

THE Bicycle Paper

THE VOICE OF NORTHWEST CYCLING

SEPT. 95 • FREE

You've gotta have rhythm Cyclo-cross racing offers excitement, tradition and fun



PHOTO BY ERIC BURT

A race-fan's treat: The three-way battle for first place at the 1994 National Cyclocross Championships. Weijack (center) leads locals Knapp (right) and Myrah (out of photo, left) through a battle that doesn't end until they cross the finish line. Cyclocross often features short loops, tough weather and muddy conditions — all enjoyable for the spectator while grueling for the competitor.

Best bet for spectators Tour de Fremont Criterium brings top racers to Seattle

BY ARLENE CARTER

Fremont will be the host of Seattle's newest bicycle race, the Tour de Fremont Criterium. The race which will be held on September 23rd, will bring in top national riders to compete on a one kilometer course which circles the Red Hook Brewery. Local spectators will appreciate the evening schedule featuring a 3 pm Women's Categories 1-4 race and a 5 pm Men's Categories 1,2 and Pro race. Women will race 60 minutes and men will race 90 minutes.

To add to the family focus of this neighborhood event promoters have included a kids race. Children 12 and under will compete for prizes in-between the men's and women's races. The estimated start time for the children's race is 4:15. As well a soda garden is planned for the Burke Building parking lot in Fremont. The soda garden will serve sodas on tap.

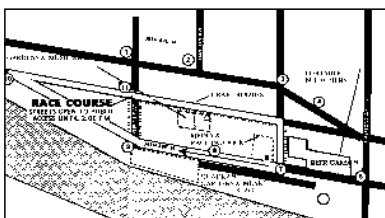
The Tour de Fremont Criterium is receiving considerable support from the title sponsor Thomas Kemper Soda along with Wright

Brothers cyclery, Alfalfa Food Stores, Cascade Ginseng Farms and Giordana Clothing.

Fremont, home of the highly popular Fremont Outdoor Cinema and Fremont Sunday Market is a very popular community and is a great venue for bicycle racing in Seattle. Riders and spectators alike will be delighted with the selection of food and beverage spots close to the course.

KCPQ, Channel 13 Fox will be the media sponsor for the Tour de Fremont Criterium. The race was originally planned to be a signature event in the Fremont Octoberfest, an entire weekend of special

PLEASE SEE "FREMONT" ON PAGE 9.



The Tour de Fremont course will circle the Red Hook Brewery in Seattle's Fremont District. Especially familiar to local cyclists is the nearby Trolleyman Pub.

BY ERIC G.E. ZUELOW

On the start line, a feeling of tension hangs in the cool air like the fog of the riders' collective breath. As the starting pistol fires, the mass of stationary riders lunges to life, bursting off the start/finish line like a single rider trying to escape an angry rottweiler. Each rider knows that the race can be decided in these opening seconds and they each fight for a position at the front of the group. Moments later, the peloton heads into the dirt and hits the first "run-up." The top riders go clear, dismounting and smoothly moving their bikes to their shoulders, digging deep and forcing the pace as they run up the steep gradient. . .

This is cyclo-cross, an exciting, visually stunning and athletically challenging sport which combines criterium racing, mountain biking and running to create one of the world's most difficult sports. Over the past five years, the Northwest, which has a long history of cyclo-cross, has become the unofficial capital of the sport in the United States,

thanks to the successful European-style Control Tech Cyclo-Cross series.

In the course of a 30-60 minute cyclo-cross event, riders negotiate tricky sections of off-road riding through sand, snow, gravel and/or mud, jump over 16 inch barriers and run up and down hills with as much as 62 percent grades. Not surprisingly, the demands of the average "cross" course require that riders develop amazing bike handling skills and the ability to get on and off their bikes with a minimum of effort and lost time.

According to Craig Udem, who raced his first full season of cyclo-cross last year and finished 6th in the 1994 Control Tech National Cyclo-Cross Championships, "Cross is so brutal. It's only an hour and you've got to go all out. At the start, you take it up to your limit and then several beats above. . . and then there's the running! It sucks the marrow from your bones, but I like it for that same reason."

Racers are attracted to cross for many reasons. Top coaches, including Montgom-

PLEASE SEE "CYCLO-CROSS" ON PAGE 12.

Getting Started with Cyclo-Cross

BY ERIC G.E. ZUELOW

Whether you're a racer or a spectator, cyclo-cross offers an exciting alternative to a Sunday at the movies or a rain-soaked ride on the roads you've been cycling all summer.

Spectators should wear warm clothing and waterproofs. Cyclo-cross courses are short and offer frequent opportunities to cheer on the racers. Each course offers many places to watch the action, and since a cross race tends to spread out quickly after the start, riders will almost always be visible.

For racers, cross offers an exciting and hard workout, as well as a nice change from road riding.

It isn't difficult to find the necessary equipment, either. According to Matt Van Enkevort, one of the Northwest's top cross riders, "It is best not to put a lot of money into cross during the first year, because you'll be spending most of your time learning technique."

Bicycles used for cross should have enough space between the tires and frame to accommodate the buildup of mud, but most old touring or road racing frames will do. Braze a set of cantilever brakes onto the frame will allow greater braking in muddy conditions and will also allow mud buildup without compromising braking.

Remove all braze-ons, as the race will be too short to need water and cages, pumps, etc. will only get in the way when getting on and off the bike.

Wheels should be sturdy. Tubulars are the tires of choice because they are not prone to pinch flats. John Shearer, a bike shop manager and cross racer adds, "The more knobby the tires, the better! There are a wide variety of tires out there to meet different needs, but a good knobby tire will cover most situations."

Adding bar-end shifters allows shifting without removing the hands from the handle-

bars—an important addition if you're riding a technical section.

The most important part of cyclo-cross, however, is technique. Van Enkevort stresses that riders should, "Practice mounts and dismounts. I cannot emphasize enough that each barrier is precious seconds!"

To dismount the bike, place your hands on the tops of the bars, cast your eyes forward

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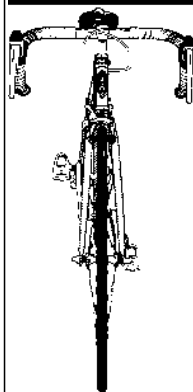
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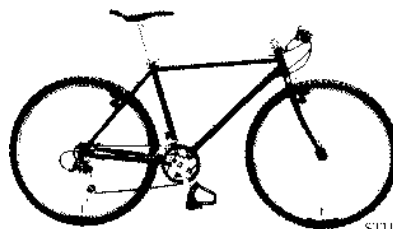
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Publisher's note

BY PAUL CLARK

Bicycle season is not over! Several great adventures are left during September, October and November. Here are four I recommend for riders, racers and spectators alike:

- The under-visited Methow Valley welcomes offroad riders of all abilities on October 6-8. Good food and interesting towns are only improved when you begin riding their more than 100 kilometers of groomed, single-track trails. The Methow Valley is just east of the Cascade Mountains in northern Washington.
- Cycle Oregon may be full but try to buy someone's ticket or get your name on the list for next year. Small towns, strong support, magical roads and good food again provides a formula for success as the ride features the best of Oregon on a new route each year. Each year Cycle Oregon receives top honors from riders, volunteers and communities as it highlights different parts of the state each September.
- Trek Tri-Island will take you to what most riders consider their number one destination: The San Juan Islands. Riders hop islands aboard the Washington State Ferries on any of three weekends in September. And the support is legendary. Trek staff have the ability to make each rider feel like they are on a personal tour even though you are traveling with more than 200 other people.



Bicycle Paper publisher/editor Paul Clark rests after cycling through Hell's Canyon in central Idaho.

- You don't want to ride or race? Then try watching a cyclo-cross race. "Cross" is a spectator's treat because the courses are short and talented, but exhausted racers have an easy chance to "eat" dirt at every

turn. The Pacific Northwest continues to grow as a hub for cyclo-cross. Event producers in Vancouver B.C., Bellingham, Seattle, Portland and other areas create national-level events.

- If none of these four events work for you then look in our calendar. More than one hundred other cycling events are listed and all are worth attending.

And by the way, please enjoy our first September issue. September rounds out our 1995 list to ten regular issues and four special programs. Inside you'll find cyclo-cross as a feature because the season starts next month. Also regular columns by Maynard Hershon and others are there for you. Good luck in your fall cycling.

Outspokin' looks at a messenger

BY GORDON BLACK

In almost two years of negotiating the crowded streets of Downtown Seattle, dodging wayward pedestrians, halted buses and recalcitrant taxis, Steve Rhoades has never once been injured on the job. Some days, his work as a bike messenger might take him to Capitol Hill, the University District or Queen Anne. Here and there he shuttles with ad agency copy, photographs or a law brief. "We have so many deadlines," he says. "With lawyers, it's a game. They want things filed at the last moment so that the opposition doesn't know about it."

Some days Rhoades might clock 35 miles, more often it'll be a day of short, frequent, adrenaline bursts from one office tower to another. His vertical distance in elevators might equal his travels on the hilly streets of Downtown. No matter, he enjoys a job that allows him to help his performance as a category 4 racer. Training and bike messengering also help put in the miles between the present and his past in the Midwest. "I was dying back there - I just had to leave," Rhoades admits.

Although he competed as a triathlete in his native Indiana, Rhoades social life was distinctly unathletic. He was a binge boozier and drug user who could see his life crumbling before him. He noticed it too late to save his marriage but figured he might just be able to help himself. Heading west seemed as likely to help as the spells with several treatment centers. He packed up, and with nothing more than a vague hope of a fishing-boat job, moved to Seattle. Still drinking, he ended up getting odd jobs and living out of a cheap motel in Kent. Employment on a fishing boat proved elusive.

Despite his continuing slide into a dark world, Rhoades had a couple of assets - a Midwest farm-boy work ethic, a belief in his Methodist roots and a memory of being athletic. "I'm used to hard work and dangerous work," he comments, recalling an incident in downtown. "I saw all those guys buzzing around and figured that's how I could get back in shape."

But becoming a bike messenger can be just as difficult as signing on for an Alaskan troller. Since he had already moved to the Lutheran-run Compass Center in Seattle, Rhoades just kept pestering the ABC Legal Messengers company until they relented and hired him on at \$6.50 an hour. Riding a bike for a living gave Rhoades a whiff of the rush of competing, and he used his job as a springboard to road racing.

An acquaintance he met on a bus ride to Kent, Lutheran minister Nyer Uners, offered to rent Rhoades a cabin on his property on Bainbridge Island. It's nothing fancy - a small structure nestled in the woods. There's no running water, the toilet is outside but with the wood stove fired up, it stays warm in the winter. For a guy trying to get his life back on track, the cabin sounded perfect. Hauling

water from next door can be inconvenient. But the rent's cheap and the ferry to downtown Seattle is only a three mile bike ride to the south. Solo training rides usually take Rhoades in the opposite direction, off the island toward Port Gamble or Point No Point, on the tip of Kitsap's convoluted coast.

This season held promise for Rhoades. He'd been upgraded to category 4 and aimed to graduate through the ranks to a cat. 2 designation. With plenty of training miles and coaching tips from his pal Rob Albrecht, he figured on progressing. He had a stage race lined up for early June.

On the Memorial Day holiday, Rhoades' training spin took him across the bridge that spans the green waters of Agate Passage that separate Bainbridge Island from the peninsula. Just beyond the bridge, he turned right, preparing for the slight incline on the Suquamish road before it drops back down to the water. "There was not a soul on the road," he recalls.

Somewhere on that first half-mile uphill section as he hugged the fog-line, Rhoades was swiped from the rear by a car, a white Nissan, says the Kitsap Sheriff's office, and left there bleeding. No one, least of all Rhoades, is sure how long he lay there beside the road, his bike buckled and smashed in half, his head and leg badly injured.

He remembers waking up in the helicopter taking him to Harborview Medical Center in Seattle and asking if he was flying in a Huey familiar to him from his Marine Corps days.

In the hospital, doctors gave him the good news - no muscle damage to his left leg (which was probably hit by the car bumper) and only five stitches to the crown of his head. Other concerns kicked in for Rhoades - work, money and his nascent racing career.

Word about his hospitalization circulated as fast as a messenger on Starbucks double shot. Cards, messages and visitors poured in. So did offers of help. Bike messengers put on a fund-raiser which brought in \$800; a couple on Bainbridge, Joe and Bobbie Sullivan, chipped in the price of a telephone installation in the cabin; Reliable Cycles, Elliott Bay and Ti Cycles contributed parts and labor to a replacement bike. His rent was waived until he got back on his feet and his job was kept open. "It really showed how lucky I am with the friends I have," he says.

Of course, being a hard worker, Rhoades tried to return to work three times - on each occasion setting back his recovery and even once requiring a week's hospitalization. After several weeks of part-time work, he's ready for the plunge of full-time messengering again. Watch out for him on the streets of downtown - he's a big guy with shoulder length hair and a white bandage on his left leg. He'll be wearing a shiny new helmet and a grateful smile.

Out-Spokin'

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PUBLISHERS	Paul Clark Bob McCall
ADVERTISING DIRECTOR	Maria Welch
ADVERTISING SALES	David Stolber
MARKETING	Arlene Carter
PHOTOGRAPHERS	Eric Burt Marianne McCoy John Pratt/Pursuit Photo
WRITERS	Noel Zanchelli Mike Lewis Gordon Black Estelle Gray Bill Howard Stan Gregg Candi Murray John Maulding Maynard Hershon Eric Zuelow Mike Bobis
Proofreading	Consolidated Press
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Kids, tandems, water fights: a natural combination

"Stelly, Stelly, push the button that makes it go faster!"

(In a loud whiny voice)- "How come we have to pedal up the hill, we didn't have to pedal down it?"

(In a louder whiner voice)- "How come I have to hold on, he doesn't hold on?"

- "I don't want an apple, I want candy!!"

- "We're faster than a rocket ship, aren't we?"

(In the loudest most adamant voice)- "I don't want to go home, I want to keep riding!"

Welcome to the Northwest Unofficial Tandem Society's monthly "Playground Loop". The event is portrayed as a bicycle ride with the stated object of the event, "to see how many playgrounds the group can visit in 3 hours". The ride's activities include things



PHOTO BY JOHN PRATTI
PURSUIT PHOTO

ESTELLE GRAY

like "waxing the slide", petting the llamas, ascending the UW Climbing Rock, attempting to descend the UW Climbing Rock, joke telling and fantastic water fights.

The majority of the stokers are over 3 years of age but under 12. The majority of the captains are over 25 but often act as though they are under 12, particularly when dared to squirt someone with a water bottle.

It started innocently. N.U.T.S. was having monthly tandem rides which attracted some fast riders as well as some tandems with children or others who wanted to ride at a more leisurely pace. We started breaking into 2 groups, a fast group and a slow group. No one wanted to be defined as "slow". So we tried calling it the "family" loop. Boo! His! Finally, the "Playground Loop" was initiated.

The riding part is fun but not always the main focus. On one particular ride it would probably have been faster to walk between the playgrounds, rather than dismount and

remount from our tandems. We were able to see one part of our next destination from the playground at which we were currently playing. That was the day we learned what happens when a bunch of energetic kids and pseudo-kids ride down a metal slide on waxed paper! If you have never tried it, I highly recommend it.

The biggest water bottle fight I have ever seen occurred on one such Saturday ride. I had squirted my share

and been squirted back my share by the time we were headed to our second playground of the morning. However, I neglected to check that no one had tampered with my water bottle lid before we got underway. Sure enough I lifted my bottle expecting a gentle stream of water and got a face full when the cap reared backwards like the Lone Ranger's stallion. Now I routinely check the tightness of my bottle caps, not just my wheel skewers.

I mentioned that the captains were usually over the age of 25, but there are two exceptions. 18 year old Jesse is a regular captain with his 7 year old sister Devon, while their mother accompanies us on her mountain bike. 12 year old Kailean either stokes or rides solo on his mountain bike while his folks ride the tandem. However, last month's ride brought a big surprise to Kailean. As he was standing next to me, I realized he was about the same size as myself and his parents. I asked him if he was looking forward to the day he could captain his folk's bike. They kind of gasped as he expressed delight at the prospect. So I said "hey, try mine, I think it might fit". I put him on the front and his 14 year old cousin Kyle on the back. They zig-zagged down the playground path for a moment. Before you knew it, those of us who were watching no longer needed to hold our breath. We then put Kailean on the back and let him have the joy of stoking while Kyle captained. I should mention that Kyle had never ridden tandem before that morning.



THE BICYCLE PAPER PHOTO BY DENISE GONG

Kids get started in racing at the Shimano Kids Race, an event of the 1995 Evian Ride for the Wild in Carnation

They did great!

And now for the best part! I am counting down the days until the N.U.T.S. Playground Loop goes on a 3 day tandem camping trip in the San Juans. I understand this may sound like a nightmare to some people. But to me, the vision of 15 tandems loaded with tents, sleeping bags and the most eager stokers in the world is a sign that there is a lot of hope and potential for the future of cycling.

If you would like to attend a N.U.T.S. ride for either kids or adults, please call 368-5490 ext NUT (688).

Do you have any cycling-related questions?

Send them to Estelle Gray

c/o The Bicycle Paper,

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THE BICYCLE PAPER PHOTO BY DENISE GONG

A young rider is encouraged at the Shimano Kids Race.



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HEALTH

Air Pollution and Exercise

It goes without saying in this day and age that air pollution affects everyone's overall health and well-being. Statistics indicate that more than half of the U.S. population is exposed to significant levels of harmful air pollutants on a regular basis.



MICHAEL LEWIS, D.C.

From a cycling standpoint, the imposition of air pollution on lung function has a direct effect on cycling performance. It is beneficial to modify your training rides in order to avoid the unnecessary risks of polluted air. A better understanding of how pollution affects your performance will assist you in managing the symptoms and minimizing the damage brought on by air pollution. Following is a list of certain common pollutants in our metropolitan area, their sources and how they effect us.

Ozone

Source: The major source of ozone is the smog produced in the troposphere by reactions between sunlight and (primarily) automobile exhaust.

Effects: Symptoms include coughing, chest tightness, and shortness of breath. Sudden exposure to moderate concentrations of ozone for two to three hours during intermittent moderate exercise can temporarily restrict lung function. This effect on the lungs will reduce performance potential by reducing your ability to fully inspire (inhale) and initiate restrictive changes in the airways of the lungs. This means that the lungs are limited in their ability to process incoming air. The effects are magnified in people who suffer from asthma. The most critical factor is the ozone levels. The higher the levels the more drastic the effects on the lungs. However, lung function can also be affected when ozone levels are lower and the athlete is engaged in continuous exercise requiring increased breathing.

Carbon Monoxide

Sources: Common sources of carbon monoxide include automobile emissions, gas stoves, wood fires, charcoal briquettes and tobacco smoke.

Effects: Carbon monoxide does not directly affect the lungs; however, it does affect the blood. This pollutant has a powerful affliction for hemoglobin and when combined forms carboxyhemoglobin. The attraction of carbon monoxide to hemoglobin is a stronger attraction than that of oxygen to hemoglobin. The more space taken up by the carbon monoxide molecule on the hemoglobin molecule (hemoglobin functions as a carrier which normally transports oxygen to the oxygen dependent tissues of the body), the less room there is for oxygen. This is how someone can asphyxiate themselves by "overdosing" on carbon monoxide, which eventually starves the tissues of oxygen until the tissues die.

Nitrogen Dioxide

Sources: This pollutant is a by-product of fossil fuel combustion such as automobile exhaust, power plants, large fuel burning industry and indoor sources like unvented gas burning appliances.

Effects: Indoor exposure to nitrogen dioxide is usually a greater concern, since most people spend up to 90 percent of their lives indoors. While effects upon the lungs are similar to those effects experienced by exposure to high ozone levels, it appears that nitrogen dioxide must rise to an unrealistic level before becoming a "significant" problem. However, exposure at any level should be a concern and precautions should be taken when possible. People who suffer from asthma do not seem any more sensitive to nitrogen dioxide than non-asthmatics.

Sulfur Dioxide

Sources: Sulfur dioxide is a result of the combustion of domestic, commercial and industrial fossil fuels such as coal and oil. The

eastern region of the United States has a greater problem with sulfur dioxide than does the Northwest due to the number of power plants, metal smelters and various other industries that burn coal and oil. Older houses which still utilize oil furnaces are interior sources of sulfur dioxide. Inspection and regular maintenance of oil-burning furnaces can minimize the emission of the gases. (The burning of natural gas also emits sulfur dioxide but at minimal levels.)

Effects: People with asthma are especially sensitive to sulfur dioxide. The effects are increased nasal symptoms, reduced nasal airflow and bronchospasm (constriction of the airways of the lungs). Bronchospasm in non-asthmatics requires much higher concentrations of sulfur dioxide, which is usually only a concern at large oil-burning industrial sites. (Humidity and air temperature have a strong influence on the amount of bronchospasm in asthmatics. For example, breathing air polluted with sulfur dioxide in a cold, dry climate will expedite lung constriction, whereas breathing warm, humid contaminated air will cause less spasm.)

Treatment Advice

Limiting the amount of time you spend outdoors may not be a practical option, but during the times when air pollution is at its peak, staying indoors should be considered. Attempt to complete training rides early in the morning or in the evening when pollution levels are usually down. You might consider using peak pollution times to incorporate cross-training (swimming or indoor weight-training, for example). Local television stations and newspapers often report pollutant and allergen counts so that you can plan ahead.

Cycling close to water or within trees can offer relief and protection from ozone and carbon monoxide.

Antioxidant vitamins and their protective forces against free radicals have been receiving an enormous amount of attention in the last couple of years. Here's how they work:

A small amount of the oxygen you breathe is converted to compounds called free radicals. "Free radicals are very reactive compounds that roam around like loose cannons, destroying any molecules that get in their way," says Ken Cooper, M.D. (founder of the Cooper Institute of Aerobics Research). This destruction includes compounds which are found in normal tissue such as lipids and DNA. Lipid damage leads to atherosclerosis and damaged DNA can cause mutations, which may lead to cancers.

During exercise, your body's demand for oxygen dramatically increases. This demand is met by an increase in breathing which can release more free radicals. Inhaling ozone, carbon monoxide, car exhaust and other pollutants increases the development of free radicals even more.

Your body has the natural ability to neutralize free radicals through scavenger cells and antioxidants. Antioxidants are made up of vitamins C, E, beta carotene, selenium and coenzyme Q10. You may be getting adequate amounts of vitamin C and beta carotene if your diet is largely made up of fruits and vegetables (five to nine servings per day). Vitamin E is more difficult to get from food sources alone. A quality supplement can ensure that you are getting an adequate sup-

PLEASE SEE "POLLUTION," ON PAGE 6

Michael Lewis is a doctor of chiropractic and certified strength and conditioning specialist. His practice, Wedgwood Chiropractic, is in Lake City, Washington. He can be reached at (206) 365-3189. If you have any health-related cycling questions, send them to Michael Lewis c/o The Bicycle Paper 1535 - 11th Ave., Ste. 302 Seattle, WA 98122.

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Regional Reports



Cycle Oregon tour prepares to depart

An innkeeper at the Chanticleer Inn in Ashland named Jim Beaver conceived Cycle Oregon in 1987. Beaver contacted Jonathan Nicholas, a columnist at *The Oregonian* and initiated the idea of a sister city coast ride from Astoria to Ashland. After local chambers of commerce voiced their enthusiastic support a variation of this route was mapped out and Cycle Oregon was born. Next came generous support from the Oregon State Tourism Division with the goal to increase tourism and generate income for Oregon's rural communities.

The inaugural event took place in September, 1988 with 1,006 cyclists from 20

states. The ride covered 320 miles from Salem to Brookings and generated over \$360,000 for participating communities. In 1994, Cycle Oregon VII included 2,000 participants (the ride limit) from 35 states and four foreign countries.

Since its inception, Cycle Oregon, a non-profit organization, has contributed more than \$2,500,000 in the form of grants and financial aid to Oregon communities. Cycle Oregon is not only a non-profit organization dedicated to the safety and enjoyment of bicycling, but an organization whose goal is to showcase and support the state of Oregon and its communities.

Cycle Oregon routes change annually to showcase the geographic diversity of the state. The first Cycle Oregon was the shortest at approximately 320 miles and Cycle Oregon IV was the longest to date at 534 miles.

Each year Cycle Oregon Inc., presents host communities with grant applications. These grants provide an opportunity for communities to net thousands of dollars for local projects such as community centers, high school cafeterias, emergency and life support services, playground equipment, and rural bike paths.

In 1994, Cycle Oregon awarded additional grants to the Oregon History center for a retrospective exhibit illustrating 125 years of cycling in Oregon. Another recipient of funding was *Sustainable Northwest*, an organization created to respond to the modern day challenges facing rural communities in Oregon, Washington, and Idaho.

Cycle Oregon is managed by a board of directors and is produced by Peter Jacobsen Productions, a Beaverton-based sports and event management, sales and promotions company.

Cycle Oregon Facts

Dates: September 9-17
Distance: 435 miles
Registration Deadline: August 1, 1995
Field Limit: 2,000 riders
Meals: 23
1994 Occupations: 22% professional, 11% managerial, 10% Medical field.
Sponsors: Cycle Oregon is presented by *The Oregonian* and is sponsored by NIKE Town and Subaru.

Do you have news about the people, places and events in the Northwest?
Call The Bicycle Paper today and ask for Paul Clark at (206) 323-3301.
Or you can fax us at (206) 323-2905.

Come to magical Methow Valley Oct 6, 7 & 8

A fat tire criterium through the streets of Winthrop, an adventure ride along a rim of the North Cascades, a bike rodeo for kids, a downhill race, satisfying lunch rides, and the famous Sun Mountain race are all part of this year's Methow Valley Mountain Bike Festival. Produced by the Methow Valley Sports Trails Association, the festival has become increasingly popular with Northwest cyclists and draws hundreds of participants. The Winthrop Barn will again be the gathering place for the three day event.

The Methow Valley Mountain Bike Festival was created to draw attention to both the great biking opportunities here and the even better cross country skiing. Many festival events take place on ski trails maintained by MVSTA. Now a tradition, the festival is an excellent way to get people here during a quiet and beautiful time of year to have fun

on bikes in a safe and environmentally appropriate way.

Saturday's lunch ride is the festival's most popular event and with good reason. Festival goers and their bikes are loaded into buses and trucks and transported to a select high point above the valley where they begin a leisurely ride back to town. A huge catered lunch is served along the scenic, almost all downhill ride. Sunday's race on the exciting Sun Mountain trails rivals the lunch ride for popularity. Kids (3mi.), novice (8.5mi.), sport (15.5mi.), and expert (21mi.) courses always receive rave reviews from riders.

For more information contact the Festival's organizer, The Methow Valley Sports Trails Association, by calling (509) 996-3287 or writing to MVSTA at P.O. Box 147, Winthrop, WA 98862.

These notes were provided by the MVSTA.

POLLUTION, FROM PAGE 5

ply of all the antioxidants. Dr. Cooper increases his own dosage of antioxidants before a heavy physical workout to combat the effects of free radicals.

If you have a history of asthma or allergies, seek the advice of your medical physician about obtaining relief through the use of pharmaceuticals (e.g., antihistamines).

Wearing a mask, such as those worn by surgical personnel, can limit exposure to pollutants.

Irritation from environmental factors can hinder a perfectly good summer of cycling if you let it. With specific modifications and proper care, you can limit and defend yourself against many of the effects that pollutants have on your health and cycling.

Special thanks to Dr. Bobbi Lutack, sports medicine instructor, Bastyr University.

TREK USA

NORTHWEST SHOWERS BRING MUD

OREGON:
Ashland Cycle Sports
191 Oak St.
Ashland
(503) 488-0581

Medford Cycle Sports
1345 Center Dr.
Medford
(503) 857-0819

Becky's Bikes
887 Commercial St. SE
Salem
(503) 399-0304

WASHINGTON:
Gregg's Bellevue Cycle
145 106th Ave NE
Bellevue
(206) 462-1900

Kulshan Cycles
100 E. Chestnut St.
Bellingham
(360) 733-6440

Valley Cyclery
23651 - 104th SE
Kent
(206) 852-5551

Aurora Cycle
7401 Aurora Ave
Seattle
(206) 783-1000

Gregg's Greenlake Cycle
7007 Woodlawn Ave NE
Seattle
(206) 523-1822

Bridgeport Cyclery
8819 Bridgeport Way SW
Tacoma
(206) 588-2245

WASHINGTON:
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Harvy's Bikes
21917 Highway 99
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(206) 774-8951

Spoke & Ski
13303 NE 175th
Woodinville, WA
(206) 483-6626

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BURLEY TRAILERS FOR 1995

This calendar is produced as a public service by *The Bicycle Paper*. Nearly every weekend of the year has something for every type of bicycle enthusiast. Please note that listings are subject to change as we update them three months ahead of the events.

Event organizers and promoters should send calendar listings and changes to *The Bicycle Paper* at 1535 - 11th Ave, Ste. 302, Seattle, WA 98122. Our fax machine & bulletin board is on 24 hours a day at 206-323-2905.

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Offroad

Sep 2-4: The "Pass-Out" Cross-Country Series (race#4). Snoqualmie Pass, WA. George Taggart, Rut Wrestlers Cycling, Wenatchee, WA, 509-662-9375.

Sep 10: Lava Rama. Lava Hot Springs, ID. Family fun loop starts and finishes in town next to the hot springs. Part of the Cannondale Cups. 208-342-3910.

Sep 23: Westside Road. Mt. Rainier, WA. Backcountry Bicycle Trails Club, 3246 32nd Avenue W., Seattle, WA, 98199. 206-283-2995.

Sep 23: Celebrate Trails '95 Jamboree. Ski Acres Mt. Bike Center, Snoqualmie Pass, WA. Regional festival brings trail users together! Learn about new trails all over the state. See demonstrations by various trail user groups 206-625-1367.

Sep 23: Upper Chuckanut Cyclocross Races. (See listing in "Series Races")

Sep 23: Fall Fat Tire Classic. Wenatchee, WA. Sunrise Rotary Club, 509-663-4042. Brett Pittsinger

Sep 23: Cascade Cream Puff 100. 100-mile mountain bike race. Oakridge, OR. NO beginners. \$35 Preregistration. Scott Taylor, 503-484-5800

Sep 30-Oct 1: Banzai. Boise, ID. Two days of fun. Call 208-342-3910.

Oct 6-8: Methow Valley Mtn. Bike Festival. Winthrop, WA. 9th annual event features guided tours, downhill and cross country races, bike rodeo. Methow Valley Sport Trails Association, P.O. Box 147, Winthrop, WA, 98862-0147.

Oct 15: Bend's Big Fat Tour. Bend, OR. Recreational mountain bike ride in the Cascades: 25, 50 and 75 mile routes Sally Russell, 503-389-3295.

Oct 15 to Dec 3: First Mud Cyclocross. (See listing in "Series Races").

Oct 15: Mountain Bike Race. Belfair, WA. Gordon Swetland, South Tacoma Offroad Mountain Peddlers, (206) 964-0960.

Oct 21, 28, Nov 4, 11: BC Cyclo-Cross Series #1-4. (See listing in "Series Races").

Oct 29-Nov 26: Southern Oregon Time Trial Series. (See listing in "Series Races").

Rides & Tours

Sep 2-4: Yakima Valley Winery Tour. Yakima, WA. Three-day bicycle tour of Yakima Valley covering about 130 miles and over a dozen well-known wineries. \$98 fee includes two nights in motels, two breakfasts, two dinners, Sag wagon and tour guide Lori or Terry King, Northwest Bicycle Touring Society, 7231 S. Adler, Tacoma, WA, 98409. 206-474-7698.

Sep 9-11: Trek Tri-Island. Seattle Ferry Terminal, Seattle, WA. Three-day, 135-mile bicycle ride from Seattle, through the San Juan Islands, to Victoria, British Columbia. 5 Islands, 4 ferry rides, 3 days, 2 countries: 1 incredible adventure! Full support. \$50 registration fee, \$35 in pledges. Lori Brown, American Lung Association of Washington., 2625 Third Ave, Seattle, WA, 98121. 206-441-5100 or 800-732-9339 (in WA).

Sep 9-17: Cycle Oregon VIII. Oregon. Peter Jacobsen Productions, Inc., 8700 SW Nimbus, Suite B, Beaverton, OR, 97005. 503-643-8064 or 800-292-5367.

Sep 10: Sunnyside Century. Sunriver, OR. 100 mile road ride with support. \$5.00 registration fee goes towards ice cream cone or soda at Goody's afterwards. Sunnyside Sports, 503-382-8018.

Sep 15-Oct 31: Southern Cross Bicycle Classic™. Anaheim, CA. Disneyland to Disney World, 8 states, 3000 miles, 47 days. Fully supported bicycle tour. Riders arrive for a victory celebration in Orlando, FL. Tim Kneeland, Tim Kneeland & Associates, Inc., 200 Lake Washington Blvd #101, Seattle, WA, 98122-6540. 206-322-4102 or 800-433-0528.

Check your watch! Think about these dates! Here's the rest of 1995's events: Sept 1-Dec 31

Sep 16: Jan Selvig Century. Marblemount, WA. A 100-114 mile single day ride along the scenic North Cascade Highway from Marblemount to Washington Pass and back. 500 riders. Fee is \$40.00 and includes full support and t-shirt Tim Holloran, Skagit Council on Aging, 315 S. 3rd. St., Mt. Vernon, WA, 98273. 206-336-9315.

Sep 16-18: Trek Tri-Island. Seattle Ferry Terminal, Seattle, WA. Three-day, 135-mile bicycle ride from Seattle, through the San Juan Islands, to Victoria, British Columbia. 5 Islands, 4 ferry rides, 3 days, 2 countries: 1 incredible adventure! Full support. \$50 registration fee, \$35 in pledges. Lori Brown, American Lung Association of Washington., 2625 Third Ave, Seattle, WA, 98121. 206-441-5100 or 800-732-9339 (in WA).

Sep 16-18: Sawtooth Pride. Sawtooth Mountains, Idaho. Three-day, 168-mile bicycle ride through Sawtooth Mountains. Fully supported from Fairfield to Banner Summit. Registration fee and fundraising minimum. (Special rates for teams of 3 or more). Sarah Baker, American Lung Association of Idaho., 1111 S. Orchard, #245, Boise, ID 83705 or call (208) 345-LUNG.

Sep 17: 16th Annual Autumn Century Rides. Wandermere Mall, N.Division, Spokane. 15, 25, 50 & 100 mile rides around Spokane. Challenging scenic country. Fee \$20 or \$25 after 9/10. Send SASE for flyer. Reginald Lee, Spokane Bicycle Club, P.O. Box 62, Spokane, WA, 99210-0062. 509-928-2996.

Sep 17: Wolf Haven Century. Millersylvania State Park, South of Olympia, WA. 25, 35, 62, 100 miles routes over rolling, traffic-free roads. Low traffic roads, map, sag, food. Includes tour of wolf sanctuary. \$10 pre-reg, \$15 day of ride. Terry Maurer, Capitol Cycling Club, P.O. Box 642, Olympia, WA, 98507. 206-956-3321.

Sep 17: Covered Bridge Century. Benton Co. Fairgrounds, Corvallis, OR. 100 mile tour of scenic Willamette Valley crossing six historic covered bridges, or 45 miles, 4 bridges. 3 sag stops Richard Burgess, Mid Valley Wheelmen, P.O. Box 1283, Corvallis, OR, 97339. 503-758-5066.

Sep 17-24: Wheeling Washington II. Maryhill, WA. A border-to-border exploration of the Evergreen State up the backbone of Central Washington from the shores of the Columbia River through the Cascades to the Canadian Border. Tim Kneeland, Tim Kneeland & Associates, 200 Lake Washington Blvd. Suite 101, Seattle, WA, 98122. 206-322-4102/fax 206-322-4509 or 1-800-433-0528.

Sep 23-24: Tour des Lacs. Spokane, WA — Coeur D' Alene, ID. Two-day ride with 4 course options around seven lakes. Starts in Spokane and winds through hilly terrain. Fully supported in a style like STP. Several options for housing including Coeur D'Alene Hotel. \$50 pre-registration, \$65 day of. Terry O'leary, Holy Family Foundation, N 5633 Lidgenwood, Spokane, WA, 99207. 800-835-8841 or 509-482-2588.

Sep 23-25: The 13th Annual Oregon Trails Bicycle Trek. Oregon Coast. 2 or 3 days exploring the beauty of Central Oregon. Full support. \$35 and \$150 in pledges Brian Harney, American Lung Association of Oregon, 9320 SE Barbur Blvd. #140, Portland, OR, 97219. 800-LUNG-USA or 503-224-5145.

Sep 23-25: Trek Tri-Island. Seattle Ferry Terminal, Seattle, WA. Three-day, 135-mile bicycle ride from Seattle, through the San Juan Islands, to Victoria, British Columbia. 5 Islands, 4 ferry rides, 3 days, 2 countries: 1 incredible adventure! Full support. \$50 registration fee, \$35 in pledges. Lori Brown, American Lung Association of

Washington., 2625 Third Ave, Seattle, WA, 98121. 206-441-5100 or 800-732-9339 (in WA).

Sep 23-Oct 2: Trail of the Ancients. Grand Junction, CO. Ten-day bike tour through Telluride, Canyonlands and Arches National Parks, and Moab. Travel the country of the ancient Anasazi Indians. Full support. \$50 registration, \$900 in pledges. Laurel King, American Lung Association of California, 21 Locust St., Woodland, CA, 95695. 800-827-2453.

Sep 24: Chuckanut Century and Metric Century. Alaska Ferry Terminal, Bellingham, WA. 100 km, 50 km 100mi, 50 mi options. Start at Fairhaven ferry docks in Bellingham and tour through famed Chuckanut Drive with waterfront views of the San Juan Islands. Fees \$12.00 pre-reg. \$16.00 day of. Mark Steinberg, Mount Baker Bicycle Club, 3212 Northwest Avenue #C-444, Bellingham, WA, 98225. 206-671-0385.

Sep 24: Peach of a Century Ride. Salem, OR. 100 mile full or metric century ride from Salem to Stayton, Oregon and back. Supported with snacks and drink at check points. Registration: \$15. Salem Bicycle Club of Oregon, P.O. Box 2224, Salem, OR, 97308. 503-585-3079 or 503-370-8490.

Sep 29-Oct 1: Mount Rainier Tour. Enumclaw WA. A classic 3-day 160 mile loop around Mt Rainier. Includes Enumclaw, Eatonville, Elbe, Paradise, Ohanapocosh, Cayuse Pass, Greenwater and back to Enumclaw. Pete and Hannelore Maas, Northwest Bicycle Touring Society, 18249 SE 147th Pl, Renton, WA, 98059. 206-255-4192.

Oct 1: Kitsap Color Classic. Edmonds Ferry Terminal, Edmonds, WA. 11, 28, 39, and 69 mile loops, all on back country roads on the Kitsap peninsula. Rare opportunity to view the picture-perfect, spectacular fall colors from the seat of your bicycle. \$15 and \$13 registration, CBC Members \$2.00 off. Cascade Bicycle Club, P.O. Box 31299, Seattle, WA, 98103. 206-522-BIKE.

Oct 2-28: West Coast International Bicycle Classic™. Victoria, B.C.. Ride from Victoria, B.C. to Tijuana, Mexico. Experience rugged coasts, quiet beaches, lighthouses, giant forests, famous wineries and world class cities. 1660 miles. Tim Kneeland, Tim Kneeland & Associates, Inc., 200 Lake Washington Blvd., Suite 101, Seattle, WA, 98122-6540. 206-322-4102 or 800-433-0528.

Oct 7: Manastash Metric Fall Colors Tour. Public Safety Bldg, 2nd and Pearl, Ellensburg, WA. Beautiful ride on low-traffic roads in Eastern WA. Challenging century, easy half-century. Registration: \$8 single, \$10 tandem. Day of race registration 7-9am. Sag wagons on each route. 2 snack stops along the way. Belinda McMillen, City of Ellensburg, 310 W 12th, Ellensburg, WA, 98926. 509-925-2435.

Oct 21: Capitol Forest Love-Hate Loop. Olympia, WA. Backcountry Bicycle Trails Club, 3246 - 3rd Ave., Seattle, WA, 98199. 206-283-2995.

Series Races

Begins Sep 23: Upper Chuckanut Cyclocross Races. near Bellingham, WA. Cyclocross and mountain bike races of 40, 50 and 60 minutes in length. Citizens 10 a.m., mt. Bike 11 a.m. and cyclocross 12 noon. Drive I-5 to Bellingham, exit 250 and follows signs to course. Entry \$10. Prizes are 3-deep. (360) 733-6440.

Through Sep 5: PIR Circuit Series. Portland International Raceway, Portland, OR. Track racing Tuesday Nights From May through September, except 6/20, 7/4, 7/18. Jeff Mitchem, Raindance Velo Club, P.O. Box

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TANDEMS

10574, Portland, OR, 97210. 503-228-7352.

Through Sep 11: Portland International Raceway Series. Portland, OR. Every second and fourth Monday. May 5 to September 11. Flat course-1.9 mile circuit. 3-series - 3wks Masters age graded, 3wks Masters catagory graded, 3wks handicap series (all riders), women's series TBA. Shelly Pederson, Rose City Wheelmen, 1274 NE Village Square Ct, Gresham, OR, 97030. 503-667-1739 or 503-721-6236.

Through Sep 11: RCW's Masters/Women PIR Series. Portland International Raceway, Portland, OR. Track Races Every other Tuesday Night From May through September. Jim Pederson, Team RCW, 1274 NE Village Sq. Ct., Gresham, OR, 97030. 503-661-1739.

Sep 2, 16 and 30: Rawhide Road Race Series #1-3. Snohomish, WA. Points Road Race series. All categories. Stacy Han, 206-355-8817.

Sep 3, 17 and Oct 1: Snohomish Road Race Series #1-3. Granite Falls, WA. Points Road Race series. All categories. Stacy Han, 206-355-8817.

Oct 1-Dec 3: MVA Cyclocross. Four sites around Puget Sound. Dec 3 is Districts. MVA Hotline, 206-389-5825.

Oct 15 to Dec 3: First Mud Cyclocross. Location to be announced. 4-race cyclocross series toward Oregon State district championships. Call for latest information: Rick Potestio, (503) 281-6148 or (503) 661-0686.

Oct 21, 28, Nov 4, 11: BC Cyclo-Cross Series #1-4. 4-race series. Langley, BC. Mark Johnson, Newton Rocky Cycle, 604-737-3034.

Oct 29-Nov 26: Southern Oregon Time Trial Series. Ashland, OR. Traditional cyclocross races on three different courses. 10-29, 11-12 and 11-26. USCF sanctioned. Mountain bikes welcome. Dana Bandy, Mountain Velo, P.O. Box 903, Ashland, OR, 97520. 503-488-2453.

Single Races

Sep 10: Oregon State Time Trial Championships. Peoria, OR. USCF Time Trial championships for the state of Oregon. Preregistration only. Open to out of state riders. Flat out and back course. 20k for Juniors. 40k for Seniors, Masters and Women. Candi Murray, U.S.C.F., 4318 S.E. 8th Ct., Gresham, OR, 97080. 503-667-6220 or 503-661-5874.

Sep 23: Tour de Fremont. Men's 1/2/Pro and Women's 1-4 Criterium. ECCC, 206-783-3394

Sep 24: Jean Chinn Memorial Mount Ashland Hill Climb. Ashland, OR. Classic challenge between road riders and mountain bikers to the top of Mt. Ashland (25 mile road course, 17 1/2 mile off road course). Both USCF and NORBA sanctioned. Dana Bandy, SOCA, P.O. Box 903, Ashland, OR, 97520. 503-488-BIKE.

Sep 24: Eugene Celebration. Eugene, OR. Road Race, Hillclimb and Criterium. Part of Weekend event which includes free music, food and many other attractions in the beautiful Willamette Valley. Steve Scarich, The Paramount, 176 North Polk, Eugene, OR, 97402. 503-342-3199.

Sep 30: Christopher Columbus Criterium. Seattle, WA. USCF sanctioned Criterium Race in Seward Park. Dave Shaw, Northwest Classics, 1535 11th #302, Seattle, WA, 98122. 206-322-8393.

Oct 22: Emerald Velo Criterium. TBD. Larry Smith, Emerald Velo, 7781 SW 4th, Portland, OR, 97219. 503-293-6505.

Track Races

Sep 2: Oregon State Madison Championships. Alpenrose Velodrome, Portland, OR. Mike Murray, Team Oregon, 4318 SE 8th Ct., Gresham, OR, 97080. 503-667-6220.

Gregg's/Specialized team wins at 1995 USCF Masters National Championships

BY STAN GREGG

The Gregg's/Specialized Masters team claimed the national team title for the third year, successfully defending against strong entries from national powerhouse Montgomery-Bell and E.D.S. Seventy-seven teams competed in the 1995 U.S. Cycling Federation Masters National Championships at the Lehigh Valley Velodrome in Pennsylvania.

The Gregg's team scored 142 points, while the second place Montgomery/Bell squad earned only 81 points. Gregg's riders won 21 national medals in the four events. Cris Smith won three gold medals and one silver as well as the Best All-round Rider Award in the 35-39 category. Cheryl Gleason of Issaquah won two golds and a bronze plus Best All-round Rider award in the 40-44 category. Robin Reardon won one gold, two silvers and a 4th place. The matched sprints featured an all Northwest match-up with Reardon getting the best of Smith in two rides. Katie Blincoe of Mercer Island arrived at the velodrome only minutes before her first event due to flight delays and rode a borrowed bike to a 5th place medal. She continued to win three more medals in the very competitive women 30-34 class.

Woody Cox of Bellevue won a bronze in the 40-44 group and Stan Gregg of Kirkland won a bronze in the matched sprints and 4th in the 1000 meter. Dan Norton of Seattle won a bronze in the 1000 meter and placed 5th in the 3000 meter. Other Northwest riders placing included Team Washington riders Bob Stryzlecki (5th-45-49 Points Race) and Luis Bernhardt (5th-1000 meters).

National Champions can be seen wearing their Stars and Stripes jerseys at the weekly Wednesday and Friday night racing series at Marymoor Velodrome.

FINAL RESULTS

CATEGORY	NAME	PLACE	EVENT
45-49 men	Stan Gregg	3rd	1000
45-49 men	Dan Norton	4th	1000
40-44 men	Woody Cox	6th	1000
35-39 women	Cris Smith	1st	1000
35-39 women	Robin Reardon	2nd	1000
30-34 women	Katie Blincoe	5th	1000
40-44 women	Cheryl Gleason	1st	1000
40-44 men	Woody Cox	3rd	3000
45-49 men	Dan Norton	5th	3000
30-34 women	Katie Blincoe	5th	3000
35-39 women	Cris Smith	1st	3000
35-39 women	Robin Reardon	2nd	3000
40-44 women	Cheryl Gleason	3rd	sprints
30-34 women	Katie Blincoe	5th	sprints
35-39 women	Cris Smith	1st	sprints
35-39 women	Robin Reardon	2nd	sprints
45-49 men	Stan Gregg	3rd	sprints
30-34 women	Katie Blincoe	3rd	points race
35-39 women	Cris Smith	1st	points race
35-39 women	Robin Reardon	2nd	points race
40-44 women	Cheryl Gleason	1st	points race
Team Time Trial	Woody Cox	3rd	4000-TT Tm

Schweitzer Mountain Bike Festival Results:

Expert Senior Men:

1. Mark Cesal-Spokane, WA
2. Mike Gawnier-Coeur d'Alene, ID
3. Todd Werner-Coeur d'Alene
4. Jeff Adkins-Coeur d'Alene
5. Justin Maines-Lewiston, ID
6. Monte Syrie-Cheney, WA
7. Greg Smith-Sandpoint, ID
8. Bob Lauer-Hayden, ID
9. Dustin Phillips-Pablo, MT
10. Greg Snorhesm-Pullman, WA

Expert Junior Men:

1. Graham Murray-Newport, WA
2. Willie Miller-Hayden, ID
3. Chad Nelson-Spokane, WA
4. Carson Jeffers-Sagle, ID
5. Eric Conner-Bozeman, MT
6. Kyle Armstadter-Spokane, WA
7. Nate Ginzton-Sagle, ID
8. Andy Hopkins-Bozeman, MT
9. Brandon Woolley-Kelowna, BC
10. Wes Warren-Cocallala, ID

Expert Senior Women:

1. Jolanda Van Ooyen-Sandpoint, ID
2. Tanya Hawthorne-Rosland, BC

3. Anne Grabowski-Post Falls, ID
4. Janna Uibel-Cheney, WA

Expert Veteran Women:

1. Sue Suppl-Lauer-Hayden, ID

Sport Senior Men:

1. Ryan Stofa-Great Falls, MT
2. Wayne Siz-Pulston, MT
3. Brad Gillette-Lewiston, ID
4. Cliff Free-Babb, MT
5. Chris McCartney-Kettle Falls, WA
6. Spencer Saito Jr.-Spokane, WA
7. Will Holden-Spokane, WA
8. Tyler Rupe-Grandville, ID
9. Toby Feuling-Sandpoint, ID
10. Brian Cormack-Reddins, CA

Sport Junior Men:

1. David Nichols-Spokane, WA
2. Rob Davay
3. BJ Phillips-Pablo, MT
4. AJ Wilkens-Hayden, ID
5. Andy Feuling-Sandpoint, ID
6. Tyler Lyons, Moscow, ID
7. Timo Suomi-Nelson, BC
8. Charlie Shonkwiler-Newport, WA

Sport Veteran Men:

1. John Gotchal-Corvallis, OR
2. Rick Vance-Coeur d'Alene, ID
3. Dom Hurst-Spokane, WA
4. Jonathan Hawkins-Spokane, WA
5. Bill Scheich-Spokane, WA
6. George Bryant-Spokane, WA
7. Michael Gibbs-Enterprise, OR
8. Clint Diaz-Spirit Lake, ID
9. David Wilde-Rathdrum, ID
10. Stephen Nelson-Post Falls, ID

Sport Senior Women:

1. Tracy Billeet-Rosland, BC
2. Tamra Farmworth-Moscow, ID
3. Eva Karav-Missoula, MT
4. Billyjo Pearson-Stauntonville, MT

Beginner Senior Men:

1. Ryan Barrett-Spokane, WA
2. Blake McConahy-Spokane, WA
3. Jeff Davis-Sandpoint, ID
4. Don Olsen-Rosland, BC
5. Rob Timmons-Coeur d'Alene
6. Adam Cesal-Spokane, WA
7. Jody Sundheim-Spokane, WA
8. Rick Moore-Spokane, WA
9. Bret Rutter-Spokane, WA
10. Glen Hite-Valley Ford, WA

Beginner Master Men:

1. Jim Deane-Sandpoint, ID
2. Ken Tadlock-Spokane, WA

Beginner Senior Women:

1. Rebecca Elmore-Coeur d'Alene, ID
2. Ellen Coffee-Whitfish, MT
3. Tamara Hill-Spokane, WA
4. Sharon Schneider-Spokane, WA
5. Caroline Halley-Nine Mile Falls, WA
6. Rebecca Huntington-Moscow, ID

Beginner Junior Women:

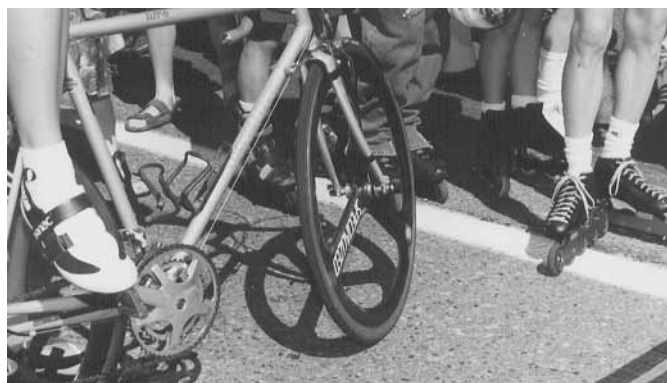
1. Nicole Trejos-Sandpoint, ID
2. Michelle Cesal-Spokane, WA
3. Juline Berning-Sandpoint, ID
4. Tiara Villaseñor-Bozeman, MT
5. Erin Sain-Sandpoint, ID
6. Lindsay Murphy-Spokane, WA

Beginner Veteran Women:

1. Nancy Trejos-Sandpoint, ID
2. Michelle Illian-Spokane, WA

Beginner Master Women:

1. Marcia Banta-Lewiston, ID



High-tech tri-spike bike wheels meet smooth-as-ice 5-wheel skates at the 1995 Redmond Derby.

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5:00 - Men's Cat 1/2/Pro, 90 min. \$20 by 9/15

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Points Race Championships

Senior Men
1. Mike Burdo-Ray's Boathouse
2. Kerry Farrell-Ray's Boathouse
3. Paul Dahlke-Ray's Boathouse
4. Ta Herrera-Thomas Kemper
5. Andy Dahlstrom-Greggs
6. Ken Hillyer-GS Flash
7. Terry Buchanan-Greggs
8. Andy Huislander-Wheelsport
9. Laura Reed-Greggs

Senior Women
1. Candice Sinclair-Timex
2. Mary Kelly-Perry-Husky
3. Norrene Valente-Bridgport Ale
4. Heather Rutledge-WSPT
5. Gina Kavess-Greggs

Sprints Champions

Senior Men
1. Terry Buchanan-Timex
2. Jason Avery-Husky
3. Ken Hillyer-Bridgport Ale
4. Brian Smith-WSPT
5. Matthew Pugsley-Greggs
6. Mitch Funglas
7. Michael Vribanal
8. Stan Gregg

3000m Pursuit:

Senior Women:
1. Laura Reed
2. Candice Strzelecki
3. Shan Ray Ray

4000m Pursuit:

Senior Men:
1. Andy Dahlstrom
2. Kendall Wood
3. Ken Hillyer
4. Mike Burdo
5. Clark Metcalf
6. Dave Tolleson
7. John Moren
8. Matt Haldeman

Kilometer

Senior Men
1. Bryan Smith
2. Andy Dahlstrom
3. Mike Vribanal
4. Terry Buchanan
5. Woody Cox
6. Jason Avery
7. Matthew Pugsley
8. Conrad Kreick
9. Stan Gregg
10. Mitch Funglas

Senior Women

1. Ruan Nordberg
2. Shan Ray Ray
3. Julie Gregg

Sprints

Senior Women
1. Julie Gregg
2. Kathryn Bilicoe
3. Shan Ray Ray
4. Katina Vogel
5. Laura Reed-Greggs

Kilometer

Master Men
1. Joe Halley
2. John Campbell
3. Heinz McKulka

Men 50-54:

1. Joe Halley
2. John Campbell

Men 45-49:

1. Julie Gregg
2. Kathryn Bilicoe
3. Shan Ray Ray
4. Katina Vogel
5. Laura Reed-Greggs

Men 40-44:

1. Woody Cox
2. Conrad Kreick
3. Ray Cabath
4. Bruce Neal
5. Larry Boward

Men 35-39:

1. Mike Vribanal
2. Rex Caldwell

Men 30-34:

1. Chris Vogel
2. John Moren
3. Mike Wright
4. Randall Credico

Women 35-39:

1. Ruan Nordberg
2. Rex Caldwell

Women 30-34:

1. Chris Vogel
2. John Moren
3. Mike Wright
4. Randall Credico

Kilometer

Women's Masters:
1. Shan Ray Ray
2. Cindy Strzelecki
3. Gina Kavess
4. Alexandra Smith

Women 35-39:

1. Christine Smith
2. Robin Reardon

Women 40+:

1. Cheryl Gleason

Sprints:

Men Masters:
1. Bob Zumwalt
2. Heinz Mikulka

Men 50-54:

1. Joe Halley
2. Dave Sutcliffe
3. John Campbell

Men 45-49:

1. Stan Gregg
2. Bob Strzelecki
3. Luis Bernhardt
4. Tom Benedetti
5. Larry Burkey

Men 40-44:

1. Woody Cox
2. Ray Cabath
3. Bruce Neal

Men 35-39:

1. Mike Vribanal
2. Rex Caldwell

Men 30-34:

1. Chris Vogel
2. John Moren
3. Mike Wright

Sprints:

Women Masters:
1. Cheryl Gleason

Women 35-39:

1. Christine Smith
2. Robin Reardon

Women 30-34:

1. Chris Vogel
2. Cindy Strzelecki
3. Gina Kavess
4. Alexandra Smith

Masters District

Point Race Championships:

Men 30-34:
1. Dave Castonguay

Men 35-39:

1. Kerry Farrell
2. Tim Rutledge
3. Larry Shields
4. Rex Caldwell

Men 40-44:

1. Woody Cox
2. Conrad Kreick
3. Steve Prouter
4. Bernie Roglioli
5. Bruce Neal

Men 45-49:

1. Dan Horton
2. Wayne Laabs
3. Bob Strzelecki
4. Luis Bernhardt
5. Kent Wallace

Men 50-54:

1. Joe Halley
2. John Campbell

Men 55-59:

1. Bob Zumwalt

Women 30-34:

1. Candice Sinclair
2. Shan Ray Ray
3. Cindy Strzelecki

Women 35-39:

1. Woody Cox
2. Christine Smith
3. Jody Allen

District 3000 Pursuit:

Masters Men:

Men 55-59:
1. Bob Zumwalt

Men 50-54:

1. Jerry Baker
2. John Campbell

Men 45-49:

1. Bob Strzelecki
2. Wayne Laabs
3. Tom Benedetti
4. Luis Bernhardt
5. Stan Gregg

Men 35-39:

1. Michael Vribanal
2. Clark Metcalf
3. Larry Shannon
4. Rex Caldwell
5. Barry Rottblatt

Men 30-34:

1. Rory Muller
2. Damon Williams

Men 40-44:

1. Mike Burdo
2. Conrad Kreick
3. Ray Cabath

Women Masters:

Women 35-39:
1. Robin Nordberg

Women 30-34:

1. Cindy Strzelecki
2. Shan Ray Ray
3. Gina Kavess

Bike messengers show off ragged edge of newest Olympic sport

BY JOHN MAULDING

Being a bike messenger is not your typical job. 67% of Seattle couriers have been hit by a car, according to a survey published in the messenger newspaper, "The Iron Lung." The average messenger pedals a whopping 28 miles every business day. Each day is filled with high speed riding in congested, unfriendly city streets. As if weaving to avoid vehicles, pedestrians, potholes, and puddles isn't enough, messengers also occasionally joust with cabbies, security guards and receptionists. Average pay for this grueling, dangerous job is a humble \$7.50 an hour.

Life as a bike messenger isn't all adversity. 72% of Seattle's couriers work on mountain bikes, and most of them name cycling as their main form of recreation. Nationwide, mountain biking has grown to a sport of 25 million participants, providing the momentum for the sports debut in the 1996 Olympic Games in Atlanta.

Messengers came together at the Ski Acres Mountain Bike Center on Sunday, July 30, for "The Iron Lung Messenger Massacre." They participated in events that included a 25-mile cross country race, and a package delivery contest. The racing featured all of the hard-charging adrenaline-fueled, let-it-all-hang-out riding that has earned messengers their reputation for being "a can short of a six pack". Special awards were given for Best Wound, Best Dressed, and Longest Pilgrimage.

Some of the participants were very focused on taking first prize, while many others were focused on enjoying a day away from the

pollution of downtown. At the end of the day, top prizes were handed out to Expert Men's local finisher Eddie King (Seattle) of Grassroots Cycling and Expert Women local finisher Sandra Schreyer (Seattle - unattached). After the awards ceremony, everyone chowed down at the BBQ (vegetarians too) while swapping stories of workday riding through the paved glass canyons of their home cities.

John Maulding works in the Marketing Department at Ski Lifts, Inc.

"FREMONT," FROM PAGE 1

events. Although other plans for Octoberfest have not materialized, the bicycle race has maintained the support of KCPQ and other sponsors and will be held as scheduled.

Fremont Octoberfest was conceived and planned by John Hegeman, producer of the highly popular Fremont Outdoor Cinema and Fremont Sunday Market. Things are looking good for next year's Fremont Octoberfest as organizers have time to tailor the event to produce the success that all the involved organizations are looking for. KCPQ has committed to the event next year and has expressed a special interest in linking bicycle races with other high profile events like an Octoberfest to bring increased exposure of bicycle racing to the general public.

Race promotion for the Tour de Fremont Criterium is being handled by Bill Howard. For more information, call Bill at (206) 783-3394.



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Federal Way
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Island Bicycles
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Friday Harbor
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Olympic Sports
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Lynnwood, WA
(206) 775-3535

Redmond Cycle
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Redmond
(206) 885-6363

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Seattle
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Velo Stores
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Velo Stores
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Seattle
(206) 233-9779

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Seattle
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Olympic Sports
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Seattle
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Tacoma
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Tacoma
(206) 471-1010

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News from Oregon – OBRA & USCF

BY CANDI MURRAY, USCF OREGON DISTRICT REPRESENTATIVE

The first of July the USCF completed its reorganization changes. The USCF is now under the umbrella of USA Cycling along with NORBA, NCCA (Collegiate cycling) and USPRO. The goal was to give the collective group a stronger voice involving the sport of cycling in general. Also, all the organizations can use each other to improve membership services, improve efficiency and coordinate and share resources such as licensing, permitting of events, marketing, coaching and international representation.

Ballots for legislative changes and candidates for the USCF Trustees have been arriving in mailboxes this week. Please take a few minutes to vote for your choice. This is the first time in 80 years that voting procedures change from club votes to one rider — one vote. You have the power, use it.

Among the legislation items to vote on include: authorizing national championships for categories below cat 1, restricting professional riders from competing in Nationals, eliminating junior gear restrictions (again) and re-authorizing district associations. As OBRA and the WSBA are very important to the Northwest, I would like to see their status again as part of the USCF Bylaws.

There is also a mandated annual review of District Representatives that require the district representative to buy pizza and beer at all district association meetings. If I knew that is what it took I'd have quit making cookies years ago.

Another very important vote would be the selection for the Trustee from the West. There are two candidates running, Susan Brookspan and Casey Kerrigan. Both candidates have contributed greatly to cycling.

My personal preference would be Susan Brookspan. I have worked with Susan with

the Masters National championships, development of collegiate and improved junior cycling. I am incredibly impressed with her vision and dedication to our sport.

Vote and then mail your vote. Changes in the Race Schedule. 1) Portland State Criterium September 9 on the Portland State campus. Interesting course that will require good bike handling skills. 2) The State Time trial will be happening at the Peoria course, probably our last year with this course with early start times and compressed time splits. 3) The Eugene Celebration is unfortunately not occurring. 4) The Last Gasp Track race will be at Alpenrose on September 23. 5) The finale of the Points Race series will be at Alpenrose on September 24th. 6) Emerald Velo Criterium scheduled for October 6 will not be happening. 7) Cyclocross will be expanding with the addition of October 15 & 29 to the schedule. I have heard rumors that the First Mud series is also going to expand into a 6 race series.

It looks to be a good CCX season. Bids to host the 1995 State championships are being accepted. Capitol Velo has been selected for the road race championships, clubs interested in hosting the Criterium, time trial or hillclimb should submit their course selection and bids prior to November 1.

We would also like to hold a competition for jersey design for the Oregon State Championship jerseys. There was a lot of interest in obtaining jerseys for 1995 and we had not gone into production. We are hopefully going to select a design and stay with it from year to year. Any interested designers can submit their design to OBRA at PO Box 16355, Portland, Or 97216. While no monetary award is offered you will receive the glory and appreciation of the other riders.

Plans are in the works for the OBRA year end banquet. Look for a flyer the end of September. Once again we will be tying it in with the 1996 scheduling meeting, re-election of the OBRA board members and awards for the 1995 BAR winners. We will increase last year's food volume so the All-You-Can-Eat label will really apply this year.

It is about time for submission for the Club of The Year program. I will be sending out information to all interested clubs. The club that wins statewide will automatically be entered the Regional competition and ultimately the National competition. There is a

criteria including newsletter and community involvement. If you feel that your club should be considered, please give me a call.

It is hard to believe that we are at the end of the road season, it has been a long and successful season. We are blessed to have such dedicated teammates and race organizers. Have you thanked an organizer or a race official this year? You should make that a habit.

Thank you for such an exciting year. Candi Murray Oregon District Rep.

OBRA 1995 Team BAR Competition

INFORMATION PROVIDED BY THE OREGON BICYCLE RACING ASSOCIATION

Team	Sponsor	Mst	Wmn	Tndm	Tot
1 TEAM OREGON	Performance	8176	694	19	8889
2 RAINDANCE VELO	Finlandia	4656	240	150	5046
3 EMERALD VELO	Bridgeport	4139	172	264	4575
4 PARAMOUNT	Hutch's/endura	3242		102	3344
5 CAPITOL VELO		2240	38	230	2508
6 BEAVERTON BICYCLE	Jantzen	2181			2181
7 TEAM RCW		1721		150	1871
8 MT VELO		1482			1482
9 WILD WEST RACING	Fat Tire Farm	1350			1350
10 CLUB VIVO	Saturn/Safeway	1267			1267
11 TEAM BEANIE	Blik	1143			1143
12 LOGIE VELO/OMRC	Nike	864		132	996
13 CORVALIS RACE TEAM	Peak Sports	534			534
14 LAKE OSWEGO	River's Edge Athletic Club	508			508
15 CYCLISME		487			487
16 ON TRACK CYCLING		459			459
17 SALEM RACING		241			241
18 NEWBERG RACE TEAM	Newberg Bike Shop	136			136
19 PORTLAND STATE		133			133
20 MAC Club	Multnomah Athletic Club	132			132
21 KLAH KLANEE		83			83
22 LA SHERIF		57			57
23 Athletes in Action		40			40
24 KLAMATH FREEWHEELERS		4			4
25 LAGRANDE VELO		0			0

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"CYCLO-CROSS," FROM PAGE 1

ery-Bell coach Eddy Borysewicz, point to Cross as an opportunity for riders to get an intense workout without the problems associated with similar intensity winter workouts on the road where the athlete gets hot going up hills, then freezes on the descent.

Others, like Control Tech series promoters Dan Norton and Tim Rutledge see Cross as a way of life. "I like the athleticism of the sport," said Norton who has joked that road racing could be improved by putting a few barriers in the average criterium course.

According to Rutledge, who has raced cross in Great Britain and in its European homeland, "A course has got to have rhythm-enough ups and downs that it is kind of like a roller coaster." As an example, he cites last year's National championship at Sea Tac—a course which will be revisited twice during this year's Control Tech Cyclo-cross series. "Sea Tac is the ultimate course for rhythm."

According to Rutledge, who has raced cross in Great Britain and in its European homeland, "A course has got to have rhythm-enough ups and downs that it is kind of like a roller coaster." . . . "Sea Tac is the ultimate course for rhythm."

Perhaps because of the diverse group attracted to the sport and differences in rhythmic taste, course design has provided a contentious area of debate between promoters and riders, as well as reflecting the changes that cycling has undergone over the past few years.

Cyclo-cross was "invented" in France in 1900 when a French army conscript named

Gusseau pointed out that troops could travel more quickly on bicycles. Shortly thereafter, in 1902, the first cyclo-cross event was held in France. In 1950, the first professional world cyclo-cross championship was run and in 1967 the first amateur world championship event took place.

Not long after that, says Rutledge, who has been racing cyclo-cross in the Northwest since 1973, the Pacific Northwest developed an impressive cyclo-cross program, hosting the US national championships in 1976 (Sunriver, OR), 1979 (Eugene, OR), 1986 (Silverdale, WA), 1989 (Bremerton, WA) and, of course, the now famous 1994 event near Seattle. The Northwest will again play host to the Nationals in 1996.

During that time, the sport has undergone an interesting evolution. European events are run on fast courses with extremely challenging bike handling sections. Originally, the Northwest cross scene tried to mirror this, but, says Rutledge, this changed during the 1980s when courses began to reflect the mountain bike revolution. Mountain bike courses are slower and feature more climbing than the traditional European cyclo-cross course—as seen in the 1986 nationals which featured long climbing sections and a "mud-bog" that nearly swallowed several racers.

"The Control Tech series has moved us back towards pure European cyclo-cross," smiles Rutledge, "In every respect we've tried to make the series like those in Europe. Europeans who come over find it very similar to home."

"I think mountain bikes have a place, but it's apples and oranges. I don't think mountain bikes should race with the cross bikes for the same reason that road bikes shouldn't race on the track. If it is a true Euro-style course, a mountain bike would stand no chance," says Norton.

Unden who spends his summers racing

mountain bikes and his winters doing cross claims that "the rhythm in cross is two notches above that of mountain biking. The duration and intensity are different and you're challenged more technically in cyclo-cross."

Control Tech series promoters have received broad praise for their courses which, says Norton, feature 1-2 mile laps, 2-3 run-ups per lap and "a couple of speed-dismount handling sections interspersed with some fast trail riding. I like to keep the flow of the

course."

It is that "flow" or "rhythm" which warms the hearts of the hard-humans of cyclo-cross: the course which sees riders moving smoothly from the paved sections into the dirt, over the barriers and up the steep run-ups.

Whether you're a rider looking for new thrills or training tool, or a spectator who would like to experience one of cycling's most exciting genres, the Control Tech cyclo-cross series offers, say promoters, the best opportunity available to feel the rhythm of a truly exciting sport.



Local favorite Knapp leads Weijack late in the race at the 1994 U.S. Cyclocross Championships at SeaTac Park in Seattle.

"GETTING STARTED," FROM PAGE 1

and put the left pedal at the bottom of the stroke. Adjust your speed to the speed at which you will be running and remove your right foot from the pedal. Swing your right leg over your rear wheel. Bring your right leg forward between your left leg and the frame, while, simultaneously releasing the bars with your right hand and grabbing the middle of your down tube. Just as your right foot is about to make contact with the ground, flip your left foot out of the pedal. Now, pick up the bike and place the middle of the top tube on your shoulder. Let go of the down tube and reach through the frame grabbing the handlebars. Now remove your left hand from the bars and start running.

To get back on the bike, reverse the motions used to put the bike onto your shoulder and place it gently back on the ground. Take your right hand off the down tube and grab the right top part of the bars. Take a few steps and leap off your left foot

with just enough height to clear the saddle. Land on the inside of your right thigh and slip smoothly atop the saddle. Now put your feet back into your peddles and pedal like a demon.

VeloNews offers an excellent introductory book to cyclo-cross called *The Joy of Cyclo-Cross*. The book can be purchased through VeloNews or the United States Cycling Federation.

1995 'CROSS SERIES

Puget Sound - Marymoor Velodrome Association, 206-389-5825

Oregon - First Mud Cyclocross, Rick Potestio, 503-281-6148

British Columbia - Mark Johnson, Newton Rocky Cycle, 604-737-3034

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Cyclocross (Senior B, Masters B, Women)	— Noon
Cyclocross (Senior A, Masters A)	— 1:00pm
Mountain Cross	— 2:00pm

ENTRY FEES:

Kids (Insurance)	— \$2.00
Licensed Riders	— \$15.00

*\$1.00 of each entry fee goes to the WSBA

—Cross bikes must be 700c wheels and have drop handlebars.—

Oct. 1 — Black Diamond: From I-5 or I-167 take Hwy. 18 East. Exit off of Hwy. 18 at the Auburn-Black Diamond exit. Turn right towards Black Diamond. Continue until signs and continue on towards Black Diamond. The site is 1/4 mile before Black Diamond on the left when going towards Black Diamond. The address is 22202 Auburn-Black Diamond Rd.. This is private property and is about 1/2 mile off the road down a narrow gravel road. Use caution and park carefully.

Oct. 8 — Steilacoom (SW Tacoma area): From I-5 take South 74th Street Exit and head west. After 2 miles the road veers left and turns into Custer Road. In about 1 mile take the free right turn onto 88th St. SW. The road then turns into Steilacoom Blvd. In about 1 mile, turn left at the traffic light at 87th Ave SW and take an immediate right into the park. Follow paved road in park about 1/2 mile to gravel parking area by the lake and the animal barns. Walk (ride) up the hill to the start/finish area. Park charges a fee for parking.

Oct. 15 — Fort Lewis (tentative): From I-5, take Exit 129. Turn East and continue to the main gate at Fort Lewis. Follow signs.

Oct. 29 — Black Diamond

Nov. 5 — Fort Lewis

Nov. 12 — North Sea Tac: From I-5 take Hwy. 518 westbound (this is road to airport). Go past the airport exits and take next exit which is Des Moines Memorial Way. At the end of the ramp turn right and go to the stop light at 136th. Turn right and go 1/4 mile to park entrance. Turn right and park near the fenced gate area along road.

Nov. 26 — Steilacoom

Dec. 3 — Sea Tac (Districts)

Information: MVA Hotline: 389-5825, or Dan Norton: 324-7304

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Extreme glasses Gargoyles releases new "Helios" eyewear

BY NOEL ZANCHELLI

If you remember former Seattle Seahawk Brian "The Boz" Bosworth, or have seen the action film, "The Terminator", you are probably familiar with the menacing look of Gargoyles sunglasses. Arnold Schwarzenegger donned them to shield his robotic eyes and protect them from the countless bullet shells he shed throughout the course of the movie, and Bosworth made them a virtual fixture on his mohawked head during his brief attempt at the NFL.

Gargoyles Performance Eyewear manufactures a wide variety of extreme sunglasses for every imaginable activity.

Extreme?

The lenses are constructed of the same impact resistant polycarbonate material that goes into jet fighter cockpits and astronaut helmets. Gargoyles lenses are 20 times stronger than structural aluminum. Impressively, Gargoyles shades are the only commercial eyewear recognized by the government as an official piece of military equipment, currently standard issue with the Department of the Army, Navy SEALs, and other Ranger forces.

For being as tough as these sunglasses are, they barely tip the scale at a little more than an ounce. Making this even fact even more impressive, Gargoyles have withstood the impact of a .22 caliber long rifle fired at a distance of only ten feet. These are indeed some extreme shades, that provide extraordinary eye protection.

Because of their light weight, Gargoyles Classics feel quite comfortable and yet snug on the face. There is not too much pressure against the head or behind the ears, and the rubber nose bridge is quite comforting, as well, even when wet. These will not easily be shaken from the face during a bumpy single

track descent or during a frantic road or track sprint. The Classic Gargoyles I tested have Black Ice lenses, black temples and a black nose bridge, just like those used in "The Terminator". The black lenses did not distort my vision at all. While they are dark enough to provide ample protection from bright sunlight, I found they still could be worn on cloudy or rainy days. This turned out to be quite pleasant as I did not find myself squinting at all, something which we all know can be very fatiguing on the eyes and trying on the nerves. I particularly enjoyed the way the lenses wrap around the face, unlike traditional "flat" style sunglasses. This feature is patented by Gargoyles and is called a Wrapback™ style lens. The "Toric" curved

lenses provide 210° coverage for the eyes, compared to the usual 160° of other eyewear. This feature provided excellent protection from the wind while riding.

I was also fortunate enough to test Gargoyles new sunglass, the Helios Shield. This sunglass is also available in a variety of colors and styles with many of the features of the Gargoyles Classics. The ultra cool looking Helios Shield is smaller and sleeker than the Classic. My test shades had Champagne colored mirror lenses with black temples and a black nose piece. These too, are performance sunglasses, but with a much less menacing look.

Gargoyles eyewear provide 100% UV, UVA, UVB and UVC protection. The

Wrapback™ design blocks an additional 83% of the peripheral UV rays that other styles of sunglasses miss. All Gargoyles carry a lifetime warranty. The Classics have a suggested retail cost of \$85.00, and the Helios Shield Mirror sunglasses are \$100.00 suggested retail.

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FAX 206/872-3267
photos & art courtesy of
Gargoyles Performance eyewear



The Helios model features a fashionable "Oval Toric Curve" and is available in at least 10 colors.



The Classics model is very familiar to Northwest outdoor buffs. Pictured is a pair on 1994 Olympic Gold Medalist Tommy Moe.



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Indexing Pentameter

BY MAYNARD HERSHON

The point is: you never know. You go to school, you learn stuff, you think you won't use that stuff again in a million years. Once in a while you're wrong.

In late May, I got a call from Chris Cameron, marketing manager at Service Cycle Bicycle Company in Torrance (Southern California), the designers and importers of Mongoose bicycles.

Cameron tells me Shimano Europe is promoting a contest among manufacturers who sell bikes there. Shimano's introducing a new group of parts called STX Special Edition, or STX [SE], as it'll read on the boxes. STX is at Shimano Exage level, a medium priced off-road parts group.

To enter, each of the 50 invited manufacturers will submit for judging an "art bicycle," specially made, I suppose, and surely specially finished, fitted with STX (SE) parts.

Judges will include a "senior European politician, a formula one driver and executives from multi-national European corporations." The event will be covered by at least two TV networks and filmed for screening at movie houses before the feature.

Cameron tells me competition will be fierce, each company vying for victory and the resulting prestige. I begin to understand, as he speaks, that no one takes this affair casually.

A press kit is to accompany each display bike. "We'd like," Cameron says, "to include

a poem in our press kit, an 'ode to STX,' perhaps. Jim and Susan Cunningham at CyclArt are painting our bikes (we're doing three and deciding among 'em). The Cunninghams and I thought you'd be the perfect person to write the poem."

So - I was forthwith commissioned to write a poem (maybe four or five stanzas, Cameron said) based on a group of bike parts and marketing ideas we'll all be seeing in next year's Shimano ads, the phrase "Ride Light," for instance. Shimano ads will be featuring earth, water and sky and their associated colors.

What an assignment! To write a poem to order, partly an appreciation of cycling and the environment, partly a marketing device. A poem to help win a contest no one in the U.S. will hear about, held by a bike parts company. A poem

intended to be read, incidentally, by people who may not be fluent English-speakers.

I got out my Complete Shakespeare and relearned some of what

I'd forgotten about rhythm and rhyme in poetry. Here's the eventual product, to be printed on parchment or something like parchment. It's based on the Shakespearean sonnet form but it has an extra four-line stanza. Hey, it's a Shimano sonnet: not interchangeable with ordinary sonnets.

By the time you read this, the contest will be over. I'll try to let you know how it went. Root, even if it's after-the-fact, for Mongoose. A bike

company that commissions poetry? Buy Mongoose!

I had counseling and editing help from Chris Cameron of Mongoose, and from Keith Mills, an ex-editor of Bicycle Guide, now a

partner in Geronimo, a bicycle PR and ad agency in San Francisco. Hope you (and that formula one driver) like the poem...

SPECIAL EDITION Sonnet

We'll ride our bikes. I know the perfect spot. We'll pack a lunch and eat beside a stream I've seen that flows so blue I swear there's not Another blue so blue except in dreams.

We'll take that trail past mills and lakes and trees, past nests of birds, past lush green rippling fields. No one will know we're there. No one will see Or hear the brown earth laugh beneath our wheels.

We'll leave at dawn and ride an hour. That fast, We've left behind the noise of town. Here, we're Beyond the sounds, our minds at peace at last,

Now we can hear each other's voices clear. Our bikes will lift us miles away from town And bring us back till we can fly again. Ride Light, we thought: a slogan, only sounds, But here we are, near weightless in the wind.

In cities, words of love are hard to hear; God bless these bikes and cyclists everywhere.

Look for Maynard Hershon's column in every issue of *VeloNews* and right here in *The Bicycle Paper*.



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