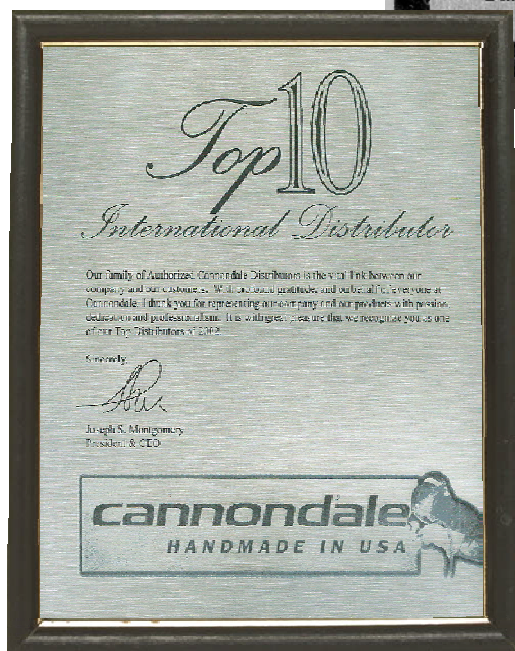
A bike shop owner has an investment to protect and a limited customer base. It is in their best interest to be sure that every customer they have is satisfied. They work hard to be sure you tell your friends about a good experience and that you come back for additional purchases. Many shops contribute to the local cycling community through classes, special events or team sponsorships. Do you think that www.cheapbikestuff.com cares about cycling in your community?

There are times when purchasing on the Internet may be best. You may have a particular need for an item that the local shops can't afford to stock. However, it is difficult to go wrong buying from a trusted, local expert who stands behind their work.

There are many good shops in the area and we encourage you to ask other cyclists who they recommend. The help and friendship provided by a good shop is invaluable.

- from the New Rider Flyer published by the Lake Erie Wheelers

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