



If You Like Bikes And Biking, PICK THIS UP

WELCOME TO THE GREAT LAKES COURIER
by Michael Gill

All of us who ride bikes have stories. We talk about feats of balance and speed, and about how we interact with cars. We talk about hardware and pavement. We talk about big rides, dream rides, fast rides. Whatever kind of bike you ride, and whatever the reason, the Great Lakes Courier is a place to tell your stories.

Anyone reading this probably knows 2012 is a great time to be riding a bike in Cleveland. You've seen some of the reasons every day—all those people out on bicycles, traveling here and there. Some are going to work. Some are going to get bagels. Some are going to pick up the kids.

You can see rows of bikes parked outside shows at Pats in the Flats, or the Happy Dog, or the Beer Engine, or the Root Cafe. If you want real numbers, NOACA has them: In 2010, bicycle ridership had gone up fifty percent, county wide, over counts done the same way 4 years earlier. In some places—in Lakewood and University Circle, for example, the increase was even more dramatic. Consider the Critical Mass rides, which were drawing about a dozen people in at the late nineties, and now draws as many as 350 riders on a summer day.

But in addition to our sheer numbers, projects of all kinds are underway to make Northeast Ohio a better place to ride your bike. They range from everyday, utilitarian improvements like more racks around town, to potentially spectacular, headline-worthy developments.

Consider, for example, that a group of cyclists is close to breaking ground on the construction of a velodrome in Slavic Village: a banked oval for Olympic style track racing. Maybe a home for your Olympic dreams. Or maybe a place where no one worries about the fact that you don't have any brakes.

Or consider that for the first time ever, Cleveland has a bike station: the Bike Rack, the Downtown Cleveland Alliance's half-million dollar commitment to providing cyclists a place to park their bikes, shower, and change into fresh clothes for the office after a commute downtown.

Consider that RTA will not only let you bring your bike on the train, but all its buses are also outfitted with racks.

Consider that the Lakewood Criterium is in the planning stage for its second year.

Consider the towpath.

Consider the Cleveland Metroparks Bikeway, and the multitude of other dedicated paths.

Consider that the Gund Foundation has funded a staff person for Bike Cleveland—which will for the first time give the region a professional, independent lobbying voice on behalf of cycling.

But all those efforts ride the momentum of that much larger truth: more people than ever are getting around town on bicycles.

That's better for our health and pocketbooks, better for the air we breath, and frankly more fun. If you ride a bike, you're balanced on two wheels. You don't worry about bus routes or schedules because you go where you want, when you want. If you want to get there a little faster, you push a little harder.

It will be an even greater time for biking in Cleveland if the people who do it have a place to tell their stories. In this and upcoming issues, we aim to keep you informed about not just the gear and the policy issues, but about the people, the places, the stories of riding bikes in Northeast Ohio. So send us your news. We'll send you ours.



photo by Frank Lanza

Everyone enjoys biking. Even if you are not up for the Critical Mass Rides like the one above, more and more people are going to their bikes for a healthier lifestyle and fun!

ON THE FAST TRACK:

Cleveland Velodrome To Open In June

by Michael Gill

March 8, 2012 was one of those days when something potentially big happened in Cleveland with no fanfare and little public attention. Before a crowd of fewer than fifty people in the basement of the Czech Cultural Center in Slavic Village, Fast Track Cycling board president Brett Davis quietly announced that the group had decided to go forward with their plan to build a velodrome on the graded rubble where St. Michael's Hospital once stood on Broadway at Pershing Avenue. They signed a contract, committing to the purchase. The track will be delivered in early May on three flat-bed semis.

As soon as June, 2012, Slavic Village is going to have something that exists in just 25 other US locations, and nowhere else in Ohio—an exotic athletic facility that has the potential to draw new people and new money into the neighborhood, and



Velodrome racing in early twentieth-century Cleveland. photo courtesy of The Cleveland Press Collection, Cleveland State University.

build a new kind of cycling culture in Cleveland.

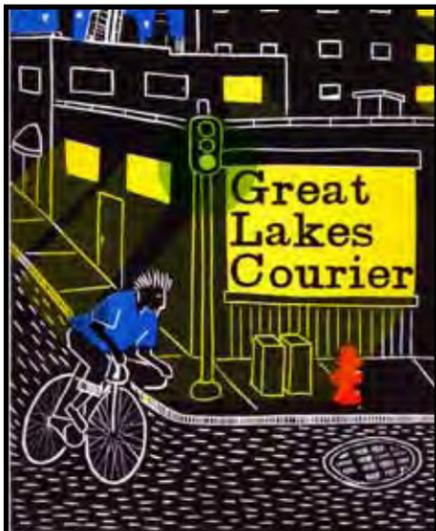
A velodrome—just in case someone has read this far without knowing—is a steeply banked oval track for bicycle racing. Slavic Village, as most Clevelanders are keenly aware, is one of the most foreclosure- and poverty-battered neighborhoods in the United States.

"We ordered the track," Davis said, as simply as that. "We signed the contract." There was no drum roll to cue the crowd, but the people let out a cheer, and beer glasses were raised. The Great Lakes Courier was the only media outlet in attendance. The official press release, Davis said, would go out sometime this week.

As of the announcement, Fast Track had raised \$241,000. By the time the group brought the news to the City of Cleveland planning commission Friday, March 16, the total had climbed to \$273,000—still not quite up to the Phase 1, \$300,000 goal, but enough to give Davis and the rest of the board the confidence to proceed.

With the signing of the contract, Michigan-based V-Worldwide could begin to manufacture the 166 meter (1/10 mile), steel and plywood oval. V-Worldwide has built velodromes for the Atlanta Olympic Games in 1996 and the 2006 Asia Games

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photo by Frank Lanza

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After All, It Takes One To Know One

The Great Lakes Courier Advisory Board is a group of cyclists, advocates, and business people who represent a broad range of interests within the cycling community, and decades (and decades) of experience. It is a goal of the Great Lakes Courier to gather input from all realms of the cycling community. If your area of interest is not represented, we invite you to get in touch.

Lois Moss – founder of Walk and Roll, former co-owner of Century Cycles.

Diane Lees – owner, Hub Bub Custom Bicycles, radio host of "The Outspoken Cyclist" on WJCU, 88.7 FM

Marty Cader – bicycle and pedestrian planner, City of Cleveland.

Marty Cooperman – lifelong cyclist, former editor of the Cleveland cycling publication *Crank Mail* (1975 to 2008).

Jacob VanSickle – Executive Director, Bike Cleveland.

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As a product of citizen journalism, *The Great Lakes Courier* is looking for people, ages 3-100, to get involved in the paper and cycling. We are looking for volunteer writers, photographers, designers, and illustrators to help with the production of the paper. It does not matter if you are a professional or amateur, our editorial staff will be glad to help you through the process. Register to our website Member Center where you can submit stories, press releases, letters to the editor, photos.

No need to register to post online calendar items or classified ads.

Upcoming Submission Deadlines

Deadline	Publish Date
May 23	June 1
June 22	July 4

www.greatlakescourier.com

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Sales - Josh Rasso

Design/Layout - AGS Studios, Inc.

Published by - Human Tribe Foundation, Inc. A non-profit dedicated to making human interaction and knowledge-sharing better and easier for all.

Published monthly with a current circulation of 10,000+ copies. The paper is made available free of charge and can be found at over 330 business locations around the county and on our website. The views and opinions expressed in this publication do not necessarily reflect the views and opinions of the publisher and staff. Copyright 2012 • The Great Lakes Courier, Inc. All rights reserved. Any reproduction is forbidden without written permission.

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A RACER'S PERSPECTIVE:

2012 Lakewood Criterium Plans are underway, a rider looks back on 2011

by "Aussie" Rob Thompson

The Lakewood Criterium is a lot like the dozens of other races I prepare for. Same equipment check, same pre-race meal, and I take the same personal inventory. But this one is a little different: it's a bigger race; It happens late in the day. It happens in my town.

I'd spent most of the day prior to the race working at Spin, so when I arrived at the course, everything was already in full swing. It was between races, and I was already in kit since I rode from my house (another first), so I took an easy lap of the course.

Crowds on their front lawns and porches, fast sweeping corners, shade on the back side, lots of course protection from cars, and a gigantically wide boulevard as a main straight? This is awesome! A welcome break from the early morning races out in the country with little to no crowd. I'm grateful for those races, too, but a downtown event is always cooler.

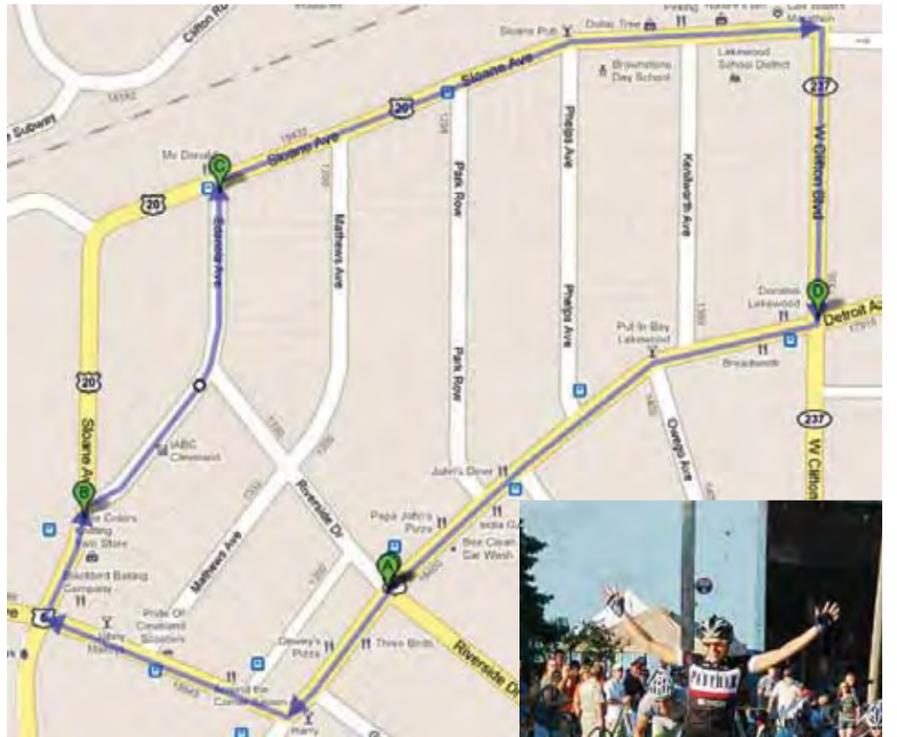
As I rode around, I started to pick out any bad spots in the course to watch out for later. Surprisingly, there weren't many, and the ones of note were already marked. Sweet!

"So, who's here?" I thought to myself walking up to the registration table. Lots of usual foes, with a few notable exceptions, but with the addition of a couple of dangerous guys I don't see that often: Team Panther's Chris Uberti, and RGF rider Jeremy Grimm. Team Spin has a good group of riders though, and I never think contesting for the win is out of the question for us if we ride right. Call-Ups were fun, someone said "go!" and so the race began.

My teammate Dave Steiner decided that the first lap of the crit should be lead by Team Spin, and attacked. Pleasantries, therefore, ceased early. Attacks and counter attacks tested the field's reactions, and each time we seemed to have a man in the move. I decided I wanted in, too, so at the next lull I took off and managed to stay away for a couple of laps. I did this a few times, with each attempt drawing various companions from other teams. This was the most enjoyable part of the race for me. By the time we were racing, Spin had closed for the day, and all the guys had congregated on Brian Rybak's front lawn, located on the backside of the course. Extra motivation not to suck, lest I hear about it for weeks afterward. The field was having none of it though, and I never managed to ever really get away, but I at least hoped I'd made a few other guys work, too.

That's when Team Spin's Thom Dominic attacked, and the timing was perfect. Having the wide boulevard was key as he sneaked down the far side, and by the time anyone noticed he was away with two others. From there my job was simple, protect that break as TD likely had the best sprint from that group, but I screwed up. After patrolling the front for a time, I had a break in concentration and lost field position for a couple of laps; a fatal error.

During that time the two pre-race favourites made a strong move,



Top: Last year's route; Middle, inset: Last year's winner; immediately below: Riders take one of the trickiest turns, a sharp bend on Detroit Avenue; far below: The fastest turn on the course—ninety degrees at the bottom of a hill at Sloane and West Clifton.

and I was nowhere near them to get on board. As it was, they bridged to the lead group containing Thom Dom, and they all sprinted for the win, with Thom taking 3rd place from his group of five. A fine placing considering the company he was in. Uberti took first. Grimm came in second. I sprinted from the field for 8th, or something.

Post-race, people are all smiles. Congratulations

to the winners, racers commenting positively on the course, residents saying "this was cool!" and hoping it comes back next year. Then myself, and the rest of the staff of the shop, went on a mini pub-ride. . . . of the west end.

Rob Thompson is a Category 2 Racer who rides with Team Spin.



INTRODUCING BIKE CLEVELAND:

A New Executive Director Brings New Energy To Advocacy

by Jacob VanSickle

Only a few months ago, I was sitting with two hundred people in a banquet room in the Flats with wide windows that offer sightlines across the Cuyahoga onto antique riverside architecture, and bikes were on everyone's mind.

The room was full of people from all over the region, and we were well into the second day of an intensive strategic planning process. We'd been slinging around ideas and opinions for hours on end. And we were collectively teetering on the brink of a new direction for bicycling in this city.

In the year before this group gathered in the Flats, I was working with a smaller assortment of people to plan that two-day planning process, which came to be called the Bike Cleveland Summit. The Summit's goal: charge an array of Clevelanders with designing the mission, vision and strategy for a new bicycle advocacy organization, of the sort that has been active in other cities around the country for years.

To facilitate the Summit, we hired a consultant from the Washington, D.C.-based Alliance for Bicycling and Walking. We invited speakers from impressive bicycle advocacy organizations in Pittsburgh, Columbus and Chicago. And by the end of that weekend in the Flats—that most unique of Cleveland localities—we came out with a plan and a strategy that is distinctly Cleveland. And last month, I had the honor to be hired as Bike Cleveland's first Executive Director.

I am privileged and honored to be able to rep-

resent our community as the region's first full-time, salaried independent voice for cycling. I am also fortunate that we've assembled a stellar Board of Directors to guide the new organization, and I am looking forward to overseeing a growing membership that supports and directs our strategies.

And while it is indeed a humbling privilege, it also comes with great obligation. As I transition over the next weeks to 24/7 responsibility for Bike Cleveland, I will be developing a work plan based on the wonderful and inspiring direction we received from last September's Bike Cleveland Summit. This work plan will guide Bike Cleveland's projects and focus on strategies to make our region more bicycle-friendly. We believe cycling is absolutely vital to our region's health, wellness, environment, equity and quality of life.

Throughout the winter our Board, many already dedicated volunteer-members and myself have been working with the City of Cleveland to prioritize biking investments, like the West Shoreway project and the Bikeway Master Plan. We're developing partnerships with numerous organizations to put on really fun biking events. And we are ramping up our advocacy work to implement policies that will make our region a more pleasant place to ride bikes.

I've gotta shout out to those who have already become a member of Bike Cleveland. This organization is decidedly membership-based, which means we need you to help us advocate for cycling rights,

infrastructure and a cycling-friendly culture. The financial cost of membership will directly support the organization's work, and the individual exercise of membership will add to our voice. The more members we have, the louder our voice becomes.

If you haven't yet become a member, join us today. We will be mailing out membership cards in April—which come paired with excellent membership privileges all over town (plus, think how slick you'll look waving around that flashy membership card). You can become a member at BikeCleveland.org

If you're looking for a way to get involved with Bike Cleveland beyond official membership, we already have three working committees that would love more volunteers.

The Events and Programming committee helps create the social fabric that brings cyclists together. This committee plans and implements events that are effective, successful and help meet the mission of Bike Cleveland. We also partner with existing events that help meet the mission of Bike Cleveland.

The Advocacy committee helps frame how Bike Cleveland gets its voice heard. This committee crafts advocacy campaigns around issues that make the Cleveland area more bike friendly, and that meet the mission of Bike Cleveland.

The Membership committee helps to create a robust membership program. Membership is the spoke that keeps our organization's wheels spinning; this committee works to ensure that Bike Cleveland has



Jacob VanSickle

a strong and happy membership.

Other things on the horizon that get my blood pumping (in a good way): May's Cleveland Bicycle Month, a national bike commuter challenge, and working to ensure the implementation of the City's recently adopted complete and green streets ordinance.

Please, call me or send an email if you're thinking about getting involved in any of these committees, projects, or ideas. I can be reached at 216-BIKE-101 or jacob@BikeCleveland.org

We've already come so far since last fall's Summit. I think it's fitting that the vision for a galvanized cycling community was dreamed up in the Flats, our city's original neighborhood and the birthplace of our regional manufacturing industry. Is it a stretch to think that another big thing was born last September on those historic riverbanks? Chew on that while you're riding around town - I'll see you out on the road.

Jacob VanSickle is executive director of Bike Cleveland

Cyclists Explore Cleveland's Emancipation History

by Kevin Cronin

Cleveland was a sleepy little outpost until the completion of the Ohio Canal in the 1830s, when industrial demand, agriculture and shipping created new opportunities for the city. As the nation headed toward Civil War, Ohio was at the crossroads of America's greatest challenge. For escaping slaves, Cleveland had the code name "Hope," while Canada was known as "Lord Be Praised." For slaves fleeing from Kentucky and western Virginia, this meant that the first step toward freedom was just across the Ohio River. It was a short, but dangerous trip to "Hope" and to "Lord Be Praised."

Cleveland cyclists recently enjoyed a brisk bike ride to explore Cleveland neighborhoods, learning some of the city's Civil War emancipation history along the way. The ride was part of the Ohio City Bi-

cycle Co-Op monthly Saturday Social Ride in March.

Why Ohio? In 1787, Congress abolished slavery in the Northwest Territory—the region that became Ohio, Indiana, Illinois, Michigan, Wisconsin, and part of Minnesota. The US Constitution and the Fugitive Slave Laws permitted slave owners to reclaim their runaway slaves, even if the African Americans had moved to a free state. To truly gain freedom, a fugitive had to leave the US. Underground Railroad stops existed throughout Ohio and other free states to provide runaway slaves with safe places to hide on their way to Canada. At least eight cities along Lake Erie served as transit points for former slaves seeking freedom in Canada. Historian Wilbur Siebert believes approximately three thousand miles of Underground Railroad trails existed in Ohio. The National Park Service

has identified ten Ohio Underground Railroad sites in its National Register of Historic Places—more than exist in any other state.

The riders stopped at Public Square, the site of an earlier court house, on what was then Seneca Street, where some important disputes that illustrated the conflict



Riders discuss history with Joan Southgate, of the nonprofit Restore Cleveland Hope

and risk played out. In 1858, the Oberlin-Wellington Rescue of former slave and Oberlin resident John Price led to a standoff between federal and state authorities following the arrest of thirty-seven supporters of John Price.

In 1861, the court hosted what may have been the last enforcement and return of an escaped slave, Sara Bagby, who sought refuge in Cleveland after running from Virginia. Sara was returned to the Virginia plantation, despite protests along the way, but was then liberated by northern soldiers and lived her last years back in Cleveland.

The group stopped at the oldest church in the Cleveland area, St John's Church, located on West 26th Street and Church Avenue. Riders learned that some people living in Ohio began to help runaways by the 1810s, with slaves hidden in the church, attracted by light signals from the church steeple.

The OCBC tour group rode to the Cozad-Bates House, the oldest pre-civil war building standing in University Circle. Samuel Cozad and his family arrived in the Western Reserve in 1806. The City of Cleveland Landmarks Commission documented that the Univer-

sity Circle area was a major center of Abolitionist and Underground Railroad activity during the three decades preceding the Civil War. The riders met octogenarian activist Joan Southgate, who attracted attention to the importance of preserving the history by walking from Cincinnati to St. Catherine's in Canada.

Famous Ohioans: Several nationally known individuals associated with antislavery activity and the Underground Railroad were active in Ohio. Levi Coffin, Harriet Beecher Stowe, John Mercer Langston, and John Brown (remembered for his unsuccessful raid for munitions at Harper's Ferry, Virginia) were all Ohio residents. Sojourner Truth gave her famous "Ain't I a Woman?" speech in Akron. Sarah Margru Kinson, youngest captive on the notorious slave ship Amistad, was educated in Oberlin.

You can join riders from the Ohio City Bicycle Co-Op, 1840 Columbus Avenue in the flats, on their next Saturday Social Ride. Rain or shine, the family friendly rides are held on the first Saturday of every month.



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"Put the Brass:"

A Man Brazes Excellence in Parma

story and photos by Frances Killea

How many bicycles does Joe Bringheli make in a year? "Zero," he replies, in a thick but smooth Italian accent. Zero?

In a squat, square, stand-alone garage atop a small hill on Pleasant Valley Road, an otherwise unassuming Parma resident is doing unlikely work and Joe Bringheli is the first to admit it. "The area where you're at is very important," Joe says. Bringheli builds bicycles; his is a rare calling these days regardless of location, but especially surprising in Cleveland. There are certain places in the USA that offer frame builders a steady business—Oregon, Washington State, and several states along the mid-Atlantic— but Ohio riders aren't a subset known for their interest in custom bicycles.

How does he make a living out of this tiny shop if he's not making bicycles? In fact, Bringheli's main business lies in the tools that he makes and sells out of his shop, including handmade frame jigs, fork brazing jigs, and tools for bottom brackets and dropout alignment. He's also a distributor of Columbus and Dedacciai tubing, so many of his customers— who send orders from all over the United States, as well as from international locales— are hobbyists, collecting tools to support their own projects.

The success of the sales of his hand-made jigs and tools, however, is not to the exclusion of his frame building excellence. While in 2010, he says, he took no orders for custom frames, 2011 saw the sale of 8 bicycles— 6 of which were the collaborative efforts of Bringheli and students eager to witness and participate in the birth of their new rides.

Bringheli started working with bicycles at age 10, fiddling with basic repairs in the company of a childhood friend, Maurice. Even after a move to the United States in 1976, Bringheli continued

don't know that the option exists. However, Bringheli has found that advertising doesn't offer much of a return in business, and chooses to rest with the respect and quiet fame that he has in frame-building circles in the US.

So what's the draw to having a custom frame? In the basement of Bringheli's house, two walls are stacked with various sizes of Columbus and Dedacciai tubing, another wall decked with lugs, steel cacti waiting to adorn a frame. He uses a process called brazing, as opposed to the growingly popular tig welding, so that his bike frames wear decorative detail at the seams where tube meets tube. For many, it's an aesthetic that is non-negotiable when looking for a bike. Bringheli does not count himself as a craftsman, when it comes to intricate lugwork. "They are jewelry makers," he says. "They spend 3 hours on a lug. I can build a bike in 3 hours" Bringheli does, however, appreciate the classic beauty of a lugged steel frame, gently making fun of himself and his contemporaries: "the old farts— we like lugs."

There's a lot of noise about the quality of the tubing on a bike; I myself remember agonizing over the brand of steel that made frame after frame in consideration as I day-dreamed about building up a new ride last summer. When I asked Joe about what he thought was the better tubing— Columbus or Dedacciai— he said, "tubing doesn't matter to me. What matters is sizing; sizing and angles." Just like finding pants or shoes that fit perfectly is an exercise in futility, so too is riding the perfect frame out of a bike shop. With a custom-built frame, the rider can be assured that the geometry of his bike was tailored specifically to his inseam, the length of his torso, the reach of his arms.

Sienna Zeilinger, for example, clocks in at just



A bottom bracket and fork crown in frame builder Joe Bringheli's shop.

have a plan and a budget. I've been interested in bikes for a long time, but I really only got to figure out how they worked by taking apart the ones around me, which was starting to bug my family, understandably. I figured a Strnad would be a cool opportunity to build one from the ground up."

Thus, in the late spring of 2010, Zeilinger started working alongside Bringheli, learning alongside her senior class mentor, John Verbos (who met Bringheli as a term of the Strnad Fellowship and ultimately wanted to learn his way around a bike frame, too) to braze and file metal tubing into a two-wheeled ride. "Learning to braze was awesome," Zeilinger offers, enthusiastically. "It took a little bit of time to get the hang of it, and Joe did the trickiest, do-or-die parts for us, but I think John and I each got to do about 90-95% of the welding for our bikes. We did most of the brazing with brass, but we used a little bit of silver for the really small, tougher areas."

Now at Brown University, Sienna has a bicycle that is perfectly, uniquely tailored to her size. Without the option of building her own, she would not

have found a ride as comfortable as the one on which she coasts through Providence.

Without describing himself as such, Joe Bringheli is a man who favors a meticulous process over a fast— but often mediocre— result. His nuanced understanding and thorough knowledge of the trade enabled him, for example, to suggest a certain kind of lug for Sienna when her tiny frame's geometry demanded specificity: "because of the crazy-limited angles, Joe suggested certain lugs from England, since they were the only ones he knew of that would work." His lifetime of experience working with bikes, spanning decades and continents, means that his knowledge of bike building and the world of cycling is about as rich and full as his workshop— stacked to the ceiling with ideas and tools, scattered with projects and warm with creative energy and verve. It is this enthusiasm— that of a lifelong artisan— that solidifies the difference between buying a bicycle and having one made. "The bike's awesome, and the experience was incredible," grins Zeilinger. "I get a special thrill every time I hop on it."



A frame jig holds tubes in proper alignment for brazing.

metal-smithing and frame building in several locations; he's been working in his current studio since 2001. Cycling is enjoying a growing popularity in Northeast Ohio. However, despite his 11 years of work in Parma (and over 20 in the United States), Bringheli's careful craftsmanship and the resultant quality of his bike frames beat on a low frequency, just out of the public earshot. The presence of big-name bike companies— and the growing ubiquity of bike shops that sell them— offer customers the opportunity to ride their purchase home. A custom Bringheli frame and fork costs about \$800, so it isn't the price that deters people— some popular road bikes cost upwards of a thousand dollars. People would rather, Bringheli says, simply walk into a shop and leave with a bike. They don't care so much about having a custom frame, or they

over 5 feet. Finding a frame that fits that height is no easy search. Even Joe admitted, "with Sienna, we had to fight," and Sienna recalls being sized-up with a smile: "when it was my turn with the tape measure, Joe just laughed—I'm five feet, half an inch tall."

Zeilinger met Bringheli during May of her junior year at Hathaway Brown in University Heights. The school supports a senior project program that allows 12th graders to step out of the classroom for the last month of school to experiment with a particular career or trade; alternatively, seniors can apply for a Strnad Fellowship, which encourages an extended apprenticeship in a creative art, allowing a girl to work side by side with an artisan of her choice for a year. "You can apply for a Strnad at the end of your junior year, and you've got to

ON THE FAST TRACK:

Cleveland Velodrome To Open In June

continued from page 1

in Qatar, among many other projects. When the pieces of the Cleveland velodrome are delivered in May, a volunteer construction force will begin to put it together. Davis compared the structure to "an erector set that takes up three quarters of an acre." They anticipate opening in June, though no official opening date has been set.

The project has had to clear several hurdles with the City of Cleveland including approvals of the structure and site plan, as well as a zoning variance for the recreational use of land close to residential property. But the neighborhood and City have been supportive. The structure, site plan, and zoning approvals all have been granted.

The group has a \$1 per year lease on the former hospital site, for two years. When the length of the lease came up in discussion of the site plan, Planning Director Bob Brown assured the group that "a longer arrangement is likely to follow now that the track has been purchased." The group once had an option to buy the property, which may be offered again when the velodrome proves economically viable.

Planning Commission member Lilian Kuri called the project "super cool," and suggested that the planning commission and city council should have races on the track when it's complete.

Ordering the track is the realization of a dream that has been kicked around by a few Cleveland bi-

cycle racers for decades. The last time velodrome races were held in Cleveland, it was on a portable track at Public Hall, during the BikeAmerica convention in the early '80s. Fast Track's effort began in 2007. The group got an early boost from a Civic Innovation Lab grant, and for one year had a paid executive director, but for the last several years, it's been an all volunteer effort.

And it's been a challenge to raise money for something most people have never heard of. How do you tell someone what it's like to roll around turns at 30 miles per hour, leaning almost horizontal into the 50 degree bank? Still, Fast Track counts no fewer than 92 donors who have joined the group's Founder's Club by donating \$1,000. Other contributions have ranged from tens to tens of thousands of dollars.

Davis says after the track is built, the organization will continue to operate on a volunteer basis—as a velodrome in Detroit does. That will enable it to have an operating budget of just \$10,000 per year. He says starting this summer, the track will host weekly races on Thursday nights, with live bands performing on the infield.

The other six nights a week, people who buy annual passes or day passes can ride the track similarly to the way skaters do at roller rinks and ice rinks: there will be open riding hours, training time, and youth programs. A fleet of 30 track

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March, 2012

by Jerry Layne

The March 2012 Critical Mass ride was another fun filled adventure. Although there was a 60% chance of rain in the forecast, 50-60 riders still showed up. Personally, I try not to let weather be a factor in my decision to join the ride. With some decent rain gear & fenders, it's not as bad as you'd think. Look around Youtube, and you'll see: The September, November, and December 2011 rides all took place amid steady downpours, and still drew scores of riders in raingear and blinky lights.

I absolutely love riding Critical Mass, I think it's the best bike ride in Cleveland. It's too bad it only happens once a month, but that's what makes it so special. In fact, I love it so much I haven't missed a ride since June 2010 when I rode my first CCM ride. It's kinda become a mini-competition between Jeff Sugalski & I as to who can ride the most consecutive rides.

Sometimes there will be a poll posted on the official Cleveland Critical Mass Facebook page as to where the ride should end. There were some really good suggestions for the final destination in March, but Frank Lanza's idea to end at Mahall's bowling alley in Lakewood was a great one, and that's where we went. It's a little bit of a ride to get to there, so we rode directly there from Public Square.

There were some rain showers along the way but a silly rabbit hat kept me dry. The workers at Mahall's seemed happy to see us, and even offered us bags of flavored popcorn. Some of us bowled, some were at the bar & others enjoyed the band Bethesda which played while we were there.

Mahall's even put our name up on the marquee outside, which was pretty cool. Thanks to Mahall's for the great hospitality.

Next month's ride is setting up to be a great event, ending at The Greenhouse Tavern with "Respect the Bike," a party celebrating Ohio's influence on bicycles and bicycle history. I hope that you can join us on this fun excursion leading into the official bike month of May. Spread the word & help Grow The Mass!



photo by Jim O'Bryan



photo by Frank Lanza



photo by Frank Lanza



photo by Frank Lanza



photo by Frank Lanza



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RE:CYCLING THOUGHTS: Mechanical Musings

by John McGovern

The setting: Blazing Saddle Cycles, 7427 Detroit Avenue Cleveland @ 4:45 pm

The players:

M: John McGovern

R: James Rychak

A: Ambient voices in the shop

James Rychak is co-owner of Blazing Saddle Cycles which is housed in a 115 year old, former hardware store at the intersection of Detroit and Lake, on Cleveland's west side. Blazing Saddles specializes in the creative restoration and custom tailoring of quality, classic bicycles. Mr. Rychak is a self-avowed tinkerer as well as a self taught mechanic who once built a guitar amp from an old turntable and a home-drawn schematic.

The Tags:

edible insects, garden centers, guitar amplifiers, arthropods, how stuff works, mechanics, Einstein, blindness, cockroaches, FearFactor

The Key to Diverse Bracket Styles Used Herein:

(contextual info contained within parenthesis)

[implied meaning contained within brackets]

{contextual sounds contained within curly braces}

R: And the movie you should see is Red State (directed by Kevin Smith)



Rychak in the shop. John McGovern, photo.

M: Okay. I'm gonna see that, and Lou's recommendation of '180 (Degrees)South.' Thank you.
R: Are you gonna make me look bad?

M: I'm here to make you look like you look.
R: I'd pay \$3 on a regular basis for that ginger lemon soda.

M: Akin to the texting-friendly phrase, 'nom-nom-nom' that implies the enjoyment felt while eating something delicious, how do you connote the sheer joy felt while riding a bicycle?

R: I don't know because I tend to disag.....

M: No problem, I got more questions.....Tell me about yourself.

R: Tell me ABOUT myself? [you mean] Tell you about myself?

M: You tell me about yourself. You tell me about you.

A: {sounds of a can of beer opening.} Are you being interviewed right now?

R: Yeah, but I mean you can hang out and have some salsa.

M: Please man, hang out.

R: You want any specifics? That is a terribly vague question. I am 27 years old, as of recently.

M: Have you ever been on a psychologist's couch before?

R: No

A: John is interviewing himself over here, and James is watching.

M: What's the connection between you and this bike shop?

ON THE FAST TRACK:

Cleveland Velodrome To Open In June

continued from page 4

bikes—ultra light, fixed gear racing bikes with no brakes—will be available for rent. You can also bring your own.

It seems perfectly reasonable to expect that Cleveland area bike shops will see a surge in track bike sales this year.

As far as the neighborhood economic impact goes, it's hard to estimate what will happen, simply because Ohio has no precedent, and almost no one in Cleveland is familiar with the sport.

Slavic Village Development Corps director Marie Kittredge is looking forward to having another regional draw that will solidify the neighborhood's reputation as a place for affordable outdoor recreation. The velodrome will complement a golf course, bike trail, and athletic field, as well as a planned, 15,000 square foot skate park. She says businesses in the neighborhood are eagerly anticipating the construction. She says the outdoor velodrome could be better, at least as an introduction, than a covered, indoor track.

"Actually, we think that an open air Velodrome to start will be even more engaging, as it will be more connected to the neighborhood than a dome

would, and I think there is more potential to 'share the excitement' with cheers echoing across the neighborhood on a summer night," Kittredge says.

She adds that the track will also be a big plus for the neighborhood's low-income kids. "We see this as a huge benefit, a chance to start a Major Taylor chapter here, and to engage our kids in a youth cycling racing program."

Major Taylor was a turn-of-the-twentieth-century cyclist, and the first African American to win a world championship in any sport.

"Not to overstate," says Slavic Village councilman Tony Brancatelli, "but having the facility makes the neighborhood a destination. And we've certainly seen similar possibilities in early rock gyms, or in skateparks."

Already—thanks to being the only velodrome in the State of Ohio,—the Cleveland Velodrome will host a state track cycling championship in Summer, 2012. Ohio has occasionally held state track cycling championships in the past, but it's done so in Indianapolis and other locations that have tracks. In the future, especially if Fast Track achieves its ultimate goal of covering the track with an air dome, it could not only help build the sport in Ohio, but could compete to host national and even international events.

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Congratulations to Mike, Erika, Frances, Betsy, and everyone over at The Great Lakes Courier on getting this media project going!

The Turn

by Paul Marasco

Crystals ancient cold crystals cut

Brine tides

Usher morning song

In his work life, Paul Marasco is a research scientist who connects prosthetic limbs to people's brains so that they feel like a part of their body. However, his first certificate of mastery was as a bike mechanic. He commutes year round on a fixed gear, putting in between 150 to 200 miles per week. He rides with friends early on Sunday mornings and races cyclocross during the fall. Over the past few years he has come to realize how much riding means to him. "Bikes are magical," Paul says.



R: It's what I do. It's what I like..... I disapprove heavily of the bicycle industry for your basic (serious-but-wants something-better-than-a-piece-of-crap) rider, and I'm sick of what those in the industry tell people to do (buy). Like guitar amplifiers, I don't want others doing what I can do myself. I like figuring out how (mechanical) things work. I guess, for me, more than anything, I just like tearing (stuff) apart, figuring how it works, how I can make it better, how I can fix it. It's just what I like.

M: He can wear a sheet over himself the whole time (during the interview).

R: It would make him more comfortable. I actually would have appreciated if you would have offered me that option.

M: Really? You take away your sight and everything changes. Like Dave Chapel's skit as a white supremacist.

M: Could you imagine yourself a blind man and, if you were, would you be so into the mechanical workings of things?

R: I don't know.

A: John, how the hell are you going to write an article with these questions?

R: I'd still be into music...

M: Could you do it all (music and/or building bicycles) by feel?

R: I'm not very organized so I don't think I'd be a very good blind bicycle mechanic. Instead, I'd probably just sit around and play guitar, cuz your ear can correct your hand, ya know?

M: So, I've seen you true wheels, do you think you could do the same, depending only on your ear to correct your hand in order to true a wheel?

R: Y...e..s. If feeling is part of the equation, then most definitely. Provided I've got a truing stand and quality parts. Actually I'd bet I could do it just as well as being able to see it. Why are you interviewing me?

M: For this new zine focused on local bicycle culture.

R: OK. What's it called?

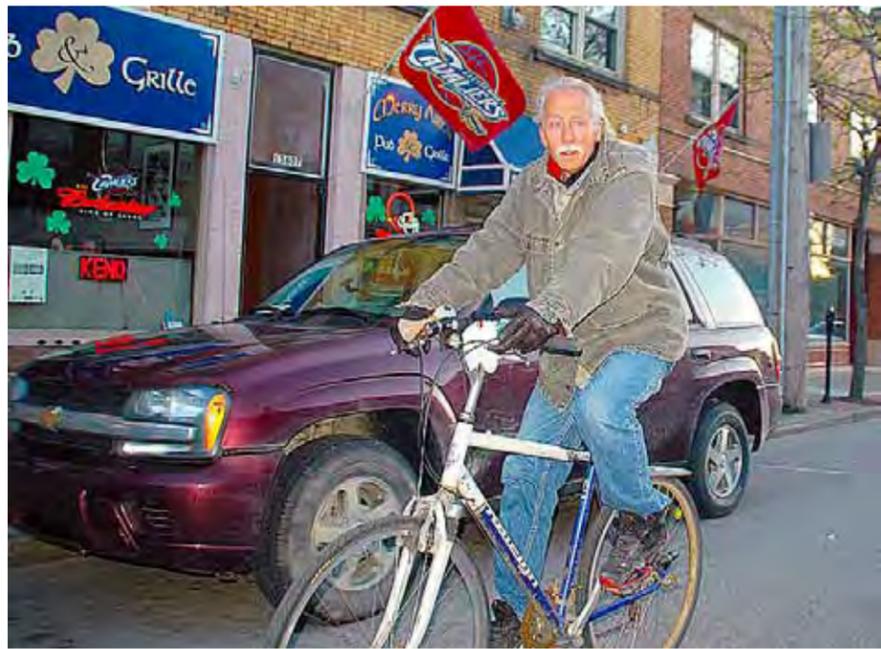
M: Great Lakes Courier

R: OK. Lou's practically a courier.

BONUS QUESTION!

Mr. Rychak's Bicycle of Choice: For around town, it's uprights and fat tires; dorky and comfy. For hipster cred, it's a neon fixed w/ an aero spoke.

Mr. Rychak's Fuel of Choice: City Fresh!



Tom Stover

Profiles Of Riders

Tom Stover: Car Free Since 2000

by Erika Durham

If you don't already have the pleasure of knowing Tom Stover, it's likely that you've at least seen him cruising up and down Detroit Avenue on his bike. Tom rides a blue Raleigh C40 with white-wall tires that he bought new from Fridrich Bicycle on Lorain about eight years ago. Tom's Raleigh is easily spotted among other Lakewood bikes—the seat is wrapped in plastic grocery bags and kept very high to accommodate his tall and lean stature.

Tom is something of a biking idol for me. He hasn't owned a car since 2000, making his bike and his feet his only modes of transportation. You can see Tom on his bike in literally any weather, at any time of year. When I'm feeling too lazy to put on my winter gear and ride my bike through snow and freezing temperatures, Tom is the first person who comes to mind, often motivating me to follow in his tire tracks.

Tom's six-year-old grandson, who bikes alongside his grandpa from time to time, is already in the know about riding, saying that it's better than driving because it's not "...poisoning the environment." Unsurprisingly, this is very in line with Tom's views. He'd like to see more people riding bikes and less in cars, and believes in ending our major dependency on gasoline.

Spending so much time on the road on a bike, Tom has also experienced a few close calls with drivers, including an incident a few years ago in which an impatient driver chucked a pop can at him and yelled, "Get a car, old man!" He also came very close to being slammed into by a driver who later



told him she hadn't even seen him.

So keep your eyes open, and next time you see Tom on his bike, if you're in a car, slow down and say hi as you drive by. Better yet, ditch the car, get on your bike, catch up, strike up a conversation, and get to know another great Lakewood biker.

Rider Profile:

Riding In The Big City

by Frances Killea

Nothing good happens between 1 and 5 am, my father used to say, especially as I got to an age where staying up that late began to mean more than just watching reruns on TV Land or doing homework in my bedroom. He's right, in many ways. It's the witching hour for drunk driving and other risky business, so perhaps if there's a place to be inside and reclined during the wee hours... be there. Still, some find the early morning the ideal time for living, and not in spite of but because of the barren streets and drowsy skies.

As manager of a local coffeehouse during her time in Cleveland, Marta Lapczynski often began her days during those switch-hitter hours, sometimes with just enough energy to unlock the café and start the auto-drip. Other times, however, she'd leave home with minutes saved for an ambling ride to work.

Given the nature of her job, her shifts were long, unpredictable, noisy, and crowded. In light of the inevitable company, the constraints of a counter, and the brittle and patchy interaction with streams of customers, private miles, unbroken, were unspeakably important—and the most distilled and personal distances were found, of course, before anyone was up.

"There wouldn't be a soul around. I could ride as fast as I wanted, uninterrupted; the streets were mine."

Marta's first important bicycle in Cleveland was a gem she found at the Ohio City Bike Co-Op, a warehouse in the flats full of old—but sound—machines at reasonable prices, and walls and ceilings full of wheels and handlebars. The trusty Nishiki she found there accompanied her on a cross-country road trip, touring streets every time the car parked in a new city: Portland, Boulder, Seattle, Denver.

When the journey home slowed as money became scarce, the bike gave Marta the means to get back: "I sold it to a college student who was interested in becoming a triathlete! She'd never ridden before, so

I got to send her and the Nishiki off together with my best advice for forming a great relationship."

While websites such as Bikesdirect.com make it easy to bring home a brand new set of wheels, Marta found her second bike—an 80's-era Miyata road bike—for sale at Shaker Cycles, a shop in the city's Tremont neighborhood.

She's seen her ride through iterations plenty, and the bike, in grateful turn, has carried her along streets in Ohio, Pennsylvania, and New York. "In years of putting love into it, I've since chosen every component, color, and accessory. Financial limitation has been the only factor I've had to accommodate in the process... my Miyata has ridden thousands of miles around the Greater Cleveland Area, been disassembled and transported by car to Philly then by bus to NYC, and it's ridden a good bit of NYC since I've lived here."

Now a New Yorker, Marta has access to famously ample and efficient public transportation, but often still elects to bike to work and play.

Marta has a good sense of the cycling world in cities from coast to coast, and the importance of biking has been built into the culture of places like Portland, Oregon. Even in New York, where bikes are not, perhaps, the first consideration of drivers and pedestrians alike, Marta offers, "a lot of people get a great rush out of navigating traffic." Still, despite the easy commuting in some towns and the thrill of a reckless joyride in others, Marta happily admits that her favorite riding happens in Ohio.

"My most leisurely rides were in Cleveland; I'd usually spend my entire day off on the road there every time I got one." She and her Miyata, now unrecognizable after years of personalization, have covered busy streets and considerate bike lanes, but the streets upon which Marta felt most centered were those often-quiet roads spindling east and west from downtown Cleveland.

Reinventing Rockwell

by Marc Lefkowitz

"Pop up Rockwell" is a one-week display of what a Complete and Green Street can look like in Cleveland.

Starting at 5:30 p.m. on Saturday, April 21, the Kent State Urban Design Collaborative and the Green-CityBlueLake Institute will lead a team responding to the challenge of remaking Rockwell—a side street running west to east from the Warehouse District, through Public Square and behind the Cleveland Public Library and Mall B—as a more vibrant space.

Here's a little background. In January, 2012 the city of Cleveland adopted Complete Streets legisla-

tion, joining 283 cities around the country requiring new and major road projects to be "designed and operated to enable safe access for all users." The legislation explains, "pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street."

Cleveland placed itself in the rare company of three cities requiring both Complete and Green Streets. Green streets may include natural ways of capturing rain water on site, such as trees, permeable pavement and bioswales.

Pop Up Rockwell is the second such local re-

sponse to a national movement that seeks more humanizing uses for (and conversion of) streets and in-between space in cities. Efforts like Better Blocks and Park(ing) Day have inspired local action for a few hours, a day or a week at the scale of the street. Better Blocks was started by a group in the Dallas area who, guerilla style, installed a pop-up shop in a vacant storefront that spilled out as a sidewalk café and was buffered by trees and shrubs which served a dual purpose of designating space for a bike lane.

The Cleveland project has the blessing of the city and adjacent institutions including the Cleveland Public Library and the Federal Reserve Bank of Cleveland (it is also informed by large planning initiatives like the New Group Plan and the Car-Free Public Square). It is more a living laboratory than what an actual Complete and Green Street with funding will be able to achieve. At a planning meeting last week in the downtown studio space of the Urban Design Center, students from Kent State sketched ideas for a temporary bike lane that will be installed on Rockwell. They contemplated going beyond a simple bike lane to a two-way cycle track (an at-grade, contra-flow bike path that repurposes an entire lane from the roadway) buffered by planters. They also considered where to paint crosswalks that may be 'missing', how to introduce temporary rain capture devices, and dropping in a sidewalk café for the Starbucks at Key Tower that would activate a big empty plaza.

The idea is to shake things up—and to 'nudge' leaders to implement the improvements on a permanent basis. Pop up Rockwell was inspired as much by Dallas as 2011's Pop up Pearl in Cleveland's Old Brooklyn neighborhood. Organizers of a street fair in that neighborhood popped up a shop, a micro-Better Blocks exhibit, and a bike scavenger hunt called Pedal for Prizes along Pearl Road. Pop Up Pearl will be repeated May 19, 2012, adding some new elements like a pop up skatepark and a DIY urbanism competition.

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First Ever Bike For Beck In The Works; May 19 Event Celebrates At All Speeds

by Erika Durham

Amanda Harland and Geof Pelaia are pretty busy people as it is. Amanda is stage manager for Beck Center's production of *Spring Awakening*, while also keeping Beck's checkbook balanced in their accounting department. In addition to his growing client list, media specialist Geof serves on various boards and committees for several local organizations. Together, they are co-chairing the first annual Bike for Beck event to benefit one of the largest arts organizations on the west side. Bike for Beck, a fundraiser to support Beck Center's arts education programming, will also raise awareness of Lakewood's bikeability movement ... for cyclists of all ages and speeds.

Weekly meetings for Bike for Beck have been taking place for months, with Amanda and Geof bringing in as many cycle-friendly (or even just cycle-

interested) parties as possible to assist with the May 19 event.

For people who want to be involved that day, a bit of training might be necessary. The central event will be a series of bike rides, mostly through the Metroparks, with options of 12-, 25-, and 60-mile routes. There will also be a one half-mile parade ride for families, with the theme of Music in Motion where riders are encouraged to decorate their bikes.

Incorporating the artistic elements of the organization is one of the unique promotional elements of Bike for Beck. Volunteers are currently collecting old bikes that will eventually be transformed into works of art by volunteers and artists, and then displayed throughout the city. In addition to promoting Bike for Beck, the bikes will also showcase Lakewood's booming bicycle community by being displayed on

new bike racks and/or at the sites where new bike racks will soon be installed.

The RTA will be in attendance, bringing a community bus, and providing demonstrations on how to mount your bike onto those front-end carriers.

Members of BikeLakewood will be on hand, teaching simple bike maintenance, signing up new members to their growing organization, and providing bike parking via bike valet service.

Stuart Survance of the Ohio City Bicycle Co-Op, is serving as the chair for the Route and Safety Committee, who will oversee the routes and provide assistance to riders throughout the tour. SPIN Bike Shop has generously donated pieces from their vintage bike collection that will be exhibited throughout the Beck Center, and possibly in advance for further event promotion.

Beck Center will host Bike for Beck Fest on their grounds for the returning cyclists, their families, and the community. The event will include demonstrations, live music, food trucks, Lakewood fare, art, and more. The event will immediately follow the Music in Motion parade and conclude at 6:00 p.m.

Additional sponsors include: Cleveland Metroparks, Lakewood YMCA, the Beck Cafe, First Federal of Lakewood, Virginia Marti College of Art and Design, and the COSE Art Network.

Keep checking Greatlakescourier.com and Bike for Beck's Facebook page for more information, or visit bikeforbeck.org about registration and other events leading up to the big day.

REMEMBER BICYCLE MAYHEM

Nighttime Rides Were Equal Parts Socializing And Adventuring

by Michael Gill

Cyclists tend to talk about injuries and hardware. No matter their day jobs or the cost of their machines, no matter whether they come from the Lycra clad, sport riding school or dress in the beat-cotton chic of the messengers downtown, they've all got stories of balance or skidding, of cars in the wrong place, of punctures or broken brake cables. They know what you're talking about if you use the phrase "down tube shifter" or if you speak of "old school Italian steel."

The Wednesday night ride known as Bicycle Mayhem has all that. But there's also an appetite for the city—the quest to ride bikes into the forgotten corners of Cleveland and get into them.

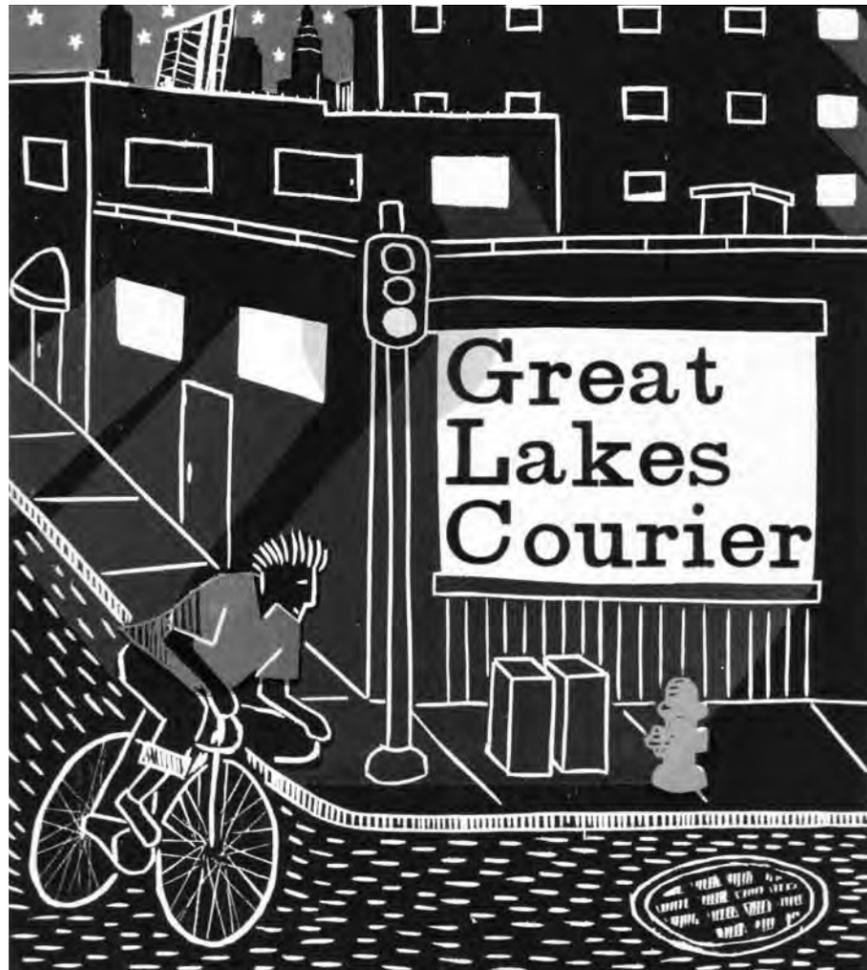
Dan Dominic sits on a stone ledge in the evening shadow of the Terminal Tower, waiting for the week's ride to gather. The rain has taken a break in a biblical way—after a week of steady soakage, the clouded Erie sky broke to let in a few hours of sun. Just enough sun for optimism, even if the weathermen say the chance for an overnight downpour is 100 percent.

Dan and his brothers Greg and Tom started Bicycle Mayhem a few years ago as a late night romp through empty downtown, with an ad lib itinerary that would detour as needed for beer or to appreciate the gritty attractions. They might go with four people, or they might go with twenty. Back in those days they'd start at 10 p.m. There were visits to empty buildings and dark viaducts, to the tops and underbellies of bridges, to loading docks and court yards.

But these days the Mayhem rollers have to get to day jobs. Dan is a courier, one of those guys you see threading through cross traffic, pissing you off as he sets his own rules with peripheral vision as the supreme judge of who has the right of way. But even he has to wake up in the morning. So now the ride starts at 7:30 p.m. And having toured the city for a couple of years, the event has morphed in another way, too. Usually it starts with a bike polo game in a parking lot, with modified croquet mallets and softballs, followed by a longer ride starting at 9 p.m.

But tonight, for reasons unexplained, it's old school Bicycle Mayhem, cutting right to the beer chase—first the Barking Spider bar, and then a clandestine visit to a rich man's grave.

The clock on the Terminal Tower says 8 p.m. When two others roll up—Dan's brother Greg, and another dude, David Trolio. It seems like everyone is related. Conversation moves right to the accident



This image is from a Great Lakes Courier poster, printed old school with blocks of wood and movable type on a Vandercook letterpress at Zygo Press, in Cleveland. A limited edition of 50 numbered and signed prints is available at the Ohio City Bicycle Co-op's Pedaling Art exhibit May 18 - 26, with 50% of proceeds benefiting the Ohio City Bicycle Co-Op. See 'Pedaling Art' on page 12, and support the Ohio City Bicycle Co-Op!

du jour, which didn't happen to Dan the courier, but to David's brother, John, who met a car head-on in Little Italy, opening up a second mouth and breaking a tooth in the process. But that was two weeks ago. The stitches are already out. We'll meet him later.

All heads turn and the ride gets underway when a guy in a Curious George lycra racing jersey rolls down Superior for the third time on what is estimated to be \$10,000 worth of a carbon fiber, time trial bike. Hardware like that is all a cyclist needs to start up a conversation with a stranger, and soon the crew has picked up Alex on the carbon fiber machine, which he says is a brand new toy, just two rides old.

They all head off together, weaving through the city, rolling up Rock and Roll Boulevard and heading east on the North Marginal—the Shoreway and I-90 on the right, Burke Lakefront Airport and the

lake itself on the left. They flow around each other in a way that keeps conversation going. On Martin Luther King Boulevard, they keep to the street because the Harrison Dillard bike way, which runs along next to the road like a sidewalk, is typically glittered with glass. There's talk of wild dogs in Rockefeller Park, and David has seen a few of them, including the big black shepherd, which he knows he can out sprint. No stray canines show themselves this trip.

Time flies when you're riding in a pack, and soon they roll around University Circle and reach the destination: pitchers of Great Lakes Brewing Company Holy Moses. Behind the bar at the Barking Spider, the Cavs are winning their playoff game against the Pistons—a three-point lead with two minutes left, and they could pull ahead three games to two in the series. Bicycle Mayhem sits outside. John Trolio

meets us at a picnic table. His tooth is missing a jagged triangle, and he's taking pain killers while a dentist tries to figure out how to proceed. John won't be drinking.

A pack of cyclists in a bar at night is a curiosity that seems to attract women, and several come to talk while Bicycle Mayhem drinks. One points to a mountain of black clouds rolling in. Another identifies herself as a TV talent scout for something meant to compete with American Idol. She tries to get Bicycle Mayhem to sing. The attempt fails. Four pitchers later, the clouds are still holding their water, and it's time for the trip to that grave.

There's a science to slipping through fences or getting over them, to scaling walls and leaving no bike behind. These are secrets you might learn if you've got it in you to log a dozen miles in the dark of a Cleveland Wednesday. To anyone who doesn't, such feats of skill and cooperation will remain a mystery. The breach does not take long.

Inside the cemetery, the trees blot out the city. Asphalt winds around the landscape, past obelisks and statues and granite knock-offs of the Parthenon. Back in a corner, Al Lerner rests, presumably in peace, surrounded by the evidence of the wealth he had in life. You can't find this in the dark unless you know where you're going. Somebody says its like Lerner's own suburban development, landscaped with shrubbery and a walkway. Bicycle Mayhem never stops talking, and soon everything that surrounds the riders finds itself in their conversation—the extremes of wealth and poverty, the beauty of meticulously cut and symmetrically arranged stone, the fate of the city down below, and the rain which has begun to fall steadily. It's coming up on midnight, which feels early to the Bicycle Mayhem Crew, and they're happy to be wrapping it up at such a reasonable hour. Back through the tangled paths, back over the wall, back to civilization they go.

The beauty of rain-slicked blacktop at midnight in Cleveland is that it is nearly empty of cars. Bikes can roll undisturbed, and if the wind is not blowing, and the temperature is high enough, the rain doesn't matter very much. You'll get soaked, to be sure. It's just another reminder that you're alive. Bicycle Mayhem pairs off according to each rider's destination, and they begin to pedal home.

This essay first appeared in the Cleveland Free Times. The Bicycle Mayhem rides have faded, but we're certain other cyclists have taken up the torch. Contact Great Lakes Courier and let us know who you are.

Stop by the Great Lakes Courier website at <http://greatlakescourier.com>, and take the time to list your event in our Northern Ohio Bike Event Calendar. If you are having a bike or rider event, or an event that is rider friendly that list it in our online calendar, and let the GLC help you get the word out. IT'S FREE!

FRIDAY, APRIL 27
Cleveland Critical Mass

Leaderless, leisurely, short ride in the city, with hundreds of riders, with routes and final destinations determined by consensus. Less than 15 miles. Information: Cleveland Critical Mass on Facebook.

Respect the Bike: Ohio Built with Ohio Pride

Exhibit of historic bikes from Ohio, highlighting the state's role in the evolution of bicycle design and culture. Featuring antique bicycles, new bikes by Cleveland builders, bicycle art, and more. Presented by Blazing Saddles. 7 p.m. at the Greenhouse Tavern, 2038 East 4th Street, Cleveland. Information via Facebook: Respect the Bike.

SATURDAY, APRIL 28
Races at the Lake

This is a fully closed course that challenges riders with interesting turns. Junior, women, masters races in categories 1,2,3,4,5. Contact Ron Fogle, Summit Free-wheelers, P.O. Box 102, Cuyahoga Falls, Ohio 44222. Call 330.592.5189 or 330.688.1883. SummitFree-wheelers.org.

Night Rides On The Towpath

The Cuyahoga Valley is uniquely alive during these nighttime tours. Bring your helmet, headlight, and tail-light (all of which are required) for this 12 to 15 mile ride along the Towpath in the Cuyahoga Valley National Park. Meet at 8 p.m. At Century Cycles on Route 303 in Peninsula. Call 330.657.2209. Centurycycles.com.

SUNDAY, APRIL 29
Mid Ohio Century Tour

Warm up for TOSRV with route choices of 100, 91, 77, 70, and 36 miles, featuring snacks along the way. \$15 for Columbus Outdoor Pursuit members, \$20 for non-members. \$25 Day of the Ride for everyone. Online registration at outdoor-pursuits.org. Information: call Frank at 614.205.0311, or e-mail bikeevents@outdoor-pursuits.org

Colavita-Zipp Time Trials

Long-running time trial series features \$500 in prizes each event. Individual/tandem time trials in multiple categories for all ages, in Greenville, Ohio, northwest of Dayton. Organized by Rocketship Sports Management, Inc. Contact Roger Bowersock, 1097 Buckeye Dr., Greenville, OH 45331. 937.417.5772. midwesttimetrial.com.

Sunday Mass

Group rides at a leisurely pace, with breakfast destinations. Rides gather each Sunday at 11 a.m. at Lakewood Park in Lakewood. Less than 20 miles. Organized by Bike Lakewood. Information: Facebook Bike Lakewood.

MONDAY, APRIL 30
Bike Day at the Beer Engine

Each Monday through October 1, arrive by bike and get \$2 off burgers and sandwiches. Sign up for the weekly drawing for prizes, which is at 8 p.m. Winners need not be present. October 1 will be an auction of a new bike. Winners need not be present. Buckeye Beer Engine is at 15315 Madison Ave., Lakewood, OH, 44107. Call 216.226.2337. buckeyebeerengine.com.

WEDNESDAY, MAY 2
Bike Night at the Root

Get 25% off pizza and beer when you ride your bike to the Root Cafe from 5 to 9 p.m. Every Wednesday. You can also bring your vinyl records and give them a spin. The Root Cafe is at 15118 Detroit Avenue, Lakewood, OH, 44107. Call 216.226.4401. theroot-cafe.com.

THURSDAY, MAY 3
Bike Night at Now That's Class

Ride your bike to Now that's Class. Buy your first beer, and the second beer is free from 6 p.m. - 1 a.m. Every Thursday. Now That's Class is at 11213 Detroit Avenue, Cleveland, OH. Call 216.221.8576. nowthatsclass.net.

CALENDAR

May 2012 is National Bike Month, and in Northeast Ohio it's packed with rides, exhibits, and events. Whether you're interested in racing, touring, or transportation, and whether you use the road, track, or off-road trails, you'll find plenty of ways to scratch your cycling itch. Go to greatlakescourier.com to add your own rides and events to upcoming calendars!

Stop by <http://greatlakescourier.com> and add your riding event or rider friendly event in our FREE calendar. If it has to do with biking and/or riding we would love to help you get your information out to our readers. Or follow the QR code to add your event today! Great Lakes Courier Smart Phone app due out later this month!



Rusty Saddle Bike Ride

First thursday of every month, a ride through the city beginning at Blazing Saddle Cycles (7427 Detroit Ave.) and ending at Now That's Class (11213 Detroit Ave., Cleveland, Oh. Organized by Blazing Saddle Cycles, blazingsaddlecycle.com. Call 216.218.1811.

SATURDAY, MAY 5
5th District Bike-a-thon

Safety event for kids features a raffle, prizes, a bike ride, and entertainment. Registration from 7:30 to 9 a.m. At Gordon Park, East 72nd St., Cleveland. Ride from 9:30 to noon, destination The Humphrey Sports Complex Pavilion at 16400 Groveswood. The fun continues til 2 p.m. Sponsored by Cleveland City Council members from ward 7, 8, 9, 10, and 11, and the Fifth District Police.

SUNDAY, MAY 6
Top Of Ohio

An inexpensive tour over terrain that varies from flat to hilly, with routes of 25, 45, 70, and 100 miles. The longer routes traverse the highest point in Ohio. Organized by Columbus Outdoor Pursuits, 1525 Bethel Rd. Ste. 100; Columbus OH 43220-2054. (614) 735-6420. www.Outdoor-Pursuits.org

SUNDAY, MAY 6
KLMNOPQRSTUVWXYZ

The 16th edition of the tour whose second-half-of-the-alphabetic acronym stands for "Kinda Like May's Nine O'clock Picturesque and Quaint Rectangular Spring Tour Undertaken by Very Wishful Xenophobic Young Zealots." It's a free ride around the area known as the Firelands starting in Huron and covering hills and flats as it passes through numerous small towns. It's just you and the other riders and the map: no services or markings, for routes of 50 or 85 rolling miles. Organized by the Medina County Bicycle Club. Richard DeLombard; PO Box 2230; Huron, OH 44839-0230. tinyurl.com/KLM-Snavely

Sunday Mass

Group rides at a leisurely pace, with breakfast destinations. Rides gather each Sunday at 11 a.m. at Lakewood Park in Lakewood. Less than 20 miles. Organized by Bike Lakewood. Information: Facebook Bike Lakewood.

WEDNESDAY, MAY 9
National Bike To School Day

The National Center for Safe Routes to School presents the first ever national Bike To School Day. Schools can register at walkbiketoschool.org, and may win a bike rack!

Designing Cities for People Not Cars

Conversation with tech entrepreneur Mark Gorton. Gorton is the founder of Openplans, a nonprofit organization that works to improve the way American cities work, using journalism, public advocacy, and open source software. 5 to 8 p.m. At the City Club, 850 Euclid Ave., No. 200, Cleveland, OH 44114. Reservations: Call 216.621.0082 or go to cityclub.org.

Bike Night at the Root

Get 25% off pizza and beer when you ride your bike to the Root Cafe from 5 to 9 p.m. Every Wednesday. You can also bring your vinyl records and give them a spin. The Root Cafe is at 15118 Detroit Avenue, Lakewood, OH, 44107. Call 216.226.4401. theroot-cafe.com.

THURSDAY, MAY 10
Bike Night at Now That's Class

Ride your bike to Now that's Class. Buy your first beer, and the second beer is free from 6 p.m. To 1 a.m. Also Horrible Fest Vol. #7, Day 1 with The Hooker, Easy

Action, The Plain Dealers, Gluttons, Webtrain, and Mr. California. Doors at 8 p.m. Doors at 8 pm, show at 9 pm promptly. \$8. Bike Night is every Thursday. Now That's Class is at 11213 Detroit Avenue, Cleveland, OH. Call 216.221.8576. nowthatsclass.net.

FRIDAY, MAY 11
Bike, Pub, Bike

Organized by the Spokes and Jokes Meet Up group, this social ride starts at the Canal Visitors Center and follows the Towpath to Peninsula for drinks and dinner, then returns. Starts at 7:30. Contact Eric at 860-707-0595

SATURDAY, MAY 12
Lake Erie Wheelers Women's Ride

Start at Lakewood Park at 9 a.m. With prompt departure, destination Little Italy for late breakfast. The route follows the Lakefront. Lakewood Park is on Lake Avenue at Belle in Lakewood. For information, call 440-333-9569 or go to Lakeeriewheelers.org.

OCBC Intro to Traffic Skills

Introductory class for adults teaches the basics of riding in traffic on the road. 9 a.m., with a social ride starting at 10 a.m. to noon at Ohio City Bicycle Co-op, 1840 Columbus Rd., Cleveland. For information, go to ohiocitycycles.org.

Bike Tour of Cleveland Heights Historic Districts

Bike Month and Historic Preservation month come together in this free ride beginning with talks about historic sites and architecture in Cleveland Heights. Start and finish at St. Paul's Episcopal Church, 2747 Fairmount Blvd., Cleveland Heights. Helmet and waiver required. To register, call the Cleveland Heights planning department at 216.291.4878. For more information go to bikesintheheights.org or contact Mary Dunbar at 216.321-1335, or by e-mail maryadunbar@gmail.com

TOSRV One Way: Tour Of the Scioto River Valley

This new variation on Ohio's Grand Daddy of weekend tours takes you from Columbus to Portsmouth, and includes a bus ride back to the starting point Saturday evening. You'll ride along with 3,000 others. Entry deadline: April 15, so if you haven't registered yet, you're out of luck. Organized by Columbus Outdoor Pursuits. TOSRV; PO Box 16003; Columbus, OH 43216-6003. www.TOSRV.org

TOSRV: Tour Of the Scioto River Valley

For the 51st time, this classic two-day tour with options of back to back centuries (105 miles each day) or half centuries (53 miles each way) takes you from Columbus to Portsmouth and back. The registration deadline was April 15, so if you haven't done it yet, you're out of luck. Organized by Columbus Outdoor Pursuits. TOSRV; PO Box 16003; Columbus, OH 43216-6003. www.TOSRV.org

Wild Ride at the Zoo

The Cleveland Metroparks Zoo opens the gates to cyclists and their families to visit the zoo and see the animals from a two-wheeled perspective. It's a safari on two wheels! You can rent a bike for the night from event sponsor, the Bike Rack. Purchase tickets online. Rain or shine. For information call 216. 771.7120 or go to clemetzoo.com.

Night Rides on the Towpath Trail

The Massillon leg of the Towpath Trail offers a 15 mile monthly group ride starting and finishing at the Lake Avenue Trailhead in Massillon. A headlight, tail light, and helmet are all required. After the ride, riders gather at a local cafe for munchies. Organized by Ernie Lehman, Ernie's Bicycle Shop, 135 Lake Ave. NW; Mas-

sillon, OH 44647. (330) 832-5111. ernie@emiesbike-shop.com

SUNDAY, MAY 13

Sunday Mass

Group rides at a leisurely pace, with breakfast destinations. Rides gather each Sunday at 11 a.m. at Lakewood Park in Lakewood. Less than 20 miles. Organized by Bike Lakewood. Information: Facebook Bike Lakewood.

Cyclo Femme Cleveland Ride

Empowering ride for women and everyone else, 3 to 5 p.m., starting at Ohio City Ice Cream, West 44th and Bridge, 216.631.8727.

MONDAY, MAY 14

Bike To Work Week begins at your house, and ends at your workplace!

WEDNESDAY, MAY 16
Ride of Silence: Cleveland

Now in its 3rd year in Cleveland, this is a silent, slow-paced ride in honor of those who have been injured or killed while cycling on public roads, to raise awareness of cyclists on the roads, and to ask that everyone share the road. Free. No brochures, no sponsors, no registration fees. Downtown or on the West side, start at the Free Stamp at Willard Park on Lakeside Avenue. On the East side, start at Whole Foods on Cedar Road. Both rides meet at 5:30 p.m., depart at 6 p.m., and come together at University Hospital in University Circle at 7 p.m. for a brief ceremony honoring those injured or killed while cycling. Riders are asked to wear helmets, follow traffic laws, keep silent, ride no faster than 12 miles per hour, and wear white.

Ride of Silence: Toledo

This is a short, slow, and silent ride during which cyclists remember colleagues killed or injured while riding. In addition to the moment of remembrance, the rides intend to raise awareness of the need to share the road. Organized by Toledo Area Bicyclists, Hosting International - Toledo Area, and the Maumee Valley Wheelmen. Contact Keith Webb, 6906 Shooters Hill Rd., Toledo, OH 43617. 567. 225.4032. www.BikeToledo.com

Ride of Silence: Columbus

A short, slow, and silent ride during which cyclists remember colleagues killed or injured while riding. In addition to the moment of remembrance, the rides intend to raise awareness of the need to share the road. Arm bands will be available at no charge. There's a pre-ride meeting at Ohio Statehouse. Organized by Consider Biking, 4041 North High St. #201, Columbus, OH 43214. 614.447.8894. www.considerbiking.org/activities/ride-of-silence/

RISING STAR
COFFEE ROASTERS
1455 W. 29 CLEVELAND, OH 44113
216.273.35731 kim@risingstarcoffee.com

Bike Night at the Root

Get 25% off pizza and beer when you ride your bike to the Root Cafe from 5 to 9 p.m. Every Wednesday. You can also bring your vinyl records and give them a spin. The Root Cafe is at 15118 Detroit Avenue, Lakewood, OH, 44107. Call 216.226.4401. Theroot-cafe.com.

THURSDAY, MAY 17

Bike Night at Now That's Class

Ride your bike to Now that's Class. Buy your first beer, and the second beer is free from 6 p.m. To 1 a.m. Every Thursday. Also, at 9 p.m. Cold World, Dead End Path, Expiar, Backtrack, Vice. \$12. Now That's Class is at 11213 Detroit Avenue, Cleveland, OH. Call 216.221.8576 . Nowthatclass.net.

FRIDAY, MAY 18

Bike To Work Day

The Bike Rack and NOACA and a host of area organizations sponsor this celebration of commuting on two wheels. Celebration from 6:30 to 9:30 a.m. at the The Bike Rack, 2148 E. 4th St., Cleveland . Coffee stations at the Detroit-Superior bridge and the Lorain-Carnegie Bridge in Cleveland, and at Edgehill and Overlook in Cleveland Heights.

Pedaling Art

The second annual celebration of bicycle art, with proceeds benefiting the Ohio City Bicycle Co-Op. A

range of artists working in a variety of media including prints, wearable art and craft, sculpture, and more, all made from recycled bike parts or having a bicycle focus. Opening reception 6 to 9pm, with additional hours noon to 4 p.m. Saturday and Sunday, and by appointment through May 26 at Ohio City Bicycle Co-op, 1840 Columbus Road, Cleveland. Free. Food and drinks available. For information check the Pedaling Art Facebook page.

SATURDAY, MAY 19

Bike For Beck

Beck Center for the Arts presents the first annual Bike for Beck bicycle tour fundraiser for arts education programming at Beck Center. Routes of 12, 25, 1nd 60 miles through the metroparks, all starting and finishing at Beck Center. Registration starts at 9 a.m. \$40 fee includes Tee shirt. The after-tour celebration offers copious entertainment, topped off by the Revolution Brass Band. For information, go to Beckcenter.org.

Pop Up Pearl

The second annual Pop UP Pearl offers live music, pop-up shops, craft vendors, and a cycle track, separate from the roadway. The event is designed to transform the road into a "Complete Street" for a day. Noon to 6 p.m. on Pearl Road at Broadview in Old Brooklyn. For information, contact Christopher Lohr at christopher@oldbrooklyn.com or visit PopUpPearl.com.

Old Brooklyn Pedal for Prizes

Ride to as many of twenty-two points of interest in Cleveland's Old Brooklyn neighborhood as you wish. You'll get a raffle ticket at each destination you visit, which you can use to enter and win one of four brand new bikes and many other prizes of your choice valued at more than \$4,000. Noon to 4 p.m. At Loew Park, 3121 Oak Park Avenue, Cleveland. Free.

Pajama Party Night Ride

The third edition of this free slumber party on two wheels is a fun way to participate in Cleveland Bike Week. Wear bike safe jammies and cover 12 to 15 flat miles on the Towpath trail. Food and prizes included. Head light, trail light, and helmet are all required. Organized by Century Cycles; 1621 Main Street; Peninsula OH. 330.657.2209. www.CenturyCycles.com/gato/nightrides

The Buggy Ride

Tour the flat and rolling terrain of central Ohio's Amish country with its historic landmarks, winding river roads. Snacks offered at stops along the way, plus home-made noodles and cookies at the finish. Organized by Hardin Leadership. Contact Laura Wingfield; PO Box 21; Kenton, OH 43326. 419.674.680. www.HardinLeadership.com

SUNDAY, MAY 20

Canalway Poker Run

Combine poker with a bike ride, and this is what you get: a ride of 15 flat miles along the Towpath, with cyclists stopping along the way to draw cards. It doesn't matter how fast you go: The top ten poker hands win prizes. Entry fee is based on how many "hands" you play. The proceeds benefit trails in the Massillon area. Organized by Massillon Area Greenways, Inc. Contact Ernie Lehman, 135 Lake Ave. NW; Massillon, OH 44647. 330.832.5111. ernie@earniesbikeshop.com

Huffman Spring Classic

The 38th running of this tour in the Dayton area. There's a sag wagon, food stops, and more along this tour with routes of 24, 40, 62, and 100 miles over flat to rolling terrain. There's even a 12-mile loop for kids following a bikeway. Organized by the Dayton Cycling Club. Contact Linda Tolly: 937.248.9870. www.DaytonCyclingClub.org

WEDNESDAY, MAY 23

Bike Night at the Root

Get 25% off pizza and beer when you ride your bike to the Root Cafe from 5 to 9 p.m. Every Wednesday. You can also bring your vinyl records and give them a spin. The Root Cafe is at 15118 Detroit Avenue, Lakewood, OH, 44107. Call 216.226.4401. Theroot-cafe.com.

Great Lakes Courier/Sign Guy Coloring Contest

Cleveland Artist The Sign Guy knows Cats Love Bikes. If you're reading this, we know you're one of those cool cats. Color this picture, fill out the form, and send it to the address below by May 23, and you could win an original Great Lakes Courier poster, printed old school, with wood blocks and moveable type!

Winning entries will also appear in the next issue of the Great Lakes Courier! We'll have one winner in each category.

Categories;

- 8 and under
- 9 to 12
- 12 to 18
- Adults

Return the picture and completed form to: Great Lakes Courier, p.o. box 770504, Lakewood, Ohio, 44107. Deadline for entries: Wednesday, May 23, 2012

Include:

Your Name _____

Address _____

City _____

State _____ Zip _____

Phone _____

e-mail _____

WEDNESDAY – SUNDAY, MAY 23-27

Ride for World Health Cross-Country Ride Through Ohio

A team riding cross-country to raise money for world health initiatives invites you to join them for about 250 miles as they roll through Ohio from Cincinnati to Athens. Organized by Ride for World Health. Contact Jessica Li, PO Box 8234, Columbus, OH 43201. 408.221.9679. r4wh2012@gmail.com

THURSDAY, MAY 24

Bike Night at Now That's Class

Ride your bike to Now that's Class. Buy your first beer, and the second beer is free from 6 p.m. To 1 a.m. Every Thursday. Also: Sonny Vincent & the Bad Reactions doing an entire Testors set w/ 77 NY Punk Legend & lead vocalist Sonny Vincent of the Testors plus members of the Carbonas), Degreaser, and Scarcity of Tanks. \$8. Now That's Class is at 11213 Detroit Avenue, Cleveland, OH. Call 216.221.8576. Nowthatclass.net.

FRIDAY, MAY 25

Cleveland Critical Mass

Leaderless, leisurely, short ride in the city, with hundreds of riders, with routes and final destinations determined by consensus. Less than 15 miles. Information: Cleveland Critical Mass on Facebook.

SATURDAY, MAY 26

OCBC Intro to Traffic Skills

Introductory class for adults teaches the basics of riding in traffic on the road. 9 a.m., with a social ride starting at 10 a.m. to noon at Ohio City Bicycle Co-op, 1840 Columbus Rd., Cleveland. For information, go to ohiocitycycles.org.

Jerry's Jeromesville Journey

A free tour of Southern Lorain and Northern Ashland counties with 100-mile and 50-mile options. It's named in honor of ride founder Jerry Warnke. Organized by the Lorain Wheelmen Bicycle Club, PO Box 102; Amherst, OH 44001-0102. www.LorainWheelmen.org

WEDNESDAY, May 30

Bike Night at the Root

Get 25% off pizza and beer when you ride your bike to the Root Cafe from 5 to 9 p.m. Every Wednesday. You can also bring your vinyl records and give them a spin. The Root Cafe is at 15118 Detroit Avenue, Lakewood, OH, 44107. Call 216.226.4401. Theroot-cafe.com.

THURSDAY, MAY 31

Bike Night at Now That's Class

Ride your bike to Now that's Class. Buy your first beer, and the second beer is free from 6 p.m. To 1 a.m. Every Thursday. Now That's Class is at 11213 Detroit Avenue, Cleveland, OH. Call 216.221.8576 . Nowthatclass.net.

CATS LOVE BIKES



THE OUTSPOKEN CYCLIST reports on the North American Handmade Bicycle Show

by Diane Lees

So, let's get started with column #1: I thought I'd entice you with a bit of review of the 2012 North American Handmade Bicycle Show (NAHBS), which was held in San Francisco, California, and from which I returned in early March. This was the 4th NAHBS that I've attended, and it has become a highly professional and polished affair. Started by frame builder Don Walker (Don Walker Cycles) with just 6 exhibitors eight years ago, it has grown (and outgrown) small, hotel-style venues and now commands a full exhibition hall with almost 200 exhibitors. This year, 8100 attendees were counted over the 3 days.

The framebuilders are such an interesting group of people — not at all shy about their craft, and almost always enthusiastic about discussing it. The variety of bicycles and exquisite workmanship is incredibly refreshing after going to Interbike, the bicycle industry's annual trade show, and seeing the production bikes; but, then, we are spoiled! Truth be told, today's production bikes are remarkable machines and not to be summarily dismissed. I just happen to be partial to the custom varieties.

In addition to such luminaries as Richard Sachs, Craig Calfee, Bruce Gordon, and Tom Ritchey, everyone was able to rub elbows with the bright and shiny fresh crop of framebuilders who were able to show their work — and workmanship — in the "new builder" section of the show.

The example that really stood out for me was from Stinner Frameworks in Santa Barbara. In fact, the bike won the "best new builder" award! It was a gorgeous black mountain bike with strikingly intricate carving in the seat tube area.

Brooks from England—always a favorite with the "handmade" crowd—showed a line of bright, fun-colored leather leg bands, matching leather "saddle shaped" purses, and saddles in contrast to their traditional line of subtle, un-dyed leather saddles and



photo by Diane Lees

Frame builder and NAHBS founder, Don Walker.

bags.

One of the highlights of my time at the show was serving as a panelist on the future of the handmade bicycle. I was the only shop owner (and female) among such great framebuilders as Richard Sachs and Craig Calfee. We spent an hour discussing our ideas and opinions in front of a packed and appreciative audience. Joe Lindsey, blogger and contributor to *Bicycling Magazine* was the moderator.

There is much more to say about the show; I encourage you to go to the web site (2012handmadebicycleshow.com) where you can learn more about the show and find others' opinions.

Meanwhile, welcome to the *Outspoken Cyclist's* Commentary! What a privilege to be invited to contribute to the *Great Lakes Courier*.

Many people in Northeast Ohio and beyond are familiar with me as a bike shop owner. My partner Brian and I own and operate HubBub Custom Bicycles in Chesterland, Ohio, just a little east of one of Cleveland's favorite bicycling venues, The Chagrin Valley.

More recently, I've garnered the title, "The *Outspoken Cyclist*," because of the radio program of the same name, which I host and produce weekly at John Carroll University's WJCU-88.7FM (Saturday evenings at 5:30pm EST — podcast at 6:30pm). With the technology of podcasting, the show is downloaded and heard worldwide. The format is "talk" radio with weekly interviews, news, and a bit of banter with my superb sound man and editor, Greg

Priddy. Oh, and he also rides a bike.

So what gives me the credentials to write this column? In the past, I've written for publications such as *Adventure Cycling*, *The National Bicycle Dealer's Association* newsletter, "Outspokin'" and *Bicycle Dealer Showcase*, a trade journal. I'm also the author of *The HubBub Guide to Cycling*, a spiffy little book about how to take a supported bicycle tour.

It is my hope that this column becomes a forum for bicycling in all its forms. I invite you to join the conversation via email. In the not too distant future, I will be uploading a new blog which will allow commentary.

See you next time! Keep the rubber side down!

Diane Lees can be reached at outspokencyclist@gmail.com.

Diane Lees has owned and operated local bicycle shops since the 'seventies, beginning with *LBS Bicycles on Broadview*, followed by *City Bike*,

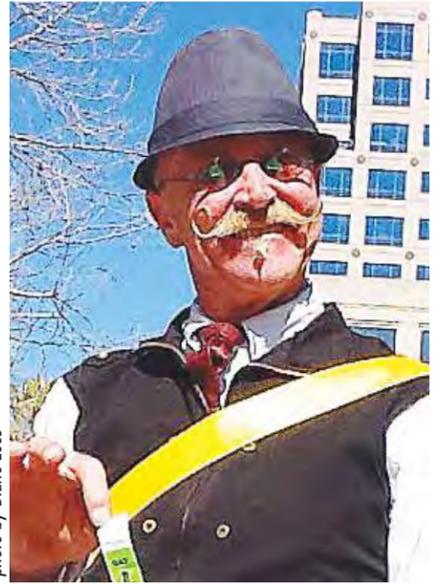


photo by Diane Lees

Legendary frame builder and mountain bike pioneer, Gary Fisher.

which was one of the first new businesses to fuel the Warehouse District's revival. She is currently proprietor of *HubBub Custom Bicycles* in Chesterland, and is host of *The Outspoken Cyclist* on WJCU, 88.7 FM

What Does Bikeability Mean For Your Business?

by Michael Gill

Lakewood likes bicycles quite a bit these days. That was the inescapable message at "What Bikeability Means for your Business," a panel discussion March 29 at Beck Center for the Arts.

The event brought together a broad range of the city's bicycle culture: from advocates to businesses to government officials, ostensibly to talk about how bicycle traffic translates into dollars for local businesses.

Bryce Sylvester representing the city of Lakewood Planning Department, talked about the city's recently released bicycle plan, especially parking. Lakewood recently ordered 15 bike racks, which will be installed this Spring around the city. The city is working on a cost-sharing approach to work with businesses on the purchase and placement of more racks.

Root Cafe proprietor Julie Hutchison talked about bike culture among her staff as "second nature."

City Councilman Tom Bullock described himself as "agitating" on behalf of greater support for bicycles—especially as they relate to the economic vitality of the first ring suburb. He acknowledged the city's bike plan and urged the crowd to think beyond it—to additional racks and other types of accommodation.

Bike Lakewood organizer Erika Durham (who is

also associate editor of the *Great Lakes Courier*) talked about her organization's evolution, and about weekly "Sunday Mass" group rides. Bike Lakewood's Sunday Mass rides—which leave Lakewood Park every Sunday at 11 a.m.—have turned into a breakfast run: After a bike ride the group stops someplace to eat.

What this means is that an additional dozen or more cyclists visit a different restaurant each week, and bring their wallets with them. Councilman Bullock pounced on the moment, describing it as a "bicycle cash mob." He asked the audience to imagine the economic impact if the rides grew, stopping at a different restaurant each week.

They wouldn't have to imagine long: The following night, the Cleveland Critical Mass group finished its monthly ride at Mahall's bowling alley on Madison, bringing an estimated 70 people to the locally owned business—despite the rain.

Several Lakewood businesses, including a yoga studio and bakery, were represented in the audience.

Also speaking on the panel were emcee Geoff Pelaia, who with Amanda Harland is organizing Bike for Beck, a fundraising ride for Beck Center, and Brian Limkeman, race director for the Lakewood Criterium.

Bike Cleveland's 100,000 Mile Challenge

by Jacob VanSickle

Start your pedals, Cleveland—The 2012 Bike Cleveland Bike Challenge is on! The goal: log 100,000 miles this summer on our bikes. That's like riding around the earth—at the widest part—four times.

The Bike Cleveland Bike Challenge aims to inspire and empower thousands of Greater Clevelanders to ride their bikes for transportation, recreation, better health, a cleaner environment, or whatever reason gets you pedaling and gets us closer to our 100,000 mile goal.

The challenge is designed in partnership with the National Bike Challenge organized by the League of American Bicyclists, Bikes Belong, and Kimberly Clark. The platform for the Bike Cleveland Challenge was built by Endomondo, a social fitness network with 7.5 million users worldwide.

The Challenge is simple: Sign up at BikeCleveland.org/challenge as an individual, join a team or ride solo. Then log your miles, share your stories and encourage others to join you. Miles can be logged utilizing the Endomondo mobile phone application, available on Android and iPhone, or manually online.

The Bike Cleveland Bike Challenge kicks off May 1st, and ends August 31st. It is brought to you by the Cleveland Bike Rack, NOACA, Bike Cleveland, and various national organizations.

Jacob VanSickle is Executive Director of Bike Cleveland.

Snack Attack! Recipe Of The Month: Nutty Granola

by Erika Durham

It's in the mid-thirties out, winds blowing at a steady 26 miles an hour. No matter which direction you turn, that wind is blowing straight in your face. You've been riding for an hour and have only made it halfway to where you're going. Frustration has a strong grasp on your mental state. It's time for a snack...and scarfing down an entire large pizza doesn't seem like an irrational or even unpleasant thing to do. If only you had some killer road snacks to keep you going.

Originally from *Cook's Illustrated* magazine, found by the wizard and Rising Star Coffee proprietor Kim Jenkins, comes a simple and delicious recipe for homemade granola that you can easily carry with you on your travels. It can even be modified to cater to your personal taste!

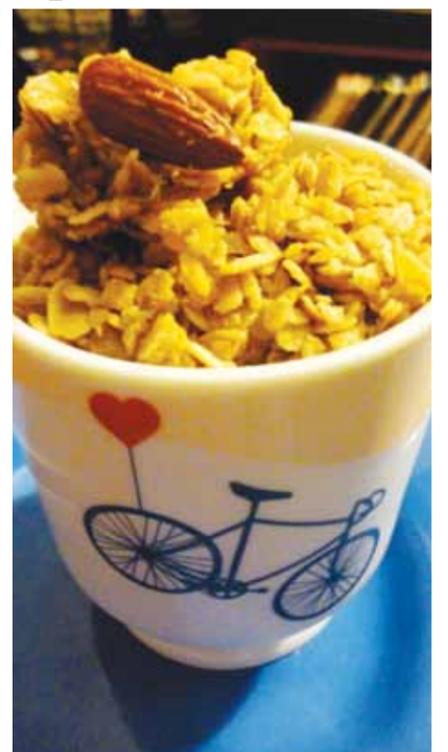
Ingredients

- 1/3 cup maple syrup
- 1/3 cup packed light brown sugar
- 4 teaspoons vanilla extract

- 1/2 teaspoon salt
- 1/2 cup vegetable oil
- 5 cups old-fashioned rolled oats
- 2 cups (10 oz) raw nuts (almonds, cashews and pecans work great!)

It's All About The Process

1. Preheat oven to 325 degrees, and adjust the oven rack to the upper-middle position.
 2. Whisk the first four ingredients in a large bowl. Whisk in the oil. Fold in oats and nuts until thoroughly coated.
 3. Transfer mixture to a parchment-lined baking sheet and spread into a thin, even layer. Using a stiff spatula, compress mixture until very compact.
 4. Bake 40-45 minutes, or until lightly browned, rotating pan once halfway through. Remove from oven and cool on a wire rack for 1 hour.
 5. Break granola into pieces.
 6. Enjoy a delicious road snack!
- **dried fruit can also be mixed in with completed granola, if desired.



A Wild Ride At The Cleveland Metro Parks Zoo

by Joe Yachanin

Wild Ride at the Zoo is a safari on two wheels! It's the first chance ever to bring your bicycle to Cleveland Metroparks Zoo and see the animals while you cruise.

On Saturday, May 12, from 5:30-8:30 p.m., after the Zoo closes for the day, Wild Riders of all ages will have the public paths to themselves. The pathways will be marked to keep traffic flowing and Wild Ride maps will point out areas of the Zoo intended for beginning, intermediate and experienced riders. Many animals will be on exhibit and there will be chances to meet the keepers, check out exhibitors on the Welcome Plaza and more.

You can even rent a bike for the night from The Bike Rack. Your bike will be ready and waiting for you – and your Wild Ride – at the Zoo! Call (216) 771-7120 to snag your bike seat. The number of



Wear your helmet for the first ever Wild Ride at the zoo.

bikes available for rent is limited.

The event also promotes the role bicycling can have as part of a healthy, active lifestyle and how it can help reduce your carbon footprint.

The Great Lakes Courier - First Tribe To Break Out!

by Jim O'Bryan

The Great Lakes Courier is the first media project from the Human Tribe Foundation, a side project from AGS Software to study and improve the way people communicate and share news across a variety of media sources; in print, online, through text, pictures, videos and events.

Prior media projects—the *Observers*—have been organized by people in neighborhoods and cities. This Human Tribe Foundation project is defined by an interest group: people who ride bikes for fun, business, or pleasure, people who love them, sell them, service them, and advocate for them.

The Great Lakes Courier was started by Michael Gill, former senior editor and arts editor of the *Free Times* and *Scene*, and avid rider for decades. Michael has been a road and criterium racer, a self-supported tourist, a year-round commuter, and a rider for fun with his family. Having watched and participated in the cycling scene for more than 30 years, he decided there needed to be a news source and communication forum for all the various groups of people who

ride—from commuters to racers, from tourists to trick riders, from shopkeepers to advocates, from velodrome riders to single track mountain bikers, from the seriously fitness-minded to the committed pleasure seekers: we all ride on two wheels.

The Great Lakes Courier brings together for the first time all of these members of the biking/riding tribe, and is giving them an outlet to share their news and views, while allowing others to quickly find articles and information they are looking for whether it is about maintenance, new equipment, mass rides, solo rides or even trips across the country. Want to find out the best first bike for your child? Look here. Want to know what coffee shop, bar or restaurant is rider friendly? Read these pages. Want to see your friends on the last Critical Mass? The Great Lakes Courier is here for you. We want to make biking more enjoyable for all. Isn't it time you joined with us in this media project?

You can make your voice heard by going to greatlakescourier.com, click the "Member Center" button, and create an account. Then you're ready to tell your story.

Tickets for Wild Ride are \$12 per person, with a \$2 discount for Cleveland Zoological Society members. A helmet and a signed release form will be required for each rider. Advance sale tickets are available online at clemet zoo.com along with printable release forms. Riders under the age of 18 must have a parent or legal guardian sign and deliver the waiver to be admitted.

Wild Ride at the Zoo is a rain or shine event.

Northeast Ohio's most-visited year-round attraction, Cleveland Metroparks Zoo is open 10 a.m. to 5 p.m. daily. Admission is \$12.25 per person, \$8.25

for kids ages 2 to 11 and free for children younger than 2 and Zoo members. Parking is free. Located at 3900 Wildlife Way, the Zoo is easily accessible from Interstates 71, 90 and 480.

For more information, visit clemet zoo.com or call (216) 661-6500.

Cleveland Metroparks Zoo . . . Cleveland's Natural Wonder

Wild Ride at the Zoo is supported by The Bike Rack, Jakprints and UH Rainbow Babies & Children's Hospital.

88 Bikes On Tour



Seen here at Cleveland Urban Design Collaborative are Dan Austin (second from right) and CUDC planner David Jurca (second from left).

by Michael Gill

88 Bikes founder Dan Austin made several stops in Cleveland, talking about his organization's work to put bikes in the hands of kids in Third World villages. Dubbed by *Outside Magazine* "One of 10 icons changing the world," Austin gives talks ranging from his experiences creating "the moment of happy" for the kids the organization 88 Bikes gave the gift of transportation, to the need to create cycling infrastructure, to encourage more people to take up the healthy and efficient mode of travel. Among his Cleveland stops were the Downtown Cleveland Bike Rack, sponsored by the Greater Cleveland YMCA; the Banff Mountain Film Festival at Playhouse Square; "Bikes Brews and Dan" at the Market Garden Brewery, the Collinwood Branch of the Cleveland Public Library, and the Cleveland Urban Design Center of Kent State University.

Pedaling Art @ OCBC



Stained Glass artist Joe Dull uses wheels from the Ohio City Bicycle Co-Op as structure for his works in stained glass.

by Garrick Lipscomb

The Ohio City Bicycle Co-op presents the second annual exhibit Pedaling Art, a celebration of bicycle art and culture, May 18 through May 26. The fundraiser exhibition includes visual art in a variety of media, as well as wearable art and crafts, all of which are made from recycled bike parts or have a bike focus. All the art will be for sale, with a portion of the proceeds benefiting the Ohio City Bicycle Co-op. Donations will also be accepted.

The event opens Friday, May 18, with a free reception from 6 to 10 p.m., with food, drinks, and music through the evening. Additional viewing hours are Saturday, May 19 from noon to 4 p.m., and Saturday, May 26 from noon to 4 p.m., or by appointment. During those additional viewing hours, the Co-op will keep its usual schedule of classes, programs, members shop time, retail sales, rentals and a Saturday social ride.

Pedaling Art is the culmination of Cleveland Bike To Work Week (May 14-18), which coincides with the League of American Bicyclists' Bike-to-Work Week. It's anticipated that hundreds of people will leave their cars in the garage and make the trip to

work—and to Pedaling Art—on two wheels.

To facilitate your two-wheeled arrival, the Ohio City Bicycle Co-op will provide free, secure bicycle valet parking for those who opt to ride.

A portion of Pedaling Art sales will be donated to OCBC to help support their mission to promote cycling in Greater Cleveland.

OCBC is a volunteer-driven, cooperative, non-profit, bicycle education center. Our Earn a Bike program accepts donations of used bikes, which kids can earn by learning about bike repair and safe cycling. Surplus bikes are fully refurbished for sale or rent to support our programs. We also offer school-based programs, Traffic Skills classes, and a regular series of bike maintenance classes for shop-use membership.

Ohio City Bicycle Co-op is at 1840 Columbus Road Cleveland, Ohio 44102. For more info please call 216.830.2667, or visit www.ohiocitycycles.org. For information about Pedaling Art, contact Garrick Lipscomb at pedalingart@gmail.com

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