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SEPTEMBER 2006

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The Voice of Cyclists in Northeast Ohio

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From the Editors

Edie and I had a problem. It was a beautiful weekend day, we had all the time in the world; the birds were chirping, the sun was shining, a light breeze was blowing and we had a problem. I wanted to go canoeing and Edie wanted to take a bike ride. It's not that we hadn't ridden bikes in a while; we do that nearly every day. But we'd also canoed last weekend. 'It's perfect riding weather' Edie pointed out, 'we could ride to the highest points of Lake County – what a view!' 'It's perfect paddling weather' I countered, 'with the rain on Thursday the Chagrin River is at a prime level for a run from North Chagrin down to Lake Erie'.

We stared each other down. This tends not to work. Edie's a first born. So am I. We don't back down. But occasionally we compromise. This seemed like the time. Edie began: 'You know, she said ' with no one else coming along, how are we going to shuttle ourselves back to the car? We only have one car. I know we can drop the boat off upstream, and paddle down to Lake Erie, but how are we going to get back to the car?' 'Well, I replied, 'we could take the bikes with us, lock them to a tree down by the Lake and at the end of the trip ride them back to get the car'. 'It's only a 15 mile ride' she said. 'True, but we get to ride uphill all the way back to North Chagrin'. 'Okay'.

And so we did. No need to hunt up a second canoe couple, or go out and buy another car. Edie stayed with the canoe up by North Chagrin, I dropped both bikes down near Lake Erie, drove back to the start and we proceeded down the river. It was a pretty paddle. All those neat bridges that span the Chagrin and that we'd biked over dozens of times were now perched airily overhead as we floated below. Cliff walls we'd get a glimpse of riding by, were now forming one bank of the river for several miles. And that steep little road that spanned the Chagrin at the bottom, Eagle Rd., well, you know how it got its name? Yup, we saw the eagle stalking fish from 100 feet above our heads.

So, if you're faced with a similar dilemma, don't despair. A bicycle can be pressed into service for nearly any occasion. It makes such a fine canoe shuttle vehicle that we've used it several times since.

Martin Cooperman and Tom Meara, Editor & Publisher
August 2006

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IN THE ZONE

Cycling News and Events

The **Glenn Research Center** received the **Cyclist Friendly Communities Award** from Ohio Bicycle Federation and that Glenn is in process of marking their vehicle detectors so that cyclists are able to trigger them to get a green traffic light.

Congratulations for **Jim Sheehan** and everyone at the **Ohio City Bicycle Co-Op**. OCBC was honored with an award as a **champion for transportation sustainability** at yesterday's Burning River Festival. Congratulations on the well-deserved award!

Florida recently passed legislation saying that "the driver of a vehicle overtaking a bicycle or other nonmotorized vehicle must pass the bicycle or other nonmotorized vehicle at a **safe distance of not less than 3 feet** between the vehicle and the bicycle or other nonmotorized vehicle." Arizona, Minnesota, Oklahoma, Utah, and Wisconsin also have similar laws on their books.

Kevin Cronin of ClevelandBikes reports that the City of Cleveland has indicated they have a portion of the ground level of a parking structure near Quicken Loan Arena on East 4th Street that they may make available to serve as a **bike station**. The city architects are being approached to develop drawings about creating the facility. ClevelandBikes is planning to help raise money for the project.

Midtown Development Corporation has proposed to construct a **mountain bike park** on a underutilized field on **E. 57th St and Chester Avenue**. Various representatives of mountain bike groups have met with staff to discuss steps needed.

The recently completed second edition of the **Thunderhead Alliance Guide to Complete Streets Campaigns** is now available at all on-line booksellers; ISBN: 0-595-39318-7. Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities are able to safely move along and across a complete street. Any street that serves only some modes at the safety expense of others is incomplete.

The **MIT Cycling Team** won the Division II Eastern Collegiate Cycling Conference Championship not in small part due to the victories in both the men's and women's team time trial. Extensive training and trips to the **MIT Wind Tunnel** are credited for their success. As reported in a Bicycling.com article on the team, MIT realized that winning the TTT was not about improving power but improving efficiency, by about 10 percent. How, you might ask? Using wind tunnel testing MIT found that only 15 to 25 percent of the wind resistance is determined by the bike while the bulk of it (no pun intended) is determined by the rider and their position on the bike. Equipment and it's position on the bike does matter though. For example, a nonaero helmet creates four times the drag of a nonaero wheelset or on a round-tubed frame, having a bottle on your seat tube is more aerodynamic than not having one at all, and it's much more aero than putting it on the down tube. Commenting on what their success prove, **Mike Cote of MIT** states, "It's not as much about proving that we're strong cyclists as it is about proving that it's not just being strong that makes you a good cyclist."

This month's cover shows three riders from the Lake Erie Wheelers, Jake Elliot, Jim Boland, and Doug Barr, on the Blue Ridge Parkway.

Upcoming Cycling Events

Saturday, 9/2 STOMP BICYCLE ADVENTURE. Cuyahoga Falls. Five ride choices: 10/ 20/30/63 flat to hilly miles, and special Rails & Trails route which includes a ride on the Cuyahoga Valley Scenic Railroad followed by a five-mile ride back to event site. Full services plus light breakfast. Metro Parks Serving Summit County. Susan Fairweather; 975 Treaty Line Rd.; Akron, OH 44313. (330) 867-5511. www.stompbikeride.com

Monday, 9/4 THE CHEAP CENTURY. Medina. A challenging 100-mile "free" ride -- it's Labor Day, so why not work hard at riding? Route map only provided; no other support! Medina County Bicycle Club. Dave Polcyn; 4945 Debbie Dr.; Medina, OH 44256-8676. (330) 723-3831. DavePolcyn@zoominternet.net

Saturday, 9/9 POPCORN 100 BIKE TOUR. Marion. Routes of 25/62. Includes full support: snack stops, maps, marked routes, safety coverage, patch, and post-ride treat. Marion General Hospital. Kim Wenig; 1000 McKinley Park Drive; Marion, OH 43302-6397. (740) 383-8980. www.mariongeneral.com

Saturday, 9/9 NIGHT RIDES ON THE TOWPATH. Peninsula. Free ride for cyclists of all skill levels starting at 8 p.m. Covers 15 to 20 miles of flat terrain on the Towpath Trail. Helmet and bike lights required. Century Cycles Bicycle Shop. Attn: Derrick; PO Box 268; Peninsula, OH 44264. (800) 201-7433. www.centurycycles.com

Sunday, 9/10 HANCOCK HORIZONTAL HUNDRED. Findlay. Routes of 32/ 62/100 miles. Entry includes: patch, map, rest stops with food, lunch, sag support, well-marked route. Hancock Handlebars. Mike Gould; PO Box 232; Findlay, OH 45839. (419) 422-0417. www.HancockHandlebars.org

Saturday, 9/16 CO-OP TO CO-OP CULTURAL EXCHANGE RIDE. Cleveland and Oberlin. Unique dual-start, out-and-back ride. 62 flat miles. Co-Ops to try and top each other's hospitality. Donations benefit kids' bike education programs. Ohio City and Oberlin Bicycle Co-Ops. Jim Sheehan; 1823 Columbus Rd; Cleveland, OH 44113. (216) 830-2667. www.ohiocitycycles.org

Saturday, 9/16 12/24 HOURS OF MOHICAN. Loudonville. 12-hour and 24-hour competition and a three-person category. Novice, Sport, Expert, Solo, Duo, Teams. OMBC. Ryan O'Dell; PO Box 97; Butler, OH 44822. (419) 989-0239. www.mohican.net

Sunday, 9/17 NEOC: NORTH-EAST OHIO CENTURY. Route choices: 35/ 62/100 flat to hilly miles. Entry Deadline: Sept. 9. Out-Spokin' Wheelmen. Eugenia Pierce; 231 Upland Ave.; Youngstown, OH 44504. 330-746-4157. www.OutSpokinWheelmen.com

Sunday, 9/24 IRISH HILLS TOUR. Sylvania. Flat to rolling ride of 10/31/ 62/100 miles. Lunch on 62/100-mile routes. Hostelling International - Toledo Area. PO Box 352736; Toledo, OH 43635. 419-865-9145. iht.home.att.net

Saturday - Sunday, 9/30 - 10/1 COLUMBUS FALL CHALLENGE. Ride to Marietta and return on this full-service tour of 110 tough, hilly to very hilly miles. Columbus Outdoor Pursuits. Attn: Bruce & Barb Meyers; 1525 Bethel Rd. Ste. 100; Columbus, OH 43220. (614) 882-9407. 75bjm1@sbcglobal.net

Saturday - Sunday, 9/30 - 10/1 COVERED BRIDGES TANDEM WEEK-END. Austinburg. Saturday route choices: 44/66/80/90 rolling miles. Sunday: 54 miles only. Doug Crush; 3840 Smith-Stuart Rd. Niles, OH 44446. (330) 509-8098. Email: DCrush@aol.com



Cleveland Touring Club

Cleveland Touring Club

PO Box 1157

Mentor, OH 44061

www.clevelandtouringclub.org

clevelandtouringclub@hotmail.com

Welcome new members!

Dennis Plescia, Concord; Tom Bertosa, Chardon; **Mike DeDonno, Macedonia**; Erik Gaizutis, Russell; **Thomas Hill, Rome**; Eugene Killeen, Cleveland Hts; **Richard Klasen, Madison**; Roger Law, Mentor; **Judy Macik, Twinsburg**; George Novotney, Mentor; **Family Siler, Chagrin Falls**; Bruce Smalheer, Chesterland; **Ernest Toles, Maple Hts**; Tom/Sandy/Brad Wadsworth, Chardon; **Christine Bartolotta, Willoughby Hills**; Ethan Cohen, Shaker Hts; **Janet Edwards, Parkman**; Arthur Emser, Moreland Hills; **Wayne Kuznar, Fairview Pk**; Tom Papish, Strongsville; **Lou Powers, Shaker Hts**; Jonathan Sterling, Cuyahoga Falls; Morris/Joanne, **Wheeler/Cohen, Shaker Hts**; Gene Widenhofer, Richmond Hts; **Paolo/Maria, Iannarelli/Rajka, Euclid**; Doug Kelley, Gates Mills; **Mark Koenig, Chagrin Falls**; Scott Lambert, Madison; **David/Peggi/Maggi Trimble, Moreland Hills**; Diane/Nancy Wakeley, Newbury; **John Hise, Painesville**; Chris Hitchcock, Chagrin Falls; **Peter DeGolia, Cleveland Hts**; Matt/Sandra Eberly, Perry; **Judy Gleason, Parma**; Ruth Gutschmidt, Cleveland; **Craig Hannibal, Wickliffe**; Art Jones, Chardon; **James/Jill Koval, Painesville**; Susan Porter, Lakewood; **Matthew/Susan Sobel/Slotnick, Novelty**; Joe Sugi, Independence

Weekly Ride Schedule

Tues 6:30pm start at **Concord Woods**. Large group with map.

Wed(a) 6:30pm start at **North Chagrin**. Self directed.

Wed(b) 7:00pm start at **North Chagrin**. Casual with ride leader.

Thurs 6:30pm start at **North Chagrin**. Large group with map.

Sat 8:30am start at **North Chagrin**. Pickup Ride, group decides destination

Sunday Ride Schedule (all rides start 8:30AM)

Date Location

Sept 3, 8:30 **CHARDON** to Punderson (25) Hiram (50) Flat/Rolling

Sept 4, 8:30 **NORTH CHAGRIN** - Labor Day – Pickup Ride Varied terrain

Sept 10, 8:30 **NORTH CHAGRIN** to Shaker Heights PICTURE DAY? Stop for sit-down breakfast? Flat/Rolling

Sept 17, 9AM **NORTHFIELD CENTER** to Hinkley Lake, Medina (25,40,60),
Courtesy of Freya Rolling/Hilly

Sept 24, 9AM **FERRANTE WINERY**-Covered Bridge/Mad Dog Ride (20, 40, 60) Rolling/Hilly

Oct 1, 9AM **CONCORD WOODS** to Thompson (40+) Rolling/Hilly

Oct 8, 9AM **NORTH CHAGRIN** – Eddy's Fruit Farm (30,45) Hilly

Oct 15, 9AM **CHARDON** to Burton (30) Middlefield (45) Rolling

Ride Start Directions

CHARDON Rt. 6, Chardon Plaza, parking lot across from McDonalds

CONCORD WOODS Take I-90 to Rt. 44 and go south to Auburn Road. Turn left, continue under the bridge and up the hill to Spear Road (flashing light). Turn right. Concord Woods is at the end of the street. ADDRESS: 11211 Spear Road, Painesville

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

NORTH CHAGRIN N. Chagrin Reservation — Sanctuary Marsh Nature Ctr. lot; enter park from Chagrin River Road (Rt 174) to Ox Lane.

NORTHFIELD CENTER CVS Pharmacy parking lot — south side of Rt. 82 near intersection of Old Route 8 in Northfield

MARK YOUR CALENDAR!!!!

The CTC Fall Picnic is scheduled for Saturday, September 23rd and will be held at the same location as the last two years; on the lake at the Cedarwood Beach Club. CTC is providing burgers, brats, chicken, non-alcoholic beverages and a keg of Great Lakes until it runs empty.

The picnic is pot luck and the theme is Side-Salads; so please bring items such as green salads, bean salads, fruit salads, grain salads and potato salads. In any case, please RSVP to Gloria Costello by Sept 17th with the number in your party and your pot luck contribution.

RSVP to Gloria - (440)944-5390 or you e-mail Gloria308@Mailbag.net Free to individual CTC members and to families of CTC members with family memberships. \$5 for all other guests.

BE CAREFUL OUT THERE!

There has been a rash of accidents this riding season. Please be aware of your surroundings while riding, obey the traffic laws (you are vehicle in the eyes of Law Enforcement) and ride defensively. Remember to ALWAYS WEAR YOUR HELMET!

Tour da U.P by Pat Carterette

The 'Tour da U.P.' (www.tourdaup.org) was my first multi-day bike tour and definitely won't be my last. This 5-day, 200 mile ride began in Baraga, Michigan at the base of the Keweenaw Peninsula. Ninety-five cyclists (aged 14-78 and all levels) cycled for two days along the western shore of Lake Superior to reach Copper Harbor near the tip of the peninsula.

We had a 'free' day in Copper Harbor to participate in a number of other optional activities (outdoor sports, shopping, etc.) before cycling back to Baraga

along the eastern shore of the lake. Most of the riding was done on lightly-traveled paved roads with decent shoulders.

Drivers in the U.P. were found to be courteous and respectful to cyclists – perhaps because this area draws lots of outdoor enthusiasts. This tour offered some challenging hills, beautiful scenery, occasional headwinds, camping in state parks, friendly cyclists from about 8 different states, excellent food, and evenly-spaced rest stops...all for a good cause.

The 'Tour da U.P.' is an annual fundraiser for Teaching Family Homes, a non-profit child and family organization in the U.P. that cares for troubled children and families. The bike tour is entirely planned and executed by staff members from TFH. They do an excellent job considering this is in addition to their regular duties. The Executive Director and other administrative staff were on hand and helping out the entire week. They drove the SAG truck, prepared and served the meals, gave medical aid and helped in a myriad of other ways.

This year was the 16th year for the tour, but each year, the route changes. Next year they are considering riding through the Porcupine Mountains in the U.P.

If you are looking for a laid-back tour with 100 or so riders that takes you through some beautiful country, I'd recommend this tour. The main drawback is that this year it took about 12 hours just to drive there. But it's a nice drive with lots of time to listen to music or books on tape!

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GOAL SET FOR 6000 MILES OF BIKING...Continued

By Bob Hart

Bob Hart, CTC member, continues cycling towards his goal of riding 6000 miles this year. He has thus far been to Mallorca, TOSRV, and Mt. Mitchell. Read on for the continuation of his adventures.

May 26-28. Horsey Hundred, a Memorial Day weekend ride in Georgetown, Kentucky. It was my first time and naturally I knew more; not bothering to read the instructions. I had decided to sleep in the dorm at Georgetown College, a small religious school in Georgetown, KY. In failing to read the instructions, I had failed to notice that each person was supposed to bring bed linen, pillows and towels. I had none of these 'extras.' My bed linen was my rain gear, pants and jacket, my pillow was a Camelback, and my towel was a bandana. The air conditioning made bed linen, etc. necessary. I considered going to the store to purchase the items I was lacking, but it was just more money. When my roomie came in about midnight and saw me stretched out on a cotton mattress with no mattress cover, he thought I was a little unbalanced. He was from Georgia.

All the food was served in the school cafeteria and there was plenty of it. I noticed that the profile of the people attending the ride was older than normal. They didn't all do the century as I did, but did some of the smaller rides that were available. Keenland race track was a popular destination.

They tried to start the ride at 8:00 AM. It was already hot when we started and it got hotter, and hotter, and hotter. I just wasn't used to it. I really struggled. In fact I had a harder time with this 100 miles than I had with the 200 miles of TOSRV. I didn't get in until about 6:00 PM and I was determined to get myself cleaned up before eating. My stomach was still doing flipflops. So by the time I got around to eating, the dining room had closed and my supper was two bowls of ice cream!!!!!!!!!!!!!!!!!!!!!!.

Breakfast was a different story. I ate and ate and ate. Lots of eggs, lots of sausage, lots of orange juice, lots of pancakes, lots of oatmeal, lots of muffins.

Many people were staying over to ride on Memorial Day. I opted out. I had already decided to get back to Cleveland on Sunday and spend some time with the kids and grandkids.

June 3 & 4, Bob Hart Marathon ride. The fourth ride of the spring get-ready-for summer was the Bob Hart Marathon Ride. It's 150 miles to Chautauqua on Saturday and 150 miles back home to Cleveland on Sunday. At various times of the ride there were as many as six people. Only two completed the ride. Rain was the common denominator. It rained on Saturday and Sunday. We stayed in the Chautauqua Institute for \$31 and ate across there street. We ride as close to Lake Erie as we can so the number of hills is minimal. Other routes would require more hills. This ride is meant to appeal to the hardest of the hardy. There are no 'cookies,' no t-shirt, no decal, no food supplied, no certificates, no nothing. If you enjoy riding as I do, you do it for the love of the ride.

June 11, Sunday in June. For good measure I threw in another ride. The CTC sponsored Sunday in June, a scenic ride through the heart of Northeastern Ohio's Amish countryside. I rode the century. The weather was beautiful and the company was exceptional. This was the 6th century ride I've done in 5 weeks.

See October Crankmail for the next installment of Bob Hart's 6000 Miles of Biking

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OCBC is pleased to have received an award for encouraging sustainable transportation from EcoCity Cleveland at the recent Burning River Fest, and even more pleased to have had dedicated volunteers who valet-parked 133 bikes at that event -- thanks to all who helped! We'll feature a few more chances for efficient transportation yet this fall:

The second Co-op to Co-op Cultural Exchange ride will happen on Sunday, September 16th -- details on our calendar page...

There will be one more chance this year for the League of American Bicyclists Bike Ed class, "Road 1" this year at the OCBC. Call for details...

The 16th Annual Dr. John T. Carey Memorial AIDS Walk, on Saturday October 7 at 10AM at Wade Oval in University Circle, will feature two special accommodations for those bicycling to the event:

A free, secure, bicycle parking area will be staffed by OCBC members, who last provided this service for the AIDS Walk in 2003, when we presented a ride that visited Edgewater Beach, former site of the Walk. Walk participants can leave their bikes, helmets and baggage with the assurance they will be safe while they walk -- and even get a bike safety check and equipment advice when they do.

Also, for the first time this year, participants can bicycle together to the AIDS Walk with expert ride leaders from ClevelandBikes. Modeled on that group's Bike To Work Day event, rides gather on the west side of Cleveland and at Shaker Square at 7:45 a.m. and arrive at Wade Oval in University Circle in plenty of time to register for the walk and take part in the opening ceremonies. The east side route will start at Dewey's Coffee in the Northwest Quadrant of Shaker Square. The west side route will start at Arabica Coffeehouse at 11604 Detroit. The bicycle parking will be located in front of The Cleveland Institute of Art on East Blvd. After the walk, bicyclists can meet there to find companions to ride home with on their own schedules.

Online registration can be found at www.cleveland.com/AIDSwalk.

Better Ohio Bicycling Bill Passed

by Fred Oswald and Cal Kirchick

HB 389, the Better Ohio Bicycling Bill, which was proposed by the Ohio Bicycle Federation, passed the Ohio Legislature and was signed into law by the governor in June. The new law, which takes effect on Sep. 21, makes Ohio bicycle traffic law conform more closely with the Uniform Vehicle Code and with the best practices of knowledgeable cyclists. You can read the bill as passed by the 126th Ohio General Assembly at www.legislature.state.oh.us/bills.cfm?ID=126_HB_389.

H.B. 389 includes several important reforms to Ohio law, including:

1. Clarify and limit power of local authorities to regulate bicycle operation.
 - Such regulation may not be inconsistent with safe practices or with the uniform rules of the road.
 - Local authorities may not require cyclists to ride on sidewalks, nor may they close streets (other than freeways) to bicycle use.
 - Special local rules governing cycling are not effective unless signs are posted - for example requiring the cyclists ride single file or requiring use of helmets.
 - Licensing rules cannot be applied to non-residents.
2. Eliminate misinterpretation of bicycle road position (the “far right rule”). It is now clear that you can ride to the left to:
 - Avoid potholes, puddles, glass and other debris or other road hazards;
 - Avoid parked, stopped or disabled vehicles;
 - Make a left turn or ride to stay out of a right turn only lane.
3. Clarify and rationalize bicycle safety equipment requirements
 - Either a blinking or steady red light can serve as a rear light.
 - A lamp in the rear that is as visible as a reflector satisfies the requirement for a rear reflector.
 - Wheel reflectors and front reflectors are no longer required.
 - You need not have a bell.
 - A helmet mounted light satisfies the headlight requirement. Also a generator light is acceptable. Nothing prohibits the use of a blinking white light.
4. Exempt cyclists from a requirement to give continuous turn signals. Cyclists need not give hand signals when both hands are required to control the bicycle.
5. Give courts sentencing discretion including remedial bicycle training. Cyclists convicted of traffic violations do not receive points on their drivers licenses.
6. Allow passing of slow traffic in “no passing zones” under certain conditions

This legislation better aligns Ohio law with provisions of the Uniform Vehicle Code, accepted nationwide as the benchmark for traffic law. HB 389 was supported by the Ohio Department of Public Safety, The Ohio State Highway Patrol and The Ohio Department of Transportation.

=====

We have further information in the form of questions & answers below.

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Suggested Interview Questions (and Answers) About House Bill 389, the Ohio Bicycle Federation's Better Ohio Bicycling Bill

Q: I see this bill changes several Ohio Laws. What are its most important features?

A: We had two priorities that have been addressed: (1) uniform laws and (2) encouraging (or not discouraging) safe lane position. There were also several secondary issues.

Q: What do you mean by uniform laws and why don't we have them now?

A: We need traffic laws that do not change arbitrarily as we go between communities. In addition, all road users should follow the same driving rules. Uniformity makes the roads more predictable, thus safer. The changes in HB 389 also make Ohio's bicycling laws more consistent with the Uniform Vehicle Code.

Until now, any community could "regulate the operation of bicycles" with no restriction. This leads to a crazy quilt of non-uniform laws, many of which mandate unsafe practices. In contrast, when you drive a car, you have one set of driving rules everywhere in the state. Local officials can customize driving rules only in limited ways that are consistent with safety, for example, by designating a one-way street. But then they must post signs to tell about the change.

Q: You mentioned mandating "unsafe practices". Can you give an example?

A: Sure. Some cities required riding on sidewalks. These laws are no longer effective. Sidewalk cycling is unsafe, especially at speed, because then cyclists violate the expectations of other drivers — they suddenly appear on a collision course at intersections and driveways. Sidewalk cyclists are also a hazard to pedestrians. Unfortunately, there are many other bad laws I could cite. The problem is most people, including government officials, do not understand proper bicycle operation. That leads to bad laws.

Q: Isn't someone on a bike like a pedestrian?

A: No. A bicycle is a vehicle. It can travel several times as fast as someone walking, especially downhill. A bike cannot stop instantly or step backward or sideways. It has brakes like a vehicle and it turns like a vehicle — because it is one. The safest way to operate a bicycle is by driving it, following the same rules as other drivers. The problem is most people are not properly trained in bicycle driving. (We emphasize that word driving — it is important to think — and act — like the driver of a vehicle when operating a bike.)

Q: How many communities have bad local laws?

A: When we surveyed 65 communities in the Cleveland area, we found about half mandate one or more unsafe practices. You can see the survey, ratings and examples of bad laws at www.crankmail.com. (Crankmail is a cycling newsletter for NE Ohio.)

Q: You mentioned current law encouraging safe lane position. What do you mean and how is present law wrong?

A: Ohio law requires riding "as near as practicable" to the edge of the road. First, this is discriminatory. Worse, that word "practicable" is often confused to mean "as close as possible" to the curb. Most people do not realize that a cyclist should keep a safety zone to his right and should stay out where other people are looking for traffic. Also, where the lane is too narrow for safe passing, cyclists should ride near the center of the lane so other drivers realize that they need to change lanes to pass. Otherwise, many are tempted to "squeeze past" at an unsafe distance. Our bill added material to deal with this misunderstanding but the law is still discriminatory.

Q: Gee, I was taught that it is safer to stay out of the way of cars.

A: We have a huge problem with “bicycle safety” training given by people with little experience or knowledge. They teach the wrong things.

An excessive effort to stay out of the way generally makes the cyclist much less visible, thus less safe. For example, dodging between parked cars or hugging the curb, as mentioned earlier. This makes the motorist’s job much harder because a bicycle can “appear out of nowhere” on a collision course. We are all better off if cyclists are more visible and more predictable.

Q: You mention several things that are counter-intuitive, especially riding near the middle of the traffic lane. Where can we learn more?

A: There is educational material on the Ohio Bicycle Federation website: www.ohiobike.org. Included is a list of cycling instructors in the state — you can take a Road-1 class to learn much more. We should also mention the booklet “Ohio Bicycling Street Smarts” distributed by the Dept. of Public Safety and financed by our “Share the Road” auto license plates.

Q: Will the new law make all those bad local ordinances go away?

A: Unfortunately, it’s not that easy. After Sept. 21, most of the worst ordinances will be invalid because they violate the basic rules of road or they will be unenforceable because of lack of proper signage, but we still need community officials to replace them with better laws. We have a set of Model Laws that local officials can access from our website: www.ohiobike.org. We also have a Cyclist Friendly Communities program — they can improve conditions and make cycling safer and maybe get an award from the Ohio Bicycle Federation. Details are on the website, ohiobike.org.

Q: I see your bill also addresses several other issues, including safety equipment and even rules for “no passing zones”.

A: Right. Some of the safety equipment is of marginal value. Who needs a bell when we can yell a warning? And all of those reflectors make some people think they don’t need lights at night. But reflectors do not work unless headlights shine on them. Instead, we need to get people to use lights at night, both front and back.

When an engineer establishes a no passing zone, he must assume the vehicle being passed is traveling only a little less than the speed limit and the vehicle passing is going at the limit. This takes a lot of space on the road. Under current law, it would be illegal to pass a vehicle moving as little as 1 mm a month. Almost everyone would pass under this condition. Our rule simply makes it legal so long as it is safe.

Q: Finally, I’ve heard that you have been rating bicycling laws of several states. How does Ohio compare?

A: Before HB 389, we got a D rating, near the bottom of 14 states covered so far. When the new law goes into effect on Sept. 21, Ohio will be on top with an “A” rating, ahead of Nevada, N. Carolina and the Uniform Vehicle Code.

Fred is a certified bicycle safety instructor, professional engineer and Trustee of the Ohio Bicycle Federation and ClevelandBikes. Cal is an attorney, Vice President of ClevelandBikes, Trustee of the Ohio Bicycle Federation and an experienced bicycle commuter. For more information, see www.geocities.com/fredoswald or contact fredoswald@yahoo.com or Kirchick@bakerlaw.com



P.O. Box 844 Medina, OH 44258

Contact the following for information

www.medinabikeclub.org

Pres.: Dave Polcyn	330-723-3831	davepolcyn@zoominternet.net
V. P.: Dave Ling	330-416-9421	ldbl3000@aol.com
Treas.: Glen Hinegardner	330-725-8430	biker10260@aol.com
Sec.: Lou Vetter	330-725-0441	bikevetter@aol.com

Tuesday Evening Rides

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

Tuesday Evening Starting Location:

September Buckeye Woods

Sunday Morning Breakfast Rides

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

NEW STARTING LOCATION is Buckeye Woods County Park located on route 162
between routes 3 and 42. Sunday rides are generally 40 to 60 miles in length with
breakfast at the halfway point.

BICYCLE HELMETS ARE REQUIRED ON OFFICIAL CLUB RIDES

CLUB NOTES: The meeting will be held tomorrow evening so the report on club activity will be in the September issue of the Crankmail. OH, please remember that the Cheap Century is coming . . . or was held over Labor Day weekend and by the time you read this it will have already happened. Sorry if you missed it. I'll be there . . . or I was there. Dang, it's hard to write about an event that is in the future but as you read this it is over with.

LETTER FROM VETTER:

Lee's Saturday Ride: As an addition to the ride schedule that offers an alternative to riding on Sunday, Lee has been leading some rides on Saturday. These rides have been very social and the pace is agreeable to those participating. In other words it's less workout and more conversation. Who knew we could actually ride and talk at the same time? Last Saturday's ride was an intimate group of five, Tom Dease, Pat Brannon, Dave Ling, Lee, Joe, and I all rode out of Buckeye Woods Park at 8:00 am. Pat wanted to make a change from our usual routine and asked what the plan was. Plan? We don't need no stinkin' plan. Well we formed a plan to ride to Canal Fulton for breakfast. Pat said she didn't have time to do that but was willing to ride along and detour along the way.

As we were riding south on Acme Road we approached a church and there was some service in process as there were many cars in the parking lot. Next to the parking lot was a pasture, yes, this is Medina County and there are still farms in the unincorporated areas. As we neared the church it was obvious to me at least that there were cows in the pasture and they were all camped out next to the fence, which was right next to the church parking lot. So I commented on how they must crave human company since they were all lined up as close to the church as they could get. There were several comments about the cows and Pat Brannon even offered they might be listening to the organ music. Then she almost had me fall off the bike when she said "they are obviously moved by the organ music". Man! I wish I had said that, funny stuff.

Next we turned and got onto Mennonite Road and went down the hill to Rittman, Ohio. This is where Pat broke off and rode back to her car while the boys rode on to Canal Fulton. We arrived in time to eat a hearty breakfast at the Century Restaurant in town and reminisced over past rides to the same restaurant. They were very busy but we got served and for some reason each of us ordered two breakfasts. It seems that everyone wanted an egg dish and a pancake on the side. The ride back started out by climbing up the big hill to route 21 and crossing over that to ride on. For some unknown reason the big hill seemed less steep than usual and that was attributed to the fact that no racers were in the peloton. So riding your own pace without chasing the fast guys makes the hill easier to conquer.

As we entered Seville we decided to take another break. This meant I could buy a Gatorade at the open pantry and sip it, I mean gulp it down in the park. Across the street a funeral was in process and we could not get in a serious mood and so as one young lady walked into the church someone commented that she needed a shiny porch for that swing. Well, you had to be there. It was funny at the time and it would help if you could picture the shiny black denim jeans she wore to the funeral. The break over, we headed past the church and as luck would have it we passed by the hearse with a whole basket of purple funeral flags. We formed our own procession but what are we supposed to do with four funeral flags?



The BRP and We

by Joni Lewanski

Memorial Day 2006 is a memory, a memory of riding with 13 Lake Erie Wheelers (LEW) on a 350-mile ribbon of well-kept road over the long ascents and descents of the Blue Ridge Parkway, known affectionately as the BRP. We had mostly hot clear weather that granted us views from every vantage point. Honeysuckle scented our mornings and poplar trees threw tulips on our path to welcome us to the week-long challenge of elevation, weather, wildlife, and phantoms.

By reputation, the BRP is a place where a bike can climb peacefully and nary see a car, and if you did see one it would be going no faster than 45 mph. Yep, that's what they say.

We actually started on the Skyline Drive in Virginia, which links up with the BRP in Waynesboro. As we each paid for our pass at the Parkway entry point, they told us that 1400 vehicles had passed through the gate the day before and more were expected that day. We wondered skeptically how many of the 1400 had been cyclists like ourselves and we were not far up the road before it became ever so clear that cyclists predominated, motor cyclists, that is. Some of them rode with colors, most of them rode with friends, all of them rode with motors. Luckily the traffic quieted down the day after Memorial Day. We had our own sweep vehicles though, 2 big Chevy vans and a Honda Element, that managed daily logistics and carried our lunch. They were good.

Passing through the heart of a mountain range teaming with wildlife, some wilder than others, we were vulnerable to more than predatory noise. **Joanne Belovich** protected our riders from behind. No one but her even saw the bear. She was good.

No one saw any copperheads either. The black snakes are another story. Being harmless creatures and not too bright, they needed more protection from us than we did from them. I saw a 5-foot-long black snake trying to cross the road as I pedaled by, hoping the traffic would be light enough to allow the creature to reach the other side. Empathy is not good enough; it does not save snakes. Enter **Tom Meara**, who got the snake off the road so that it would live to try the same maneuver another day. He was good.

Two days later, I encountered another black snake who had the same idea of crossing the road. Off the bike went **Joni** to apply Tom's humanitarian principles. The snake limped off into the weeds as if it had recently experienced a stroke that affected its slithering musculature just below its head. Hmmm. Enter Tom once again, this time in the Element, sheepishly admitting that he had tried to avoid the snake but it had gotten kind of...bumped. You can't save them all.

We represented a wide range of cycling speeds on this tour. The word that got back to the omega cyclists via the sag vehicles usually told us that **Leo Fohl** or **Bob Meara** had gotten to our destination first or, at least, that they were the first ones to wonder whether our destination existed. For a while, many of our riders were convinced that the Comfort Inn in Waynesboro, where we supposedly had reservations, was a phantom motel. Asked for directions, the locals sent us to the Quality Inn, which had formerly been owned by and called the Comfort Inn. They would have kept **Jake Elliot** cycling

around in circles were it not for the sag wagon. **Russ Marx** had the good sense to take a break. **Becky Seitzinger** says she found Russ and his bike taking a snooze by the side of the road, scooped him up, and brought him to the real Comfort Inn.

At least the Sleep Inn in Lexington had not moved or changed names. Here, we had a phantom reservation, visible only to us but not to the staff at the inn. Fortunately, there were rooms available for us. Later, we discovered that our original reservation was made for the Sleep Inn in Lexington, Kentucky.

Even atop the Blue Ridge, where the seasonal temperature was at least a few weeks behind the valley, it was hot. When we headed down to the valley to seek out our sleep rooms, the heat became oppressive. Tom and I in the Element spotted **Dave Schneider** and **Ron ‘Doc’ Corey** catching some shade under a tree, little knowing that they had just missed a critical but somewhat less than obvious turn. We told them to backtrack and Tom posted me on the corner to be absolutely sure that Dave and Doc would not go astray.

I’ve been called many names in my life but I got a few new ones on the BRP. My favorite was one that Jake gave to me: ‘The eighth wonder of the world’. It has a nice ring, doesn’t it, although I achieved this title not because of my riding skills, but because of the full coverage outfit I wore in 93-degree heat. It was difficult to convince people that I was not uncomfortable because the wonders of ventilation are not necessarily appreciable on sight. Besides shielding me from the sun, my outfit gave me other perks too. For example, the only gnats that stuck to me were the ones that got in my teeth and that was not so bad. After all, they’re pure protein and oh so crunchy. Roommates raced to be the first to take a shower to wash off the daily coating of gnats that had died on their skin due to sunscreen asphyxiation. I didn’t mind being last to shower because I was not encrusted.

As we broached the 12-mile hill (elevation change ~3000 feet) the sky let loose some thunder, but no lightening and no rain, like a drum-roll or maybe applause. Up ahead, we always had the alpha riders to wrangle with the weather. **Doug Barr** fought off hail that the omega riders never saw. He was good.

By the time we got to the Bent Mountain Inn people were ready to enjoy a little luxury. This exquisite B&B was graced by 5 horses, 5 dogs, and 5 cats named after the Dukes of Hazard. The common room shared space with the mountains through

wide windows under the vaulted wooden ceilings and our host used every wall and every shelf to tastefully display the art he had collected during decades of travel. Sheeba, the half-blind guard dog, protected our bikes, or at least, slept by them. The

(Continued on page 26)





May 2006 Wheelmen Calendar

Date	Starting Point	Destination	How Far	The etc's
Sunday ride times are 8:30 AM Eastern Daylight Time!				
08/06	Oberlin	ROAST	30/52/70	a freebie invitational
08/10	Ralph's House	Prolog	5:30 PM	A quick ride
		Meeting	7:30 PM	a picnic!
08/12	Spencer Lake	Wooster	57	A long SAT ride
08/13	Amherst	Milan	57	a long flat to rolling one
		Berlin Hts.	40	get back to mow the lawn
08/20	Oberlin Inn	New London	56	a long but mostly flat one
		Wakeman	32	an old standby
08/27	N. Olmsted	Brecksville	57	A long valley ride
		N. Royalton	40	easier one in the valley

Note the meeting on the SECOND Thursday of the month!

All Wheelmen rides require an approved helmet!

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

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

Spencer Lake: On Foster Road south of 18. Turn left into the parking lot. If you get to route 162, turn around!

North Olmsted: Water Tower Square on the corner of Lorain and Dover Center Roads.

Ride starting times: Saturday Morning rides will start from **Prospect School** at 9:00 AM.

Evening rides are back on the summer schedule! The Tuesday ride leave from **Prospect School in Oberlin** at 5:30 PM and the Thursday ride will leave the **Amherst Parking lot** at 5:30, except for meeting night. This ride starts at the Depot. This should allow enough time for rides of up to 30 miles before dark.

<http://www.lorainwheelmen.org>
info@lorainwheelmen.org

Yo, Wheelers!

Recently I learned of an accident in Cincinnati, Ohio on Sunday, July 16, 2006, where ten (10) members of the Cincinnati Cycle Club were participating in a club ride. Witnesses indicated that a motorist went left of center, killing two (2) of the riders. Memorial rides have been held and there was much discussion in the media concerning the accident.



Steven Magus, an attorney in Cincinnati, writes that we (those of us who ride) are ambassadors for cycling. What we do, and how we act, on the road reflects on the whole cycling movement. His point was that while there may be those who think that bicyclists should be restricted to bike paths, etc., we as ambassadors of cycling need to continually assert our right to the use of the public roads and to conduct ourselves in such a manner as not to give the opposition justification to call for elimination of the use of public thoroughfares by bicyclists.

Our annual picnic was a great success. Special thanks to Art and Jackie Kaplansky for the use of their home and pool. We are grateful to and thankful for our own David Bortz who caters the Club picnics. He always does a fine job and we are happy that he rides with us.

While our schedule only goes to the end of October, we will continue riding until the weather becomes unfavorable. We will start from the "J" on both Saturday and Sunday mornings, at 9:00 a.m. each day.

May the wind be at your back.
Ed Reichel

2006 RIDE SCHEDULE

DATE	LOCATION	TIME	START	DISTANCE
10/01	Hudson Reverse	9:00	JCC	52/41
10/08	Cider Ride	9:00	Elem Sch Caves Rd*	50/36/24
10/15	Tinker's Creek Fall Colors	9:00	JCC	43/35/30
10/22	Oscar's Tanglewood	9:00	JCC	40/32
10/29	Geauga Lake via Chagrin Falls	9:00	JCC	48/40/32

**** Note**** A Riders will start earlier at JCC - check website for details.

For further information, schedule changes, directions to starting points and an archive of ride maps please see www.westernservewheelers.com

Saturday rides begin at the JCC at the same time as the following Sunday ride.



LAKE ERIE WHEELERS

P.O. BOX 26146, FAIRVIEW PARK, OHIO 44126-0146
lakeeriewheelers@yahoo.com www.lakeeriewheelers.org

LEW Club Weekend & Holiday Ride Schedule

- Sep. 3 9:00 Scenic Park to Vermillion - 60 flat miles.
Sep. 4 10:00 Holiday Hawaiian Shirt ride start from Scenic Park to Cleveland Flats for lunch - 30 flat miles.
Sep. 10 9:00 Pick-up Ride from Olmsted Falls.
Sep. 10 10:00 Bike Path Ride: Canal Visitor Center to Peninsula via Towpath - 25 mi.
Sep. 16 9:00 Women's Ride: Lakewood Park to Shaker Square - 30 miles.
Sep. 17 9:00 Hinckley Reservation to Orville - 70 hilly miles.
Sep. 24 9:00 Valley City to Wooster - 80 flat miles.
Oct. 1 9:00 Brecksville to Aurora and Garrettsville - 34/62 miles

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

Brecksville	in Cuyahoga Valley National Park, at Station Rd. parking lot east of Riverview Rd. (just south of Rt. 82).
Canal Visitor Center	Along Towpath Trail, off Canal & Hillside Roads, in Cuyahoga Valley National Recreation Center.
Hinckley Reservation	Parking lot on Bellus Rd., across from Hinckley Lake, just east of Hinckley Hills Rd. (Ohio 606) in Hinckley, Ohio.
Lakewood Park	Picnic area and parking lot, north of Lake and Belle Avenues.
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
Valley City	Liverpool Elementary School, at West River Rd. and School St.

Weekday Rides

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

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

Regular Club Wednesday Evenings – Moderate to fast pace, 20-30 mile rides starting at 6:30pm (meet at 6:15pm) from the parking lot by the Library behind Berea Commons (near Rocky River and E. Bridge Street in Berea), weather permitting. For details, contact Jim Boland at 440-686-0108 (jboland@apk.net).

Weekend Club Rides

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

A – Brisk pace with paceline likely, regrouping every 30 to 60 minutes with a 10-minute wait, maximum. Usual speed is 18 – 20+ mph.

B – Touring pace with pacelines possible, regrouping every 30 to 45 minutes and waiting for all riders to assemble. Usual speeds are 15 – 18 mph.

C – Relaxed pace with no pacelines and frequent regroups for all riders. Usual speeds are 12 – 15 mph.

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.

The Rail ‘n Trail Bicycle Tour 2006

Congratulations and thanks to all who assisted with the 2006 Rail-n-Trail, both as riders and as helpers! This year, just as last year, we have received an incredible response from the participants, due to the wonderful teamwork of the volunteers. Our partners in the venture, Cuyahoga Valley Scenic Railroad and Stanford House AYH, were truly impressed with the way attention was paid to every detail of this project. The accolades from the riders (early figures are of 255 Rail, 45 Pavement) have just been pouring in! Both the Train Riders and the Pavement Riders have been generous with their praise. It is our hope and intention to repeat this event next year, at approximately the same time, for an anticipated 350 riders. In the meantime, please give a round of applause to all of the volunteers who helped make this event so enjoyable. Please extend thanks also to the CVSR and Stanford House AYH crews for their assistance.

2006 “Women Only” Ride Series

In order to provide as many opportunities as possible to ride amongst bicyclists with common interests, we are pleased to announce the Lake Erie Wheelers Women’s Rides, which will be held on the second or third Saturday of each month, from April through October. This year, we’ll offer fun new rides (B-C pace) led by different group members. Please check the ride schedule on the Lake Erie Wheelers web site, in CrankMail or contact Bonnie Vargo (vargobb@hotmail.com), for ride starting locations and destinations.

The 2006 Ohio Bike Path Series

This year we are proud to continue the popular Ohio Bike Path Series, conducted entirely on bicycle paths or all-purpose trails, supplementing the regular Sunday rides. These will usually be held the second Sunday of each month, from May to October. Last year we drew many members, their families, and some guests. We hope to attract new riders unused to riding in groups, folks uncomfortable riding on roads and competing with motor vehicles, and seasoned riders out for the pure joy of riding with friends.

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

The Ohio Bike Path rides, distances, & Ride Leaders, for the remainder of the season:

Sep. 10 Canal Visitor Center to Peninsula via Towpath 25 miles Dan Izuka

Oct. 8 Alexander Road ABC Trail to Kent 25 miles TBA

The 2006 Club Picnic

Heartfelt thanks are extended to all who showed up at the LEW Club Picnic on August 6th, and especially to the volunteers who helped make it a reality. Thanks also, to our own "Wheelers Iron Chef" - Mr. Greg James, whose Grilled Salmon, Southwestern Chipotle Chicken, and Grilled Seasonal Summer Vegetables were enjoyed (and heartily 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

Planned overnight tours for the 2006 Touring Season:

Tour Destination	Date	Ride Captains
Popcorn/Hancock Horizontal Hundred	Sept. 8-10	TBA

Please consult the 2006 Club Ride Schedule for more Touring Rides. Rides are RSVP; please notify Tom Meara promptly to be included. Prospective riders are expected to be physically fit, properly attired & equipped, with bicycles suitable for the routes in question (and adequately maintained).

Club Meetings Return in October

The next regular club meeting will be held on Tuesday, October 10th, at 7:00 PM at the Panera Bread café in Rocky River (at the Rockport Plaza shopping center, 1/2 mile west of Center Ridge Road and Wooster Road), and on the second Tuesday of each month thereafter. In the event of changes, members will be contacted.



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 **NEW ORLEANS** 

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Burley Zydeco Tandem – RED! \$600 I'm 6'2" and my 10 yr old under 5' and it was great, 'cept he didn't like stoking – hence FOR SALE! About 10 years old, less than 1000 miles. Needs to be ridden. Photos available. 440 223-5767 or cmhitch@earthlink.net

Mavic CPX21 Rims, 36 hole, very good condition. \$30. **Campagnolo Nouvo Record Front Derailleur**, braze-on \$10. **Cinelli Giro d'Italia bars**, 64-42, \$10. **Cinelli Campion del Mondo bars**, 66-40, \$10. **Cinelli stem**, 80mm, \$10. **Shimano Dura-Ace Rear Derailleur**, RD-7402, excellent shape, \$50. Tom - 440-777-2563.

Wanted - Bicycle Equipment Ads
Clean out your basement and turn those unused parts into cash, you are never going to use them anyway. As you can see we have a whole column with nothing to put in it.

(Continued from page 20)

hungry group headed out to eat Mexican that evening. Dave waited for **Bonnie Vargo**, Joanne, and me who were about a half hour out of synch with the rest of the group. Bonnie thanked Dave who replied 'That's what you get when you lose the coin toss.'

Most riders finished the last few miles of the BRP in one of the sag vehicles. We all agreed that genuine lightening bolts, heavy rain, and damaging winds were sufficient reason to get off the road. The men drove the vans to the hostel followed closely by the women in the Element, or so they thought. As the vans turned into the hostel driveway, the phantom Element drove on.

Everyone left the hostel next morning with origami stars in their pockets. Bye-bye to the wild bleeding hearts on Sharp Top Mountain, the best hush puppies I ever et, the live blue-grass music broadcast from a theatre in Galax to the world, and that smooth winding road that makes a mountain feel like a very long hill.

We picked up Route 77 in Virginia to head back to Ohio. On Route 77 you see nary a bike and you see many a car traveling at approximately 70 mph, north or south on their respective sides of the divided highway. Yep, that's what they say. But not everyone has heard what they say. We were driving along and **Jim Boland** spotted a southbound car right there on our northbound side of the highway. Who was taking care of that one? That would be We. We called 911 and presumably the Virginia highway patrol got the misdirected car off the road right away. At a rest stop we later met up with people from our group who had been traveling behind us and they said that they never even saw that wayward car. We were good.

Expires October 2006

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