

# Bicycle Paper

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## Saving the trails at Finn Hill

Mountain biking advocacy at work

BY ALISON BOHAN

Craig McKinnon is happy, really happy — Finn Hill, which adjoins St. Edward's Park, has a three mile network of trails which allow mountain biking.

It may not seem like much to some, but to McKinnon, and other dedicated volunteers, it was a long battle for a small piece of freedom on the trails in King County.

Mountain biking in King County has experienced limited access on trails. Over the past ten years the number of trails available in King County for mountain biking has been reduced to 18 miles, which is quite limited compared to the innumerable miles available to hikers.

For this reason, Finn Hill is not just a success story it is symbolic of what can be accomplished.

See "Finn Hill" on page 7

## SeaTac hosts Nationals

A preview of the 1996 US National Cyclocross Championships

BY ERIC G.E. ZUELOW

Cyclocross, a popular European sport, has been making its mark on the Pacific Northwest recently. Not only has the sport attracted some of the Pacific Northwest's better athletes but, it also has an avid spectator following. Something about 45 minutes of biking, running and climbing has got people hooked.

This year the US National Cyclocross Championships will be hosted in Sea-Tac, WA and the following preview provides some insight to the course and some of the top cyclocross contenders.

See "Cyclocross" on page 13

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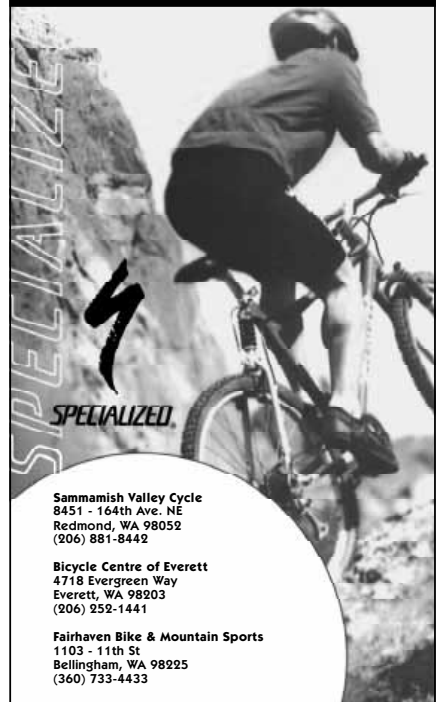
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# Bicycle Paper

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The 1996 Phantom  
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## PUBLISHER'S NOTE

### Take another look at *Bicycle Paper*

Hello and welcome to the Winter issue of *Bicycle Paper*. We've just completed our 25th year of publication and I think you'll be interested in meeting the team we've built for next year — We've added some new faces and we're looking for more.

For 1997 we've launched a campaign to "Take another look at *Bicycle Paper*." On staff, Arlene Carter, Dave Shaw, Alison Bohan, Frank Ordway, Bob McCall and I will be bringing you nine issues and several special issues all year (we've already begun the work). This past year we've updated our layout and added some requested editorial while continuing to provide the best "just-bicycling" coverage of the Pacific Northwest.

Here's a closer look at our staff:  
**Arlene Carter**, Associate Publisher

With more than 15 years experience marketing bicycling retail and events, Arlene is an expert in club and business structure. Her most recent high-profile role was two years as co-director of the Seattle-to-Portland Bicycle Classic where she was responsible for 10,000 riders on their 200-mile personal quests. Arlene will serve as Associate Publisher, responsible for the overall operations of *Bicycle Paper*.

**Dave Shaw**, Production Manager

Dave Shaw is one of the best-known names in Northwest biking circles because he has been a friend to cycling for more than 20 years. One of Dave's continuing high-profile roles is as producer of the Greater Seattle Bicycle Expo, the nation's largest consumer bicycle show fielding more than 12,000 visitors each February. Dave will continue to serve as Production Manager creating

each issue's layout in an easy-to-read "signposted" style.

**Alison Bohan**, Editor

Alison comes to our staff as the person who custom-designs each issue and then pulls together all the editorial elements. Alison balances our eclectic newspaper style with colorful, pro-cycling feature articles. She works with writers, photographers and the rest of the staff to write each month's "Journal of Northwest Cycling."

**Frank Ordway**, Graphic Designer

Frank Ordway, Graphic Designer, has worked with *Bicycle Paper* for five years. Many of our customers are getting to know Frank as he shares some of his time building and maintaining advertisements.

**Bob McCall** and **Paul Clark**, Publishers

Bob McCall and I are entering our fourth year as publishers. Since 1990, Bob and I have moved from supporting to guiding *Bicycle Paper* efforts. Today we work with various other publications inside Clark-McCall Communications, Inc. (*Bicycle Paper's* parent company). Our

roles now incorporate scheduling, budget and other resource issues along with volunteers, freelancers and other untitled *Bicycle Paper* friends.

No issue would be complete without our large resource of writers, photographers and key references that watch all aspects of bicycling from Vancouver, BC to Portland, OR; and from Boise, ID to Cannon Beach, OR.

Some of these include Gordon Black,

Estelle Gray, Maynard Hershon, Marianne McCoy, John Pratt, Eric Zuelow, Jerry Baker, Michael Lewis, Jay Stilwell, Michael Adamson, Noel Zanchelli, Gino Lisiecki and Mike & Candi Murray.

These people are among a large pool of bicycling veterans who enjoy all aspects of bicycling including racing, organized rides, local products, club events, legislative advocacy and the general culture that makes cycling so different from many human-powered sports.

And we're always looking for more...

Clark-McCall Communications, Inc. is continuing to grow and our doors are always open. We welcome all input/advice from our readers, contributors, clubs or organizations. If you would like to become more involved with the *Bicycle Paper* there are many different levels that can be done: you can send in an article, photos from a recent event, results from a race, list your event or even participate in an internship.

If you are looking to get a friend or family member involved, we also have subscriptions. What could be better than having *Bicycle Paper* delivered to their door?

Feel free to come by our offices or give us a call. Contact Bob McCall, Arlene Carter or Paul Clark at *Bicycle Paper*, Clark-McCall Communications, Inc. 1205 East Pike Street, Suite 1A Seattle, WA 98122. Phone to (206) 323-3301 fax to (206) 323-2905 or email to [editor@clark-mccall.com](mailto:editor@clark-mccall.com)

Thanks for "Taking another look at *Bicycle Paper*."

Sincerely, Paul Clark, Co-publisher

Editor's Note: Gordon Black's column will return in March

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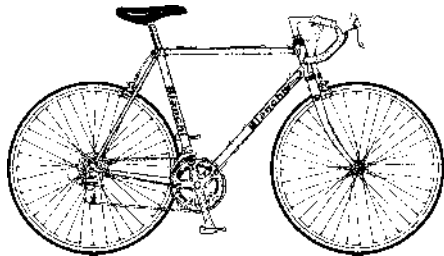
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# Trick or treat tandem style (as told by a six-year-old)

BY ESTELLE GRAY

Imagine being 6 years old and your parents tell you that you are going to go on a trick or treat bicycle ride. That's what happened to me last Sunday...

We got up early and I got to put on my new witch costume. I was really excited when I discovered that my pointy hat fit over my bicycle helmet. And just like Dad promised, we strapped my broom onto the tandem and we were off to where the ride started. My sister rode in the seat on the back of Mom's bike but I got to pedal the tandem with Dad.

We got to the bike ride and I could hardly believe my eyes. There were about a million people there. Almost all of the people were on tandems, too. Dad says really only about 45 but he's better with numbers than I am. It was so cool. Buzz and Woody from Toy Story were there and just a whole bunch of really strange looking people. One guy was dressed up like a tree and he had leaves stuck all over him. There was a real dog on the ride and he went up to the guy thinking he was a tree. The dog lifted his leg and the man moved just in time. Boy, did we laugh hard!!

We took off to go visit the Fremont Troll they told us about. They said that this Troll had pulled a car off of a bridge and we were going to see if we could free it.



PHOTO BY TERRY LINDEN  
Me on my tandem, with my broom on the back

I was a little scared but I knew Mom and Dad would protect me. We got on the bike trail and pretty soon I didn't have to be scared of the Troll anymore because now the grown-ups were talking about dropping off the kids at the dump. A lot of other kids were getting scared, not just me.

When we got to the dump they had all of the kids get off of their bikes. We had to get into three lines: one for the landfill, one for recycling and one for those who didn't want to go to either one! None of us wanted to go to recycling or the landfill so we all got into one line. The guy at the dump just laughed at us and gave us Snickers bars. I thought it was a pretty good joke, after I wasn't scared anymore, and I was excited about seeing the Troll

Have you ever seen this Troll? It is pretty big but anyone can see that it is just cement and there is nothing to be afraid of. The adults were all laughing because it had a nose ring—something about a sew up rim for the ring—I didn't see what was so funny, everyone has nose rings. But, all of a sudden, two scary monsters

came out from behind the Troll. One of them was bright pink and had a long trunk like an elephant and three horns like a rhino. The other was all black with a really big mouth and big wings. I stayed back and protected my little sister in case she was scared. Then a really horrible thing happened, the monsters pulled some rope out and tied up one of the kids and took

him away! He was hollering and kicking but none of us could save him. We ended up having to leave him and go to a toy store. I sure felt bad for his mom who had to ride without him.

We then got to ride around to different stores where they gave us candy and other treats. We went to this store called Glamorama and it was a pretty cool place. When we were leaving I looked up and there were the monsters again. They traded the kid back for a bag of candy but then they grabbed two other kids and took them away. If they tried to get me I was going to beat them with my broom!!

We rode to a store called Archie McPhees which has a lot of really weird and fun things. I was outside when a green car pulled up and the monsters and the two kids got out. Some of the little kids were scared so the monsters took off their masks. I always knew they weren't real but my scardy cat sister still didn't believe it (even when they gave us candy).

My Dad told me that the last part of the ride was up a long hill. Since I'm a smart kid, I figured out that if I got taken away by the monsters I wouldn't have to ride it. The big pink monster grabbed me and another girl and they drove us to the next toy store. They let us out of the car and untied us so we could get more candy. One of the other girls was saying that she was tired and her butt hurt and I told her she should get captured by the monsters so that she wouldn't have to ride.

Our final stop was a bagel store at Greenlake for lunch and a picnic at the playground. Everyone was talking about going on another kids' ride around holiday time to see all the lights. I want to go. I hope the monsters do too.

If anyone is interested in the kids tandem rides contact the N.U.T.S. tandem club at 206-368-5490 ext. 688.

## Let it Roll: Catching up with Bob Roll

BY BRETT STAV

Bob Roll, one of cycling's greatest folk heroes, paid a visit to the Northwest recently. Speaking to a full house at Seattle's new flagship REI store, the author, mountain bike pro and Tour de France veteran swapped stories with the crowd about his beginning days in road and mountain bike racing.

Drawing from the pages of his new book titled "Bobke," Roll kept the audience in stitches with animated tales of his pioneering days on the 7-Eleven team, the first American squad to enter the Tour de France. As a road racer, Roll became known for both his unflinching loyalty to his more illustrious teammates, Andy Hampsten, Davis Phinney and Ron Kiefel, as well as for his laid back, easy-going style.

His quirky demeanor, however, quickly earned him the reputation as one of the jesters of the European peloton. During his first few seasons, Roll would often be the team's top finisher in races like Paris-Roubaix, and would also serve as its good-humored ambassador. After one interview, Roll was described as a Zuni Indian and former gang member by the European press.

"I would basically make stuff up," explains Roll.

Roll's popularity resides in the plain-talking narratives he uses for Velo News and which compose the bulk of his book, "Bobke." Never a great champion in the mold of Greg LeMond or Lance Armstrong, Roll did win a stage of the 1985 Coors Classic and 1988 Tour of Romandy. Most cyclists can identify with Roll's down-to-earth viewpoints on the sport, whether it may be getting dropped in a race, having a bad meal (and its nasty effects during a race) or just trying to fit in.

"As Americans, we were blamed for everything when we started racing in Europe," remembers Roll. "Every

crash, no matter whose fault it was, the pack would yell Americano, Americano. We tried to make friends—I once said hello to Francesco Moser." (*Triple Paris Roubaix champion, Tour of Italy winner, Milan-San Remo victor, Hour Record Holder, Italian cycling god*) "I just walked up to him and said, "Hey Frank," and he grumbled. We were basically viewed as bothersome."

Roll admits that he never quite fit in the road racing crowd, but now that he races off-road for Softride, he feels that he's found his niche in the sport of cycling.

"Road racing was too corporate for someone like me," comments Roll. "Mountain biking fits my personality more, and it's edifying for me to get back to a grassroots community."

While listening to Roll joke and banter with the crowd, it was easy to see why he is so well liked among his fans. Only once did he mention a race result (He's proud of his 11th place in the 1992 Cactus Cup time trial, after he crashed and lost over a pint of blood).

Instead, Roll relayed his experiences in trying to fit into a sport that he loves by enjoying that sport, having fun, and being a good teammate.

The 200-odd members of the audience turned out to listen to one of their own, a regular guy, talk about

how his love of the sport got him into the world of professional cycling. It would be hard for the average Category 4 or cyclo-tourist to relate to LeMond or Armstrong if they were to say, "The Tour of France? That's a tough race." But with Roll, you can understand his suffering when he describes how his heart

nearly stopped beating when he blacked out from the bitter cold during the infamous Gavia Pass stage of the 1988 Tour of Italy.

After his presentation, Roll graciously autographed Softride posters for everyone who stayed behind. One fan brought his own poster, a black-and-white blown up photo of Milan-San Remo, the 200-mile Italian spring classic that is one of the great monuments of the sport. The photo shows Roll in the foreground, attacking on the Cipressa climb at the end of the 1988 race. Decked out in his 7-Eleven jersey, he's got about a 50 meter gap on a chasing pack. He's out of the saddle, staring ahead with a wide-eyed, open-mouth look that says, "Oh man, I'm off the front, I'm off the front, I am off the FRONT!" The photo doesn't show him later getting caught and finishing well down in the final results. It's signed, "To Brett- Havin' Fun in Milan-San Remo" -Bob Roll

It now hangs in my study.



PHOTO BY TERRY LINDEN  
Bob Roll doing what he does best.

## STP appoints new co-directors

Will Chin and Steve Daviess gladly accepted the positions of STP co-directors last month. Both have had a long history of involvement with the Cascade Bicycle Club.

Chin is a veteran of the STP event, (riding and volunteering) and has been active with Cascade for the past ten years.

"This year we will build on the good relationships STP has acquired over the years. We will prove that STP is not just urban recreationalists; the event gives a lot back to the community," says Will Chin.

Chin's Co-director, Steve Daviess, has recently returned to the Seattle area with his job at First Interstate Bank. Daviess and his wife have been members of Cascade Bicycle Club since 1987. Daviess has been involved with Cascade in everything ranging from board member to ride leader.

"The STP event will be on time with great weather! Other than that the event requires some fine tuning but I don't envision any great changes," says Daviess.

Cascade Bicycle Club's Events Coordinator, Rick Mazzotta is thrilled with the two new editions and says, "the skills that Chin and Daviess will bring are key to STP. This year the event will be energized and exciting."

For information about STP or to volunteer contact the Cascade Bicycle Club at 522-3222.

Kinetic Sculpture Race celebrates mediocrity

You might think that after 14 years there would be a loss of interest. Well, not if you're talking about the The Great Port Townsend Bay Kinetic Sculpture Races.

These kinetic sculptures are human-propelled, environmentally-sound, artistically enhanced and must be able to travel over land, through mud and float

in water. As for the humans propelling them, they are dressed more outlandish than the pedaling works of art.

On Saturday, October 5, the event was celebrated with the Rose Hips Ball (admission \$5.01). Musical guest ReDux performed and the Koronation of the 1996 Rose Hips Queen took place: "Tulluhlah-Touch Me" proudly wore the crown.

Sunday, October 6, the race began. Participants emerged from their "laboratories" with amphibious creations toting names such as the Spirit of Muckle Flugga. The most esteemed sculptures are the ones which finish in the middle and take home the "Mediocrity Award". This year Platypus Rex, designed by Allan Brown, proudly revelled in their mediocrity.

In the past the popular Kinetic Sculpture Race has had difficulty receiving sponsorship from local businesses. This



Muckle Flugga shows off its amphibious qualities at the Port Townsend Kinetic Sculpture Race.

year the event received \$700 from the Port Townsend Tourism Advisory Board due to the number of people it brings to town during a normally dwindling tourist season.

To find out more about next year's

event please contact Jane Emery (360)385-3741 or Vanessa McGrady (360)385-6055.

Gregg's Greenlake is growing

Gregg's Cycle is expanding its original Greenlake location by 25%. The store's remodeling will include a separate rental shop, separate skate and snowboard retail shop and an expanded bicycle sales department.

The new construction will expand Gregg's facilities to 18,000 square feet and cover an entire block!

Construction began on November 1 and should be completed in Spring of 1997.

Gregg's of Greenlake also operates Aurora Cycle and Gregg's Bellevue Cycle. Operation SportHelp network

Operation SportHelp (*Bicycle Paper*, Oct. 1996) has been helping athletes in underprivileged European countries by providing donated cycling gear. Ron Roley, founder of Operation SportHelp is pleased his mission is spreading. In March the organization will be bringing their first shipment of cycling gear, soccer equipment and children's books to the Philippines.

If you are interested in learning more about the program or donating equipment contact Ron Roley at (541) 388-8200 or email: sporthelp@empnet.com

Light up your life

Good news in the world of bicycle safety — "LIGHT BIKE." Michael Geran of Matawn, NJ has developed and patented this device which allows the spokes

or the rims of the tire to be lighted while the bicycle is in use at night.

The "Light Bike" is a bicycle wheel which has bulbs, in a plastic casing, along the spokes of the bicycle tire or along the rim. A plastic battery case with copper wiring is mounted on the bicycle tire depending on the shape of the tire and its supports.

The device could also be manufactured for dirt bikes and other motorized vehicles, including motorcycles.

For more information about "Light Bike" contact National Invention Services, Inc. 4133 Hwy. 17 N., Pawleys Island, SC 29585, (803) 237-7755. BikeSmart teaches primary injury prevention

According to the American Academy of Orthopedic Surgeons, cycling represents a high number of sports injuries treated in emergency rooms. Last year's cost: \$4.29 billion.

Another cycling fact: less than 20% of all children receive any formal bicycle safety instruction between the ages of four to 15.

To battle both of these growing concerns, Kidz First International has introduced the FUNRIDER Bike Smart Program. The program is designed for preschool and daycare teachers to familiarize three to five year-olds with fundamental bicycle safety skills.

FUNRIDER focuses on five important lessons including, Stop, Look Both Ways, Know your Bike and Arm Signals. Lessons are taught with a variety of activities, songs, games and crafts. After completing each lesson the child receives a certificate which includes helpful hints and ideas for parents to reinforce.

The program has received high marks among teachers who tested the lesson plan. Bike Smart costs \$11.95 plus shipping. For more information about the Bike Smart Program call 800-386-7937.

RacerMate  
1/3 Horiz  
strip

"Finn Hill, from page 1

In 1994 when Redmond Watershed trail was closed to mountain biking it forced more riders onto fewer trails. St. Edward's Park, outside of Kirkland, is one of the trails mountain bikers flocked to. Due to high traffic and it being a small trail network, problems arose with trail upkeep. In the Spring of 1995, Craig McKinnon, a member of Backcountry Bicycle Trails Club (BBTC), organized a group named Friends of St. Edward's to perform trail maintenance.

"I had been riding at St. Edward's for a while and with the influx of people the trail started to get messy," explained McKinnon.

The group held Tuesday night work parties where the volunteers, who were trained in trail maintenance, fortified the biking trails. They transferred the trail network's organic soil and replaced it with gravel and sandy soil. The inorganic soil provides a better surface for water run-off and reduces problematic muddy spots. Beside reducing the mud problem, the group also focused on revegetation of the surrounding area.

"Everyone worked together on the trail and we had a lot of support from Joe Pillers [St. Edward's Park Ranger] which really helped us out," said McKinnon.

McKinnon felt positive about the work BBTC and the Friends of St. Edward's had accomplished. The next logical step seemed to move over Finn Hill and perform trail maintenance.

McKinnon and his crew did not realize what they started. Finn Hill, which is owned by King County, quickly became the source of a battle to decide whether mountain biking should even be allowed.

"Leonard Francies [BBTC member and trail boss] had gone to the County and requested a permit for trail work on Finn Hill," remembers McKinnon, "but there had been a problem with people building illegal bike

trails in the past so our permit was denied."

The permit was the first obstacle. The group also had strong opposition from the neighborhood organization Denny Creek Alliance. The Alliance had a list of reasons why they wanted to keep bikes out of Finn Hill. Among them were (1) They wanted to make it into a wildlife sanctuary, (2) Someone had built an illegal single track before, and (3) The trail would be too close to the creek.

Lisa Van Enkevort is a member of the Denny Creek Alliance but she is also a BBTC member.

"Although I am a cyclist, I was pushing for Finn Hill to be accessible to everyone whether it is for running, riding or walking your dog," says Van Enkevort. "My main interests were, protect the environment and provide a safe place for my family enjoy."

Van Enkevort joined forces with McKinnon, Francies and other BBTC members to help push for a multi-use trail which allowed mountain biking.

King County developed the Finn Hill Task Force in hopes of reaching a compromise concerning Finn Hill.

"After attending a few of these meetings it became clear that people just did not want mountain bikes on the trails," says McKinnon. "I felt it was our job to educate these people on mountain biking and all of the beneficial work done in St. Edward's Park."

After six months of meetings there was still no resolution in sight. Stan Gregg, of Gregg's Cycles, and Van Enkevort set out with petitions for the front of almost every bike shop in King County regarding the Finn Hill decision. Still, the permit was denied.

It was an other four months before a compromise was reached, Finn Hill would be open to mountain bikes and McKinnon and his group were granted a 90 day permit to provide trail maintenance.

It did not take long for Francies to organize the first Tuesday night trail work party. The parks service donated \$3,000 towards trail maintenance and Gregg donated \$2,000 himself for Finn Hill.

Trails were reworked and slowly the volunteers' efforts began to show. The volunteers totaled over 230 hours worth of trail work at Finn Hill. Work parties averaged roughly ten people working for four hours.

Almost every Tuesday evening and every weekend there were people out working the trails at Finn Hill. This meant there were more cars along the roadside and piles of gravel.

"Some people found our trail work disruptive but as with every compromise, not everyone is happy. What I hope is that eventually we will get King County to open up other areas for mountain bikers, showing Finn Hill has worked," says Van Enkevort.

"We took a few trails and turned them into a network for everyone to enjoy," says McKinnon. "It makes me feel great when I am out riding and I see whole families using the trail together."

As for what is next? McKinnon would like to see more trails available to mountain bikers. He says that it seems "whether you go north or south there are trails for mountain bikers, they just don't exist in King County." Still, McKinnon is overjoyed with what has happened at Finn Hill.

At the time of print King County had extended the trail work permit for Finn Hill for an other six months.



Volunteers maintain the gravel trails at Finn Hill Park.

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**MONTESSA MOUNTAIN BIKES**

# Portland business is highly sprung

BY PETER MARSH

If you picked up this paper in a bike shop, you don't need telling that most of the bikes sold these days are of the "mountain persuasion." And you've probably also noticed the proliferation of suspension systems that make new models look suspiciously like motor bikes, *sans moteur*. One thing you can't tell just by looking is what's inside those ubiquitous "shock forks."

Until recently, the answer was often a stack of plastic bumpers whose elastometric nature was supposed to compress, absorb shock and bounce back again...and again. On learning this, I told myself there are some wonderful new materials out there, and more arriving every day, but I always thought that was a tall order for a little molecule to accomplish. (And if the rubber/plastic stuff was so good, how come Nike hasn't put it in running shoes by now!!)

A year and a half ago, Portland cyclists Josh Paris and Tom Fallon had spent a fair chunk of their hard-earned money on the latest thing in shock forks. They quickly found the elastomer theory didn't quite stand up to practice. Since Josh had ridden moto-cross and Tom had been an Indy car mechanic, they asked each other the very obvious question, "Why not use springs?"

Now it's a fact that springs were being incorporated into bike design a hundred years ago, so why had they

suddenly disappeared from the scene? Well, the chances are those early suspension experimenters were using springs more suited for horse-drawn carriages, and apparently the mistake was perpetuated by myopic shock-fork designers in the 1980's. Paris and Fallon decided it was time to challenge the conventional wisdom.

They found their local spring maker who would twist up some samples that would fit inside their shock forks. "The difference was like night and day," remembers Josh. "Suddenly we had the performance we expected to begin with." They borrowed \$3,000 to finance a trial run and took the springs along to the Mammoth Mountain Bike Race in June of 1995.

While his wife was busy selling her line of cycling jewelry, Paris offered the first Speed Springs to the top-line riders who were gathering for the event. It turned out no one was too satisfied with their down-hill set-ups and he found willing takers. "The whole Manitou and Barracuda teams fitted the springs and raced on them that weekend," Paris recalled enthusiastically. (The rest, as they say, is history.)

"We made a huge number of contacts so we were in demand when we arrived at Big Bear the next week," he continued. Looking back on that moment, we can say that "a couple of guys from Portland" had started

a minor revolution. Later in the year, Mongoose pro Leigh Donovan won the women's world downhill championship in Germany using Speed Springs in her Rock Shox forks.

Since there is no way to patent a simple spring, Josh and Tom needed to keep ahead of the inevitable imitators. Their strategy was elegant: Find the best spring makers in the world and sign them up! Their search led them to the Irvine, California plant of Eibach, the German company which supplies springs for the suspension on the McLaren Mercedes Formula 1 cars. To prepare its cars for each Grand Prix course, the McLaren mechanics can choose from 29 different Eibach springs.

Eibach now produces Speed Springs in four stiffness ratings to suit riders from under 130 lbs. to over 200 lbs. Fortunately, there has been considerable standardization in forks so that two lengths of spring fit 25 models of forks. Some 1,000,000 pairs will be sold in the first year, but there are still millions of potential retro-fit customers out there.

In 1996, the big shock-fork makers are starting to supply their own springs, and match them to oil or air damping systems. Under their Mountain Speed banner, the Portland company has responded with a new item, which was due to reach the market this summer. It's the MultiPro system, a kit of ten springs that stacks three, separate springs in each fork.

First come two small "tender" springs that can be easily compressed between the fingers. These take out the ripples in the trail. Second, comes two tightly-wound, center springs that "absorb the high and mid-frequency impacts." Finally comes a choice from three pairs of main springs, allowing the system to be quickly tuned.

Josh suggested that the three different rates could be used by a racer with one bike to cope with the typical hazards of cross-country/soft, dual slalom/medium and downhill/stiff. Doubtless this latest approach will also garner rave reviews from the mountain-biking press, which had nothing but praise for the original springs. That product has been written up in German, Spanish, Japanese and probably a few other languages. One customer had a pair shipped to Reunion Island in the middle of the Indian Ocean.

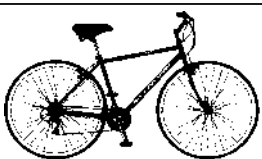
Mountain Speed has also introduced a "thermo-plastic" (carbon matrix) handle bar and a replacement rear triangle for the Trek Y-bike built by local expert Eric Boulton. For those of you on a limited budget, there's a special blend of synthetic and natural chain oils. The business is keeping five people busy, but from the looks of the assorted, exotic bikes around the office/workshop, they still find plenty of time to ride and race. "I wouldn't be doing this if I couldn't have fun as well," Josh reminded me.




Mountain Speed springs on a Trek Y-bike.

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# Speeds

BY MAYNARD HERSHON

In the beginning, before the bulk of Baby Boomers reached college age, there was the heavy, internal hub three-speed "English Racer" and the heavier, fatter-tired single- or three-speed upright cruiser.

Many people took long trips on them despite their being unsuitable. Nothing has changed: today they drive Land Cruisers back and forth to work.

There were racing bikes then, to be sure, lightweight, drop-bar ten-speeds: about as many per town as there were Mercedes-Benz gull-wing coupes. Like the Mercedes owners, all the bike freaks knew each other.

Suddenly, starting in the early '70s, turned-down handlebars and narrow tires were everywhere. Long stagnant, the bike business went ten-speed crazy. Other kinds of bikes were forgotten: after all, they were slow, heavy and inefficient.

No matter what kind of bike best met your needs, you bought a drop-bar ten-speed.

Those ten-speeds were indeed efficient, clean and Spartan. Bike shop workers fell in love with them. Serious or soon-to-be serious riders fell in love with them. Thousands still ride bikes much like them.

Efficient though they were, those bikes were NOT comfortable for casual riders. The head-down "ten-speed" riding position and hard "ten-speed" saddle proved painful and uninviting for many, many people.

Shifting was so difficult to master that thousands of owners never shifted. In no time, both unused shift levers worked themselves slightly loose on the frame. The chain found the inner chainring and the outer cog and that was that: a single-gear ten-speed.

Millions of those bikes were sold. Most found homes in garages and attics and on patios, homes they seldom

left. Loose shift levers rusted into place, tires went flat, plastic tape hung loose from the bars.

In the early '80s, mountain bikes arrived. They soon became affordable and just as trendy as ten-speeds had been. For more than a decade, no matter what kind of bike might've best met your needs, you bought a mountain bike.

There were good reasons. You could sit up and look around on a mountain bike. You could ask your dealer to install a cushier saddle. You could look at the wheels and not imagine them folding like taco shells first time you cross the railroad tracks uptown.

And gears? Early mountain bikes had, can you imagine, 18 speeds. Later they had even more. Gosh, only had 10 on the old Schwinn Varsity and IT was a nightmare. Who could deal with all those gears?

Almost anyone. Thanks to the parts makers, shifting was easier than ever, even if there were more gears to shift in and out of. As years passed, shifting got even easier, with gear indicators and twist-grip or push-button control.

Even the cheapest mountain bikes got computer-designed derailleurs, cogs and chainrings. Any klutz could deal with shifting after a lesson or two and some practice.

Still, the one chain, two derailleurs, three chainrings and eight cogs on today's popular mountain-"style" bikes need attention and TLC. All that complex stuff makes those bikes more costly to buy and maintain.

And if what we're told is true, if only a small percentage of those bikes ever leaves the road, ever encounters steep hills and narrow singletrack, how many need 21 gears? How many owners use all 21?

Not all that many, is my guess.

But what if you wanted something different? Until this last year or so, your options were limited. You could buy a multi-speed derailleur bike, or you could buy a

sit-up, single-speed cruiser, a beachbike maybe, none too practical if you live in a hilly area.

Now, you have options. You can still buy a comfortable, slickly styled bike you can sit upright on, with strong wheels and a comfy seat.

But now, thanks to Shimano and Sachs, you can buy that bike with seven gears as easy to operate as a TV channel selector. Seven gears enclosed in the rear hub, operated by a switch on the bars. Couldn't be simpler.

Seven gears is six more than most early ten-speed era riders used. Seven gears is as many, probably, as most riders of 21-speed mountain-style bikes actually use. Seven gears, spread across a wide range, is all the gears most of us need.

Seven gears: one chainring, one rear cog, one short chain that doesn't have to flex and move laterally and that, given minimal care, will last and last. Nothing to get bent or knocked out of adjustment if the bike topples over.

One shift control, a switch you can operate on the move or standing still. Even a gear indicator so you can see if you're in 4th or 5th.

As you can imagine, developing such a multi-speed hub could not have been cheap. Manufacturers have invested big R and D money and would love to see them succeed in this lucrative North American market.

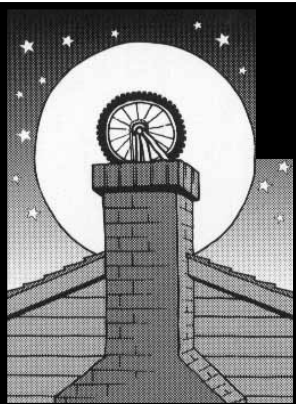
They have made it attractive for manufacturers small and large to offer models made expressly for these new hubs: commuter models, retro models, futuristic models, whatever they and you can imagine.

I'm excited about these hubs, about the sheer ease of using them. They offer multi-speed cycling to cyclists at any skill level, multi-speeds with no penalty in fragility, complexity or need for frequent service.

Next time you're in your favorite bike shop, look around for examples of these new internal hub seven-speed bikes. If you don't see one, ask your bicycle salesperson. See if he or she doesn't agree with me.

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## Seattle Metro Cross

### Knapp nabs another win at Fort Lewis

FORT LEWIS, WA— For the first time in the 1996 Seattle Metro Cyclocross Series, Dale Knapp (Tacoma, WA) faced a serious challenge on his way to winning his third straight Seattle Metro race. Jonathan Sundt (Kirkland, WA), in top form, led much of the first lap, then launched a series of attacks to try to force Knapp to drop off the pace. Fighting back each time, Knapp waited for the right moment and then made his successful bid for victory.

The course, soaked by periodic rain squalls, featured a steep "run-up" as well as a long paved climb. The remainder of the course weaved through the trees, forced riders to jump over 18 barriers and otherwise tested the large fields of top local talent.



Taking a barrier at Black Diamond

PHOTO COURTESY OF SEATAC

Craig Udem (Seattle, WA), Sundt and Knapp quickly established a lead during the first two laps. Udem began to fall off the pace in the third lap, forced to yield by the two friendly rivals, Sundt and Knapp. From this point,

it was a battle between the top two Northwest favorites to win the US National Championships which will be at Sea-Tac on December 7.

"With two laps to go I attacked Jonathan on the climb," said Knapp after wiping a build-up of mud from his face. "He was able to tell with me, but I could tell he was hurt a little, so that's where I attacked him in the final lap. He let a small gap open and that was all it took. I'm very pleased—Jonathan makes me work harder each week which means we're both improving in time for the big races."

The Seattle Metro Cyclocross Series will take a week off as the top Northwest riders head to California for the first of eight National Super Cup Cyclocross events.

## Cross Crusade '96

### Race #1, Estacada Timber Park, October 20, 1996

#### Norba Expert

1) Phillip Wimarth (REI/PUMP), 2) Bret Hadler

#### Norba Sport

1) Dave Florence, 2) Michael Locke (FAT TIRE FARM), 3) Chris Nelson, 4) Grayson Anderson, 5) Chris Corman, 6) Robert White, 7) Ray Gonzales, 8) Corey Martin, 9) Ben Gonzales, 10) Shane Mills

#### Novice Masters/Norba

1) Colin Yates (BOP'S BICYCLE), 2) Craig Pennell (CUSTOM BICYCLES) Novice Juniors/Norba

1) Mikal Perry, 2) J. Wessell, 3) Damien Shanks

#### Novice Women/Norba

1) Erika Schmidt, 2) Quetcha Horney, 3) Michelle Groesz, 4) Michele Hirschhorn, 5) Cheryl Learnest, 6) Emiko Takahashi, 7) Renee Pape, 8) Julia Sheridan, 9) Gretchen Keehan, 10) Linda Warren

#### Novice Beginner/Norba

1) Scott O'Kelley, 2) Tom Jalbert, 3) Isaac Kendrick (TORCC), 4) Steven Redmond, 5) Jared White, 6) Gordon Smith, 7) Matt Gunnin, 8) Rob Postma, 9) Miller, 10) David Swenden

#### USCF Juniors

1) Cody Koresky (Performance/Sequent), 2) Jesse Gravnitz, 3) Nathan Mohr, 4) Teran Martin (Jantzen/Continental), 5) Sean Muray (Performance/Sequent), 6) Logan Coale (Performance/Sequent), 7) Marty Cahill (Jantzen/Continental), 8) Justin Milnes, 9) Destiny Brown (Jantzen/Continental), 10) Joseph Gross

#### USCF A (Category I, II, III)

1) Peter Prebus, 2) John Leonard (Finlandia), 3) John Mitchem (Finlandia), 4) Jonathan Myers (Fat Tire Farm), 5) Mark Damon (Hutch's/Cannondale), 6) Todd Stewart (Fat Tire Farm), 7) Jeff Gebhardt (Logie Velo), 8) Michael Moule (Capitol Velo), 9) Erik Tonkin (Fat Tire Farm), 10) Tim Shreve (Hutch's/Cannondale)

#### USCF B (Category 3, 4, 5)

1) Calan Cwmwllamare (Performance/Sequent), 2) Jason Sigfrid, 3) Jason Mohr, 4) David Engstrom, 5) Greg Guise, 6) Chris Johansen, 7) Brian Alexander, 8) Russell Cree, 9) Jason Goodard, 10) Patrick Porteous

#### USCF Women

1) Kendra Wenzel (OdWall), 2) Julie Wose (Klah Klahnee), 3) Laura Sudita (Performance/Sequent), 4) Karen Wagner (Performance/Sequent), 5) Tina Brubaker (Fat Tire Farm), 6) Connie King, 7) Keren Holtz (Performance/Sequent), 8) Franje Hankins (Performance/Sequent), 9) Stephanie Leiningner (Performance/Sequent), 10) Deneen Harwood (QualMed/Saturn)

#### USCF Masters

1) Phil Emerson (Finlandia), 2) Steve Yenne (Capitol Velo), 3) Jerry Horton, 4) Ivan Meadors (Team RCW), 5) Chuck Jerabek (Fat Tire Farm), 6) Dean Vacheresse, 7) Doug Smith, 8) Jim Torrence (Finlandia), 9) Chauncey Curl (QualMed/Saturn), 10) Steve Juda

## Knapp on track for '96 Nationals

### Wins First Seattle Metro Cyclocross Event

BLACK DIAMOND, WA— REI model and cyclocross star Dale Knapp (Ellisworth Cycles) proved himself in excellent form by winning the first cyclocross event of the 1996 Northwest cyclocross season ahead of a field of talented, fit and motivated competitors. Mountain bicycle racer turned crosser Jonathan Sundt (Redline) showed that he will give the more experienced Knapp a run for his money this cyclocross season.

During the first lap of five laps, Knapp and Sundt established a 25 second gap, choosing not to attack one another as each rider suffered mechanical problems. Finally, during the third lap, a badly jammed chain sidelined briefly sidelined Sundt, giving Dale Knapp a 15 second gap which he maintained to the finish.

"Johnny is really fast and I thought he might well catch me again after his mechanical problem. I had no choice but to put my head down and go," said Knapp. "I'm feeling really fit and ready for nationals, but they're still a long way off and their are several guys who I'm really worried about—both locally and nationally. Still, it is good to start the season on top!"



Dale Knapp hammering on the SeaTac course.

PHOTO COURTESY OF SEATAC

## Seattle Metro Cyclocross

### Fort Lewis, 10/13/96

#### Men's A

1) Dale Knapp (Tacoma, WA), 2) Jonathan Sundt (Kirkland, WA), 3) Craig Udem (Portland, OR), 4) John Mitchell (Portland, OR), 5) Chris Pike (Seattle, WA), 6) Mark Hanson (Bellevue, WA), 7) Ryan Miller (Kirkland, WA), 8) Jonathan Meyers (Portland, OR), 9) James Costello (Seattle, WA), 10) Erik Tonkon (Bellingham, WA)

#### Women

1) Katie Bincoo (Mercer Island, WA), 2) Lora Heckman (Seattle, WA), 3) Candice Sinclair (Redmond, WA), 4) Laura Reed (Kirkland, WA), 5) Wanda Howlett (Kent, WA), 6) Christina Green (Seattle, WA), 7) Cindy Carroll (Issaquah, WA), 8) Erika Jackson (Portland, OR), 9) Heather Rutledge (Seattle, WA), 10) Jennie Reed (Kirkland, WA)

#### Masters A

1) Larry Shannon (Bellevue, WA), 2) Mike Meagher (Seattle, WA), 3) Dan Norton (Seattle, WA), 4) Dave Hull (Gig Harbor, WA), 5) Tim Rutledge (Seattle, WA), 6) John McBurney (Puyallup, WA), 7) Brian Griffith (Seattle, WA), 8) Peter Hales (Tacoma, WA), 9) Dave Stanton (Seattle, WA)

#### Men's B

1) Brian Lezainer (Seattle, WA), 2) Jan Heinz (Seattle, WA), 3) Peter Vanboort (Issaquah, WA), 4) Scott Glover (Tacoma, WA), 5) Shawn Daheery (Issaquah, WA), 6) Jesse Riel (Seattle, WA), 7) Joshua Reboz (Seattle, WA), 8) Chris McCoy (Seattle, WA), 9) Kevin Jackson (Seattle, WA), 10) James Jenkins (Bothell, WA)

#### Masters B

1) Rick Hecks (Seattle, WA), 2) Bill Price (Gig Harbor, WA), 3) Bob Krumhizer (Olympia, WA), 4) Todd Anderson (Enumclaw, WA), 5) Jim Tarte (Kirkland, WA), 6) Tim McCormick (Seattle, WA), 7) John Carlson (Seattle, WA), 8) Pat Carroll (Issaquah, WA)

#### Kids

1) Bryan Kieffer (Puyallup, WA), 2) Kevin Hales (Everett, WA), 3) Trevor Underwood (Tacoma, WA), 4) Evan Brenner (Renton, WA), 5) Lauren Tarce (Kirkland, WA), 6) Rose Waters (Olympia, WA), 7) Catherine Conway (Redmond, WA), 8) Mollie Tarte (Kirkland, WA)

#### Beginners

1) Jason Vidgoff (Seattle, WA), 2) David Hull (Seattle, WA), 3) Forrest Young (Renton, WA), 4) Dean Burley (Auburn, WA), 5) Kevin Smith (Seattle, WA), 6) Erik Sperling (Bainbridge, WA), 7) Ben Lienna (Seattle, WA), 8) Steven Redmond (Portland, OR), 9) Jake Dedeyaad (Kirkland, WA), 10) Brian Carver (Bellevue, WA)

#### Women Beginners

1) Grace Moriarty (Seattle, WA), 2) Leslie Lytle (Seattle, WA), 3) Maria Rstrada (Seattle, WA)

#### Kids 11-14

1) Emerson Murphy Hill (Olympia, WA), 2) Andy Baker (Seattle, WA), 3) Jeremy Covey (Enumclaw, WA), 4) Jeremy Soltan (Seattle, WA), 5) Jesse Kieffer (Puyallup, WA)

#### Mountain Bike (Sr)

1) David Richter (Seattle, WA), 2) Carl Strasser (Redmond, WA), 3) Chris Stone (Everett, WA), 4) Pat Dale (Olympia, WA), 5) Michael Brazel (Lakewood, WA), 6) Jed Shekter (Olympia, WA), 7) Hiram Henry (Bellingham, WA), 8) Brian Tackett (unknown), 9) Craig Nunnes (Gig Harbor, WA), 10) Dimitri Nesting (Gig Harbor, WA)

#### Mountain Bike (Masters)

1) Bill Kieffer (Puyallup, WA), 2) Glenn Bunselmeyer (Bellevue, WA), 3) Elliot Gossard (Redmond, WA), 4) Tom Atkins (Ravensdale, WA), 5) Mike Walling (Spanaway, WA), 6) Mark Kunnerk (Snoqualmie, WA)

#### Mountain Bike (Women)

1) Jennifer Pedersen (Bellingham, WA), 2) Alexandra Smith (Seattle, WA)

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## Seattle Metro Cyclocross

### Black Diamond, 9/29/96

#### Men's Cyclocross A

1) Dale Knapp, 2) Jonathan Sundt, 3) Loren Hanson, 4) John Flack, 5) Chris Pike, 6) Craig Udem, 7) Richard Mazzolini, 8) Lee Mazzolini, 9) Chris Snyder, 10) Steve Jensen

#### Masters Cyclocross A

1) Dan Norton, 2) Larry Shannon, 3) Dave Hull, 4) Peter Hales, 5) Dave Stanton

#### Women's Cyclocross

1) Beth Lyden-Griffith, 2) Shenna Fitzgerald, 3) Candice Sinclair, 4) Wanda Howlett, 5) Patti Kaarman, 6) Laura Reed, 7) Heather Rutledge, 8) Michelle Sarraf, 9) Christina Green, 10) Cynthia Carroll

#### Men's Cyclocross B

1) Rob Daray, 2) Eric Zuelow, 3) Jesse Riel, 4) David Vanskike, 5) Jan Heine, 6) Kevin Judon, 7) Chris McCoy, 8) George Gibbs, 9) Lawrence Doll, 10) Matt Raine

#### Masters Cyclocross B

1) Paul Mcknaugh, 2) Rick Hecks, 3) Dan Woods, 4) Jir Rabas, 5) Tim Tarte, 6) Pat Carroll, 7) Tim McCormick, 8) Jim Otway

#### Kids Under 14

1) Emerson Murphy-Hill, 2) Jeremy Covey, 3) Andy Baker, 4) Jesse Kieffer, 5) Jeremy Soltan

#### Beginners Cyclocross

1) Scott Brown, 2) Tom Popowski, 3) Kevin Smith, 4) Dale Bradbury, 5) Forrest Young, 6) Jake Deodoyard, 7) Brian Johnson, 8) Jonathan Bachman, 9) Ben Cayford, 10) John Hales

#### Mountain Bike

1) Garrett Heiman, 2) Michael Brazel, 3) Lee Mazzolini, 4) Chris Stone, 5) Hiram Henry, 6) Scott Keiper, 7) Renee Underbaad, 8) Todd Anderson, 9) Jerr Cutright, 10) Jon Aettit

#### Mountain Bike (Women)

1) Jennifer Pedersen, 2) Lora Heckman, 3) Alexandra Smith

#### Mountain Bike (Masters)

1) William Kieffer, 2) Elliot Gossard, 3) Glenn Bunselmeyer, 4) Hans Haupt, 5) Tom Atkins, 6) Bill Turina

## '96 Oregon BAR Results

#### Women

1) Kestel, Kendra (Odwalla) 30, 2) Wose, Julie (Klah Klane) 25, 3) Sudita, Laura (Performance/Sequent) 22, 4) Wagner, Karen (Performance/Sequent) 19, 5) Brubaker, Tina (Fat Tire Farm) 17, 6) King, Connie 15, 7) Holtz, Keren (Performance/Sequent) 13, 8) Hankins, Francine (Performance/Sequent) 11, 9) Leiningner, Stephanie (Performance/Sequent) 9, 10) Triplett, Deneen (Performance/Sequent) 7

#### Masters

1) Emerson, Phil (Finlandia) 30, 2) Yennem Steve (Capitol Velo) 25, 3) Horton, Jerry 22, 4) Martin, Teran (Jantzen/Continental) 19, 5) Jerabek, Chuck (Fat Tire Farm) 17, 6) Vacheresse, Dean 15, 7) Smith, Doug 13, 8) Torrence, Jim 11, 9) Curt, Chauncey (QualMed/Saturn) 9, 10) Juda, Steve 7

#### Senior

1) Prebus, Peter 30, 2) Leonard, John (Finlandia) 25, 3) Mitchem, John (Finlandia) 22, 4) Myers, Jon (Fat Tire Farm) 19, 5) Damon, Mark (Hutch's/Cannondale) 17, 6) Stewart, Todd (Fat Tire Farm) 15, 7) Moule, Michael (Capitol Velo) 13, 8) Tonkin, Erik (Fat Tire Farm) 11, 9) Shreve, Tim (Hutch's/Cannondale) 9, 10) Anderson, Brody (Logie Velo) 7

#### Juniors

1) Koresky, Cody (Performance/Sequent) 30, 2) Graunitz, Jesse 25, 3) Parks, Nathan 22, 4) Martin, Teran (Jantzen/Continental) 19, 5) Murray, Sean (Performance/Sequent) 17, 6) Coale, Logan (Performance/Sequent) 15, 7) Cahill, Marty (Jantzen/Continental) 13, 8) Milnes, Justin 11, 9) Brown, Destiny (Jantzen/Continental) 9, 10) Gross, Joseph 7

#### Team BAR 1996

1) Performance/Sequent 13310, 2) QualMed/Saturn 10544, 3) Finlandia 3960, 4) Hutch's/PowerBar 3774, 5) Capitol Velo 3521, 6) Jantzen/Continental 2830.5, 7) Fat Tire Farm 2733, 8) GB Cyclisme 1987, 9) Chevrolet 1887, 10) Logie Velo 1853

# The bike shop, your one stop holiday shop

## Gift ideas for everyone on your list

BY ARLENE CARTER

It is beginning to look a lot like Christmas. The retailing theory is that this is the time of the year when we all will spend a few extra bucks. Bike shops are for the most part hip to this theory and you can find some unusual gifts for excellent values during the holiday season. Whether your price range is \$10 or \$1000, whether you plan to ask for chromo-moly or titanium, take a look around your favorite bike shop to see what's new, different and deserves to be on your list this year. Here are some of the gift ideas we received from area bike shops.

Bob Freeman of *Elliott Bay Bicycles*, in downtown Seattle, recommends that you go for the gusto and order a custom titanium from *Davidson Cycles* - frames start at \$1799, complete bikes go for \$3500. The nights are dark, lights are a must, so Bob suggests a *Nightrider* Nitehawk computerized lighting system, 10 modes, 32 watts of light at \$309.95. *Swobo* washable 100% wool jerseys, arm and leg warmers and tights (\$28 to \$85) round out Bob's list.

Craig Tamura of *Seattle Cycles* recommends the *Bike E* recumbent bicycle (\$895) or a *Schwinn Cruiser* which is making a big comeback this season (\$200 - \$4000). If cycling with kids is a part of your plan, *Trail-A-Bike* is a unique gift-idea. It's a hitch attachment (single or tandem) which allows you to safely share cycling with young children, ages 2-10 years. *Grandoe Shock-Tek* gloves (\$35) are a treat for the hands of someone you care about. A great gift for all ages, cyclists and non-cyclists alike, is a flashing light which can be attached to backpacks, clothing, bikes, racks, and costs

under \$15 (*Schwinn, VistaLite*).

Walt Roestel, manager of the *Bicycles West* store in Redmond, WA, recommends computers (\$20 - \$50) as easy-to-install, fun and inexpensive gifts. Cycling videos and books are top picks for '96. *Bicycles West* carries books on racing, mechanics, touring, trails and much more. *Bicycles West* owner, Mike Solberg, recommends the *Schwinn Black Phantom* collector's edition.

Franz Hammer, buyer for *Olympic Sports*, suggests a mountain bike in the "under a thousand" price range. The '97 *Diamondback Zetec 4.1* Mountain Bike with Shimano LX group, V-brakes, Manitou Pro C Fork and Mavic double-wall rims for \$999.95 is his hot-pick for Christmas '96. In the under \$25 range, Franz likes the Avenir "Blowhard" Pump for mountain bikes (\$24.95).

Marcia Hudson, Marketing Director for *Bicycles West* in Oregon, starts her gift suggestion list with the best stocking stuffer of the season - handlebar-mounted animal squeaky horns at just \$6.95. Choose from a duck, dinosaur, pig, frog, shark and more. Marcia also recommends Giro "Roc Loc" helmets (\$34.95-\$149.95). Quality BMX bikes (*Mongoose, Redline, GT and Dyno*) and unicycles (\$100) round out the gift hit parade at *Bicycles West* in Oregon.

Highlights from *Gregg's Greenlake Cycle* according to Alyssa Tomoff, Advertising Coordinator, start with tandem bicycles - something for both of you - and go on to include suspension seatposts and baby joggers. Stocking stuffer ideas include patch kits, tubes, little bottles of chain lube, and individual tools. She also recommends clothing as a gift idea: jerseys, shorts and gloves.

How are you going to carry all those gifts back home?

Dane Beaumont, owner of *Rack & Pack* of Kirkland suggests you put a *Thule Cargo* box on your list and on your vehicle. It carries skis in the winter and allows you to take bikes with you when camping in the summer.

Cathy Thomas, co-owner of *Missing Link Cycles* in Poulsbo, says the hottest item in her store is the *Avenir Comfort Plus* saddle. And following with that theme, Cathy reports suspension seatposts, which turn many bikes into relatively inexpensive dual-suspension, are also hot. Energy "gels" such as *Gu* or *PowerGel* are predicted to be big-sellers which is understandable as we will all need extra energy and stamina to do all this shopping!

Martin Criminale, manager of *Ti-Cycles* in downtown Seattle, reports that their first ever custom-made titanium road bike, the *HYAK*, is selling for \$1,595. Two other gift ideas: the *SKOOKUM* (\$1,200), a full-suspension mountain bike designed here in the Northwest, and *Timbuk2* bags.

Chuck Wurster, of *Racermate*, recommends the newest version of the old-favorite, the *Computrainer* which incorporates modern racing with indoor training. With the *Computrainer*, you can race against anyone, anywhere, anytime on any bike, in the comfort of your home! (1-800-522-3610).

Kevin King, owner of *King's Cyclery* turned over this great stocking-stuffer idea - The *Hind-Site 20/20 Secret Weapon* rear view mirror. He reports that this little gem is now available in prescription strength. (206-564-7760).

And of course, if nothing else fits and all else fails, give a subscription to *Bicycle Paper* (1 yr - \$12). One size fits all, delivered year-round and guaranteed to delight. (206-323-3301).

# Sports Massage 101

BY CHRIS CASEY, MS, LMP

The last few years have seen amazing growth in the field of professional sports massage, with most high level athletes retaining a personal massage therapist or receiving a regular massage treatment as part of their training regimen. Sports massage has become a familiar sight at many sporting events including, for the first time, the Olympic Games in Atlanta. Despite this rise in visibility, the benefits of sports massage, which can be used either pre-event or post-event as well as during training, are not widely understood.

Sports massage can be divided into event work and training work. Event work consists of pre-race and post race massage, both of which have different goals and use different techniques to achieve their desired effects:

### Event Massage

Pre-event massage prepares the body for exercise by increasing circulation to the muscles, ligaments and tendons. It also reduces adhesions in the muscle fibers and generally invigorates the muscle system.

Pre-event massage usually consists of compression and jostling to stimulate the muscles and is applied at a relatively fast pace. This massage is not a replacement for a warm-up, but is best used after completing your warm-up ride. It is important to realize that pre-event massage is not designed to treat muscle knots/spasms, sprains or strains.

Post-event massage is applied at a slower pace with

the goal of aiding in the removal of waste products from muscles, gently stretching tight muscles and allowing the muscles to relax after exertion. Post event massage should not be used to replace a cool down. Research has shown that spinning in an easy gear after a hard ride is the best way to remove metabolic byproducts such as lactic acid, but following this, massage can significantly reduce post exercise tight-

ness and soreness, as well as the time taken to recover from the event.

### Training Massage

Training massage is used as part of the training schedule to speed up recovery from hard training and to minimize the possibility of injury.

The use of regular massage can help athletes maintain a tough training schedule and minimizes the risk of injury by improving circulation, decreasing muscle tightness and more importantly, allows early intervention with tendonitis or strains/sprains. Treatment of injuries is appropriate during this type of body work.

Choosing a sports massage therapist:

In Washington, all massage therapists must be licensed by the state, giving the credentials Licensed Massage Practitioner (LMP), and have attended at least 600 hours of training. If you are looking to add sports massage in to your training program then I suggest you search for the following:

Look for a therapist who has advanced sports mas-

sage training including injury symptom recognition and treatment techniques. If you have a specific injury, make sure that the therapist is familiar with treating that area. Ideally, find a therapist who has a working knowledge or experience with your particular sport. An understanding of the biomechanics involved in the specific sport can also be invaluable in helping to treat and prevent injuries.

There are a number of ways to find a good sports massage therapist. Word of mouth, by asking at local races or bike stores is an excellent way to find a practitioner. Alternatively, call the Washington Sports Massage Team which has members all over the state, and they can recommend some local therapists to you. The local massage schools are also a good resource and should be able to suggest therapists who specialize with athletes that live nearby.

How often you should receive massage depends on budget as well as the intensity of training. Although professionals receive massage on a frequent basis, it is neither necessary or often financially possible for those who are not training at the same intensity. A guideline for both serious and recreational athletes is to get a massage as often as you can afford to.

Chris Casey is a Licensed Massage Therapist, with a masters degree in Exercise Physiology and the director of the AMTA Washington Sports Massage Team. He has worked extensively with cyclists from local to professional level and is the owner of Competitive Edge Performance Massage in Olympia. If you have any questions or comments, Chris can be reached at (360) 789-2460. The Washington Sports Massage Team Hotline number is (206) 528-6834.

## Athletic Medicine

EDITED BY MICHAEL LEWIS, D.C.

### EVENT MASSAGE:

- Pre-Event- Prepare muscles and joints for exercise.
- Post-Event- Aid recovery process by increasing circulation, loosening muscles and reducing soreness.

### TRAINING MASSAGE:

- Used during training to maintain supple muscles, flexibility and help with recovery.

# Bicycle Paper

## NORTHWEST CYCLING CALENDAR

### Events

**Dec 4: Winter Preparedness.** Rm 3, Cedar Hills Recreation Center, Portland. Prepare yourself for winter activities. Learn the best clothes, layering, x-c ski & snowshoe equipment. 11yrs-Adult. \$6 Joan Andersen-Wells, 11640 SW Park Way, Portland, OR, 97225. 503-644-3855.

**Dec 4: Above & Beyond the Call: Achievement Awards for Traffic Safety Advancement.** Sheraton in downtown Tacoma. Award luncheon recognizing those who have been nominated in one of the 12 categories representing traffic safety advancement. 11:30 a.m. Jonna VanDyk, Washington Traffic Safety Commission, PO Box 40944, Olympia, WA, 98504-0944. 360-586-0297.

### Off Road

- Dec 1: Oregon Cyclocross District Championships.** Oregon. District championships. Riders for any state are welcome to ride the Oregon District Championships, but only Oregon riders will receive medals - START RACKING UP 1997 BA Points Russ Humbertson, Emerald Velo, 733 NW Everett (#600), Portland, OR, 97209. 503-295-6562.
- Dec 1: Washington District Championships.** Sea-Tac, WA. MVA Cyclocross Series Finale Dan Norton, Marymoor Velodrome Association, 206-324-7304.
- Dec 7: Cyclocross Championships (U.S.).** Sea-Tac, WA. Dan Norton, Marymoor Velodrome Association, 206-324-7304.
- Dec 7: Intermediate Trail Cycling Class.** Leonard Francies, 206-822-4055 or email: JustRideIt@aol.com.
- Dec 8: East Tiger Mountain Trailwork Party and Ride.** East Tiger Mountain Trail. Leonard Francies, 206-822-4055 or email: JustRideIt@aol.com.

**Dec 15: Cyclocross Supercup.** N. California. Velo Promo, 408-423-5633.

### Rides and Tours

- Dec 7: Three Bridges Ride.** Richland, WA. Leave from Jennifer's at 10:00 a.m. at 9 mile loop. Jan & Ken Absher, 509-627-0227.
- Dec 9-21: Cycling around Thailand's Shangri-Las.** Thailand. The ride starts in the ancient capital of Ayutthaya and finishes at the northernmost point of Thailand, Mae Sai. Accommodations in small guesthouses is provided, rather than the usual cross state ride camping format. The ride will be fully supported by luggage trucks and sags, with many meals included. Ride sign-up is limited to 75 riders. PO Box 7491-WN, Jackson Hole, WY, 83002-7491. 307-733-9615.
- Dec 21: FIRST DAY OF WINTER-B.C. Loop.** Kennewick, WA. Leave from Some Bagels at 9:00 a.m. 30 mile loop Guy Oldfield, 509-375-1878.

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### David "Mac" Shelton

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**BICYCLING:** Daily bike commuter, tour leader & mountain biker.

**ACTIVISM:** Vice Chair NOWBIKE; "Life Member" LAH, BBTC & NOWBIKE; member Cascade Bike Club.

**INJURY PREVENTION:** Legislative Chair of Brain Injury Association; member Children's Bicycle Helmet Coalition.

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Just one more lap.

Once you really get into this sport, the world becomes your health club.

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<p><b>Fiorini Sports</b> 4720 University Village Pl. NE Seattle, WA 98105 (206) 523-9610</p>	<p><b>Woodinville Ski Rentals</b> 17530 132nd Ave NE Woodinville, WA 98072 (206) 485-7547</p>	<p><b>Olympic Sports- Bellevue</b> 14404 NE 20th Bellevue, WA 98007 (206) 747-7990</p>

# Sea-Tac hosts 1996 cyclocross nationals

"Cyclocross," from page 1

To do well in cyclocross, an athlete must have both great fitness and skill. At the top level of the sport, even minor factors can have significant impact on the outcome of a race. Careful study of the course can often provide clues as to who will roll across the winner. **The Sea-Tac Course**

Compared to other courses in the country, Sea-Tac offers a balanced combination of running, riding, muddy sections and high speeds. It is a true cyclocross course in every sense.

Beginning on wide pavement, the course takes several 90 degree turns before entering the first run-up. From here, a flat section of fairly hard-packed soil brings riders to a downhill section and a second run-up.

After another fast downhill section, riders enter a second paved section which leads into the muddiest portion of the course. Several barriers will force riders to dismount and run through thick mud before entering a slightly uphill, sandy trail leading to a gravel pit.

Leaving the sand, riders will need to run up one of the course's more difficult hills. The "pit" area is located at the top—allowing riders to exchange their mud-clogged bikes for clean machines.

After a very fast flat section, riders shoot downhill before having to dismount while negotiating a tight sandy corner. A strenuous run-up immediately follows the corner. This is perhaps the most difficult technical challenge on the course and can result in lost energy and time if done incorrectly.

Once having crested the top of the run-up, riders enter a running track with a high speed double barrier. After this barrier, there is a wide sprint down a cinder track to the finish line.

According to long-time Northwest cyclocross guru Tim Rutledge, "The Sea-Tac course is a true all-rounders cyclocross course. The run-ups aren't super steep, but they are very fast. The dismounts tend to be fast, as well, requiring riders to have excellent technique. We've been working on the course for a couple of months now and, even though we've had a lot of rain, it is much faster than in 1994." Indeed at the Supercup, at Sea-Tac on October 27, top riders were nearly 30 seconds faster than in 1995.

Spectators will find that the gravel pit, with its two run-ups, excellent views of the surrounding area. The excitement of the technical "pit" area offers the course's best spectating. Walking the course will give spectators a better idea of what the athletes face each lap, but be careful to keep track of the racers!

## Northwest Favorites

The Northwest is home to many of the favorites for the 1996 US National Championship. The following is my partial list of the top Northwest riders.

## Women

Beth Lydon-Griffith—Easily the top women's rider in the Northwest, Beth was fifth in the 1995 Cyclocross Nationals. Earlier this season she added to her impressive resume by winning Masters World Mountain Bike Championships. Beth has been riding with the Men's "B" field to prepare for the women's championship event. She routinely finishes in the top ten of the men's

B field and easily won the women's Supercup event at Sea-Tac.

In addition to unrivaled technique, Beth is fit and motivated—a good bet for a medal at Nationals. **Espoirs (19-23 years old)**

Jonathan "The Cat" Sundt—A professional mountain bike racer, Sundt is known for his superb bike handling ability. In addition, Sundt is fast and light—exhibiting a true cyclocross build. Though he has yet to beat Dale Knapp in 1996, Sundt gets closer each week. He will likely be the top placed espoir and may even steal the Senior men's championship. Bet on a top five finish for this 22 year old rider. **Masters**

## Dan Norton

Having won the National title the past two years, Norton seems likely to repeat. Dan will be the first

to tell you, however, to take nothing for granted and he is training accordingly. It is his attention to detail, combined with excellent technique, motivation and the best fitness he's shown in three years that makes Norton the hands down favorite to win the masters 45+ title. **Junior Men**

Ryan Miller—At just 16 years old, Miller already has 13 national championship jerseys from road and track events. For the first time ever, Miller is focusing his fall attentions on cyclocross. Beginning with an eye-opening first cyclocross race, Miller has improved weekly, most recently destroying the junior field at the Supercup race at Sea-Tac. Miller's natural cycling ability is unrivaled, but his lack of experience may prove problematic. Even so, he is unlikely to let this bother him—expect Miller to finish in the top three at nationals and a gold medal is not out of the question. **Senior Men**

## Dale "The Champion" Knapp

What can one say about Dale? He's experienced, strong, has fine-tuned his technique since 1995 and is so hungry for victory that one wonders how he can sleep at night. Knapp considers Sea-Tac to be "his course" based on a history

of strong performances there, beginning with his bronze medal at the 1994 US National Championships. Rutledge adds one final point, "Dale's tactics have improved greatly. He knows where he can hurt you. He knows that he can stay with anybody, so he now uses the course to beat you. That's real cyclocross! He won't be watching things happen as he did in 1994, he'll be making them happen." Even so, Knapp will face powerful opposition, especially from the 1994/95 champion Jan Wiejak.

While Knapp will play a tactical game, Wiejak will

depend on his finishing sprint and patience to win. The senior men's race will likely be the hardest fought race in American cyclocross history. Knapp could well steal the show.

Craig Udem—Perhaps more than any other Northwest rider, Craig Udem has a way of surprising people with top performances. What is more surprising is that

people are surprised at all. Blazing speed, superior form and a keen grasp of tactics equate to brilliant performances and the 1994 Washington State Cyclocross Champion frequently delivers. A former National Criterium Champion, Udem reminded the national cycling community of his talent at the Supercup's first Seattle stop on October 27.

Showing superior speed and excellent tactics, Udem narrowly defeated Dale



Uphill at the 1995 cyclocross nationals.

Knapp on the Nationals course. Having already won at Sea-Tac in 1996, Udem looks forward to surprising more people at Nationals. Don't be shocked if he does.



Tim Rutledge keeps moving at Sea-Tac.

## 1996 United States Cycling Federation National Championship

Saturday, December 7, 1996

North Sea-Tac Park

136th St. S. and 18th Ave. S.

Seattle, WA

Senior Men Race 1 hour, all others 45 minutes.

Entry fee: \$25 prior to December 1,  
\$31 on or after December 1.  
\$15 Collegiate

Send entry forms with fee included to:  
Marymoor Velodrome Assoc.

c/o Jerry Baker  
6218 29th Ave NE  
Seattle, WA 98115

Ph: 206-524-6960 or Email: [jbaker@accessone.com](mailto:jbaker@accessone.com)

Registration, and rider packet pickup:

December 6, Red Lion Inn, Sea-Tac. 6 p.m. to 8 p.m.

Transportation:

Xtra Care will pick up from the Sea-Tac airport or from the Red Lion Inn (Headquarters hotel). Be sure to mention the "Cyclocross Championships" to receive a discount. Call 1-800-CAR-KEYS.

Accommodations:

Red Lion Hotel, Sea-Tac, WA (about 3 miles from the course). Mention "Cyclocross Championships" when calling for a reservation to receive a discount. Red Lion will provide an area in the back of the hotel to wash bikes after the race. Call 1-800-RED-LION.

## Letters from readers: Maynard gets it right

ED NOTE: Readers felt strongly about Maynard Hershon's Sept. article. Here are what two of them had to say.

Maynard's column in the latest "Bicycle Paper" (entitled "On the road") is his best ever! Man, did he hit the nail on the head. This is something I've been thinking a lot about lately as well, and I've concluded that it's not the vinyl in the dash or the polyester in the carpets. It's two other things, which work in combination:

1. There is no relationship between the power of a car and the power of the driver. Just as people do not appreciate and often abuse something which they did not have to earn or work for (free schooling, a borrowed lawnmower), drivers do not appreciate and often abuse the power of a car. On a bicycle, if you want to go faster, you work harder. Speed comes at price, and a gain of a few miles an hour is respected and appreciated. Not so in a car. A fat slob with a beer gut and no aerobic capability can go faster just by pressing his foot down a little more. It's too easy to abuse that power, and keep pressing the foot down.

2. A car insulates you from the outside world. That world includes fresh air, the wind, rain, other drivers, pedestrians

and cyclists on the side of the road. They're all "out there," and all that matters is what's inside the car with you. You become more important than anything outside your car, and so if that means cutting off a few drivers, pushing a cyclist of the road and terrorizing a pedestrian or two, so be it. Just get out of my way.

So, what's this mean? Most drivers are piloting a powerful vehicle (weapon?) — one whose power they do not truly appreciate nor respect — and don't care about anyone else outside their little bubble. If you're a cyclist on the side of the road, that's a lot to worry about.

Unfortunately, not even avid cyclists are immune from the effects of a car. When I drive, it's a constant battle to keep from slipping into self-centred, aggressive behaviour. And there aren't many role models for good driving left. The only sure way to avoid the whole situation? Sell your car.

Richard Drdul  
Vancouver, B.C., Canada

Dear Maynard Hershon,  
Amen. What you wrote about in September's "On the road" is so true. I have recently gotten into road biking, fa-

natically into it actually. It makes me feel awesome, being out there and competing with these metal machines called cars. And when they cut me off or graze by me at twice the speed limit, I feel like a saint because I am not adding to pollution.

I do find myself hating them. I especially hate those big semi-trucks. Where do they get those drivers anyway? Are they required to have some sort of macho-men mentality?

My most recent experience was with an oversized gravel truck. Being on a road with no shoulder, I was riding in the right lane, as close to the sidewalk as I could get! He wouldn't pass me, so he taunted me, I'm talking 2ft between his front bumper and my wheel, while honking his horn. Okay, I was a little scared but for the sake of bicyclists everywhere I don't

give into pressure from aggressive drivers. It's angering because I have as much right to be on the road as them, and as far as I'm concerned, bikers should have more rights; hey, we're not sucking up resources while spewing pollutants into the air.

Of course, I am a car driver myself. I've come to despise cars, even though at times I have to admit it is nice to not show up everywhere wet and sweaty. Sorry to complain so much, biking is worth every life-risking episode I encounter. Thank you for your article. It reminded me again why I love being on the road and the hypocrisy of my dislike for cars.

Karyn Williams  
Seattle, WA

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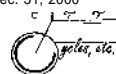


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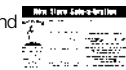
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# Anywhere At All

BY MAYNARD HERSHON

As some of you will know from articles elsewhere, I now have a travel bike for rides far from home, rides that are airplane trips away.

I'd long wanted a bike that'd pack small, thus not alerting airline employees to its bike-ness. Domestic airlines like to charge \$40 or \$50 extra per flight just for the hassle of dealing with our bikes. I'd like to save them that hassle.

There are several high-quality, small-wheeled, travel bike brands sold in this country, but the one I'm familiar with is Bike Friday. Fridays are made by Green Gear, in Eugene, OR, some of the friendliest people on the planet.

Green Gear people want to encourage you to ride your bike whenever you can — by making it easy to take your bike with you everywhere: cars, boats, public transportation, private and scheduled aircraft.

Fridays pack into hard boxes or soft bags. You check them on flights but they aren't "oversize;" you don't get surcharged. If you fly round-trip to Dallas via Denver, you save around \$50 PER FLIGHT in surcharges, or \$200 on that one journey.

If you use the hard case and buy the optional attachable wheels, the case turns into a trailer you can hook onto your bike. You take the bike out of the case, assemble it, hook the trailer on, put your carry-on stuff in the trailer and pedal away. Is that slick?

Fridays fold for packing with minimum mechanical struggle, especially after the first couple of packing-unpacking learning experiences.

I've borrowed two of them, one I used for my usual cycling including several intense club training rides. I rode the other at a big century, El Tour de Tucson, last fall. I loved 'em both. They were Pocket Rockets, the high-performance road Friday.

I decided that if I were in good enough shape to "hang" on club rides on my regular bike, I'd hang on the Bike Friday. I could roll and climb at the same pace as on my other bikes and descend just as well. I felt I paid no penalty for all that convenience.

Their small wheels look "different" but pose no problems after a few short familiarization rides. You

forget you're on a small-wheel bike. Here's why: To order a Friday, you send Green Gear the measurements of your favorite bike. They duplicate your position on your new Friday. Each is made to measure, customer by customer.

In addition to Pocket Rockets, Green Gear also makes Bike Friday commuter models, touring bikes, trail-worthy mountain bikes, a great tandem and a racy new model that packs so small you can CARRY IT ON. Imagine.

I'd be thrilled to own a Bike Friday, but I do not have one. This spring, the Reynolds bicycle tubing company agreed to sponsor a trip to England and France for me, on a bicycle made from their new "air-hardened" tube, called Reynolds 853.

While in England, I would visit Reynolds and ride with British bike clubs. Back home, I'd write about the experience and the new Reynolds-tubed bike. I thought, gosh, a perfect opportunity to get the travel bike I've wanted...

But, as it happens, Green Gear is not a Reynolds customer. At that point, I didn't have a clue what to do. Then I learned that an aerospace machine shop in Roseville, CA, S and S Machine, makes devices called Torque Couplers that allow normal bicycles to divide into two sections for travel. S and S's Steve Smilanick developed the couplers after years of frustrating travel with his bike.

The stainless steel couplers are brazed into the top-and-down-tubes of a new bicycle. In some cases you can retrofit them into an existing bicycle frame. I'd direct my questions to Smilanick at S and S.



In a few moments, you can pack a full-sized, 700C-wheeled bike into a case 10" deep and just barely big enough to hold the wheels. The case will not be surcharged at the airport. The bike comes up the conveyer; you grab it off the carousel.

When you put the bike back together using the small tool supplied with your couplers, your bike will act as if it was always one piece. There is no negative aspect, no way to tell the frame separates.

Uphill, downhill, rough roads, anything at all. Just like a bike.

When I last checked, around 30 builders nationwide were approved to build S and S bikes. Among them are: Rivendell, Waterford, Co-Motion, Salsa,

Erickson, Sachs, Rex, Davidson, LaMoure and a bunch of others scattered around the country.

Reynolds was my sponsor, remember. Several outfits who build S and S-coupled bikes are Reynolds customers, and are 853 builders to boot, Waterford Cycles among them.

So - I have a green-and-yellow, S and S-coupled, 853 Waterford, made in Wisconsin. It's beautiful. With its new Campagnolo "racing triple" parts group, it will do nearly anything a traveling road bike might be asked to do: uphill, downhill, at baggage claim, anywhere at all.

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