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THE VOICE OF NORTHWEST CYCLING WINTER 95 • FREE



Jim Savage, Hansville, Washington, finished the November 26 Control Tech Cyclocross Series just eight seconds ahead of favorite Dale Knapp. More Oregon and Washington cyclocross coverage on pages 9-11

PHOTO BY MARIANNE MCCOY

Well-timed move gives Savage his sixth cross win of 1995

Beth Lydon-Griffith dominates women; looking for a medal at nationals

BY ERIC ZUELOW

November 26, Steilacoom, WA — One week before the Washington State Cross Championships and two weeks before the US Nationals, Jim Savage (Hansville, WA) showed superior tactics by outsmarting Dale Knapp - the favorite for the Washington State title next week.

During the first two laps of the eleven lap race, Savage rode away from the competition, only to be brought back during the third lap after suffering a high speed crash. He quickly regained contact with Knapp and the pair

rode together until the marking bell rang one lap to go. Savage then proceeded to slow his pace, as he had done during each lap, allowing Knapp to move to the front. He then attacked, flying around a surprised Knapp.

Savage finished just 8 seconds ahead of his rival. "Nationals is in just two weeks, but I think I'm ready," said Savage. "I've been doing all the right things and it's paying off. I was sixth last year and I didn't do any training. This season, I've been training and I just got a new pro contract with Kona in mountain biking for next season so I'm really motivated to do well. I think everything's in place."

Knapp commented, "I'm riding really well, but I just didn't expect Jimmy to go when he did. I'm used to going out and riding really hard and that being enough; now there are three of us ready to win the nationals and there are more tactics involved. I'm going to have to pay more attention next time!"

Toned, tuned and tanked: Cyclists allowed to drink and bike

A COLUMN BY GORDON BLACK

More than a hundred companies in the US and dozens more abroad have built businesses around the idea that bikers would rather not carry their own luggage. From New Zealand to Alaska, these tour operators promise good companions, a fun time, great cycling and cozy bed and breakfasts. And they carry your stuff.

Some specialize in certain regions, famous for castles or outstanding scenery.

Others pedal through districts renowned for cheese or fashionable red wines. A number of tour companies come to the Northwest - maybe you've eyed their vans bristling with bikes at the Port Townsend ferry terminal or on the way to Mt. Hood.

Maybe, just maybe, some companies will be offering a new kind of tour next year, based around the wineries in the Yakima Valley. Or, for those whose tastes run to ales and porters, based around the micro-breweries now so generously sprinkled throughout the Northwest.

Now that the pesky law over drunkenness on a bike has been cleared up by the Washington State Court of Appeals, the marketing possibilities for bike tours that mix cycling and alcohol are mighty big.

Libation tours could uncork a new trend in adventure touring in Washington. Picture the marketing potential, not to mention the benefits to the state's tourism trade. First off, the season would begin with The Chardonnay Century - a five-day, figure-of-eight-tour through the Yakima Valley, with unlimited sampling at as many wineries as you can find while remaining upright. This would be best held in January, since chardonnay-sipping cyclists, like the wine, should be lightly chilled.

For mountain-bikers, the Hard Cider Slalom would be a unique feature of the downhill race scene. Riders would have to demonstrate superior bike-handling skills and fearless high-speed maneuvers on a rocky course after consuming four pints of wallop. This would be a one-day event, unless riders were missing, then it would continue until everyone had been accounted for.

Toned, Tuned and Tanked would likely make a big splash on the triathlon circuit. I could see Spuds Mackenzie and bikini-clad women playing a promotional role as a major brewer signs on as a sponsor. The event itself would involve running, guzzling, swimming, guzzling, cycling and more guzzling. All uninjured finishers would qualify for a prize. The United States Cycling Federation would probably waive its urine testing.

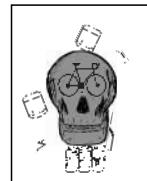
Luckily, the interpretation of the law on imbibing and riding means that you don't have to enter a special event. Just dwelling too long during happy hour or insisting on trying every microbrew on tap before hopping on your two-wheel steed for the ride home exempts you from the rules that motorized drivers face. So if you really want to try a pub crawl - or should that be pub weave? in Seattle, get on yer bike. The law, which says you're supposed ride at night with a front light and rear reflector, never more than two abreast

and seldom on Interstate highways, condones your getting plastered on Ballard Bitter or Thomas Kemper or Bud Lite and then pedaling home.

The Court of Appeals believes the Legislature never intended the state's drunk-driving laws to apply to cyclists. The logic here is that a drunk weaving down the highway on a

SEE "OUT-SPOKIN", PAGE 6

Out-Spokin'



The Bicycle Paper
 is moving January !!
 more details on page 3

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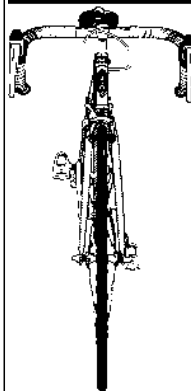
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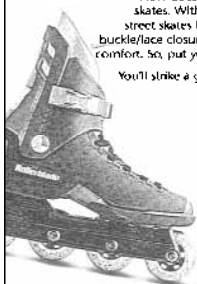
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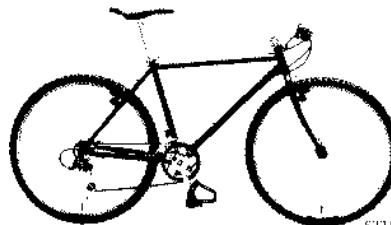
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SPECIALIZED

Fabio Casartelli died a senseless death

A helmet might have helped.

BY NOEL ZANCHELLI

Miguel Indurain spent last July gliding through France destined to secure his name deep in the annals of cycling lore, among such legends as Merckx, Coppi, Anquetil, Moser, and Hinault. Although Big Mig scored his record fifth consecutive Tour de France victory, the world's most glorious cycling event was marred by tragedy. The great Spaniard's superhuman feat was shadowed by the death of rider Fabio Casartelli. The late 1992 Olympic Road Champion crashed in the 15th stage of the Tour, while descending from the Col de Porter d'Aspet in the Pyrenees. The former Motorola recruit was all but naked as he chose to race without head protection.

Much like the horrific "game" of Russian Roulette, which requires a revolver and a single bullet, navigating the open road with a bare head is the ultimate in lethal challenges. Succinctly stated: To ride a bicycle under any conditions without a helmet is foolish and irresponsible. Those who choose to race, ride, or commute by bicycle without protecting their skulls detract from the sport and discredit those of us who do act responsibly by wearing helmets.

According to Motorola team director and former professional racer Hennie Kuiper, Casartelli's helmet was in the back of the team car. Kuiper went on to say that the young Italian's helmet "would have been no use. The part of his head which took the impact wouldn't have been protected." Of Casartelli's tragedy, Kuiper went on to add that he "wouldn't say this makes cycling a dangerous sport, not if you compare it with Formula One, (auto racing) for example." Jim Ochowicz, the general manager of the Motorola team does not require his riders to wear helmets. After Casartelli's death

Ochowicz said, "It's a personal issue, it's an individual thing."

As a tribute to Casartelli, the Tour competitors chose not to race, but to ride the following stage as a procession. With best wishes from the riders, team Motorola rode ahead and crossed the finish line just ahead of the others. Andrea Peron, Casartelli's room-

To ride a bicycle under any conditions without a helmet is foolish and irresponsible. Those who choose to race, ride, or commute by bicycle without protecting their skulls detract from the sport and discredit those of us who do act responsibly by wearing helmets.

mate and friend was awarded the "win". There were no official timed results from stage 16, and prize money was matched by the Tour Society and donated to Casartelli's widow and three month old son.

Paul Sherwen, a former racer and Tour veteran who is also the public relations coordinator for team Motorola, said the choice not to race was "the most moving thing I have ever seen in professional cycling." While Sherwen might be right in saying that the

sight was moving, it seems like a questionable way to honor Castorelli's death.

Athletes like Casartelli dedicate their lives to competing in the Tour, and the young Italian died pursuing his dream, living his passion; racing his bicycle. Would he have wanted the others to forfeit an opportunity to live their dreams by refusing to contest such an important late stage of the race? Would he be pleased to know that many riders in stage 16 did not wear helmets, including half of the members of his Motorola team? Lance Armstrong won stage 18 in dramatic fashion and being the classy individual that he is, dedicated the victory to Casartelli by pointing skyward. Armstrong did not wear a helmet. The message sent to the world by these acts of tribute is that professional cycling is indeed potentially deadly, and the athletes who make it such a special sport do not care enough to uniformly take precautions.

Would it not have been better for all if the cyclists had raced stage 16 and in a sign of solidarity, protected their heads with helmets, regardless of the July heat? With all the world watching, why not encourage safe cycling? Casartelli's untimely death made headlines across the globe, and the news was not just limited to the sports page. Here was a golden opportunity to show that Fabio Casartelli did not die in vain. Four months later, it appears that he did.

The issue of wearing helmets has been an ongoing controversy in professional cycling, dating back several years. Pros argue that hardshell helmets compromise an athlete's performance because they are heavy and cause sweating, which leads to overheating and perhaps induces heat exhaustion. Thus, professional racers are forced to choose between performance and safety. But is that truly a choice?

Some professionals, such as former World Hour Record holder, Chris Boardman, recognize the importance of helmets and the risk involved with racing, but still do not believe that the danger is enough incentive to wear a helmet regardless of racing conditions. "Personally, I use one whenever possible," Boardman said after Casartelli's death, "but on a hot mountain stage such as this, I probably wouldn't." While Boardman's comment suggests that he appreciates the safety issue, he typifies the prevailing attitude among professional bicycle racers: try to win at all costs regardless of consequence. This attitude is shared by adolescent football players who take steroids to enhance performance, and the ballet dancers who starve themselves to maintain slender physical builds. These dancers and athletes are rewarded in short-term success despite the long-term damages that may, and often do, occur.

Some may argue that the above comparison is unfair because not all cyclists incur injury from choosing not to wear helmets. This is a valid point, as I myself have crashed several times without ever knocking my head. To those dissenters I offer this rebuttal: Many people choose to smoke tobacco products and never become cancerous. But does this qualify smoking as a healthy activity?

Following Casartelli's tragic passing, Boardman said, "It's going to raise the whole issue again." I had great hopes that it would. Perhaps something positive could emerge from the ashes of tragedy, such as heightened understanding of helmet responsibility or greater safe cycling consciousness. Barring special medical conditions or impairments, there is no legitimate excuse for not wearing a helmet. In an attempt to increase awareness, this month's Innovators Northwest column features a new helmet from Pro Tec.

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Unsolicited editorial contributions about personalities, touring, racing, advocacy, equipment, health and events are welcome. All manuscripts should be accompanied by a stamped, self-addressed envelope. Write or call for editorial guidelines and deadlines.

All advertising inquiries should be directed to Bob McCall.

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Bicycle Paper offices to move January 2

On January 2, 1996, Clark-McCall Communications, Inc. will move to new offices at 1205 East Pike Street. "We've been looking for long-term office space here on Capitol Hill," said *Bicycle Paper* publisher Paul Clark. "We found a larger space two blocks from our current location with the same zip code, phone number and fax number."

Clark-McCall Communications (CMC) has its roots in bicycling. They publish the *Bicycle Paper* as well as a variety of bicycle-oriented special programs including the official programs for Seattle to Portland, Greater Seattle Bicycle Expo and the U.S. Cycling Championship Road Race.

CMC also publishes a variety of non-cycling publications and provides other publishing-related services. "We are pleased the move is only two blocks," said *Bicycle Paper* publisher Bob McCall. "This will make mov-

ing seven employees, a dozen computers and a thousand stacks of paper a lot easier."

Advertisers and readers can expect little or no delays in service, except during December 27-31 when the telephones will be transferred.

Friends of *Bicycle Paper* are invited to visit the new space for both business and pleasure. (Just be prepared to grab a paintbrush).

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Bicycle Paper staff looked at various gift possibilities for the holidays. A sample of our favorites are the two books and two videos below.

- Other ideas:
- Give someone a tune-up for the holidays. Winter is the time when many bikes are sitting idle, even your favorite! Minor tune-ups, for about \$40, will repair the surface systems such as brakes, gear cables and chain cleaning. Major tune-ups, starting at about \$80, will clean the bearings and prepare the bike for heavy use during the next season.
 - Tune-ups will make bikes happy; to also make the riders happy, promise them a registration to a major ride or tour in 1996. Give them something to shoot for such as a 100-mile, one day event or a multi-day, full support ride. There are more than 200 of these around the region. Call *Bicycle Paper* staff at (206) 323-3301 for ideas.
 - Finally, visit one of your local bicycle dealers. They work very hard throughout the cycling season to understand and support bicycle riders. Any one of them can help you pick a gift. Call *Bicycle Paper* if you need a reference to a shop near you. Happy Holidays!

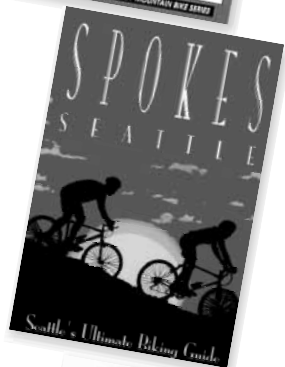
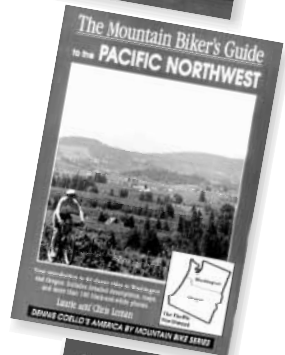
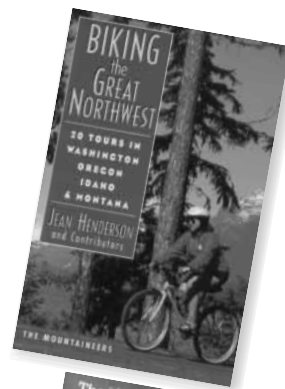
Biking the Great Northwest

BY NED JAMGOCHIAN

Jean Henderson's latest book on bicycle touring, *Biking the Great Northwest: 20 tours in Washington, Oregon, Idaho and Montana*, (The Mountaineers Books) offers everything you have come to expect from Northwest's touring expert: great trips, great advice and detailed, accurate descriptions of the most beautiful places to ride in the Northwest. Henderson provides all the information needed to make your tour a success, including tour difficulty ratings, mileage logs, ter-

rain descriptions, and advice on taking public transportation to your starting point. But what separates Henderson's book from the other touring books are the extras—the little details that can make a difference between a good tour and a great one. She offers advice on which towns are the most interesting, both historically and culturally, where to find museums and the best local color, what towns have hotels with hot tubs, and most significantly, where to find the best candy in town.

Mountaineers Books can be reached at 800-553-4453



Mountain Biker's Guide

BY KRISTIN FOERCH

The Mountain Biker's Guide to the Pacific Northwest is one in the *America by Mountain Bike* series by Dennis Coello. The focus of this volume is the Pacific Northwest, specifically, 82 "classic" rides in Washington and Oregon. Each ride description includes a detailed map and series of illustrative facts

(elevation changes, trail services, land status and possible hazards) to help riders determine whether a particular ride will meet their needs. This guide was written by local riders Laurie and Chris Leman, and is a great reference for busy people who want to ride but don't have time to discover and explore new trails. For more information on this and other Mountain Bike titles, contact Falcon Press at 800-582-2665.

Spokes Seattle

White Rains Films has just released the first in a series of cycling films exploring Pacific Northwest bike trails. *Spokes Seattle* describes eight rides, all beginning within 15 minutes of the downtown area. The video provides corresponding maps for each ride. The video outlines routes from Alki to Woodinville, complete circuits of Mercer Island, and of course the Burke-Gilman Trail. The directions are clear and understandable, making getting lost on the ride a near impossibility. Because ride descriptions are so clearly laid out, it is easy to match the rider's skill

level with an appropriate route. But this video is not for everyone—the experienced Seattle bicyclist would likely be a bit disappointed because there are no "undiscovered" trails in this production. However, the video would be a worthwhile investment for those new to the area or even the novice cyclist. White Rains Films recently won the Gold Medal at the Emerald City Awards for best special interest video "Information Superhighway." *Spokes Seattle* is 44 minutes long, comes complete with eight maps, and is can be ordered by calling 206-682-5417.

A Taste of Cross

If the wet weather is keeping you indoors and you want a taste of the riding you crave, sampling American CycloCross's *A Taste of Cross* may be the perfect solution. This video offers "almost an hour of riding, running and sliding over hills, across meadows and through

the woods, with footage from three National Championships." Champion riders Lisa Muhich and Jed Fox host the video that answers all your CycloCross questions and leaves you hungry for more. To order call: Krebbs Cycle Productions, 541-344-3416.

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In order to serve both you, the reader and our advertisers, we are compiling our annual survey. Please take a few minutes to carefully complete the form on the next page and return it to us. Your answers will be carefully combined with other responses to provide a picture of our readership. This information will aid us in our editorial and advertising plans for next year.

On behalf of the the entire *Bicycle Paper* staff, I would like to thank you fo taking the time to complete this survey. These results can truly make a difference in the future direction of the publication. We are interested in what you think of us!

Mailing in this survey will automatically enter you in a drawing for a free lunch with the Bicycle Paper Staff and other fabulous prizes. Prizes will be rewarded by random drawing.

Sincerely,
Paul
Paul Clark
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Bob
Bob McCall

The Bicycle Paper

The comeback of a local legend

BY VICKI SIELER

Most of us know about legends. Currently there's Cal Ripken the longest playing baseball player ever — in fact, he recently replaced the Energizer Bunny as the longest working anything. For the past few years I have heard about Theresa Blackstock, a rider who does workouts on the bicycle trainer because she has three kids (ages 3-8) and can't get out to ride.

When she does venture out, she takes all three kids in a bike trailer—lugging about 200 pounds of extra weight with her! To this day I've had visions of this big, burly woman with incredible legs, the kind my husband calls "walnut crackers".

One day last winter a quiet and personable woman called and asked about SWIFT Racing, a bike racing club I had formed in 1993. I explained she could race although SWIFT Racing didn't plan to compete at a serious level this season. Eventually I realized this is Theresa Blackstock, the one who occasionally rides outside but won the Bogus Basin Hillclimb last year!

If you ever meet Theresa you know she's about the furthest thing from burly. In fact a better description might be petite — with awesome quadrics! On our first ride, in between dropping me regularly, she told me

about being a track star at Capital High School and earning a track scholarship to Boise State.

In her junior year she suffered a stress fracture and couldn't run anymore. She took up cycling and immediately began training for the 1985 (Ore-Ida) Women's Challenge. As a rookie she placed 47th. Her next attempt at the Women's Challenge came in 1988 after child number one was born; however, she crashed on the way to Idaho City and was out

of the race. Soon after that child number two was on the way and her familial responsibilities became overwhelming. Not only did she have a full-time job at Micron but she was a part-time student and a mother. Bike racing was put on the backburner for the next eight years.

This spring we traveled to the Horse Heaven Hills and Jacobs Loop road races. I knew that the hilly courses would be to her liking and I couldn't have been more accurate. The main break of seven got away in the first race and Theresa was there. An ecstatic Theresa bubbled after the race, "I couldn't believe how much fun that was! I felt like I could fly." No wonder, she had just shed 200lbs. so the climbing felt effortless. After the race, top guns Laura Mullen-Metz and Rydeen Stevens of Team Finlandia were asking her who she was and where she came from. All Theresa could talk about was, "It was fun but I didn't win."

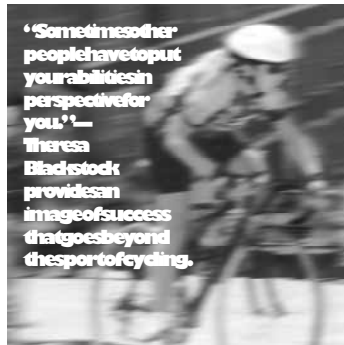
Theresa's main focus for the year became the hillclimb events organized by George's Cycles: Freezeout Hill, Horseshoe Bend Hill and Bogus Basin known as the Triple Crown series. The over-

all winner (lowest cumulative time) of all three becomes the local King/Queen of the Mountain.

After the first two races Blackstock was behind local rider Kim Boester by almost 3 minutes and was ready to quit. She felt demoralized by losing the second hillclimb — only she wasn't factoring in her sore-seven-hours-at-the-Fair-the-day-before-legs. I said, "Give yourself a break. It's not over until the last race. You can make up a lot of time in a fifteen mile hillclimb. You are the best climber around."

Sometimes other people have to put your abilities in perspective for you. I was living vicariously through Theresa and since I'm not a climber there's not much I could do to help her in a hilly race, I can only give encouragement. My family was so excited about her chances of winning the Triple Crown that we went out two nights before the race and scrawled words of encouragement on the hillclimb course hoping that would push her on to victory.

Theresa won the Bogus Basin Hillclimb by about four minutes. The margin was enough to give her the overall Triple Crown victory by about one minute over Boester. The win bolstered her confidence in her riding and climbing. Today she's excited about next season. Can you say national champion?



READER SURVEY

Cycling & Recreational Sports Habits

1. Please check all the areas of cycling in which you participate: (check as many boxes as applicable)

- | | |
|---|--|
| <input type="checkbox"/> recreational riding | <input type="checkbox"/> legislative/politics |
| <input type="checkbox"/> road or track racing | <input type="checkbox"/> century-plus cycling |
| <input type="checkbox"/> mountain bike racing | <input type="checkbox"/> human-powered vehicles |
| <input type="checkbox"/> touring | <input type="checkbox"/> bicycle travel |
| <input type="checkbox"/> commuting | <input type="checkbox"/> duathlons or triathlons |
| <input type="checkbox"/> mountain biking | <input type="checkbox"/> other: _____ |

2. How many bicycles do members of your household own? (please circle one)

1 2 3 4 5 6 or more

3. How much have you spent on cycling in the last 12 months?

Bicycle \$ _____
 Frame/fork \$ _____
 Components \$ _____
 Tires/tubes/wheels \$ _____
 Accessories \$ _____
 Total spent in the past 12 months \$ _____

4. What cycling products did members of your household purchase in the past 12 months or plan to purchase in the next 12 months? (check as many boxes as applicable)

- | | |
|--|---|
| Bicycles: | Accessories: |
| <input type="checkbox"/> touring bicycle | <input type="checkbox"/> helmets |
| <input type="checkbox"/> commuting bicycle | <input type="checkbox"/> tires |
| <input type="checkbox"/> road racing bicycle | <input type="checkbox"/> saddle/seat |
| <input type="checkbox"/> track (fixed-gear) bike | <input type="checkbox"/> vehicle-bicycle rack |
| <input type="checkbox"/> mountain bike (ATB) | <input type="checkbox"/> seat/handlebar bag |
| <input type="checkbox"/> tandem bicycle | <input type="checkbox"/> panniers |
| <input type="checkbox"/> recumbent bike | <input type="checkbox"/> "standard" pedals |
| <input type="checkbox"/> children's bicycle | <input type="checkbox"/> clipless pedals |
| <input type="checkbox"/> | <input type="checkbox"/> cycle computer |
| Clothing: | <input type="checkbox"/> bicycle lock |
| <input type="checkbox"/> cycling shoes | <input type="checkbox"/> wind-load trainer |
| <input type="checkbox"/> cycling shorts | <input type="checkbox"/> exercise bike |
| <input type="checkbox"/> cycling jersey | <input type="checkbox"/> cycling guidebook |
| <input type="checkbox"/> cycling gloves | <input type="checkbox"/> children's seat |
| <input type="checkbox"/> rain gear | <input type="checkbox"/> children's trailer |
| <input type="checkbox"/> cold weather jacket | <input type="checkbox"/> cycling tent |
| <input type="checkbox"/> cycling tights | <input type="checkbox"/> cycling eyewear |

5. Besides bicycling, what are you and your family's other interests? (check as many boxes as applicable)

- | | |
|---|---|
| <input type="checkbox"/> jogging/running | <input type="checkbox"/> sailboarding |
| <input type="checkbox"/> swimming | <input type="checkbox"/> skin diving |
| <input type="checkbox"/> hiking/backpacking | <input type="checkbox"/> sailing |
| <input type="checkbox"/> camping | <input type="checkbox"/> fishing |
| <input type="checkbox"/> fitness walking | <input type="checkbox"/> hunting |
| <input type="checkbox"/> rowing | <input type="checkbox"/> ice skating/hockey |
| <input type="checkbox"/> racquetball | <input type="checkbox"/> kayaking/canoeing |
| <input type="checkbox"/> tennis | <input type="checkbox"/> golf |
| <input type="checkbox"/> cross-country skiing | <input type="checkbox"/> spectator sports |
| <input type="checkbox"/> downhill skiing | <input type="checkbox"/> aerobics |
| <input type="checkbox"/> weight training | <input type="checkbox"/> inline skating |
| <input type="checkbox"/> soccer | <input type="checkbox"/> |
| <input type="checkbox"/> volleyball | <input type="checkbox"/> Other _____ |

Reading Habits and Opinions

1. How many people read your issue of **The Bicycle Paper** each month (including yourself)? Please circle one.

1 2 3 4 5 6 or more

2. Which sections of **The Bicycle Paper** do you and members of your household read each month? (check as many boxes as applicable)

- | | |
|--|--|
| <input type="checkbox"/> Touring/recreational cycling articles | <input type="checkbox"/> The Finish Line (event results) |
| <input type="checkbox"/> Racing articles | <input type="checkbox"/> Cycling-event ads |
| <input type="checkbox"/> News/feature stories | <input type="checkbox"/> Opinions and columns |
| <input type="checkbox"/> How-to articles | <input type="checkbox"/> Calendar of Events |
| <input type="checkbox"/> Sports-medicine articles | <input type="checkbox"/> Commercial display ads |
| <input type="checkbox"/> Columns (Estelle Gray, etc.) | <input type="checkbox"/> Classified advertising |

3. If you could alter the editorial mix of **The Bicycle Paper**, would you ...

- | |
|---|
| <input type="checkbox"/> Increase the % of articles about recreational riding |
| <input type="checkbox"/> Increase the % of articles about racing |
| <input type="checkbox"/> Increase the % of articles about advocacy |
| <input type="checkbox"/> Maintain the same mix |

4. We would like to know how enthusiastic you are about each of the following sections of **The Bicycle Paper**. Please rate each section, according to the following codes: (circle one number for each question)

"5" = very enthusiastic / never miss reading this section
 "4" = enthusiastic / usually read this section
 "3" = neutral / sometimes read these articles
 "2" = not enthusiastic / usually don't read this section
 "1" = least enthusiastic / never read this section

Touring/recreational articles:	5	4	3	2	1
Racing articles:	5	4	3	2	1
News articles:	5	4	3	2	1
How-to articles:	5	4	3	2	1
Sports-medicine articles:	5	4	3	2	1
Calendar of Events:	5	4	3	2	1
Racing Results:	5	4	3	2	1
Touring-event results:	5	4	3	2	1
Display advertising:	5	4	3	2	1
Classified advertising:	5	4	3	2	1
Cycling-event advertising:	5	4	3	2	1
The overall editorial design of The Bicycle Paper	5	4	3	2	1

Demographic Data

Please fill out the following confidential demographic data for the two main readers of **The Bicycle Paper** in your household. (Please circle your answers)

Reader #1

Sex: Male Female
 Age: Under 18 18-24 25-34
 35-49 50-64 65+

Marital Status: Married Single

Education: Grade school
 High school
 College
 Post-graduate work

Occupation: Professional Managerial
 Homemaker Service
 Clerical Student
 Retired Laborer
 Craftsman Military
 Sales

Reader #2

Sex: Male Female
 Age: Under 18 18-24 25-34
 35-49 50-64 65+

Marital Status: Married Single

Education: Grade school
 High school
 College
 Post-graduate work

Occupation: Professional Managerial
 Homemaker Service
 Clerical Student
 Retired Laborer
 Craftsman Military
 Sales

Which financial category would best describe your household?

Household income: Under \$20,000
 \$20,000-\$30,000
 \$30,000-\$40,000
 \$40,000-\$50,000
 \$50,000-\$60,000
 More than \$60,000

Thank you for taking the time to fill out our survey.
 Mail to:

The Bicycle Paper
 1535 11th Ave Suite 302
 Seattle, WA 98122

Tel. # _____ (optional)

Class is in session: Power 101

Strength conditioning for competitors and non-competitors alike

Summer has passed and the off-season is upon us. 'Tis now the season of rest and recovery, turkey and pie, party and cheer. Enjoy this jubilant season but beware—your competitors are already planning for next year. As you drift off into your into your turkey-induced slumber recall the recent past: the burn up the hills, the sprints that would not sprint or the muscular endurance that could not endure. This article and the one following will cover some ideas and protocols for strengthening the lower extremities—the main power source of all cyclists.

When building leg-power with resistance training (weight lifting) the goal must be to adequately stress the muscles in order to stimulate muscle growth. Cycling is dependent on the strength of the anterior thigh muscles—quadriceps (quads). There are several exercises that isolate and strengthen the quads. However the goal is to find an exercise that duplicates the biomechanics of cycling. Knee extension exercises, for example, are performed in a sitting position and replicate a kicking motion. This action is great for a soccer player but the action is not used in cycling. In addition, the mechanics of the exercise do not allow enough weight to be lifted to develop maximal strength in the quads. There is one exercise that should be a major part of any serious cyclist's training program.

The Squat

An excellent quad exercise is the squat. Controversy has existed over the safety and benefits of the squat exercise for many years. Today, however, many strength coaches and health professionals consider the squat the "king" of all weight lifting exercises. It is essential for the full development of all athletic potential and stimulates overall body strength. The misconceptions are that the squat exercise is damaging to the knees and low-back. Ironically, research tells us that if the exercise is done correctly it is very beneficial to both the knees and the back.

The primary benefits of the squat are:

- An increase in bone density along with the strengthening of the involved ligaments and tendons, creating greater joint stability.
- Squats develop the large muscle groups in the body's power zones, i.e. lower back, hips, buttocks and thighs.
- Improved neuromuscular efficiency is also achieved. This means that the action of the exercise mimics the movements that are required in specific sports, e.g., cycling, skiing, jumping, running, lifting and any pushing with the lower body.

Factors that can contribute to knee injury resulting from squats include inadequate warm-up and lack of stretching, improper squat technique and attempting too much weight. A person who already has a knee problem may find that the squat exercise will aggravate the condition.

Knee wraps are often used by lifters to help prevent injuries. One or two layers of wrap are sufficient to increase the joint temperature and offer additional stability. Multi-layers, wrapped too tightly, can warm the joint too much and restrict the knee cap (patella) from its normal moving pattern. For this reason avoid heavy, tight wraps.

The lifter's feet should be kept flat on the floor in order to distribute forces equally. When the heels are raised by a board or other device, the shearing force on the knee and low back is increased.

Low-back strains happen most often when the lifter deviates from his proper form. The injuries often occur during the last set ("just one more"). This is when the supporting muscles are tired and fatigued. The result is that proper form is usually sacrificed. A slight lean forward and a quick jerk backward to

compensate may cause a severe injury of the low back.

Weight belts worn during lifting help increase abdominal pressure, which offers additional support to the lumbar spine via a "tube of compressed air". This occurs when your abdominal muscles have something to push against during the lift.

(It is essential to talk to a doctor if you are experiencing pain in the low back or in the knees and discuss proper form with a qualified trainer.)

Don't forget the hams

Because cycling relies heavily upon the quadriceps for power the hamstrings often times become underdeveloped. This is not to say that you have weak hamstrings just that they are not in balance with your stronger quads. Anatomically, the quads should be stronger than your hamstrings. The proper ratio of quad-to-hamstring strength is approximately 1.5:1. If this ratio is allowed to get too far out of balance it may lead to joint injury of the knees, hips or low back.

The following is some advice to properly balance lower extremity strength. An adequate exercise to strengthen the hamstrings is the leg curl with a weight machine. Pedaling in complete circles, incorporating a pulling motion with one leg as the other pushes can assist in maintaining the quad-hamstring ratio. These suggestions combined with a balanced cross-training program should keep your legs balanced.

After you have adequately rested from this years grueling cycling season it would be beneficial to build a powerful foundation for next season's training schedule. In the next issue we will introduce an element of strength training that was first developed by the Olympic strength trainers of the old Soviet Union in their days of sports domination.

For guidelines by the National Strength and Conditioning Association on performing the squat exercise, please send a S.A.S.E. to Dr. Michael Lewis 3327 NE 125th St #103, Seattle, WA 98125

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.

"OUT-SPOKIN'" FROM PAGE 1

25-pound Trek doesn't represent the same public danger as an inebriated driver behind the wheel of a 2-ton Chevy. Of course, the same might be said for motorcyclists, whose vehicles typically weigh five-hundred pounds. Sure, they go faster, but who is more likely to get injured if the driver is riding drunk? Yet, the state's alcohol laws do apply to motorcyclists.

The fact that they don't apply to bicyclists says a lot about lawmakers' and judges' lack of understanding about bicycling. A drunk cyclist will probably injure himself before anyone else. To some, it may seem trivial, humorous even. Admittedly, there is something clownish in the image of a drunk trying to ride a bike. But then we used to think there was something clownish about a drunk trying to open a car door or find the ignition key. Mothers Against Drunk Driving (MADD) and other community organizations have helped us all realize that there's nothing funny about drunks on the roads. And that applies to tanked up bicyclists too.

You can reach Gordon Black via email at gorbblack@U.Washington.edu



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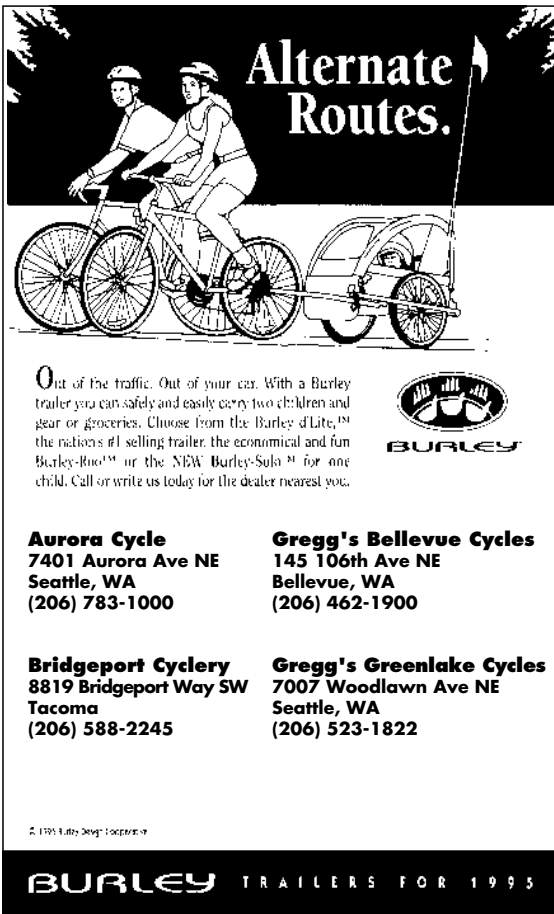
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Aurora Cycle
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(206) 783-1000

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BURLEY TRAILERS FOR 1995



Mountain bikers regain access

BY JIM TEAGUE
Sometimes when you want something badly enough and you make yourself heard, you can make a difference. For mountain bicyclists it sometimes seems like it's impossible to stem the tide of trail closures. But on Monday, Nov 13, we got what we wanted, at least when it came to the passing of King County Ordinance 95-455.

A few weeks ago, the King County Bicycling Advisory Committee happened to notice that this ordinance was coming up for approval at the King County Council's Utilities & Natural Resources Committee. Paraphrasing section 8, paragraph F: bicycling would be banned in all King County parks unless there was a sign specifically stating otherwise. To make a long story short, we solicited your help contacting the King County Council and expressing your feelings about the matter. People wrote, called, e-mailed, and faxed the council and it worked! The council approved the following new wording for the ordinance:

"Pedestrians, bicyclists, and equestrians are permitted on all maintained soft surface trails unless otherwise posted and designated."

Thank you all again,
Jim Teague is a BBTC Board-Member-at-Large and Moderator Chair, King County Bicycling Advisory Committee.

1996 Greater Seattle Bicycle Expo

Mark your calendars... The 1996 Greater Seattle Bicycle Expo will be held at the Seattle Center's Exhibition Hall and Mercer Forum Rooms on February 17 and 18.

Expo '96 is the place to go if you are (or have interest in) bicycling in the region. This year's Expo has expanded to accommodate more exhibits and to provide more dynamic and centrally located demonstrations. The Forum Rooms will be devoted to Cascade Bicycle Club - memberships, committees and all special event registration and packet pick-up. Inquire with CBC about member/event registrations and Expo admissions coupons.

Also to be found at Expo '96: The region's finest retail shops and products, summer ride materials, and information on bicycle advocacy. "If it concerns bicycling in the Puget Sound region, it will be represented at Expo."

1996 Seattle Bicycle Expo, February 17 (10am-8pm) and 18 (10am - 6pm). Admission is \$5, or \$3 for ages 6-15 and those over 65. For more information call the CBC Hotline at 522-2463, then press "2" for the Expo Hotline.

The *Bicycle Paper* Calendar will return in the next issue.

Event organizers and promoters should send calendar listings and changes to *The Bicycle Paper* at 1205 East Pike St Suite 1A., Seattle, WA 98122. Our fax machine & bulletin board is on 24 hours a day at 206-323-2905. Please note that listings are subject to change as we update them three months ahead of the events.

This calendar may not be duplicated in any form without the written permission of the publisher.

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.

Fall season safety tips for motorists and bicyclists

Wet weather and shorter days are here! This makes road sharing between motorists and bicyclists a bit more challenging. When streets are dark and road surfaces are wet, motorists need to watch for cyclists' lights and reflective gear, and give themselves more time to slow down on slippery surfaces. Cyclists need to use white headlights and red taillights or reflectors. Good breaks, a helmet and reflective clothing are also essential.

Thousands of cyclists commute to work every day in King County, so it's important for motorists and bicyclists to do their part to share the road safely. To encourage safe riding, the Cascade Bicycle Club has offered the following "wet weather and night riding tips for bicyclists":

- Stopping distance can be significantly decreased in wet weather. Anticipating stops allows you to apply the brake well before you need to come to a stop and wipes the break clean of water.
- Aluminum rims, leather-faced brake shoes, or a hub brake work well for wet weather braking.
- Use extra caution on slippery surfaces such as metal gratings, manhole covers, bridge surfaces, painted traffic markings and wet leaves.
- Wear appropriate rain gear. This keeps water out of your eyes and keeps you comfortable so you can ride patiently and safely.
- Make yourself visible. Use a white headlight and a red tail reflector or flashing light. In addition, wear illuminated or reflective clothing.
- Flash your headlight by jarring your handlebars to get the attention of motorists, especially those pulling out of driveways or side streets.
- Test your lighting equipment by having someone ride your bike past you at night.
- Slow down at night. Road surfaces may be hard to see and by the time you see an obstacle, it may be too late to avoid.

Preparing for the commute home.



PHOTO BY WARREN WORKMAN

Now available: 1996 Cycle & Recycle Calendar

Mark your calendar; it's time to buy your *Cycle & Recycle 1996* wall calendar. This 11" x 17" calendar celebrates, with wonderful variety, bicycles as an everyday transportation vehicle for every season, throughout the world. Included each month are remarkable photos of bicycle as art and utility, with captions in French and English, and provocative quotations and illustrations. Keeping with it's title, the calendar can save us trees and paper — usable again in 2024 and 2052 when the 1996 calendar "recycles". A perfect gift for any cyclist, the calendars are \$9.00 each, \$7.50 each if you buy 4-9, or \$6.00

each when you buy ten or more. Prices include postage within the US.

To order, write to: Cycle and Recycle Calendar, International Bicycle Fund, 4887 Columbia Drive South, Seattle WA 98108-1919.

Cycle and Recycle 1996 is co-published by the International Bicycle Fund and 14 other bicycle organizations from around the world. The International Bicycle Fund is a non-profit corporation that promotes bicycle transportation through projects in transport planning, economic development, safety education and international tour programs.

Team Washington and Forgotten Children's Fund: bringing bikes and holiday cheer

The Forgotten Children's Fund is a non-profit, volunteer organization which buys, wraps and delivers gifts and food staples to families who would otherwise have none. A visit to each family is made by Santa Claus.

Families are chosen on the basis of need, with information provided by public and private sources. They are screened to avoid duplication and contacted to determine personal information such as names of children, ages, sizes and desires. Gifts are individually wrapped and personal cards are attached and children receive winter coats as well as toys.

Since 1992, Team Washington and the Forgotten Children's Fund have worked together to repair and distribute bicycles along with the other toys and gifts. Bicycle shops are donating parts and people from the cycling community are volunteering as mechanics and cleaners. Last year, around 250 bicycles were restored and the Forgotten Children's Fund brought Christmas dreams to 2,000 children. This year organizers hope for more.

If you are interested in volunteering please contact Cindie Strzelecki at (206) 621-2964.



PHOTO BY JAY STILWELL

Santa's elf, Isaac Green, helps with final holiday preparations.



Olympic Sports
14401 NE 20th
Bellevue, WA
(206) 747-7990

Olympic Sports
1429 NE 4th
Seattle, WA
(206) 455-4855

Olympic Sports
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Seattle, WA
(206) 363-3007

Olympic Sports
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(206) 941-5600



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Tacoma, WA
(206) 582-0202

Olympic Sports
6015 Tacoma Mall Blvd.
Tacoma, WA
(206) 471-1010

Velo Stores
1535 - 11th Ave.
Seattle
(206)325-3292

Evening auction raises \$35,000 for cycling

BY NED JAMGOCHIAN

The bicycle social event of the year took place October 20 and by all accounts it was a resounding success. The "Wheeler Big Auction" hosted at the Seattle Center attracted more than 300 people to bid and hobnob with like minded members of the cycling community. The Northwest Bicycle Federation (NowBike) produced the event to benefit NowBike's wide range of programs promoting bicycling in the area.

This was the third year of the NowBike auction. Each year the event gathers momentum from the humble beginnings back in 1993 which raised \$8,000 to last years impressive sum of \$28,000 to an estimated \$35,000 this year. According to Susie Stephens, NowBike Executive Director, the auction is now responsible for 25% of the NowBike Budget. Furthermore, the money generated goes directly into NowBike's general fund, the hardest fund to raise money for. This fund contains the money that allows NowBike to innovate and grow.

The evening began with a silent auction. While a band played, participants bid on two floors filled with donated items. The goods ranged from parking meters (unfortunately for decorative purposes only) to picnic baskets filled with complete picnic supplies. For low rollers in the crowd, a wheel of fortune spun dollar bets that could win a variety of smaller prizes. Stephens said she was impressed with the crowd's enthusiasm—the auction had a very social atmosphere. Part of this was due to the food and drink generously donated by Lowell-Thompson Catering and Thomas Kemper brewery.

Clark-McCall Communications, publishers of Bicycle Paper, donated table center pieces that were used as "auction ice breakers" to get people in the spirit of bidding.

The live auction was run by Mike Brown, a high-energy auctioneer with extensive experience. A few of the items sold included rare Bengal kittens, lunch with Bill Nye the Science Guy, a lawn mower, and a chance to ride with the Seattle Bicycle Police Squad. According to Officer Mike, the lucky bidder "can come along on patrol and watch us catch criminals...they can bring a video camera along if they want, but it is kind of hard to do on a bike". The bidding was fast paced and infectious. Due largely to Brown's skill, \$2,300 was raised for a new computer system alone. All money bid on items above the market price of the item were tax deductible.

The best part of the event, most people agreed, was the opportunity to meet and socialize with others who have similar interests and beliefs. Larry Levine, an attendee, said, "It is good to meet these kinds of people. Going to these things is circular, it recharges your batteries."

Tim Baker, a volunteer, agreed. "The auction is a good way to network and meet people," he said. "This is an organization that does great advocacy work."

The motto of NowBike is "More people bicycling more often." Stephens said this is being accomplished in a number of ways. Among these are the promotion of bicycle lockers, showers at work, motorist education, bike maps, the formation of bicycle advisory committees, and bike route improvement.

This year, NowBike drafted and lobbied for legislation providing bicycle safety for young people in Washington state. It is still pending in the legislature. All of the money raised went directly to NowBike to benefit these and other programs.

NowBike can be reached by writing to PO Box 2904 Seattle, WA 98111 or by calling (206) 224-9252.

Bicycle commuting is up in Portland and Seattle

Experts fear future funding will be cut

BY NED JAMGOCHIAN

Seattle and Portland have reported a large increase in the number of bicycle commuters in the last decade, but experts fear that impending cuts in federal funding may slow this progress. In a recent survey, the Seattle Engineering Department found that there has been a 28% overall increase in morning bicycle commuting since 1992. Mia Birk, head of the Portland bicycle program, estimates a 100% increase in bicycle commuting in the last 10 years. But despite this good news, Stuart Goldsmith, the Transportation Planner for Seattle, says the future looks bleak.

There are many factors that contribute to the success of the Pacific Northwest's bicycle growth. Birk and Goldsmith both said reasons include bicycle-friendly layouts of Portland and Seattle; an increase in cycling advocacy; good local political climates; and making cycling a part of local culture.

Roger Geller, a bicycle program specialist in Portland, said that strong commitment and great personnel on projects were a few of the reasons bicycling had been so successful in his city. However, Goldsmith went on to comment that funding has never been adequate and a trend is developing that has not received much attention. Goldsmith pointed out that on the local level, a street utilities tax was rejected by voters in Seattle recently. This tax would have had an extremely minimal impact on the individual but would have improved pedestrian and bicycle facilities immensely. On a federal level, he projects a massive, if not total, cut in funding by 1997. Creation of new bike lanes and trail maintenance programs would be most immediately threatened.

However, the current situation couldn't be better for bicycling in the Northwest. According to the same Seattle Engineering report, recent improvements such as the completed I-90 lid have improved bicycle com-

muting by 160%. The number of women commuting on bicycles has increased 6% over the last 3 years, and other bike lane improvements have increased bicycle commuting by more than half. Birk estimated that currently 10 to 11% of Portland's total transportation budget went to bicycle projects.

Furthermore, Birk said, one recently improved bridge was used by 2000 bicyclists daily. In addition, the number of active bicycle advocacy groups has never been higher. Danny Gellis, an avid cyclist in the Seattle area, commented that, "This area is better than any other that I've cycled in the U.S. But that could be a bad thing—it is important that people do not get complacent with things, it is not that difficult to contact government representatives and communicate how important support of cycling is to your quality of life."

Bicycle Advisory Committee opening

The Washington State Department of Transportation is looking for people interested in improving conditions for bicycling. Their Bicycle Advisory Committee is seeking a member to represent bicycle riders in Snohomish, Skagit, Whatcom and Kitsap Counties.

The Committee advises the Department on bicycle-related issues, programs and projects. The Committee meets three times a year at locations around the state. Members work closely with the Department's Regional Offices to identify projects that are important to bicycle riders. The Committee also reviews statewide policy issues effecting bicycle use.

To apply, send a resume and cover letter by December 15 to Mike Dornfield, Washington State Department of Transportation, P.O. Box 47393, Olympia, WA 98504. For more information call Dornfield at (360) 705-7258.

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Oregon Bicycle Racing Association Best All-Round Series

Final Individual Standings

BY MIKE & CANDI MURRAY

Category 3	PI Rider	Team	Points
1	Roesinger, Eric	Hutch's/Performance	184
2	Bravard, John	Hutch's/Endura	181
3	Moule, Mike	Capitol Velo	149
4	Holland, Steve	Bridgeport	145
5	Rippe, Barton	Bridgeport	131
6	Carlson, Ryan	Hutch's/Endura	114
7	Wilson, Mike	Fat Tire Farm	111
8	Rubottom, Otis	Fat Tire Farm	98
9	Lifson, Jake	Performance	89
10	Robbins, Kyle	Performance	87
11	Deck, Casey	Performance	82
12	Mikami, Jamie	Bridgeport	78
13	Stayton, Corey	Performance	76
14	Provancher, Darel	Team RCW	72
15	Norton, Ed	Bridgeport	69
16	Class, Bill	Performance	65
17	Taylor, Brad	Hutch's/Endura	62
18	Reeb, Donald	Capitol Velo	62
19	Crowson, Todd	Saturn/Safeway	60
20	Ginsberg, Mark	Performance	59
21	Shockley, Chris	Athletes in Action	59
22	Valis, John	Saturn/Safeway	55
23	Mina, Jon	Capitol Velo	53
24	Streve, Tim	Hutch's/Endura	53
25	Damon, Mark	Hutch's/Endura	49
26	Smith, Dallas	Mountain Velo	48
27	Magnus, Ron	Performance	48
28	Mitchem, Jeff	Finlandia	46
29	Reynolds, Jeffrey	Saturn/Safeway	46
30	Haskell, Ted	Saturn/Safeway	46
31	O'Neal, Brian	Mountain Velo	34
32	Garfield, Ed	Mountain Velo	34
33	Langston, Jason	Performance	34
34	Macgraf, Rob	Saturn/Safeway	31
35	MacDonald, Raam	Saturn/Safeway	31
36	Farrall, Patrick	Saturn/Safeway	31
37	Schneider, Russ	unattached	28
38	Meadors, Ivan	Team RCW	28
39	Goss, David	Performance	27

28	Olipphant, David	Rivers Edge	59
29	Coffill, Lance	Rivers Edge	56
30	Mikami, Jamie	Bridgeport	55
31	Haskell, Ted	Team RCW	52
32	Dorsey, Ted	Janzzen	50
33	Davis, Michael	OT49/Performance	49
34	Roesinger, Kurt	unattached	49
35	Martin, Tristan	unattached	47
36	Quinn, Matt	Law Enforcement	40
37	Smith, Dave	unattached	36
38	Levin, Earl	Janzzen	33
39	Wolfe, David	Performance	33
40	Shigeta, Robert	Hutch's/Endura	32
41	Taylor, Mike	Performance	29
42	Reynolds, Rhy	Bridgeport	30
43	Reynolds, Rhy	Bridgeport	30
44	Brown, Ian	Mountain Velo	30
45	Harden, Phil	Finlandia	30
46	Emerson, Phil	Finlandia	29
47	Bong, David	Team RCW	25
48	Weaver, Mich	Team RCW	25
49	Taylor, David	unattached	25
50	Krimsky, North	Capitol Velo	24
51	Hamilton, Craig	Finlandia	24
52	Pierce, John	Janzzen	24
53	Cipale, Joe	Team RCW	22
54	Wallace, Nathan	Mountain Velo	22
55	Anderson, Jim	OT22/Performance	22
56	Jacobsen, Ben	Finlandia	22
57	Signd, Jason	unattached	22
58	Barber, Angus	Capitol Velo	21
59	Langston, Jason	Hutch's/Endura	20
60	Head, John	Saturn/Safeway	19
61	Anderson, Brody	Performance	17
62	Langston, Jason	Law Enforcement	17
63	Roesinger, Eric	Performance	17
64	Murray, Sean	Performance	17
65	Garner, Trevor	Performance	17
66	Stayton, Corey	Performance	15
67	Strohlein, Brett	Salem Racing	15
68	Babcock, Norman	Hutch's/Endura	14
69	Brown, Steve	Hutch's/Endura	14
70	Yutzy, Gordon	Capitol Velo	13

59	Jerabek, Chuck	Per67/Fat Tire Farm	842
60	James, Tom	Per68/Biklo/Bridgeport	521
61	Yenne, Steve	Capitol Velo	503
62	Mitchem, Jeff	Finlandia	439
63	Murray, Mike	Performance	353
64	Magnus, Ron	Nike	339
65	Meadors, Ivan	Team RCW	330
66	Hayes, Dave	Nike	324
67	Provancher, Darel	Team RCW	322
68	Forgeron, Ted	Team RCW	268
69	Emerson, Phil	Finlandia	250
70	Holland, Steve	Bridgeport	229
71	Pfeifle, Hank	Nike	191
72	Curt, Chaussey	Bridgeport	191
73	Wilson, Mike	Peak Sports	186
74	Haskell, Ted	Team RCW	166
75	Schwartz, Mark	Bridgeport	153
76	Lansing, Mark	Red Rock Racers	147
77	Wolff, Rich	Capitol Velo	145
78	Nurse, Mark	Capitol Velo	145
79	Messner, Clark	Saturn/Safeway	144
80	Levin, Earl	Chester	142
81	Norton, Ed	Janzzen	137
82	Norton, Ed	Bridgeport	135
83	Bannett, Marg	Peak Sports Team	132
84	Powell, Jerry	Mac	132
85	Horton, Brad	Hutch's/Endura	130
86	Emerson, Phil	Finlandia	125
87	Coffman, Glenn	Mountain Velo	121
88	Coffman, Glenn	Mountain Velo	117
89	Peterson, Eric	Capitol Velo	112
90	Horton, Jerry	Saturn/Safeway	112
91	Arnold, David	Performance	112
92	Head, John	Hutch's/Endura	110
93	Henry, Mike	Bridgeport	104
94	Peck, Greg	Team RCW	103
95	Schneller, Phil	River's Edge	98
96	Weaver, Mitch	Team RCW	97
97	Hughes, Goop	TO2/Team RCW	97
98	Rosenberg, Michael	Hutch's/Endura	94
99	Sixander, Bob	Newberg Bike	91
100	Wilson, Bill	Mountain Velo	90

9	Wilson, Gene	Performance	230
10	Walpole, Jon	Performance	227
11	Cochard, Brad	Nike	219
12	Taylor, Brad	Hutch's/Endura	209
13	Roesinger, Eric	Hutch's/Endura	206
14	Dominguez, Cory	Brit7/Finlandia	199
15	Henry, Mike	Bridgeport	197
16	Littlesdale, Todd	Finlandia	186
17	Taylor, Mike	Performance	173
18	Olson, Aaron	Bridgeport	173
19	Curt, Chaussey	Capitol Velo	144
20	Zegers, Willie	Performance	168
21	Pescareta, Nathan	Bik20/Bridgeport	151
22	Nelson, Drew	Bik	144
23	Simpson, Graham	Hutch's/Endura	135
24	Abers, Brian	Bik	132
25	Gann, Glenn	Mountain Velo	129
26	French, Ed	Finlandia	126
27	Rippe, Barton	Bridgeport	122
28	Myers, Jon	Fat Tire Farm	116
29	Johnson, Brian	Fat Tire Farm	116
30	Damon, Mark	Hutch's/Endura	116
31	Auker, David	Saturn/Safeway	114
32	Bravard, John	Hutch's/Endura	111
33	Prebus, Peter	Bridgeport	110
34	Marcy, Steve	Nike	104
35	Jacobsen, Ben	Fin43/Bik	91
36	Garfield, Ed	Mountain Velo	84
37	Shreve, Tim	Hutch's/Endura	82
38	Browning, John	Performance	82
39	Wilson, Mike	Peak Sports	77
40	McCallie, Clark	Performance	71
41	Edrasi, Jim	Performance	71
42	Young, Patrick	Mountain Velo	66
43	Murray, Mike	Performance	64
44	Mikami, Jamie	Performance	64
45	Cass, Bill	Performance	62
46	Mitchem, Jeff	Finlandia	62
47	Houghton, Zac	Cyclisme	61
48	Holland, Steve	Bridgeport	61
49	Spiridon, Steve	Bridgeport	57
50	Godfrey, Mark	Janzzen	55
51	McReynolds, Justin	Hutch's/Endura	51
52	Humbertson, Russ	Saturn/Safeway	48
53	Bennett, Greg	Peak Sports	47
54	Metz, Rick	Finlandia	47
55	Engstrom, Dave	Mountain Velo	45
56	Provancher, Darel	Team RCW	44
57	Scheiber, Mark	Hutch's/Endura	44
58	Leonard, John	Performance	41
59	Ginsberg, Mark	Performance	41
60	Lifson, Jake	Fat Tire Farm	38
61	Myra, Mark	Janzzen	38
62	Wheeler, Kelly	Bridgeport	36
63	Taylor, Chadley	Hutch's/Endura	30
64	Shockley, Chris	Athletes in Action	30
65	McTeague, Kyle	Bridgeport	30
66	Maitner, Paul	Capitol Velo	28
67	Lealand, David	Mountain Velo	25
68	O'Neal, Brian	Capitol Velo	25
69	Joling, Don	Fat Tire Farm	24
70	Kramer, James	Bridgeport	23
71	James, Tevo	Janzzen	23
72	Pfeifle, Hank	Nike	22
73	Anderson, Jim	Performance	22
74	Yenne, Steve	Capitol Velo	22
75	Strother, David	Hutch's/Endura	21
76	Martin, Dan	Mountain Velo	19
77	Ostrie, Bill	Bik	19
78	Brown, Grant	Hutch's/Paramount	18
79	Knutson, Danny	Cyclisme	18
80	Stockton, Mike	Bridgeport	18
81	Forgeron, Ted	Team RCW	17
82	Peters, Stacy	unattached	17
83	Tosh, Rory	Siskiyou Wheelmen	15
84	Jensen, Shaun	Hutch's/Endura	15
85	Woodcock, Eric	Hutch's/Endura	15
86	Connors, Ian	Bik	14
87	Mina, Jonathan	Capitol Velo	14
88	Walpole, Jon	Performance	14
89	Cass, Bill	Performance	13
90	Pierce, Eric	Performance	13
91	Moule, Mike	Capitol Velo	12
92	Crowson, Todd	Saturn/Safeway	11
93	Hut, Nathan	Saturn/Safeway	10
94	Dorsey, Ted	Janzzen	10



PHOTO BY MICHAEL ADAMS

Riders clear hurdles at the October 15 cyclocross races at Pier Park in Portland, OR.

41	Ross, Brad	Fat Tire Farm	26
42	Littlesdale, Todd	Finlandia	26
43	Low, Chris	Performance	23
44	Pierce, Eric	Performance	23
45	Simpson, Graham	Hutch's/Endura	22
46	James, Tevo	Bridgeport	22
47	Valente, Norene	Bridgeport	20
48	Sylvester, Mike	Performance	20
49	Root, David	Bridgeport	18
50	Owلمان, C	OT17/Performance	17
51	Lokkesson, Jason	Performance	17
52	Ho, Chris	OT7/Performance	16
53	Myra, Mark	Janzzen	15
54	Godfrey, David	unattached	15
55	Schultz, Bill	unattached	13
56	Weindel, Mike	Bridgeport	13
57	Brown, Grant	Hutch's/Endura	13
58	Garfield, Ed	Mountain Velo	11
59	Taylor, Bradley	Hutch's/Endura	11
60	James, Tevo	Team RCW	10
61	Cox, Steve	unattached	9
62	Nelson, Drew	Bik	9
63	Rushon, Bill	Rivers Edge	8
64	Godfrey, Mark	Janzzen	7
65	Houghton, Zac	Cyclisme	7
66	Alexander, Bob	Newberg Bike Shop	6
67	Rogers, Ed	Klah Klhnee	6
68	Harrison, Aaron	Performance	5
69	Hamilton, Craig	Finlandia	5
70	Durkin, Tom	Performance	5
71	Wood, Randy	Janzzen	5
72	Doyle, Sean	Finlandia	4
73	Young, Patrick	Mountain Velo	3
74	Torrance, Jim	Finlandia	3
75	Heckell, Jeff	Performance	2
76	Moody, Riley	Fat Tire Farm	2
77	Olipphant, David	Rivers Edge	2
78	Wright, Chris	Finlandia	2
79	Smith, Ashley	Bridgeport	1

73	Martin, Teran	Janzzen	13
74	Tamirov, Mario	unattached	12
75	Lansing, Mark	Red Rock Racers	11
76	Vestuti, Ricardo	Nike	11
77	Aldrich, Eric	Performance	11
78	Peck, Greg	Team RCW	11
79	Dusky, Glenn	Bridgeport	9
80	Meyerhoff, Paul	Capitol Velo	9
81	Greish, Scott	Finlandia	9
82	Jackson, Rick	unattached	8
83	Wolfe, David	Capitol Velo	7
84	Luhnow, Carl	River's Edge	5
85	Goss, Adam	Performance	5
86	Ricc, Don	unattached	5
87	McClure, Doug	Bridgeport	5
88	Headrick, Doug	unattached	4
89	Metz, Rick	Finlandia	4
90	Reynolds, Mike	Klamath Freeheelers	4
91	Hayden, Tom	Capitol Velo	4
92	Goldstein, Scott	Bridgeport	3
93	Ross, Brad	Fat Tire Farm	3
94	Nist, Paul	unattached	3
95	Graybeal, Shawn	unattached	2
96	Kinney, Brian	Cyclisme	2
97	Modahl, Kurt	Portland State	2
98	Peck, Greg	Team RCW	1

13	Burney, Robert	Bridgeport	85
14	Gast, Chris	Fat Tire Farm	85
15	Dusky, Glen	Team RCW	82
16	Coffill, Lance	River's Edge Velo	80
17	Damon, Mark	Performance	80
18	Wright, Terry	Nike	77
19	Myra, Mark	Janzzen	76
20	Haase, Jeff	Team RCW	70
21	Buck, Jeff	Team RCW	70
22	Hayden, Tom	Capitol Velo	69
23	Root, David	Bridgeport	69
24	Headrick, Doug	unattached	67
25	Pennington, James	Finlandia	67
26	Fuller, Ian	unattached	66
27	Olipphant, David	River's Edge	66
28	Fuller, Ian	Team RCW	65
29	Durkin, Tom	Performance	65
30	Rapp, Steve	Finlandia	64
31	Kerchski, Rick	Hutch's/Endura	64
32	Hankins, Francesca	Performance	62
33	Goss, David	Performance	62
34	Marcy, Steve	Fin7/Nike	61
35	Steele, Art	Performance	60
36	Shreve, Tim	River's Edge	60
37	Gibbs, Jeff	River's Edge Velo	55
38	Smith, Larry	Portland State	51
39	Raker, Bob	River's Edge	51
40	Kerchski, Rick	Capitol Velo	50
41	Cox, Steve	Team RCW	47
42	McClure, Doug	Bridgeport	47
43	Tsu, Lee	Team RCW	46
44	Auker, David	Saturn/Safeway	41
45	Hughes, Bill	Performance	41
46	Groves, Bill	Saturn/Safeway	39
47	Knight, Curt	Team RCW	38
48	Forbes, John	Bridgeport	38
49	Meyerhoff, Paul	Capitol Velo	38
50	Crowson, Todd	Saturn/Safeway	34
51	Olson, Dennis	unattached	34
52	Gehardt, Brad	Nike	34
53	Heckell, Jeff	Performance	34
54	Valis, Luis	Saturn/Safeway	34
55	Yutzy, Gordon	Capitol Velo	34
56	Schwanndeveldt, Len	Hutch's/Endura	32
57	Goehal, Andrew	Performance	32
58	Givens, Hugh	Janzzen	31
59	Cowan, Walt	unattached	31
60	Bennett, Scott	Peak Sports	31
61	Reber, Stacy	Klah Klhnee	30
62	Torrance, Jim	Finlandia	30
63	Garnett, James	Performance	30
64	Garfield, Ed	Mountain Velo	30

**Northwest Mountain Bike
Legendary Series**
Overall Series Race Results

Beginner Men, 18-under		Beginner Men, 18-under	
Pl	Name	Pl	Name
1	Rich Sack	7	Ethan Mutoli
2	Kyle Foss	8	Paul LaCava
3	Adam Harnick	9	Ryan Radomski
4	Mike Rabas	10	Kevin Fischer
5	Mike Swanick	11	Andy Acton
		12	Kyle Foss
		13	Jon Holdener
		14	Stedman
Expert Men, 18-under		Expert Men, 18-under	
1	Ryan Radomski	6	Ryan Radomski
2	Kevin Fischer	7	Paul LaCava
3	Ben Scherrer	8	Ryan Radomski
4	Adam Hitch	9	Kevin Fischer
		10	Andy Acton
		11	Kyle Foss
		12	Jon Holdener
		13	Stedman
Beginner Men, 35+		Beginner Men, 35+	
1	Randy Earle	7	Randy Earle
2	Ray Meadows	8	Derek Grooman
3	Eugene Boere	9	Ray Meadows
4	John Patterson	10	John Patterson
		11	Eugene Boere
Expert Men, 35+		Expert Men, 35+	
1	Randy Idings	16	Expert Men, 35+
2	D. Worthington	17	Expert Men, 35+
3	Jeff Lyons	18	Expert Men, 35+
4	Greg Ristall	19	Expert Men, 35+
5	John McBurney	20	Expert Men, 35+
		21	Expert Men, 35+
		22	Expert Men, 35+
		23	Expert Men, 35+
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		25	Expert Men, 35+
		26	Expert Men, 35+
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		93	Expert Men, 35+
		94	Expert Men, 35+
		95	Expert Men, 35+
		96	Expert Men, 35+
		97	Expert Men, 35+
		98	Expert Men, 35+
		99	Expert Men, 35+
		100	Expert Men, 35+

**Christopher Columbus
Criterium**
Sept. 30, 1995

Category 1, 2, Pro	
1) Anthony Bergson	2) Michael Monie
3) David Auker	4) Joe Bowe
5) Andy Hulstrand	
Category 3 Men	
1) Jon Minia	2) Steven Westover
3) Rusty Scall	4) Michale Wolf
5) Kyle Broderson	6) Donnelly Muller
7) Roan MacDonald	8) Don Stimson
9) Leif R. Clark	10) Russell Stedman
Category 4, 5 Men	
1) Michael Dodge	2) Garth Billstin
3) Don Wesley	4) Dakin Ball
5) Joe Haley	
Category 3, 4, 5 Master	
1) Larry Board	2) Don Stimson
3) Janus Mooreheads	4) Bill Zimmerman
5) Joe Haley	

**Allen and Williams win
"Race at the Center of the Universe"**
Tour de Fremont, Seattle, September 23

BY BRETT STAV

Seattle's Fremont neighborhood was treated to a different kind of fall fireworks show on September 23, when it hosted the First Annual Tour de Fremont Criterium.

Dubbed "The Race at the Center of the Universe," the Tour de Fremont Criterium's location did indeed revolve around the hub of action in Fremont. Cyclists raced clockwise around the Redhook Brewery, sped past the "Fremont Rocket", and finished along the Ship Canal waterfront.

The only event to survive the defunct Fremont Oktoberfest, the Fremont Criterium boasted a large and supportive crowd for a first-year event.

"As the men's race heated up, a lot of people began to empty out of the local taverns

to check out the action, and the crowd really began to get into it," said race promoter Bill Howard.

As cyclists raced by, spectators took the opportunity to sample free root beer, sandwiches, and other products from race sponsors Thomas Kemper Soda, Cascade Ginseng Farms, Essential Foods, Alalfa's Natural Gourmet Grocers, Wright Bros. Cyclery and OneComm Communications.

The Tour de Fremont included three races, a Pro I-II Men's race, a Women's race, and a kid's race. Jadge Allen took the sprint to win the Women's event, while Kenny Williams, still recovering from a broken collarbone received at the Microsoft Grand Prix in June, carefully raised his arms in victory in the Men's race. All the kid racers received prizes from Thomas Kemper Soda and Wright Bros. Cyclery.

After the races ended, Howard thanked his volunteers and looked forward to next year. "The race really came off well, and once the Fremont Oktoberfest gets rolling again next year, I think this race will really take off," Howard beamed, "It's really difficult to put on a race in city streets these days, and I have to thank the Fremont community and our sponsors for supporting our efforts this year. But what really helped us out were the volunteers who came out and gave their time on a Saturday afternoon. Events like this can't happen without them."

Women	Men
1) Jadge Allen	1) Kenny Williams
2) Beth Griffith	2) Luca Segat
3) Candice Sinclair	3) Ed French
4) Mary Person	4) Journey Marks
5) Catherine Gunther	5) Martin Weeks
6) Jessica Conrrell	6) Scott McSpadden
7) Andrea Greenfield	7) Paul Dahlke
8) Shenna Fitzgerald	8) Rodney Henderson
9) Joey Solter	9) Jake Atison
	10) David Auker



Emily Wentworth

**Wentworth to
Junior National
Team**

Congratulations to Emily Wentworth who has been placed on the United States Junior National Team. A mountain biker, she will race in the Women's Cross-Country event at the World Championships.

Wentworth, who until recently has attended the University of Washington, took first place at Helen, Georgia and third place at Vail, Colorado in the Junior Women Cross Country events.

Age 18, Wentworth has led a varied and busy life. She has won the Bausch & Lomb science award and been a member of the University of Washington's drama and improvisation group.

**Takin' it to the
TOP**

Juli Furtado doesn't let anything beat her over the finish line except the leading edge of her GT's front tire

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1995 ControlTech Cyclocross Series

Season Standings

BY JERRY BAKER

Pl.	Name	Total
CITIZEN 11-15		
1	Emerson Murphy-Hill	59
2	Steven Biag	56
3	Andrew Pedelferi	44
4	Andy Baker	43
5	Jesse Kieffer	27
6	Jeremy Covey	27
7	Joseph Covey	20
8	Matt Gaylord	8
9	Jesse Schuder	6
CITIZEN WOMEN		
1	Marija Balic	57
2	Shelle Tongue	27
3	Eryn Ryan	18
4	Sara Graham	10
5	Marcia Trussell	9
6	Juanita A Lang	9
7	Rose Lyn Tadlock	8
8	Lucia Hagy	8
9	Kathryn Clapp	6
CITIZEN MEN		
1	Tory Woodard	51
2	Pat Tongue	37
3	Justin Morgan	30
4	Chuck Dixon	22
5	Kevin Dean	22
6	Jerry Brown	20
7	Hien Darg	16
8	Dave Campbell	15
9	Zwain Peterson	11
10	Cory Tadlock	10

CYCLE-CROSS "B": Men

1	Dave Kimble	57
2	Travis Stevens	55
3	Jim Brown	50
4	Rod Trepass	40
5	Erik Anderson	36
6	Mike Schindler	34
7	Rob Daray	25
8	Kevin Judson	13
9	Tim Erickson	13
10	Kenj Jackson	8

CYCLE-CROSS MASTERS 35+ "B"

1	Bill Price	46
2	Tim Tarte	44
3	Peter Hales	40
4	Kent Wiesen	36
5	Bob Kirchmeyer	30
6	Bob Stalecki	21
7	Rex Caldwell	19
8	Richard Furiado	17
9	Tim McCormick	14
10	Tim Otway	11

CYCLE-CROSS "A"

1	Jim Savage	60
2	Dale Knapp	54
3	Craig Udem	47
4	Loren Hanson	46
5	Chris Pike	19
6	Robert Campbell	16
7	Ben Smith	15
8	Michael Sylvester	15
9	Andrew Gagne	14
10	Ronnie Schmeer	13

CYCLE-CROSS MASTERS "A"

1	Matt Van Enkevort	60
2	Tim Rutledge	54
3	Larry Shannon	50
4	Dan Norton	42
5	Mike Meagher	36
6	Chuck Layton	32
7	Dave Hull	25
8	Dave Stanton	19
9	Brian Griffith	10
10	John McKinney	9

CYCLE-CROSS WOMEN

1	Mary Meagher	57
2	Candice Sinclair	44
3	Sheena Fitzgerald	42
4	Claire Carver	42
5	Michelle Sarraf	40
6	Beth Lyndon-Griffith	40
7	Jennie Reed	19
8	Christina Green	17
9	Patricia Lawrence	13
10	Lora Heckman	11

MTN. CROSS MEN

1	Mark Hansen	60
2	Steve Jensen	53
3	Carl Stasser	41
4	Michael Brazel	30
5	Warren Akkey	28
6	Mike O'Bryan	25
7	Joel Brazel	21
8	Luke Mautsissen	18
9	John Pozar	16
10	Scott Filion	13

MTN. CROSS MASTERS

1	Glenn Bunselmeyer	54
2	Bill Kuffler	53
3	Elliot Gossard	51
4	Hans Haupt	35
5	Rick Helks	31
6	Kurtis Kohn	30
7	Paul Mernaugh	24
8	Robert Schueler	15
9	Tom Atkins	13
10	Ken Hill	11

MTN. CROSS WOMEN

1	Heidi Reimann	50
2	Jill Baullinger	50
3	Jennifer Pedersen	50
4	Alana Mason	38
5	Monica Samperi	34
6	Lora Heckman	32
7	Leslie Lytle	29
8	Annebel Spencer	11
9	Sophie Blefield	9
10	Linda Nelson	9



Dan Norton, series organizer, also holds 4th place in the Masters A race.
PHOTO BY MARIANNE MCCOY

1995 ControlTech CycloCross Series

Savage and Meagher win season openers

October 1, Black Diamond, WA

Men's "A" Race
1) Savage 2) Dale Knapp 3) Aaren Hansen 4) Craig Udem
Men's "B" Race
1) Dave Kimbel 2) Jim Brown 3) Kenny Jackson 4) Erik Anderson

Women's
1) Mary Meagher 2) Sheena Fitzgerald 3) Michelle Sarraf 4) Claire Carver
Masters Men "A"
1) Matt Van Enkevort 2) Tim Rutledge 3) Dan Norton 4) Chuck Loytan

Mountain Cross Men
1) Mark Hanson, 2) Michael Moule, 3) Michael Brazel, 4) Steve Jensen, 5) Rod Bae
Mountain Cross Women
1) Jill Baullinger, 2) Lora Heckman, 3) Heidi Reimann, 4) Patti Kauffman, 5) Jennie Reed

Mountain Cross Masters
1) Bill Kloffek, 2) Elliot Gossard, 3) Glenn Bunselmeyer, 4) Peter Hales, 5) Tom Atkins

Savage destroys 36-rider field; Stevens, Meagher posts victory

October 8, Steilacoom, WA
Cross A (Men)
1) Jim Savage (CT Racing), 2) Dale Knapp (CT Racing), 3) Loren Hanson (CT Racing), 4) Craig Udem (CT Racing), 5) Chris Pike (unattached).
Cross Women
1) Mary Meagher (K2-Inline), 2) Candice Sinclair (Timex), 3) Claire Carver (CT Racing), 4) Jennie Reed (Gregg's), 5) Christina Green (WSPT)

Cross A (Masters)
1) Matt Van Enkevort (CT Racing), 2) Tim Rutledge (CT Racing), 3) Larry Shannon (CT Racing), 4) Dan Norton (Gregg's), 5) Dave Hull (unattached).
Cross B (Men)
1) Travis Stevens (Husky Racing), 2) Dave Kimble (Club Jack), 3) Erik Anderson (unattached), 4) Rodney Trepass (unattached), 5) Joseph Christian (WSPT)

Cross B (Masters)
1) Dave Stanton, 2) Bill Price, 3) Rex Caldwell, 4) Tim McCormick, 5) Bob Kirchmeyer

Mountain Cross Men
1) Mark Hanson, 2) Michael Brazel, 3) Carl Stasser, 4) Steve Jensen, 5) Warren Akkey
Mountain Cross Women
1) Jill Baullinger, 2) Heidi Reimann, 3) Jennifer Pedersen, 4) Monica Samperi, 5) Alana Mason

Mountain Cross Masters
1) Glenn Bunselmeyer, 2) Kurtis Kohn, 3) Paul Mernaugh, 4) Rick Helks, 5) Elliot Gossard

Savage and Meagher win again

October 15, Fort Lewis, WA — On what many consider to be the year's hardest course, former Junior National Champion Jim Savage (Hansville, WA) again showed himself to be the top Northwest cyclo-cross rider and a top favorite for the US National Championships which are being held later this year in Boston, Massachusetts.

At the beginning of the first lap, Savage pushed the pace in order to put all the other racers behind him and then carried on to establish a one minute gap on Dale Knapp (Tacoma, WA) and current Washington State cyclo-cross champion Craig Udem (Seattle, WA).

During the third lap Udem attacked, dropping Knapp and heading off in pursuit of Savage, whose lead was quickly decreasing. Powering through the course's difficult second half, Udem managed to close to within 30 seconds of the leader. Hearing that the gap was being closed, Savage was forced to push harder, winning the five lap (about 15 mile) race by just 30 seconds.

Meanwhile, in the "B" race, Husky racer Travis Stevens (Seattle, WA) and Dave Kimble (Seattle, WA) continued their battle for the top slot in the Control Tech series. Finding the brutal course to be too much, Kimble fell to second overall in the series.

Mary Meagher (Seattle, WA) continued her string of victories to maintain dominance in the women's series and looks to be a strong favorite at the up-coming National Championships.

Men's "A" Race
1) Jim Savage (Control Tech Racing) 2) Craig Udem (Control Tech Racing) 3) Dale Knapp (Control Tech Racing) 4) Loren Hanson (Control Tech Racing)

Women's
1) Mary Meagher (K-2/Inline) 2) Sitenna Fitzgerald 3) Candice Sinclair 4) Claire Carver
Masters Men "A"
1) Matt Van Enkevort (Control Tech Racing) 2) Matt Meagher 3) Tim Rutledge 4) Larry Shannon

Men's "B" Race
1) Travis Stevens (Husky Racing) 2) Dave Kimble 3) Rodney Trepass 4) Rob Daray

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INNOVATORS NW

Pro-Tec introduces I 100 Multisport helmet

By NOEL ZANCHELLI

With mountain biking and inline skating enjoying such enormous popularity, the release of Pro-Tec's new I 100 Multisport helmet could not come at a better time. Pro-Tec designed the I 100 for all types of cycling, in-line skating, and skateboarding. This helmet is among the first to hit the market with the new Snell N94 Multisport certification. This truly is ideal headgear for anyone whose active Northwest outdoor lifestyle takes them out to the street, or perhaps even off road—on wheels.

Having introduced its first piece of protective headgear in the early 1970's, Pro-Tec is well versed in the helmet industry. But with the creation of the I 100, it would seem that they have reached a new pinnacle in innovation. Offering a free lifetime replacement warranty that is virtually unbeatable, the Kent, Washington-based company is a pioneer in the industry. In fact, the concept of a multisport helmet itself, is quite innovative.

When assessing the quality of any helmet, two characteristics must be considered: 1) Ability to protect the head from injury, and 2) Comfort. Obviously, no one has the desire to wear a helmet that feels bulky and awkward, particularly if it can not adequately protect the head. The I 100 surpasses these standards with conviction.

Several amenities render the Pro-Tec I 100 helmet significant. Foremost, this helmet is amazingly comfortable. Before hard-shell helmets were made mandatory to race, I owned, crashed, replaced, tested, trained in, and raced in countless varieties of helmets, including solid leather European style "hairnet" helmets. The I 100 multisport is the most comfortable, easily adjusting, se-

cure-fitting helmet I have ever worn, and it definitely offers the most protection.

The exterior of the helmet is constructed of a high density, injection-molded polystyrene shell. Thoughtfully, the I 100's outer layer design protects it from all ultraviolet rays. The interior of this helmet also provides remarkable head protection. Maximum security is well insured because the multisport helmet is constructed with much more than one full inch of strong, padded, polystyrene throughout its circumference, and nearly two full inches of girth in the rear.

The Pro-Tec product also features soft,

gripped appropriately. It is subtle enough to go unnoticed on long rides while pressed against the sensitive skin below the chin. The excess strap length is even considered in the design: a small rubber fastener secures the excess nylon straps, which prevents them from flapping around and from chapping the skin in wet or blustery conditions.

The I 100 has nine subtle vent holes strategically positioned to provide moderate, cooling air flow to the head. Other cycling helmets may have more ventilation holes, but because so much body heat can be lost through the head, this can prove to be a hindrance in the wet, chilly seasons—nearly half of the year in this region.

Weighing a scant 10.3 ounces and bearing a modest retail cost of \$39.95 with the lifetime replacement warranty, the Pro-Tec I 100 multisport helmet is a rare bargain in the cycling industry. Adult sizes include small/medium and large/extra-large. The three available colors include black carbon, white carbon, and hologram. The same youth sizes are offered in the colors of black, blue, and white at a retail cost of \$37.50.

Because the I 100 is a multisport helmet, it should have reflective tape so that it can be worn at night or in the early morning with increased safety. For the price, construction, and comfort, however, one is hard-pressed to discover a better bargain in cycling headgear. As an active Northwesterner, the Pro-Tec I 100 could be the only helmet you may ever need to own.



Velcro-attaching and interchangeable, laminated fabric liners in three thicknesses. These are included with the helmet and they assure the wearer a snug, yet comfortable, fit. In addition to providing comfort, the liners enhance absorbency by wicking perspiration away from the scalp. Additionally, the lower back side of the head is protected by more than two inches of dense, polystyrene. This is an invaluable, unique feature among cycling helmets, as most do not protect this much area of the head.

The positioning of the straps is key to the fit of the helmet, and the vision the of the wearer. Unimpaired vision is essential to safe cycling, and in no way is vision hampered by this helmet. Adjust ability and fit are simple and cozy thanks to firm, slender nylon straps that root from the very back and near front of the I 100. The fastening buckle clasps the straps securely, but releases with ease when

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OBRA annual meeting

By MIKE AND CANDI MURRAY

November 25, Portland, OR — The Oregon Bicycle Racing Association held an annual club representative meeting. The notes are as follows:

- *Bicycle Paper* was selected as the official publication. The conditions will be the same as the previous year.

- Free membership to OBRA for junior riders was adopted as a continuing policy. A program was proposed and accepted that OBRA waives daily surcharges for junior riders if the race organizer agrees to charge a \$5.00 or less entry fee for juniors.

This means that for event fees will be as follows: \$25.00 check out fee

For single day or series events: \$1.00/ rider/day for senior, masters, women riders; \$1.00/ rider/day for junior riders (waived if junior entry fee is less than \$5.00)

Stage races: \$1.00/ rider/day first day for senior, masters, women riders; \$1.00/ rider/day first day for junior riders (waived if junior entry fee is less than \$5.00/day); \$0.50/ rider/day following days for senior, masters, women riders; \$0.50/ rider/day following days for junior riders (waived if junior entry fee is less than \$5.00/day).

Changes to the BAR rules were tabled until the board meeting in January pending written proposals for changes. Any proposals for changes should be sent to the OBRA address; P.O. Box 16355, Portland, OR 97216.

Matt Guinn and Mike Murray were elected to fill the positions left by the expired terms of Robert Burney and Andrea Leininger.

Jon Walpole proposed establishing an OBRA team for women and senior riders to go to national level events. Riders would be selected to ride for the OBRA team for each individual event. The OBRA team roster would be re-selected for each event. Riders would be placed on the team only if they are not already representing their team at the event. The members present voted in support of the idea. Costs and details of the program were tabled.

The next OBRA meeting will be January 7 at the Bridgeport Pub.

Winter commuting is worth the extremes

BY ESTELLE GRAY

You're not really going to give up riding just because the weather is somewhat less than perfect, are you? To me, that's like giving up your child just because they have become a teenager. Just as there are methods of coping with adolescence, there are alternatives for coping with the Northwest's weather and they are significantly less drastic and quite a bit more pleasant.

Winter commuting takes on a whole new meaning as you get to ride in the clear evenings or foggy mornings. There is a stillness in the air that you just don't get to experience in the summer. When you prepare yourself adequately you might find that you actually enjoy the winter as you ride through puddles with childlike joy.

Fenders are the first place to start. Many people don't realize that you get just as wet from the water splashing up from the tires as you do from the water falling from the sky. Nowadays you can buy "strutless" or "clip-on" fenders that mount with the simplicity of a clip or two simple bolts. High dryness factor for a low labor output. Easy on your wallet, too.

It goes without saying that you need a raincoat. But you are going to get wet from your body's perspiration as well as from the rainfall. From a cyclist's point of view, the better the "breathability", the better the coat. However, no matter how good the coat is, you'll stay warmer and drier if you wear a technical fabric next to your skin. Goretex® used to be considered the best but recent technology's micro fibers do a great job at a much lower price, and again warmth and

dryness are enhanced by the addition of a wicking fabric directly next to your skin. I urge you to pay as much attention as to what's next to your body as you do to what's exposed to the elements.

Do you really need rain pants? That's a personal choice. Some people don't like to have to change their clothes when they arrive at their destination. They often choose to wear a

rainproof, breathable pant over their tights or street clothes. Others find that a pair of warm tights (with or without a windproof, waterproof fabric on the front) fits their needs. Most of the fabrics on the market today dry quickly. If you are commuting and hang them in a warm room when you arrive at work, they'll be ready for your ride home.

There are lots of options for shoe covers, but again having the right fabric directly next to your skin is half the battle. Start with a pair of polypropylene, wool, or thermax socks and add a neoprene or insulated waterproof bootie for toasty toes.

If you are only occasionally a winter rider or don't demand the ultimate in foot protection, there are little covers that install right onto your toe clips (or directly on the toes of your shoes, if you have a clipless pedal system). These are quite economical and hassle free. They are perfect if you want to experience the joy of a ride on a crisp or drizzly day.

I personally think that helmet visors are the best thing since espresso. They keep the rain out of your eyes so that you can ride without squinting. If you add a pair of clear glasses you'll find that you can actually see

while descending at higher speeds.

Keeping dry and warm can also be accomplished by layering the clothing that you already have. A lot of people already own garments that they wear for skiing or running. The clothes you choose should be waterproof, windproof and breathable. The fabric's ability to wick moisture away from you skin will also enhance your comfort. If you are pondering fall riding but don't want to invest in special clothing, try a few different combinations using what you already

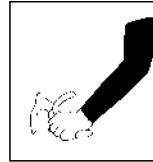
have. If you wear a few thin layers, you can peel them off if you find that you are too warm. When you find that you actually enjoy "off-season" riding you might want to invest in more cycling-specific clothing. You'll get added comfort (the garments will be cut to fit best when you are in a cycling position) as well as weather protection.

Winter happens just like adolescence. You can do what it takes to enjoy the thrills of it or you can just ignore it and wait for it to go away.

Do you have any cycling-related questions? Send them to Estelle Gray c/o The Bicycle Paper, 1535 - 11th Ave., Ste. #302, Seattle, WA 98122



ESTELLE GRAY



Winter happens just like adolescence. You can do what it takes to enjoy the thrills of it or you can just ignore it and wait for it to go away.

Bellevue hosts bicycle and pedestrian conference

BY NED JAMGOCHIAN

The City of Bellevue, Washington hosted a Pedestrian-Bicycle Safety Conference on October 20-21. Although some attendees had difficulty locating the conference venue, the event was deemed a success by organizers.

The theme of the first year event was "Livable communities are places where people walk and bicycle safely and pleasantly". This attitude was fostered in workshops where one could learn how to initiate programs that encouraged pedestrian and bicycle safety, effective advocacy, school programs, and adequate facilities.

Bill Moritz, Ph.D. provided an abstract on facilities that support a cycling friendly environment at the event. He said the best way to persuade more cyclists to use their bikes for more than just recreation is to follow the guidelines set down by the Dutch bicycle manual *Sign Up For The Bike*. This book lists five essential requirements for a bike friendly environment: 1. Coherence, 2. Directness, 3. Safety, 4. Attractiveness, and 5. Comfort. Moritz noted that these terms are not commonly applied to bicycle facilities in the United States.

Solutions to the various problems affecting cyclists and pedestrians in the U.S. were discussed at the conference over the course of two days. Among these were Portland's Pedestrian Passport System encouraging people to "Think Globally, Walk Locally." Also, Bellevue's Pedbee program focuses on children showing them safer ways to incorporate walking in their everyday activities. The Northwest Bicycle Federation (NowBike) presented an extensive agenda for making the Northwest a better place for biking.

For specific information regarding next year's conference contact the Washington State Department of transportation, the City of Bellevue, or the Northwest Bicycle Federation at (206) 224-9252.

Oregon Best All-Round 1996

PL RIDER	TEAM	Total	PL RIDER	TEAM	Total
Category 3, 4 and 5					
1 Oliver, Derek		88	10 Yutzy, Gordon	Capitol Velo	27
2 Sullenger, Dustin		81	11 Wollerford, Michael		25
3 Bryan, Tom		54	12 Smith, Douglas		28
4 Porteous, Patrick	Nike	50	13 Davis, Michael		16
5 Weagant, Russell		35	14 Horton, Jerry	Mt Velo	13
6 Class, Stephen		30	15 Coffell, Lance	Fat Tire Farm	11
7 Parker, Peter	Finlandia	30	16 Rubottom, Otis		9
8 Rosier, Todd		27	17 Alexander, Bob	Newberg Bike Shop	9
9 Lawrence, Tom		26	18 Rapp, Steve	Finlandia	9
10 Gast, Paul	Performance	26	19 Nurre, Mark	Capitol Velo	9
11 Piant, Dale		25	20 Durkin, Tom	Performance	8
12 Brown, Jim		25	Seniors		
13 Sigfrid, Jason		25	1 Reeb, Donald	Capitol Velo	91
14 McLaughlin, Chris	Cyclisme	22	2 Sylvester, Michael	Performance	89
15 Lissett, Darby		22	3 Mitchem, John	Finlandia	81
16 Bowman, Chris	Performance	19	4 Fiebus, Peter	Bridgeport	72
17 Bladom, Matt	Performance	19	5 Myers, Jonathan	Fat Tire Farm	69
18 Cartwright, Matt		19	6 Wilson, Mike	Peak Sports	69
19 Olsen, Steve		19	7 Damon, Mark	Hutch's/Endura	68
20 Scruggs, Glen	Bridgeport	18	8 Johnson, Brian	Fat Tire Farm	49
Juniors					
1 Garner, Trevor	Performance	120	9 Moulie, Michael	Capitol Velo	42
2 Weaver, Ryan	Performance	90	10 Tonkin, Erik	Performance	29
3 Johnson, David	Performance	71	11 Henry, Mike	Bridgeport Ales	23
4 Fessler, Wally	Newberg Bike	71	12 Houghton, Zac	Cyclisme	18
5 Nelson, Andy	Bridgeport	47	13 Shreve, Tim	Hutch's/Endura	13
6 Olsen, Byron	Performance	41	14 Stewart, Todd	Performance	10
7 Goss, Andrew	Performance	35	15 Auker, David	Saturn/Safeway	4
8 Boyd, Rebekkah	Performance	31	16 Leonard, John	Performance	4
9 Smith, Dallas	Mountain Velo	25	17 Anderson, Brody		3
10 Olson, Aaron	Bridgeport Ales	22	18 Parker, Peter	Finlandia	2
11 Vondrachek, Chris	Janzen	22	19 Ross, Brad	Fat Tire Farm	1
12 Cahill, Marty	Janzen	20	20 Engstrom, David		1
13 Murray, Sean	Performance	18	Women		
14 Anderson, Jim	Performance	17	1 Cortell, Jessica	Saturn/Safeway	115
15 Goss, Adam	Performance	16	2 Curt, Carolyn		96
16 Hill, Graham	Performance	9	3 Bricombe, Wendy		75
17 Stroehlein, Brett	Salem Racing	9	4 Suditi, Laura	GT	70
18 Martin, Teran	Janzen	5	5 Wagner, Karen	Performance	58
19 Lloyd, Adam	Performance	4	6 Clark, Barbara	Finlandia	56
20 Erickson, Christopher		3	7 Walpole, Kiri	Performance	53
Masters					
1 Michem, Jeff	Finlandia	107	8 Holtz, Keren	Performance	45
2 Yenne, Steve	Capitol Velo	94	9 Leininger, Andrea	GT	35
3 Meadors, Ivan	Team RCW	88	10 Carrie Fisher	Hutch's/Endura	19
4 Erickson, Phil	Finlandia	66	11 Trabant, Leslie	Saturn/Safeway	17
5 Carnahan, Kevin	Capitol velo	49	12 Hanwood, Darlen	Performance	16
6 Judd, Steve	Fat Tire Farm	39	13 Ames, Kimberly	Performance	13
7 Schwyhart, Mark	Bridgeport Ales	38	14 Arroyo, Amy	Performance	13
8 Jerabek, Chuck	Fat Tire Farm	32	15 Leininger, Stephanie	Performance	12
9 James, Tom	Bridgeport Ales	31	16 DeLaCruz, Karen	Bridgeport	12
			17 Grover, Barbara	Performance	8
			18 Lorenz, Stephanie	Capitol Velo	7
			19 Cass, Samatha	Performance	3

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
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"CROSS RESULTS" FROM PAGE 1

Results for November 26

Cross 'A' Men
 1) Jim Savage, 2) Dale Knapp, 3) Loren Hansen,
 4) Craig Underm, 5) Michael Sylvester, 6) Ron
 Schmeier, 7) Ken Hillier, 8) Chris Pike, 9) Tim
 Thompson, 10) Jonathan Sundt, 11) Alec
 Duxbury, 12) Jef Michael, 13) Timothy Mason,
 14) Chris Harris, 15) Michael McGregor, 16)
 Andrew Hull, 17) Jason Grove, 18) Joseph
 Brown, 19) Randy Boettcher, 20) Kory Wilson,
 21) David Goodman, 22) Bo Whitehead

Cross 'A' Masters
 1) Matt VanEnkevort, 2) Tim Rutledge, 3) Larry
 Shannon, 4) Mike Meagher, 5) Dan Norton, 6)
 Dave Hull, 7) Chuck Layton, 8) Dave Stanton

Cross 'B' Men

1) Travis Stevens, 2) Jim Brown, 3) Dave Kimble, 4)
 Rodney Trepes, 5) Eric Anderson, 6) Tim Erickson,
 7) Rob Daray, 8) Matthew Thoreson, 9) Devin Shay,
 10) Kevin Judson, 11) Chris Crane, 12) John
 Shearer, 13) Mike Schindler, 14) Joe Peterson, 15)
 Erik Stuhau, 16) Kelly Hokkirk, 17) Steve Bisig, 18)
 Lance Simanek, 19) Narayan Matton, 20) Rick
 Heckenble

Cross 'B' Women

1) Beth Lydon-Griffith, 2) Mary Meagher, 3) Candice
 Sinclair, 4) Claire Carver, 5) Lora Heckman, 6)
 Michelle Saruff

Cross 'B' Masters

1) Peter Hales, 2) Bill Price, 3) Tim Tarte, 4) Kent
 Weinker

Mt. Masters

1) Bill Keiffer, 2) Hans Haupt, 3) Glenn Bunselmeyer,
 4) Paul Merhaugh, 5) Elliot Gossard, 6) Steve Yenne,
 7) Bill Turna, 8) Rick Hecks, 9) Ken Hill

Mountain Men

1) Mark Hanson, 2) Steve Jensen, 3) John Kess, 4)
 Carl Strasser, 5) Michael O'Bryan, 6) Michael Brazel,
 7) Warren Alkey, 8) John Pozar, 9) Lawrence Doli,
 10) Adam Hitch, 11) Charlie Dreesen, 12) Mark
 Lambie, 13) Jim Owen

Mountain Women

1) Aiana Mason, 2) Linda Nelson, 3) Monica
 Samperi, 4) Leslie Lytle, 5) Jennifer Pederson, 6)
 Saffie Berlefeld

Citizen Kids

1) Steven Bisig, 2) Emerson Murphy-Hill, 3) Andy
 Baker, 4) Andre Pedeferr, 5) Jerry Covey, 6) Jessie
 Kieffer

Citizen Women

1) Marja Baill

Citizen Men

1) Rob Sunnien, 2) Brian Rinkenberger, 3) Jerry
 Brown, 4) Tony Woodard, 5) Zqwan Peterson, 6) Pat
 Tongue, 7) Kevin Dean, 8) Geoff Sanetti, 9) Frank
 Mora-Matos, 10) Jason Mitchell, 11) John Thomas,
 12) Steven Tison, 13) Dave Campbell, 14) Scott
 Tongue

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So that's what it's like...

I'm a Caucasian male, third generation American. It's dawning on me at gut level that we white guys get respect we don't have to earn. I didn't realize how completely I took that birthright for granted until I had a couple unpleasant but instructive experiences.

First, I acquired a motorcycle that wasn't accepted by guys in the business. When it developed problems, I found that not only wasn't it taken seriously, as its owner I was no longer taken seriously. I got no respect.

Mechanics would tap a foot while I explained a problem, only pretending to listen. Then they'd continue as if I hadn't described the problem or wouldn't know one if it came up and bit me. I'd never been treated that way before; it got old instantly.

I complained about it at a staff meeting of the motorcycle paper I write for. A woman writer said, "That's how women get treated all the time. Mechanics never take us seriously at all."

Ah, I thought, so that's what it's like.

Yesterday morning I pedaled to work on busy suburban streets, meticulously staying out of the way of cars. As I rode a bare door-width from a line of parked cars, an American sedan skimmed by. The driver yelled at me, "So you like to play chicken with cars, asshole!"

I kept pedaling. A block up the street, the guy got stuck behind some cars waiting for a left-turner. I rode by on his right. He came up on my left, yelling furiously, and turned abruptly into the curb across my path the way cops stop people on TV. I had to brake hard to keep from hitting his right rear fender.

I rode around the back of the car and continued up the street, hoping he'd lose interest. Nope. He came around and blocked me worse. I had to stop hard as I could to avoid crashing into him. I stayed there behind his car, astride my bike, waiting to see what he'd do next.

He jumped out, already screaming, and ran back at me. We did the over-the-handle-

bars face-off. He looked to be in his early or mid-30's, regular ol' working class guy. No baseball hat. Shorts and a t-shirt. Probably takes some kid to the ballgame.

He said he thought I was out there primarily - maybe entirely - to harass drivers. It never occurred to him, I guess, that I might be going somewhere, not simply trying to ruin his life.

"You're wearing that hard-hat," he yelled, "so you can play around with cars and not get killed. You do the same stupid pain-in-the-ass thing every day."

I could see he was sure he was right; communication was not in the cards. I suggested he get back in his car and get on with his day. Eventually, after calling my ancestry and intelligence repeatedly into question, he did. I finished my commute. When I stopped trembling I thought about what'd happened.

A night or so earlier, my wife and I had seen "Falling Down," with Michael Douglas. You've probably seen it. Douglas plays D-Fens, a wacko, recently fired defense worker who abandons his car and walks to his ex-wife's home against her wishes. She's so scared of him she's secured a court order banning him from the premises.

D-Fens thinks of himself as a model citizen, a hard-working white "real American" whose job, family and way of life have been stolen by forces he can't control. None of it has been his fault.

He walks into a convenience store in a crummy neighborhood for phone change. The Korean-American owner, a Mr. Lee, if I remember correctly, resists providing phone change for non-customers. He charges highish prices the way convenience stores do. He's a first generation immigrant and speaks accented English.

Lee is not evil. No way. He's merely trying to get along as best he can in a foreign, hostile, scary environment. Lee is you and I

on our bicycles on streets owned by cars.

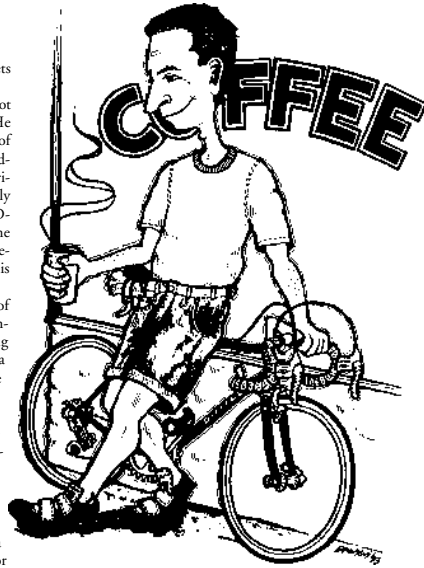
D-Fens decides Lee's not there to run a business. He lives to make the lives of genuine Americans, hard-working Caucasian Americans, miserable. Lee, visibly "different," is someone D-Fens can identify and blame for the loss of what he remembers as quality in his life.

D-Fens accuses Lee of refusing to pronounce English words right, refusing to lower his prices for a deserving, tax-paying white guy, and refusing to be browbeaten by D-Fens' we-white-Americans-carried-the-free-world rhetoric.

D-Fens gets more upset by the moment. Lee becomes afraid. The two scuffle, D-Fens grabs a baseball bat Lee keeps for protection. D-Fens wrecks the store, then before leaving makes a point of paying for a coke at a special low white-guy price.

Like my car driver, D-Fens acted in offended rage, feeling absolutely, inarguably, right. "How'd I get to be the bad guy?" he asks. D-Fens remembers when Americans didn't have to put up with that crap. We had good jobs, drove new Chevys. Cokes were a quarter. Streets were clear of minorities and goddamn bicycles.

It's easy for us white guys to fall into feeling like D-Fens. We've had things our way for so long. Occasionally we need to walk in the other guy's or gal's shoes.



When we're on our bikes, we're in those shoes. Some people, who think like D-Fens, believe cyclists exist solely to harass hard-working real American motorists. Bike riders irritate them and look different; we're second class citizens on the road, a minority easily identified as the problem.

Out there, we're the bad guys, like Korean storekeepers trying to do the best we can. Unless I miss my guess, that's what it's like.

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



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