

Bicycle Paper

THE VOICE OF NORTHWEST CYCLING MAY 97 • FREE



1997 racing season brings out the best

BY TIM ENGLE

Cowbells, thumping tunes, hundreds of spectators...this is the distinctive flavor of European cycling venues, yet it can be enjoyed here in the Northwest. A great example of this was the U.S. National Cyclo-Cross Championships held Dec. 7, 1996, in Burien, Wa.

Top local racers rode impressively (garnering podium spots in nearly every category) but could have used more support from one of the most popular cycling areas in the country. A number of talented riders call the Northwest home, but, unfortunately, publicity has been few and far between.

Please See- "Race Feature" on Page 9

The steel artistry of Glenn Erickson

BY RUSSEL W. HOWE

In Japan, certain citizens who possess unusual artistic talents and skills are designated as h cultural treasures. Despite an increasingly mechanized and technology driven 21st century, Japan is preserving the skills and talents of the individuals who make samurai swords, pottery and calligraphy utilizing 17th Century techniques and methods. In this age of downsizing and cost cutting, an individual turning out one samurai sword every six months can not survive.

Please See- "Frame Builder" on Page 7

Mail order dentures?

BY ESTELLE GRAY

Would you buy your dentures mail order? Why not? You know you have 32 teeth, including 12 molars and 4 central incisors. You can just make one easy phone call, save a few dollars, and then your friendly neighborhood dentist will help you fine tune the fitting, ... just like the bike mechanic does with your mail order bicycle parts.

You are getting ready for your favorite local bike ride. A week before the event, your front derailleur breaks. You grab your handy mail order catalog and order a new one as well as a cable. You know just what model you need, and while you are at it you order a new bottom bracket be-

Please See- "Dentures" on Page 5

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On the cover:
Beth Lyndon-Griffith negotiates very rocky terrain at the 1996 World Mountain Bike Championship in Australia.

Photo courtesy of Beth Lyndon-Griffith

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Friendships grow from social rides

BY GORDON BLACK

What kind of a cyclist are you? I don't mean, do you ride only on aluminum frames or when it's 65-degrees, dry and still. You see, I have this theory about all bicyclists. The theory groups all riders into just two categories: social or solitary. Socials like to hang around at the bakery, will go out in any weather if there is company and generally see bikes as the glue of friendship and interaction. Solitaires, so goes

my theory, will train alone for long miles and won't barely pass a word to other riders even on a major event like Seattle-To-Portland. Socials are in it for the fun, but may also be highly fit riders. They just like to yak as they ride. Solitaires are more often very competitive and you're never sure if they ever have fun. Socials have been known to force conversations out of solitaires. Two solitaires together... well, who do you think invented conversation-defying pacerlines?

I admit I'm an unabashed social. Sometimes I'll ride the long way home just to continue a discussion. I loath going out for a ride on my own without a purpose, such as commuting, but will change schedules for a ride with a buddy in the rain.

Put it down to conditioning. If you entered bicycling with the will to compete as a racer, you're genetically predisposed to being a solitary. That doesn't mean that racers aren't socials, after all the bunch on a road race can be full of conversation, or at least comments deserving responses. If, on the other hand, you entered bicycling through weekly rides and outings, you're probably a social. But, again, there are always individuals who defy categorization.

All this comes to mind following a recent visit back to the old country, Scotland. As a teenager 25 years and more ago, my Sunday mornings were spent with a group of riders whose first order of the day was to assess the weather, more especially the wind. Weather forecasting then did not have

the benefit of radar and was at best merely a general prediction. Back then, BBC Radio seemed to have only three variations on the forecast for winter and the predictions were rotated each Sunday. Or so it appeared.

My recent visit revealed better forecasting but not necessarily improved weather. In January, Eastern Scotland gets bracing cold days below a dull winter sun. Clouds scud across the sky like hockey pucks on ice. Perfect for a bike ride!

So I made arrangements to go for a ride with one of the ride leaders who each Sunday for several years took on the task of shaping a bunch of know-it-all teenagers with bikes into real (set italics) cyclists. It never occurred to me (or I suspect the others) at the time that Archie Speed, our regular ride leader, had a good thirty years seniority on us. Sure, he was an older guy but then someone pushing 30 years of age was practically an old guy in our teenage view.

Archie showed a great deal of loyalty to the youngsters, which I'm sure we repaid with a mixture of insolence, sarcasm and high-energy dashes up the hills that left Archie panting. Truth is, Archie seems to have only a marginally harder time getting up the hills now, at age 74, than he did back in the early seventies. A former coalminer, his lungs are lined with residuals of shaft dust. This slows him down, but does not alter his determination. Archie is a five-foot-five-inch dynamo. He still rides a bike with a fixed-gear, and sways from side to side as he tames the bike on the downhill side. From April through September he races in time trials.

On our 30-mile loop we retraced many Sunday rides and lamented the increasing number of cars now compared to then. He complained that social rides had declined, that many more riders rode on their own or did so in small groups bent on accumulating mileage. I told him about the Cascade Bicycle Club and its 5000-plus members. He asked if they had Sunday rides, the kind where you just go out, enjoy the scenery and chat.

Outspokin'

BY GORDON BLACK

Bicycle Paper Advertiser Index

(ADVERTISER).....	(PAGE NO.)
Alki Bicycle Co.....	17
Alpine Designs.....	19
American Lung Assoc. of Wash.....	06
Attorney at Law (Harvey Grad).....	19
Bicycle Paper classified ad form.....	18
Bicycle Paper subscription form.....	03
Bicycles West (WA).....	(Special Insert)
Bike Tech.....	19
Cascade Bicycle Club (STP).....	20
Co-op - Bianchi.....	14
Co-op - Cannondale.....	02
Co-op - Giant.....	06
Co-op - GT.....	06
Co-op - Klein.....	14
Co-op - Raleigh.....	06
Co-op - Rollerblade.....	02
Co-op - Schwinn.....	08
Co-op - Trek.....	08
Computer Help!.....	15
Courage Classic.....	14
Erickson Cycle Tours.....	19
Gregg's Greenlake Cycle.....	02
Kona Bicycles.....	12
LEP Sales.....	19
Longview Rotary (Tour de Blast).....	13
MacDonald, Hoague and Bayless.....	09
Mike's Bike Shop.....	19
Multiple Sclerosis Society.....	12
Oakridge Fat Tire Festival.....	20
Olympic Peninsula Adventure.....	15
Olympic Sports.....	08
Pathfinders.....	09
Pence and Dawson.....	04
Rack & Pack.....	19
Rainier Cycle Sport.....	04
Recycled Cycles.....	19
Ride for A Reason.....	10
Scenic Cycling Adventures.....	19
Sports Rack.....	05
Tacoma Bicycle.....	20
The Bike Shop.....	19
Tim Kneeland & Associates.....	05
Unlimited Sports Action.....	04
Wedgwood Cycles.....	19
WomanTours.....	19

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No free lunch

Dear Editor,

I found P. Yuri Samer's story in the April issue ("Underwriting trail fun") to be both informative and amusing. Informative because he presented the facts about the implementation of fees on public lands and amusing because he never explained what must be driving the fees. It cannot be any other reason than the nationwide demand for tax cuts in budgets.

As the cliché says, "There are no free lunches," and the freedom from entrance fees we baby boomers and Gen X'ers have grown to enjoy existed because they were tax supported. Where do people expect the money to come from to run our public lands if they also want to cut taxes? Oh; I know the answer! "I want them to cut someone else's program, not mine; something like corporate welfare." Sure. Anyone who believes the budget ax is going to fall on such sacred cows of government as military spending (over 50% of discretionary spending) or corporate welfare, needs to open their eyes to political realities. People in DC never go outside unless it is to play golf or drum up support for subsidizing grazing or more timber and mineral extraction in the west.

Rather than comment on current proposals of fee schedules or "alterante fees

models," we should be pressuring Congress to restore full budgetary support for our public lands agencies so that the public lands will remain **FREE** to enter. What the hell; we own it anyway. Why should we pay for the privilege of using it?

Sincerely yours -- Peter Stekel

Factor, red lights

Dear Bicycle Paper,

The topic of red-light runners includes many factors. The one on which I focus, which is paramount to all others, is safety. No pedestrian, no bicycle rider, no inline skater wants to get hit and hurt on the streets. No driver wants to strike any of these travellers either. Other factors include common sense, frustration in delays, a mechanical lighting process which has no brain and is not in touch with what is going on. Therefore, there are times when I believe the primary focus and the sensible focus for all movement of traffic is safety, and not blind adherence to an impersonal ordinance and a mechanical device which is not contributing to safety, movement of traffic and the general flow of humans on a crowded earth, whether they are flowing for personal emergencies, time crunches, energy efficiency, or general comfort of getting from one place to another.

(I have another topic in mind, having to do with parking meters which malfunction and now have been installed with "Violation" signs precluding lawful parking in empty parking spaces otherwise perfectly available for the placement of a vehicle in these crowded cities, merely when the governing body cannot keep their fee-generating meters in working condition).

Seattle has a reputation around the country for being the city in which the citizens will stand on a curb in wind and rain, with no traffic coming from any direction, waiting for a light to turn from red to green. Standing in the rain waiting for the green is stupid when there is no cross traffic, no danger from traffic making legal free right or left turns, simply increasing one's susceptibility to getting cold, wet and chilled. There is no public good derived from standing at a red light in the rain when there is no other approaching traffic.

I believe if the lawmakers have too much trouble writing a law which focuses on the movement of traffic under safe conditions against the directions of a mechanical red light, then the policing of that traffic movement ought to include a level of tolerance, based upon conditions at the moment focusing on safety first. Strict adherence to the directions of a mechanical light without considerations of the traffic conditions at the time is moronic and serves no useful purpose.

Some light-runners seem to take close-shave chances. Sometimes in watching light-runners I have the sense that I would not want to ride that way; but I also believe that the bicyclists who are light-running are incredibly agile, alert, mindful of traffic 360 degrees around them, and they make their own allowances for vehicles crossing their paths. I believe that the bicyclists are not on suicide runs but are primarily focused on getting to their next spot in one piece. We can trust that they are running lights when they feel safe in doing so. Thus the enforcement of signal light directions ought to include a human element, an intelligence-based tolerance policy. If a situation becomes clearly dangerous and unsafe, illegal light-running ought to be enforced. Otherwise, with the necessary movement and transportation of large numbers of people and vehicles through crowded urban areas, if the movement can be done in safety to the people, that should be the end of the issue, no matter what color the lights are.

It seems sometimes that people would much rather stop thinking for themselves and rely on the comfort of mechanical devices controlling their lives. That attitude kills the element of life which exists inside healthy, active, bike-riding, inline skating, hiking, running people which we enjoy exercising, developing and feeling in ourselves.

-- Ed Huneke










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Continued From "dentures" on page 1

cause your current one is making noise. You even pay a couple of extra dollars for 2 day delivery since the ride is pretty soon.

The parts arrive on Tuesday and you take them into your favorite bike shop only to find that lots of other folks are preparing their bikes for Sunday's big ride. You present your parts to the mechanic (they are in a brown paper bag so that he won't know where you got them from) and he tells you that they are "swamped" and won't be able to get to it until Monday. You explain that you need it for Saturday and he grimaces but miraculously accommodates you.

He gives you an accurate labor quote and asks if he can pad it in case they find anything else that might need attention. You decline, knowing your bike is in great shape. Your mail order wheels are new and you'll now have a new derailleur and bottom bracket. You give him your phone number and leave with a smile.

You're at work on Friday when you get a phone call from the mechanic. He has good news and bad news. The good news is that the bottom bracket you bought fits. He patiently explains that getting the right size bottom bracket without actually having the bike to look at is much like purchasing a lottery ticket. He says that whenever anyone tries to ask him over the phone what size spindle they need, he lets them know that his answer is only a guess, and probably a

wrong one at that. Anyway, you've done a great job in getting the right length spindle, the only thing is, one of the cups is missing all of its threads. Since he doesn't carry that particular brand he can't replace just the cup. He has many other choices for you to choose from. Disappointed, but in a panic you go with his recommendation which is actually only \$3 more than you saw it in mail order.

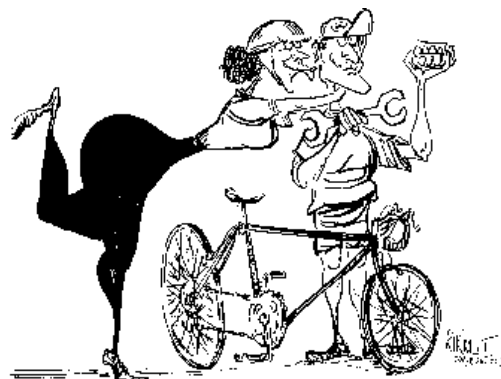
You go into a client meeting only to have your co-worker interrupt you 15 minutes later. (No one ever disturbs you when your door is shut!) She apologizes profusely for the interruption and whispers, "it's the bike shop". She knows what's sacred to you.

Your mechanic (you haven't decided yet whether he is friend or foe) says that he has some info that you are going to find disappointing. The derailleur that you provided will not work. "What do you mean", you exclaim! "It's a Deore XT, 11/8", plain and simple!" He responds by telling you that it is for the newer models which they call compact drive. Your chainring is too large for it. "How can that be", you cry. You even talked about that with the guy on the phone. He asked if you had a 52 or 53 outer chainring or was it a smaller one? You had recently switched to a 48 outer when your mail order wheels came with a 12 tooth cog. You told him that it was smaller... oops. You do admire the pa-

tience of your mechanic who tells you that XT front derailleurs for 110 bolt patterns are hard to get. He has an LX in stock or can order an XT and have it for you in 2 days at no extra charge. You are frustrated. Your whole bike is XT and you want to keep it that way. And the big ride is Sunday! You relent and opt for the LX, but at least you'll get to ride. He finishes by telling you that you can pick your bike up this evening instead of waiting for tomorrow. That feels good- at least you'll be able to ride off a little of your frustration.

You go to the shop and your bike looks great. The mechanic has run a rag over it and it almost looks new. He gives you back your useless parts and shows his true nature. He did not charge you for the bar end cable he supplied. It turns out that your phone operator at the mail order joint sent a cable that was too short for your bar end shifter.

The sun is shining on Sunday and the ride is going great. Your bottom bracket no longer creaks and your front derailleur shifts better than ever. 30 miles



into the ride you hear a loud ping. A spoke has broken. It's on your buddy's bike, you assume/hope. The bad news is that it's on your bike; on your new mail order wheel, to be exact. The good news is that there is a rest stop a mile ahead with some mechanical support. You pull in and the best news is that it's your buddy from your bike shop. He smiles, calls you by name and has you on the road in minutes flat, at no charge.

The rest of the ride is great and you no longer think of that mechanic as your buddy, but as your hero. A few weeks later you take a small spill over your handlebars and ruin your dentures as well as your front wheel. I wonder where you're going to choose to purchase the new ones?





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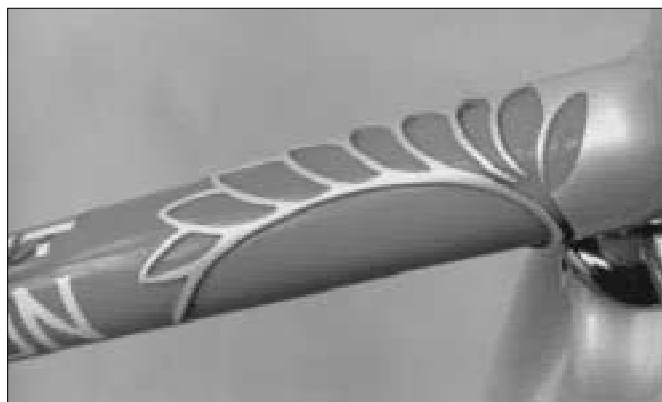
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Erickson craftsmanship adds an element of quality to each bike.

Likewise with bicycles, the art of fillet brazing and sculpting beautiful and ornate lugs is disappearing. Unfortunately, it is more cost efficient to build TIG welded bicycles. Glenn Erickson, of Seattle, WA, is like an ancient samurai sword maker. Armed with his torch and an Italian frame jig, he builds bikes that combine the finest materials and old world construction methods. In fact, the University of Washington's School of Architecture decreed that Erickson is a living treasure of Washington. Each semester students make a pilgrimage to the Erickson shop to inspect his shop and ornate work. The goal of the students are to design a workshop for Erickson that reflects his artistic talent.

Erickson started racing in 1972. He was working at a local bike shop when a fellow employee suggested that they go watch a nearby bike race. At the race, Erickson surveyed the competition in the novice class and decided that he could win. He rushed through registration while his friend coached him to "sit in

and sprint at the finish," if he was still with the pack. He had other plans. Once the starter pistol fired he took off and never looked back. He won his first race in a solo effort off the front. Looking back Erickson laughingly relates, "I won easily! Maybe it was a stupid move, but it was easy!"

In 1973, Erickson and Angel Rodriguez opened R & E Cycle Repair. As Erickson recalls, "someone brought in a frame that was damaged and asked if we could fix it. We looked at the bent top and down tubes and said, 'yes, we can fix it.'" Erickson and Rodriguez bought some torches and repaired the frame, teaching themselves along the way. Eventually, Erickson sold his interest in R & E and started building frames full time under his own name.

Today, Erickson builds 35 to 40 frames a year. Primarily building road frames and tandems as well as the occasional track or cyclocross frame. Due to his tandem racing experience, Erickson built a number of racing tandems which were raced in National and World Championship events and the Burley Duet Cycling Classic. (The only tandem stage race in North America.) Additionally, Erickson is the tandem Seattle-To-Portland record holder and a past winner of the Burley Duet.

Performance is the key issue with an Erickson frame. For over twenty-five years, he has raced on his own frames. Pushing his own frames to their limits, has helped him design bikes that not only fit perfectly but ride in a way that meets or exceeds the customers ex-

pectations. He states, "I realized that performance was the key issue and as I evolved and got better at the craft and better at metal work, I came to see that there was an opportunity to make my frames a little more special. My frames are more than looking fancy; in every frame I am trying my very best to combine the best possible construction and the best materials. I know in my heart that I am building the best bike that someone can buy. Not only will mine perform well but I am able to put some detail or unique workmanship into the frame which places it above any other frame in the world."

At the recent Seattle bike show, I watched prospective customers admiring the Erickson frames. All were in awe of the smooth transitions between tubes and the intricate and ornate custom designs. One cyclist shook his head and asked his friend, "How does he do it?" Erickson is best known for building beautifully fillet brazed frames and cutting designs into scrap pieces of tubing that are blended into the fillet or silver brazed on to a tube. Some customers create their own designs but most give him a creative license. Tulips, Lightning, Egrets and the Moon + Stars are some of the options that appear in the Erickson catalog.

Truly a work of art from a master craftsman, an Erickson frame performs as well as it looks. Erickson frames have been ridden to numerous victories. This past summer, Matt Johnson, won the Senior Men's National Criterium Championship on an Erickson frame. Additionally, a World Record in the pursuit event was set on an Erickson tandem at the Para-Olympics held in Atlanta. An active racer himself, Erickson has collected a few National Championships of his own in addition to setting records on his tandem.

Many consider frame building to be a case of mixing business with pleasure, Erickson took this concept one step further when he and his partner, Nancy Bruce, began their touring company, Erickson Cycle Tours. The tours are centered in France due to Erickson's love and familiarity with the country. Tours in the Alps and the Pyrenees offer riders a chance test themselves on the toughest climbs within the Tour de France. A two-week tour in Provence promises country

roads lined with thyme, rosemary and fields of sunflowers in bloom. A Rhone Valley tandem tour actually starts in Geneva and finishes in Nice. Designed for serious riders, a typical day in the Alps will cover six thousand to ten thousand feet of climbing and seventy to one hundred miles. When the Tour de France is in progress the days ride will end around 3:30pm so each stage finish can be viewed live on television. The newly retired Andy Hampsten will be joining the Erickson tour this summer. Glenn is excited as Andy will lead the group up the Alpe d'Huez. Hampsten is the only American to ever win the Alpe d'Huez



The moon and stars is an example of what Erickson can do to a bike.



Erickson puts his work in motion.

stage and those fortunate cyclists on the Erickson tour will be able to relive the moment through Hampsten's narration.

An avid wood worker, Erickson considered making furniture for a living. Yet, his love of the bicycle focused him on frame building. "I really enjoyed wood work but there was no interaction with people. The allure of the bike business is the people it attracts. Cyclists are different from the rest of society; they're like me and I enjoy being with these people." Based on the popularity of his frames, cyclists like him too.

If you are interested in an Erickson frame or tour, contact Glenn Erickson at 6119 Brooklyn NE, Seattle, WA 98115 (206) 527-5259.



INTERNATIONAL RIDE FOR A UNIVERSAL CAUSE

BY ALISON BOHAN

There are a couple of things the Pacific Northwest is known for: a passion for outdoor recreation and a sincerity towards many different causes. It is through the both of these that the Northwest has made great strides.

That is why, when a National AIDS organization came to the Northwest to pitch the idea of a bicycle fundraiser to benefit AIDS/HIV education, research and support, the idea went over well. The big National organization had in the past hosted similar rides (very successful ones) in Chicago, California and Boston. But...the thought of turning the ride over to an out-of-town organization that wasn't familiar with the Northwest, didn't make a lot of sense. That is when six AIDS/HIV support agencies from the Pacific Northwest—the Northwest AIDS Foundation (NWAf) from Seattle, WA; Cascade AIDS Project (CAP), Portland, OR; AIDS Vancouver, Vancouver, BC; People of Color Against AIDS Network (POCAAN), Seattle, WA; Bailey-Boushy House, Seattle, WA; and Chicken Soup Brigade (CSB), Seattle, WA—decided to come together and create their own bike ride to benefit AIDS; to create Ride for a Reason. These agencies organized a staff and set about to "build" the ride from the ground up; they secured spokesperson, three time Tour de France champion, Greg LeMond. The organizations and staff at Ride for a Reason were thoroughly encouraged not only by the number of indi-

viduals that wanted to help with the project, but also the number of other AIDS/HIV support agencies that have become involved—organizations from Olympia to Bellingham, Portland to Vancouver; the response has been tremendous.

The Ride

Ride for a Reason does not really have an other cycling event in region to be compared to. Thus, the demographics for the ride will tend to run the gamut: advanced cyclists doing it for the miles, beginner cyclists doing it for a personal goal, those involved with the AIDS community, those who know someone who has AIDS, and those who want to check out the scenery. There are not that many bike rides around that can reach out to so many different people and find support.

The ride involves 1,500 participants simultaneously departing Portland, OR and Vancouver, B.C. on August 14, 1997, and pedaling to Seattle on August 17, 1997, where they will be greeted with a huge "hero's welcome" party. The four day ride averages 50 miles a day but for those wishing for more of a challenge, 80 mile routes are also mapped out.

Of course, the ride itself has more than enough perks to get someone who hardly even rides a bike, to go. The fully supported ride, from start to finish, includes: A big send-off party from your departure city of choice, rest stops every 15 miles, food, camping, nightly entertainment, massage, AT&T phone home booths with

free cellular calls, top notch mechanical support on the road and some of the best scenery the Northwest has to offer.

The Reason

In order to take part in the ride, each cyclist must raise a minimum of \$1,500 in pledges as well as pay the \$45 registration fee. Therefore, Ride for a Reason has set their fundraising goal at \$2.5 million.

Expectations are high, especially for an inaugural event, but Ride for a Reason's Outreach Coordinator, Lee Callahan, does not seem daunted. "The challenge of the event matches the challenge of the epidemic and I feel that people are up for it."

Of the amount raised by the event, 85% of the event's net proceeds will benefit the six host agencies. In addition, 15% will be distributed to other agencies that benefit the work of HIV and AIDS prevention, education and care services in Oregon, Washington and British Columbia.

Callahan explained, "This benefactor paradigm allows other agencies to get involved that would have a more difficult time raising money on their own. Benefit amounts are decided by a point system and involvement in the event."

Raising \$1,500 for the ride may be seen as a deterrent, but the staff members at Ride for a Reason have come up with three explanations why it shouldn't be:

- 1.) Ride for a Reason is cheap for an AIDS benefit ride, about \$1,000+ less.
- 2.) There are so many networks and simple, proven ways to raise money.

3.) Staff provides weekly Rider Orientation meetings.

The weekly Orientation meetings are held in Vancouver, Portland and Seattle. They supply participants with all of the information they need to take part in Ride for a Reason. They provide working knowledge of the how, what, where and when of fundraising. They have practical ways of fundraising including throwing a party or mailing out flyers. They also arm you with letter templates to mail out as well as tips, expansion techniques and workshops. Whew!

If it's the 50+ miles a day on a bike that scares you, do not fear. When you sign up for the ride, a trainer will call you and help to design an optimal training program to get you geared up for the ride. They also offer group training rides, from beginner to advanced, to make sure you stick with your goals.

If it's your bike that's out of shape, the ride is supported by over 25 regional bike shops which offer discounts on products and services for those participating in the ride.

"We want people to really get in on the collaborative spirit of the ride. The host organizations are really into taking excellent care of their clients, this same spirit will translate into going over the top for those participating in the ride," states Callahan. "Ride for a Reason is about having a good time. It's a mobile village with everyone riding for one reason."

To find out more call (888) 89-BIKES or (206) 322-BIKE.






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Continued from "Race Feature" on page 1

Now that the season is under way here are the profiles of five(three men and two women) locals to look for this season. Go out and support them!

Ward Griffiths

(Modest road star with a killer kick. One to watch in stage races, and has been known to stoke a tandem.)

Birthdate- 12/7/62

Resides- Seattle, Wa

Status- Single

Sponsor- Road: Qual Med- Saturn (Cat. 2)

Best Cycling Experience- 10th 1995 Microsoft Grand Prix (Seattle, Wa)

Worst Cycling Experience- 1994 Microsoft Grand Prix (Seattle, Wa) "I got dropped and was pulled from the race..."

Other- "I love racing, but I really enjoy just riding my bike. Cycle-therapy is a truism for me. It's great to set goals and attain them. It's been a real learning process physically to train and learn how to focus."

Career Highlights- 1997: 18th Redlands Classic (Redlands, Ca); 6th Sequoia Cycling Classic (Visalia, Ca) 1996: 4th USCF Masters National



Ward Griffiths in the road race at the 1995 U.S. Cycling Nationals.

Championship/ Individual Time Trial (Santa Rosa, Ca); 1st Washington State Road Race Championships (Richland, Wa); 12th Killington Stage Race (Killington, Vt)

1995: 5th Tour of Willamette (Eugene, Or); 10th Microsoft Grand Prix/ Fresca National Championships (Seattle, Wa); 10th Tour de Toona (Altoona, Pa)

PHOTO COURTESY OF WARD GRIFFITHS

Dale Knapp

(Crowd favorite, top contender in both cyclo-cross and mountain. Nationally known for journal entry's depicting cyclo-cross racing in Europe as a member of national team. VeloNews coverboy Nov. '96)

Birthdate- 3/16/64

Resides- Tacoma, Wa

Status- Single

Sponsor- Cyclo-Cross: Plymouth-Ellsworth (Cat. 1)

Mountain: Plymouth-Ellsworth (Elite/Pro)

Road: Saturn-Pezzo Velo (Cat. 2)

Years Racing- 5

Best Cycling Experience- 1994 Cross Nationals (Seattle, Wa); racing cyclo-cross in Europe; 9th at NORBA NCS (Spokane, Wa)

Worst Cycling Experience- "Being lapped at the 1995 Cyclo-Cross World Championships in Eichenbach, Switzerland."

Other- "Racing has given me a great challenge, a great sense of accomplishment. I intend to give back to the sport



PHOTO COURTESY OF DALE KNAPP

Dale Knapp focuses on a turn.

in the future, to thank all those who have supported me."

Katie Blincoe

(Energetic, affable top contender. Took cyclo-cross by storm in '96 by becoming Prestige Super Cup National Elite Champion in only her first year of competing)

Birthdate- 4/21/64

Resides- Mercer Island, Wa

Status- Married

Sponsor- Cyclo-Cross: Velo Saddles-Redline-Bloodhound Travel (Cat. 1)

Mountain: Velo Saddles-Kavu-Gu-Bloodhound Travel (Expert)

Road: Qual Med-Clif Bar-Bloodhound Travel (Cat. 1)

Years Racing- 4

Best Cycling Experience- Prestige Super Cup Cyclo-Cross National Elite Champion; Track Racing; Road and Street Sprints

Worst Cycling Experience- Fresca Cup Road Race (1994- New York) "I was working full time, flew out on my own \$, didn't know anybody. I was terribly dehydrated... (and) I ended up having to go to the hospital, which was less than a mile away, in an ambulance because of my water loss. I was so dehydrated that I couldn't even cry!"

Other- "My husband John made it happen for me. All along he encouraged me and helped me. Their are other racers who have ruined relationships to serve themselves, but with us it is a team effort. I really enjoy meeting people in other cities. The families that I stay with help me and come cheer at the races, (and) I've made

See "Blincoe" on next page

Beth Lyndon-Griffith

(Undisputed queen of mountain biking- Masters World Champion. Always ready with a smile, but will kill you when it's time to drop the hammer.)

Birthdate- 1/15/63

Resides- Seattle, Wa

Status- Married

Sponsor- Cyclo-Cross: Ellsworth (Cat. 1)

Mountain: Plymouth-Ellsworth (Elite/Pro)

Road: West Seattle Physical Therapy (Cat. 1)

Years Racing- 8

Best Cycling Experience- 1996 World Mountain Bike Championships (Cairns, Australia) Women's Masters World Champion

Worst Cycling Experience- 1996 Cyclo-Cross Nationals (Seattle, Wa) "I had a bad day in front of all my friends and family."

Other- "Through racing I've met many people and mad avluable friendships. Racing has given me confidence in other aspects of my life. Hard work and perseverance have helped me, along with learning to balance things in my life. I am fortunate to have the support of my husband who also races, which helps in that he understands the committment that it takes."

Career Highlights - 1996: Masters World Champion (Cairns, Australia); 1st Ex-

See "Griffith" on next page

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

ACTIVISM: Vice Chair NOWBIKE; "Life Member" LAB, BBTCC & NOWBIKE; member Cascade Bike Club.

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

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Jonathan Sundt

(Heart of a lion. Wants only to be "the best". Anxious to bring home podium spots. Nationally known for "I had a couple of beers" quote.)

Birthdate- 3/20/74

Resides- Seattle, Wa

Status- Single

Sponsor- Cyclo-Cross: Redline-Arnette-Time-Control Tech

Mountain: Raleigh-Arnette-Spinergy-Time-EBR-Control Tech

Road: Raleigh-Arnette-Spinergy-EBR-Control Tech

Years Racing- 6

Best Cycling Experience- 11th NORBA NCS (Big Bear, Ca)

Worst Cycling Experience- 2nd Espoirs 1996 Cyclo-Cross Nationals (Seattle, Wa)

Other- "Everything I've done in racing is to prepare me to go against the Euro's. It's

tough for up-and-coming U.S. cyclists to compete against the structure and support that is seen in Europe. Racing bicycles is something that I am good at, and I want to be the best. I want to thank my family, friends, fellow racers and sponsors for the support and guidance they've given. My ultimate goal is to compete (for the U.S.) in the Sydney Olympics in the year 2000."

Career Highlights- 1996: 11th NORBA NCS #4 (Big Bear, Ca); 2nd Cyclo-Cross Nationals (Seattle, Wa- Espoirs); 1st Microsoft Boneshaker (Winthrop, Wa)

1995: 1st Pacific Crest Cup (Seattle, Wa); 1st Rut Wrestler (Snoqualmie Pass, Wa); 2nd Padden Mt. Pedal (Bellingham, Wa)

1994: 2nd USCF Washington Cyclo-Cross Championships (Seattle, Wa); 3rd Washington MTB Championship (Wenatchee, Wa); 18th Cyclo-Cross Nationals (Seattle, Wa)

Craig Udem

(Most likable guy around. Can take a podium spot in any cycling venue. VeloNews coverboy Nov. '96)

Birthdate- 5/24/63

Resides- Seattle, Wa

Status- Married

Sponsor- Cyclo-cross: Redline (Cat. 1)

Mountain: Moots Cycles-R.E.I. (Elite/Pro)

Road: Softride-Saturn of Bellevue (Cat. 1)

Years Racing- 10

Best Racing Experience- Cyclo-cross racing in Europe (Dec. '96-Feb. '97) on U.S. World Cyclo-Cross Team. Racing Tour of El Salvador (13 stage International Road Race in 1992 and 1993)

Worst Cycling Experience- Cyclo-cross racing in Europe. Due to harsh weather, team sickness, tough traveling conditions and limited (very limited) funding.

Other- "I love racing because it is a good outlet for extra energy (and) it mellows me out. I have learned a great deal about nutrition, physiology and mental focus. Racing is also a good way to see the world (as) I have been to a thousand places I would have missed if not for racing."

Career Highlights- 1996: 1st Super Cup Cyclo-Cross #3 (Seattle, Wa); 3rd Super Cup Cyclo-Cross #1 (San Francisco, Ca); 8th Masters Road National Championships (San Francisco, Ca)

1995: 10th Cyclo-Cross Nationals (Leicester, Ma); 1st Bellingham Cyclo-Cross (Bellingham, Wa); 1st 24 Hours of Capitol Punishment MTB XC (Olympia, Wa)

1994: 6th Cyclo-Cross Nationals (Seattle, Wa); 1st Washington State Cyclo-Cross Championships (Seattle, Wa); 1st Crystal Mountain MTB XC (Crystal Mountain, Wa)



PHOTO COURTESY OF CRAIG UDEM

Craig Udem racing at Mammoth.

"Blincoe" from page 10

many friends. I feel I have a lot of energy to give to juniors and women, and I plan to focus on that [when her racing ends]."

Career Highlights- 1996: National Elite Champion Prestige Super Cup Series; 4th Sequoia Cycling Classic Criterium (Visalia, Ca); 5th Frigidaire Cycling Classic Street Sprints

1995: 3rd Tour of Willamette U of Oregon Campus Criterium (Eugene, Or); 6th Tour de éToona Criterium (Altoona, Pa); 8th Frigidaire Cycling Classic Street Sprints

1994: 2nd Casper Classic Northern Gas Circuit Race; 2nd Bear Trax and Beeswax MTB (Belfair, Wa); 3rd Summer Sizzler MTB race (Belfair, Wa)

"Griffith" from page 10

pert Overall NORBA National Point Series; 6th Cyclo-Cross Nationals (Seattle, Wa)

1995: 5th Cyclo-Cross Nationals (Leicester, MA); 1st Washington State Cyclo-Cross Championships (Seattle, Wa); 3rd national MTB Championship Series #1 (Mt. Spokane, WA)

1994: 1st Washington State Cyclo-Cross Championships (Seattle, WA); 1st Valentines Day Challenge (Belfair, WA)



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GREG LEMOND
Three-time Tour de France Champion and spokesperson for Ride For A Reason

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Olympia hosts grassroots lobbyists

This year is a budget year which makes it critical for those interested in exactly what is being done with the \$2 billion transportation budget. Only \$7.6 million of this money, or .38% of the total budget, is used for alternative transportation projects.

NOWBike Executive Director, Susie Stephens, stated, "Road builders and auto interest groups are very powerful lobbying groups. The interests of cyclists and walkers weren't being fully addressed so it was time for us to come together."

Thus, NOWBike and Alt-Trans sponsored the first Bicycle & Transportation Alternatives Lobby Day in Olympia.

The inaugural event drew in over 250 people for a full day of discussion, education and lobbying. In the morning participants were briefed on the three main issues at hand for alternative transportation: Transportation funding, growth management and Helmet and cycling safety.

People were encouraged to make appointments and meet with legislators to lobby for alternative transportation issues. Many people had never even met their legislator before, let alone lobbied. Those involved were also provided with the materials and guidelines to send letters to their respective Congress, State Legislators and newspaper editors.

During the lunch break, as participants filled up on soup and salad, three legislators spoke on the condition of alternative transportation and what steps are being taken on the political forefront to improve people's options.

This annual event hopes to draw even more people and political figures to their cause. "As the old saying goes, 'it only starts with a few'," commented Stephens

any sort of commitment to LAB and the company has decided to make the baggage cars into passenger smoking cars.

If you would like to make your opinion on the matter known, contact: Mr. Tom Downs, President and CEO, AMTRAK, National Railroad Passenger Corporation, 60 Massachusetts Avenue, NE, Washington, DC 20002.

Doin' it in the snow

Saturday, March 29, 1997, Mt. Bachelor was host to an Oregon first: A mountain bike dual slalom race—in the snow. Wheels were turning wildly, arms flailed and some riders ate it pretty hard but that didn't seem to break any spirits as team Absolut took on the gates. The mountain bike race was held in conjunction with the Absolut Ski Challenge which is performed at 15 resorts around the country.

The event, which also included snow board and downhill ski racing, was able to raise over \$2,500 to benefit the Humane Society of Central Oregon.

The exhibition Mt. bike race had 11 riders competing 12 times. Riders were denied the use of studs so it was more than treacherous around the turns. The hardest part of the ride was having to walk the bike back up the run in a couple feet of snow.

Rank	Time
1. Jason Wells	22:56
2. Alex McClaran	22:88
3. Paul Thomasburg	24:15
4. Eric Smith	24:18
5. Paul Parsons	27:74
6. Ron Roley	29:12
7. Terry Dickinson	29:15
8. Jeff Burnard	30:86
9. Jim Perkins	31:46
10. Eric Vickers	31:77
11. Ken Picard	38:18

Time to get moving

On Friday, May 30, the Cascade Bicycle Club and NowBike are sponsoring the eighth annual Puget Sound Bike to Work Day and Heels and Wheels Commuter Contest will also begin that day. The goal of both of these events is to provide people with information, incentive, and encouragement to com-

mute to work, at least part of the time, by bike or foot. The idea is once you start you will incorporate it more and more into your schedule, until it becomes rote!

Last year's Bike to Work Day featured a rally downtown, this year the rally will spread throughout the area at certain "checkpoint stations" where commuters will receive free food and drink, souvenirs such as water bottles and reflective bands, and tons of biking info. If one of



Team Absolut takes a break before heading up the hill.

the checkpoints listed below is not on your commuting route, convince your workplace to do its own Bike to Work Day celebration.

1997 Bike To Work Day Checkpoint Stations:

Seattle

1. East Green Lake Way and NE Ravenna Blvd;
2. Bike/Pedestrian bridge @ 61st and 20th Avenue;
3. Eastlake Avenue south of the University Bridge;
4. Fremont Bridge;
5. Myrtle Edward Park entrance at Alaskan Way;
6. Broadway and Pine at Seattle Central Community College;
7. Lake Washington Boulevard and Alder Street;
8. The east approach to the I-90 pedestrian tunnel through the Mt. Baker area;
9. Spokane Street and Marginal Way;
10. University of Washington on the Burke-Gilman Trail & Rainier Vista.

Redmond

1. Sammamish River Trail Bikepath near 116th and Willows Road.

Renton

1. 7th and Hardie;
2. Downtown Renton.

Bellevue

1. Entrance to I-90/Mercer Island Pedestrian Bike trail at SE 34th (location still to be determined);
3. Crossroads Area.

This year's Heels & Wheels Commuter Contest will be held from May 30 to June 30. During that time make sure you keep track of the days and miles that you bicycle or walk to and from work and on errands, or anytime a car could usually be used. The contest can be done by individuals or you can create teams and try to win in both categories. Winners are awarded prizes for various distance categories or frequency of trips. Make sure you get your official order forms for both events. Every little bit helps!

Contact Argon Steel at NowBike for supplies and information for hosting your own Bike to Work Day celebration or to receive your official forms, at 224-9252.

Looking for a fix?

It is difficult to keep track of all of the new energy bars, gels, powders, and drinks. Use this one for performance peak, use this one for short energy bursts, use this for total fluid replacement. Now there is a website that keeps you up to date on the latest performance nutrition products. The FeedZone, a new online

service, claims to feature the widest selection of these products at lower cost and easier ordering. They also have the "Completely Different" category which offers consumers products that are available for a short time or only in specific regions.

You can find The FeedZone at <http://www.feedzone.com>

New shop

Last month West Seattle had a new neighbor move in, Aaron's Bicycle Repair.

Owner Aaron Goss is a master bicycle mechanic of 10 years as well as being a bicycle commuter. His shop specializes in tune-ups, commuter friendly parts and accessories, suspension service, frame repair, custom painting and wheel building. The full service repair shop also rents bicycles.

If you are looking for information on cycling, Aaron's also provides patrons with a bicycle library where they can browse and even check-out books.

Aaron's Bicycle Repair is located at 6400 California Ave. S.W.

NORBA's new western events coordinator

Emily Anderson has recently joined the NORBA national office staff. Anderson will be assisting western clubs and events and all questions and materials pertaining to western clubs and events should be directed to her.

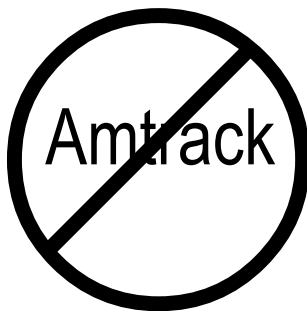
Anderson may be reached at (719) 578-4942, Monday through Thursday.



Bikes are smoked for butts

In case you have yet to hear, AMTRAK, the National Railroad Passenger Corporation, has gone back on its word. Originally, AMTRAK had promised the League of American Bicyclists (LAB) that they would retrofit 34 intercity baggage cars to be accessible for bike commuters.

AMTRAK has denied ever making



CALENDAR

Events

May 1-31: Oregon Bike Month. State of Oregon. A month long-bicycle awareness month. Special rides, presentations and events to celebrate bicycles and the cycling community Karen Frost Mezey, Bicycle Transportation Alliance, (503) 226-0676.

May 1-23: Business Bicycle Challenge. Portland. Begin tallying trips to work for the Challenge in the Portland metro region. Keep track of each trip to work until May 23 on Bike Commute Day. Awards will be given to businesses with the most trips tallied in four size categories. BTA, (503) 226-0676.

May 1-31: May Bikes Belong Challenge. Oregon. Businesses team with schools to tally trips to the store, school, church, friend's house-everywhere! Community Cycling Center, (503)228-8864.

May 6-Sep 30: Tuesday Night Trailwork Party. Help to repair and maintain trails for safe and friendly trail use. Leonard Frances, Backcountry Bicycle Trails Club, P.O. Box 21288, Seattle, WA, 98111. (206) 283-2995.

May 7: Bicycle Repair Clinic. Portland. OR. Collective Bicycle Repair clinic for BTA members. Call for locations and to join the BTA Bicycle Transportation Alliance, (503) 226-0676.

May 7: First Wednesday at Nature's Fresh Northwest. Portland, OR and Vancouver, WA. A percentage of the profits at stores in these cities will be donated to the BTA. Call BTA for locations Bicycle Transportation Alliance, (503) 226-0676.

May 8: Bicyclists Legal Clinic. Portland State University. Clinic given by Ray Thomas, attorney and BTA member. (503) 226-0686.

May 12-17: Bicycle Safety Week. Gladstone. Week filled with safety programs, rodeo, treat and fun. Frank Grace, (503) 248-3820.

May 15-24: Train with the legends: Eddie B. Cycling Camp. Southwest Montana. U.S. Olympic Coach (1977-1987) Eddie Borysewicz is lead coach for this intensive 9 day camp at the base of the Continental Divide. Also on hand will be Rebecca Twigg, Nate Reiss, Steve Hegg and other pro riders Fee: \$1100 per person double occupancy, \$1300/person, single occupancy. Includes all meals, snacks, ground transportation, lodging at Sacajawea Inn in Southwest Montana. or (800) 821-7326.

May 15: Mt Bike Boot Camp. St. Edward State Park, Kirkland, WA. Learn better off-road riding skills, drills, pre-ride maintenance and IMBA rules of the trail. Fee: \$20 for non-BBTC members, \$10 for members. 6pm to 9 pm. Web Address: <http://www.compumedia.com/~agb/bbtc> or email: justrideit@aol.com Leonard Frances, Backcountry

Bicycle Trails Club, 11116 NE 111th Place, Kirkland, WA, 98033. (206) 283-2995.

May 15: The Inner Athlete. University Library. A free mediator workshop offered by the Seattle Sri Chinmoy Centre. Achieving an integral connection with the inner and outer spirit of athleticism. Registration required Daulot Fountain, (206) 322-2600.

May 17: The Inner Athlete. Greenlake Community Center. A free mediator workshop offered by the Seattle Sri Chinmoy Centre. Achieving an integral connection with the inner and outer spirit of athleticism. Registration required. Daulot Fountain, (206) 322-2600.

Jun 26: Mt Bike Boot Camp. St. Edward State Park, Kirkland, WA. Learn better off-road riding skills, drills, pre-ride maintenance and IMBA rules of the trail. Fee: \$20 for non-BBTC members, \$10 for members. 6pm to 9 pm. Web Address: <http://www.compumedia.com/~agb/bbtc> or email: justrideit@aol.com Leonard Frances, Backcountry Bicycle Trails Club, 11116 NE 111th Place, Kirkland, WA, 98033. (206) 283-2995.

Off Road

May 3-4: Canfield Challenge. Coeur d'Alene, ID. A rider's best 10 out of 18 races count towards championship Ron Dillon, USA Unlimited Sports Action, PO Box 7075, Boise, ID, 83707. (208) 342-3910.

May 3: Horse Heaven Hills Road Race. USCF Road Race, NCCA NW Collegiate Championships. Lance Armstrong junior events planned. 60 km loop, 14.5 km climb with a rapid 8km descent, same course as the State Championships. Pat Sullivan, PO Box 132, Richland, WA, 99352. (509) 943-6967 or email: bikecave@ix.netcom.com.

May 3-4: Helena MTB. Helena, MT. Jim Barnes, Big Sky Cyclery, (406) 442-4644.

May 4: The Westside Ride. Bend, OR. Approx. 30 mile mountain bike ride that links popular areas west of Bend in one loop. Several bail-outs along the way. Energy food and drink provided. 9:00 am meet at Hutch's westside store. Fee: \$5 Hutch's Bicycles - Bend, (541) 382-2523.

May 4: The 5th Annual Padden MTN. Lake Padden Recreation Area, Bellingham, WA. Kulshan Cycles, (360) 733-6440.

May 10: MS Mountain Bike Madness Ride. Snoqualmie Valley. Experience mud or real and enjoy! Choose from an all ages and abilities 50km route, or a challenging 70km route perfect for experienced off-road cyclists. Hearty lunch, rest stop, snacks,

mechanical support, massage \$ door prize drawings. Cycle through tree farm trails & over logging roads in the Snoqualmie Valley. Tori Darnell, MS Society, 192 Nickerson St., Ste. 100, Seattle, WA, 98109. (800) 800-7047 or (206) 284-4236 or (206) 284-4972.

May 10: Lindley Challenge MTB. Bozeman, MT. PORC#1 Andy Gerlach, (406) 585-2660.

May 11: Spring Thaw Mountain Bike Challenge.

Ashland, OR. Race #2 of the Oregon Teva Fat Tire Race Series. NORBA Race. 25 mile racer through the Ashland Watershed. Race and event web site: <http://ID.MIND.NET/GUMBY/> Dana Randy, PO Box 903, Ashland, OR, 97520. (541) 488-2453 or Fax: (541) 488-2453, Email: DBandy@mindnet.net.

May 11: Carnation Mother's Day Tour - Greatest Hits Ride #3. Elisa Shostak, Backcountry Bicycle Trials Club, P.O. Box 21288, Seattle, WA, 98111. (206) 283-2995.

May 17-18: Idaho City Excellent Adventure. Idaho City, Idaho. AMBC Western Circuit Ron Dillon, USA Inc., PO Box 7075, Boise, ID, 83707. (208) 342-3910.

May 17-18: Winthrop Boneshaker MTB Bash. Downhill & cross-country event; earn WIM points! Gino Lisiecki, Wendy Zupan, Round & Round Productions, 2704 S. Stone, Spokane, WA, 99223. (509) 535-4757 or (509) 533-9354, email: wendydz@on-ramp.ior.com.

May 17-18: TOSRV (tour). Missoula, MT. Missoula Bicycle Club.

May 18: Bike Shop on Grand MTB #2. Billings, MT. Scott Boone, (406) 652-1202.

May 25: Hutch's Hustle. Bend, OR. Race #3 of the Oregon Teva Fat Tire Race Series Sally Russell, 442 NW State St, Bend, OR, 97701. (541) 389-3295 or Fax: (541) 389-7372.

May 25: Tim Horton's Action Quest. Summerland, B.C.. Ron Hayman, Action Quest, PO Box 208, Summerland, B.C., V0H 1Z0. (250) 494-1290 or fax: (250) 494-5475.

Jun 1: Coast Hills Classic. Newport, OR. Race #4 of the Oregon Teva Fat Tire Race Series Dave Campbell, (541) 574-0327 or Email: Dave_Campbell@Lincoln.k12.OR.US.

Jun 1: Story Hills MTB. Bozeman, MT. PORC#2 Andy Gerlach, (406) 585-2660.

Jun 6-8: Oregon Championship Series #1. MT. Hood Ski Bowl, OR. PO BOX 320, Government Camp, OR, 97028.

Jun 8: First Annual Tahuya Spring Classic. Tahuya State Forest, Belfair, WA. Tahuya Spring Mountain bike race series. NORBA event. Craig Nunes, Old Town Bicycle, 6820 Kimball Dr. N.W., Ste. A7, Gig Harbor, WA, 98335. (206) 858-8040 or (206) 857-3002 or KMBC@earthlink.net.

Jun 14: Test of Metal. Squamish, B.C. CANADA. Mass start roll-out on Sea to Sky Highway #99. 65 Kilometer point to point. Outstanding mountain views. 1/3 logging road, 1/3 single track and a 10 kilometer single track. Cliff Miller, IGA Plus Marketplace Squamish, Box 793, Garibaldi Highlands, B.C. V0N-1T0. (604) 898-5195.

Jun 15: Pickett's Charge Mountain Bike Race. Bend, OR. Scenic single track NORBA race. Fees: \$25 Susan Bonacker, Sunnyside Sports, 930 NW Newport Ave., Bend, OR, 97701. (541) 382-8018 or Fax: (541) 382-3079. Email: sunnyside@kxmnet.com.

Jun 22: 5th Annual TC Cycles/Thomas Kemper Summer Sizzler. Capitol State Forest, Rock Candy area. Cross country mountain bike race. Dmitri Keating, Old Town

The following are corrections or date changes that have occurred since printing the year-long event calendar in the March issue of the Bicycle Paper. We apologize for any inconvenience.

The Pacific Crest Cup Mt. Bike Race at Snoqualmie Pass, WA has changed their date to July 26, 1997 through July 27, 1997, due to the snow pack at the summit of the Pass.

The Oregon Bicycle Ride will be taking place August 10, 1997 through August 16, 1997. The October date was an error.

WSPT Leavenworth Road Race on June 8, 1997 has been cancelled.

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CALENDAR



Two Mountain Bike Challenge contenders hit the snow.

Bicycle Club, 6820 Kimball Dr. N.W., Ste. A7, Gigharbor, WA, 98335. (206) 858-8040 or Fax: (206) 851-3679. Email: KMBC@earthlink.net.

Jun 22: Double Dawg Tandem Ride. Bend, OR. 65 mile road ride for tandems and singles from Bend to Smith Rock state park and back. Deluxe lunch provided. 9:00 am meet at Hutch's eastside store. Fee: \$10 a pair Hutch's Bicycles - Bend, (541) 382-9253.

Jun 22: Silver Lake Challenge. Kulshan Cycles, (360) 733-6440.

Jun 22: Cascade Cream Puff. Westfir, OR. Ultra Event. 100 mile, 50% single track, three lap course. Richard, 1689 Charnelton Street, Eugene, OR, 97401-3913. (541)345-7732 .

Jun 28-29: Gorilla Wolf's Mountain Challenge. Park City, UT. Ed Chauner, Chauner Promotions, Inc., 2448 East Champous Dr., Salt Lake City, UT, 84121. (801) 942-3498 or Email: edskilaol.com.



Rides and Tours

May 2-4: Applegate Valley Bike-Around. Jacksonville, OR. Check in at one of Ashland's Inns for the weekend. First evening enjoy wine tasting and hors d'oeuvres at Wolfe Manor Inn. Saturday choose one of three touring options to Applegate Dam 56.20 or 18 miles round trip. Fee: \$65 includes guide, equipment (bicycles, helmets, water bottles) and gourmet catered lunch. Return trip riders will stop at Valley View Vineyard for wine tasting and a tour. Sunday enjoy a half-day ride. Guests may choose from a variety of restaurants for dinner and may also want to enjoy an evening with Shakespeare or Cabaret Theater. (not included) Sybil Maddox, 586 B Streer,

Ashland, OR, 97520. (541) 4888-3676 or (800) 801-3676.

May 3-4: Trek Clean Air. Seattle Ferry Terminal, Seattle WA. Two-day, 110-mile recreational bicycle ride on the Olympic Peninsula, from Seattle to Westport. Full support. \$35 registration fee and \$250 in pre-collected pledges. Benefits the American Lung Association of Washington. Lori Brown, American Lung Association of Washington, 2625 3rd Ave, Seattle, WA, 98121. (206) 441-5100 or (800) 732-9339.

May 3: 13th Annual Ride Around Clark County (RACC). Vancouver, WA. 35, 65, 100 mile options. Hilly, scenic and beautiful. \$10 pre-registration by 4/23 or \$15 day of ride. Thom Reed, Vancouver Bicycle Club, 804 NW 19th Circle, Vancouver, WA, 98604. (360) 687-1189.

May 3: Sequim Irrigation Ride. Sequim, WA. Choose from 12- 30 and 50 mile routes. Fee: \$15 includes food, sag wagon, water bottles and \$1 to NowBike. Bruce Monroe, Olympic Peninsula Bicyclists, P.O. Box 267, Port Angeles, WA, 98362. 360-452-0946 or 360-928-3075.

May 3-4: Scenic Tour of the Kootenai River '97. Libby, MT. 3rd annual event boasts of beauty, roaring waterfalls, wildlife and few cars. 2 day tour in remote N.W. Montana (3 hrs. from Spokane). Benefits habitat for humanity. limit:250. Susie Rice, 1020 Idaho, Libby, MT, 59923. (406) 293-8275 or (406) 293-8715. email: gregrice@libby.org.

May 3-10: Puget Sound. Puget Sound region. One week bike tour that explores the Puget Sound region and all it has to offer. Fee: \$1,682. Tour also offered May 31-Jun 7, June 14-21, 21-28, 28-July 5, July 12-19, 19-26, 26-Aug2. Call for more dates. Bicycle Adventures, PO Box 11219, Olympia, WA, 98508. (360)786-0989 or (800) 443-6060.

Adventures, PO Box 11219, Olympia, WA, 98508. (360)786-0989 or (800) 443-6060.

May 3-10: Puget Sound. Puget Sound region. One week bike tour that explores the Puget Sound region and all it has to offer. Fee: \$1,682. Tour also offered May 31-Jun 7, June 14-21, 21-28, 28-July 5, July 12-19, 19-26, 26-Aug2. Call for more dates. Bicycle Adventures, PO Box 11219, Olympia, WA, 98508. (360)786-0989 or (800) 443-6060.

May 3: Ride for Humanity. Portland, OR. 2 Rides to choose from. Community Cycling Center, (503) 228-8865.

May 3: Ride Around Clark County. Vancouver, WA. Well, this is almost in OR Mike Viles, (360) 693-0195.

May 4: Monster Cookie Metric Century. Salem, OR. Metric Century (62 miles) ride north from Salem to Champoeig State Park for lunch and back through flat farmland. Supported with drink, snacks, lunch and sag wagon. Trudy Mathae, Salem Bicycle Club of Oregon, P.O. Box 2224, Salem, OR, 97308. (503) 585-3079 or email: dparrow@teleport.com.

May 4: Camano Clim. Camano Island. A great tune-up ride for STP. 51 miles of scenic bicycling around the perimeter of Camano Island with an escape route of about half the distance for those who wish a shorter ride (No ferry ride required). Fee: \$20 includes two food stops and free t-shirts for the first 500. Stop by the "illumNITE" booth at the Greater Seattle Bike Expo for a pre-reg packet Stanwood Velo Sport, 8500 Cedarhome Drive, Stanwood, WA, 98292.

May 4: Green River Headwaters Century. Enumclaw Plateau, 20, 60, 100 mile routes around the Enumclaw Plateau. Day of ride resitration: \$15 for singles, \$30 for tandems. Fee includes fully supported route (reststops, food, beverages and SAG support) Brent Neu, PO Box 1209, Auburn, WA, 98071-1209. (206) 833-8409 or Email: BNeau669645@aol.com.

May 10: Skagit Spring Classic. Bayview Elementary School, Burlington, WA. Scenic ride features salt water views, rivers, farmlands and a choice of 25, 40, 62 and 100 mile courses. Pre-registration \$15, day of ride, \$18. Entry-fee includes map, food, sag, showers and an all-you-can-eat spaghetti feed from 12:30 to 4:30 p.m. Marshall Will, Skagit Bicycle Club, P.O. Box 151, Burlington, WA, 98233. (360)652-0653.

May 10: Bike Fair Ride. Grant's Pass. Mark lansing, (514) 476-7743.

May 11: The Rhody Tour Metric and half-Metric. Port Townsend. Three route choices of 32, 44 and 64 miles. The ride route follows the varied terrain of east Jefferson County's rural roads. Two food/water stops, SAG, route is marked with pavement markings plus map. Fee: \$15. Proceeds to help provide helmets for kids involved in Port Townsend bicycle education programs. David McCulloh, Port Townsend Bicycle Association, PO Box 649, Port Townsend, WA, 98368. (514) 476-7743.

May 11: Mother's Day Ride for Women. Forest Park. Mountain bike ride at 9 a.m. Call or email at bikeclub@teleport.com Erin, Bike Gallery, (503) 282-3445 X212.

May 17: Reach the Beach. Portland, OR. Tour the Oregon Coast. Fully supported with a post ride BBQ. 50, 75 and 100 mile rides plus a mountain bike course. Benefit for the American Lung Association of Oregon. Registration deadline 5/5/97 Fee: \$39 registration fee with additional pledges optional. Rick Milner, American Lung Association of Oregon, 9320 SW Barbur Blvd., #140, Portland, OR, 97219. (503) 246-1997 or (800) LUNG-USA.

May 17: Family Fun Ride. Springwater Corridor. Bring a sack lunch, a frisbee and the whole family. Children must be accompanied by an adult. For more

information, call or email at bikeclub@teleport.com Erin, Bike Gallery, (503) 282-3445 X212.

May 18: The 12th Annual Santa Fe Century. Santa Fe, NM. 25, 50, 75 and 100 mile routes. Terrain=flat, rolling, moderately hilly. Food stops. Sag-wagon support vehicles. Fee \$13, includes water bottle, rider numbers, maps, route marking, food & drinks, sag support Willard Chilcott, (505)982-1282.

May 24-31: Woman Tours-Zion/Bryce. Cedar City, UT to Zion/Bryce. A women only road tour. 7days. Fee: \$870, includes Inn-to-Inn, van supported and all meals. Gloria Smith, Woman Tours, PO Box 931, Driggs, ID, 83422. (208) 354-8804 or (800) 247-1444 or (208) 354-8804.

May 26: 7 Hills Kirkland. Kirkland, WA. One day ride across seven Eastside hills. Bill Burwell, 13535-127th NE, Kirkland, WA, 98034. 821-1904.

May 30: Puget Sound Bike to Work Day. Several locations. Enjoy this annual event with a friend or co-worker and help promote clean air! Dozens of info stations located on popular commuter thoroughways around Puget Sound. Cascade Bicycle Club, P.O. Box 31299, Seattle, WA, 98103. 206-522-BIKE or 206-224-9252.

Jun 1: The Best of the Northwest Bike Ride. A great STP training ride 50 and 100 mile routes through a rural river valley. Scenic water views. Michelle Kinsch, Alki Bicycle Company, P.O. Box 85194, Seattle, WA, 98145. (206) 527-7541 or (206) 527-7894. Email: wrotersaol.com.

Jun 1: No Frills Century. Redmond, OR. 65 and 100 mile road ride through the back roads of Redmond, Prineville and Madras. Fee: \$10 Susan Bonacker, Sunnyside Sports, 930 NW Newport, Bend, OR, 97701. (503) 382-8018.

Jun 1-5: Southwest Tours. Utah. Road bike tour Bryce to Zion Canyon, small intimate groups. Includes lodging, most meals, road support, gear transport. Call for full calendar of rides offered. Sandy Green, Scenic Adventure Cycling, 1324 NW Vickburg, Bend, OR, 97701. (541) 385-5257 or (541) 330-6118. Email: info@scenic.com.

Jun 1: Tour de Spokane. Spokane, WA. Road tour between Spokane, Cheney and surrounding areas. Half metric century, full metric century or full 100 mile century, your choice. Wendy Zupan, Round & Round Productions, 2704 S. Stone, Spokane, WA, 99223. (509) 535-4757 or (509) 533-9354, email:wendyz@on-ramp.ior.com.

Jun 1-25: The Great Alaska Highway Ride II. Delta Junction, AK. 23 days and 1421 miles of cycling along the world's most spectacular wilderness highway (yes, Virginia... it is paved). Pedal from the historic Al-Can Highway's north terminus in Delta Junction, Alaska to Milepost 0 in Dawson Creek, British Columbia. Rough it in style each evening, wilderness style with hot showers, hot tubs and hot springs. Fully supported with all meals and camping! Fee: \$1100 Web address: http://www.cyclevents.com Cyclevents, PO Box 7491, Jackson Hole, WY, 83002-7491. (888) 733-9615.

Jun 3: Ride the Island. Portland, OR. Ride the island on a nice sunny evening. Enjoy a relaxing 12 mile ride around Sauvie's Island after work to see the sun set. Fee: \$5. Age: 11yrs-Adult. Ride also offered on June 10. Bill Raczkowski, Cedar Hills Recreation Center, 11640 SW Park Way, Portland, OR, 97225. (503) 644-3855.

Jun 7: Wenatchee Apple Century and Half Century. Wenatchee, WA. This 8th annual ride is the premier STP training ride. 100 mile road ride and 50 mile road ride. Full support, substantial food stops, sag wagons and repair service. Fees: \$25 before 6/7 or \$30 after . Start 8 a.m. David Whitmore, Wenatchee

"Calendar" continued on next page

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Sunrise Rotary, P.O. Box 1433, Wenatchee, WA, 98807. (509) 662-9544 or (509) 662-8559.

Jun 7: Lewis County Classic. Chehalis, WA (Chehalis Middle School). An annual event. 25, 50, 100 mile routes. Pre-register by May 16 and fee is \$15. After May 16, fee is \$20. Lewis County Classic T-shirt sold separately. Twin Cities Chamber of Commerce, 500 NW Chamber of Commerce Way, Chehalis, WA, 98532. (800) 525-3323 or Fax: (360) 748-8763.

Jun 7-15: Woman Tours-Grand Tetons & Yellowstone. Grand Tetons. A women only road tour of the Grand Tetons, Yellowstone and Idaho loop. Fee: \$980, includes Inn-to-Inn, van supported and all meals. Gloria Smith, Woman Tours, PO Box 931, Driggs, ID, 83422. (208) 354-8804 or (800) 247-1444 or (208) 354-8804.

Jun 7-8: MS Tri-State Bike Tour. Montana, Idaho, Washington. A benefit for the Inland Northwest Chapter, National Multiple Sclerosis Society. Pedal through scenic mountains and countryside of Montana, Idaho, and Washington. Full lodging, meals and support. Fee: \$25; \$30 after 5/26/97. Includes t-shirt, water bottle. Minimum pledge of \$150. Great prizes for fundraising. Recruit a team! Chris Polelo, 818 E. Sharp, Spokane, WA, 99202. (509) 482-2022 or (509) 483-1077.

Jun 7: Portland Wheelmen Spring Century. Canby Fairgrounds, Portland, OR. 50 km, 100 km and 100 mile course. Ride through the Willamette Valley. Mark Greenblatt, Portland Wheelmen, 16 SW Canby, Portland, OR, 97219. (503) 293-1069 or (503) 977-0227.

Jun 8: Flying Wheels Summer Century. Redmond, WA. The official training ride of the STP. Distance(s) 30, 60, 100 miles supported. Fee: \$15 Pat Sawyer, Cascade Bicycle Club, P.O. Box 31299, Seattle, WA, 98103. (206) 522-81KE.

Jun 12-Aug 23: Bike Aid '97: pedaling for the Planet. Seattle, WA, Portland, OR & San Francisco, CA to Washington, D.C. Bike Aid is to raise awareness for environmental concern. Routes start in Seattle, Portland and San Francisco and converge in D.C. where participants will meet with policy makers and government reps. Space limited. Bike-Aid '97, 333 Valencia St., Ste. 330, San Francisco, CA, 94103. (800) RIDE-808 or (415) 451-4480.

Jun 14: Tour De Blast. Spectacular ride into the Mt. St. Helen blast zone. Two rides of 50K, fun ride to the Tootle River Dam rest stop. 13K challenge to Johnson Ridge viewpoint directly across from Mt. St. Helen's crater. Fee: \$30. Includes T-shirt, riders food, drink and support and end-of-ride pasta feed. Register after 5/14/97 and fee is \$40. Longview Noon rotary Club, PO Box 1105, Longview, WA, 98632. (360) 749-2192 or Fax (360) 636-3421.

Jun 14: Father's Day Ride. Portland, OR. Get Dad out of the house or leave Dad at home for this 15-20 mile ride to local coffee shops for drinks and food. Fee: \$6, ages: 15-Adult, 9am-12pm. Joan Andersen-Wells, Cedar Hills Recreation Center, 11640 SW Park Way, Portland, OR, 97225. (503) 644-3855.

Jun 15: Monte Cristo Father's Day Tour. 8 miles plus optional day hike: Barlow Pass, Mtn Loop Hwy Elisa Shostak, Backcountry Bicycle Trials Club, P.O. Box 21288, Seattle, WA, 98111. (206) 283-2995.

Jun 15: Rainier Ale Metric Century. Rainier Brewery, 3100 Airport Way S, Seattle, WA. Flat 30, 53 & 77 mile loops. Routes travel by way of Van Doren's Landing and to Flaming Geyser State Park, partly on the STP route! Food, great rest stops, map, mechanical support provided by Velo Store's van, route marking, ride souvenir. Fee: \$10 pre-reg. by 6/9/97 and \$12 day of ride. Riders required to wear an ANSI or Snell approved helmet. Ted Houk, 6019-51 Ave NE, Seattle, WA, 98115-7707. (206) 522-3701.

Jun 16-Aug 2: Coast to Coast Bicycle Classic. (800) 433-0528.

Jun 21-22: Seattle to Portland Bicycle Classic (STP). Kingdome, Seattle. THE ride in the Northwest. Join 10,000 riders for the trek to Portland with a finish line festival - leave June 21 for a back-to-back century. June 22 for a double century. Fee: \$60. Sign up early! Will Chin Steve Daviess, Cascade Bicycle Club, P.O. Box 31299, Seattle, WA, 98103. 206-522-BIKE.

Jun 22-28: Olympic Peninsula. Olympic Peninsula. Almost a week of biking around the expansive Olympic Peninsula. Fee: \$1,454 includes transfer to/from start of tour. Tour also offered August 3-9, and 17-23. Bicycle Adventures, PO Box 11219, Olympia, WA, 98508. (360) 786-0989 or (800) 443-6060.

Jun 23-28: Cascade Sampler. Cascades. Enjoy a four day trek through the Cascades. Fee: \$834 with transfer to/from tour included. Tour also takes place July 7-10, 21-24, August 4-7, September 1-4, 29-Oct2, October 20-23. Bicycle Adventures, PO Box 11219, Olympia, WA, 98508. (360) 786-0989 or (800) 443-6060.

Jun 23-27: Southwest Tours. Idaho. Road bike tour Sawtooths to Sun Valley, small intimate groups. Includes lodging, most meals, road support, gear transport. Call for full calendar of rides offered. Sandy Green, Scenic Adventure Cycling, 1324 NW Vickburg, Bend, OR, 97701. (541) 385-5257 or (541) 330-6118. Email: info@scenic.com.

Jun 28: Cannonball. Seattle to Spokane. Ride from Seattle to Spokane along Route 2 in one day (275 miles). Terry Zmrhal, 9304 168th Place NE, Redmond, WA, 98052. (206) 861-1766 or email: terryz@microsoft.com.



PHOTO COURTESY OF BICYCLE

The band "Bicycle" appeared in Seattle on April 26 at Moe's. They travel from gig to gig via bicycle (hence the name) and Seattle was one of their many stops on their first cross-country tour. They ride into town, play their music and then hope to find a friend's couch to crash on. They just like riding and music!



Series Races

May 1-Sep 25: Alpenrose Weekly Series. Alpenrose Velodrome. Eric Rosesinger, 3810 SW Idaho Terrace, Portland, OR.

May 4: Padden Mountain Pedal. Bellingham, WA. Cross country and trail at Lake Padden Recreation Area, Bellingham, WA Kulshan Cycles, (360) 733-6440.

May 5-Aug 18: RCW Masters Night PIR. Portland International Raceway. Every other Monday night, age graded circuit races. 5/5, 5/19, 6/9, 6/23, 7/7, 7/23, 8/4, 8/18 Chris Hamilton, Raindance Velo Club, (503) 236-4712.

May 6-Sep 16: GI Joes PIR Series. Beaverton. Every Tuesday night circuit race Mark Schwyhart, (503) 231-0236.

May 7: Spring Point Series. Bonney Lake, WA. Seven week pont series x-country racing. Fee: \$12 per race entry. Doug Cartwright, Kelley Creek Brewery, 20123 Old Buckley Hwy, Bonney Lake, WA, 98390. (206) 862-5969.

May 9-11: Columbia Plateau Stage Race. Eastern Oregon. 3 point-to-point road stages, one time trial. Road stages together make one big loop. Marc Schwyhart, Emerald Velo, 4425 SE Woodward #1, Portland, OR, 97206. (503) 231-0236 or (503) 227-7956.

May 14: Spring Point Series. Bonney Lake, WA. Seven week pont series x-country racing. Fee: \$12 per race entry. Doug Cartwright, Kelley Creek Brewery, 20123 Old Buckley Hwy, Bonney Lake, WA, 98390. (206) 862-5969.

"Calendar" continued on next page



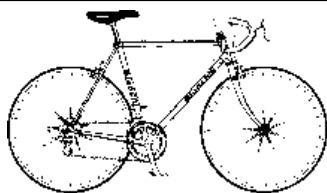
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CALENDAR

May 17-18: 9th Annual Idaho City Adventure. Idaho City, ID. A rider's best 10 out of 18 races count towards championship Ron Dillon, USA Unlimited Sports Action, PO Box 7075, Boise, ID, 83707. (208) 342-3910.

May 21: Spring Point Series. Bonney Lake, WA. Seven week point series x-country racing. Fee: \$12 per race entry. Doug Cartwright, Kelley Creek Brewery, 20123 Old Buckley Hwy., Bonney Lake, WA, 98390. (206) 862-5969.

May 24-26: Twin Rivers-Lewiston. Peter Beall, (208) 743-2040.

May 24-26: Platte Bridge. Casper, WY. (307) 266-1136.

May 31: Clearwater Cup. Moscow, ID. A rider's best 10 out of 18 races count towards championship. Ron Dillon, USA Unlimited Sports Action, PO Box 7075, Boise, ID, 83707. (206) 342-3910.

Jun 1-Sep 30: Oregon State Championship Series. Government Camp, OR. DH, DS, XC & obs trials Petr Kakes, PO Box 320, Government Camp, OR, 97028. (503) 272-0146 or (503) 272-3554.

Jun 4-Aug 27: Wednesday MT. Bike Series. Auburn / Black Diamond, WA. Beg / Adv starts at 6 pm, Adv/ Inter. starts at 7pm. Entry fee \$10, non NORBA. Tracy Jolly, (206) 322-0072.

Jun 6-8: Rose Festival Cup. Government Camp, OR. DH, DS, XC & obs trials Petr Kakes, PO Box 320, Government Camp, OR, 97028. (503) 272-0146 or (503) 272-3554.

Jun 7-8: 7th Annual Bordertown Challenge. Wend, NV. A rider's best 10 out of 18 races count towards championship Ron Dillon, USA Unlimited Sports Action, PO Box 7075, Boise, ID, 83707. (208) 342-3910.

Jun 15: 3rd Annual Bogus Bomber. Boise, ID. A rider's best 10 out of 18 races count towards championship. Ron Dillon, USA Unlimited Sports Action, PO Box 7075, Boise, ID, 83707. (208) 342-3910.

Jun 21: Kelly Canyon Challenge. Idaho Falls, ID. A rider's best 10 out of 18 races count towards championship Ron Dillon, USA Unlimited Sports Action, PO Box 7075, Boise, ID, 83707. (208) 342-3910.

Jun 22: Revenge of the Singletrack. T. Falls, ID. A rider's best 10 out of 18 races count towards championship. Ron Dillon, USA Unlimited Sports Action, PO Box 7075, Boise, ID, 83707. (208) 342-3910.

Jun 22-29: Hewlett-Packard International Women's Challenge. The Women's Challenge is an invitational stage race which includes an individual time trial, a "head to head" time trial, a criterium and 6 road

stages. The prize list is \$100,000 US. Total race distance is 423.3 miles. There is a mandatory housing fee of \$300 per person and an insurance fee of \$16 per rider. There is no entry fee. James Rabdau, Box 299, Boise, ID, 83701. (208) 345-7223 or (208) 345-5325. Email: hplw@micron.net.

Jun 28: Wild Rockies. Ukiah, OR. A rider's best 10 out of 18 races count towards championship Ron Dillon, USA Unlimited Sports Action, PO Box 7075, Boise, ID, 83707. (208) 342-3910.

Single Race

May 4: OR District Rehearsal R.R.. Hagg Lake, OR. CH Productions, (503) 236-4712.

May 4: Rehearsal/Cat 4/5 Road Champ. Portland, OR. TURNER ROAD RACE Chuck Jerabek, Fat Tire Farm, .

May 4: Jacob's Loop Road Race. Kennewick, WA. (206) 291-5141.

May 5: RCW Masters Night PIR. Portland International Raceway. Every other Monday night, age graded circuit races. 5/5, 5/19, 6/9, 6/23, 7/7, 7/23, 8/4, 8/18 Chris Hamilton, Raindance Velo Club, (503) 236-4712.

May 6-Aug 26: BC Classic Stage Race. University of B.C.. Tuesday night criterium. Every Tuesday night beginning in May and running through August. Sign-on starts 6:15 pm, 1st race 6:30 pm, All Categories. Steve Jolly, Team Escape Velocity, 52 E. 20th Ave., Vancouver, BC, V5V1L6. (604) 872-6234 or Fax: (604) 684-0226 E-mail: swjolly@wimsey.com.

May 19: RCW Masters Night PIR. Portland International Raceway. Every other Monday night, age graded circuit races. 5/5, 5/19, 6/9, 6/23, 7/7, 7/23, 8/4, 8/18 Chris Hamilton, Raindance Velo Club, (503) 236-4712.

May 31: OR District R.R. Hagg Lake, OR. CH Productions, (503) 236-4712.

May 31: Seward Park Spring Classic. Seward Park, Seattle, WA. A raindrop shaped 8 mile course with a 200 yard hill. All CATS + free kids race. Fee: \$13 prereg. or \$15 day of race. David Douglas, Pazzo Promotions, 4207 SW Hill St., Seattle, WA, 98116. (206) 932-5921 or Email: LDDOUG@SCN.ORG.

Jun 1: Mercer Island Time Trial. Mercer Island, 10.4 miles. ALL CATS including Mstr & Tandem. Reg. 8 am, \$15 Louise Kornreich, Liquid Sun Racing, 300 Queen Anne Ave. N., #323, Seattle, WA, 98109. (206) 255-3106.

Jun 7: Silver Fall Road race. Silver Falls. Point to point road race Steve Yenne, Capitol Velo Racing Club, Salem, OR, (503) 585-0483.

Jun 8: Silverton Criterium. Silverton, OR. (503) 838-3707.

Jun 8: WSPST Leavenworth Road Race. Leavenworth, WA. 23 mile loop on rural roads. One 1,200 foot climb up Beaver Pass. Rolling fun course. All cats. Fee: \$18 prereg. and \$20 day of race David Douglas, Pazzo Promotions, 4207 SW Hill St., Seattle, WA, 98116. (206) 932-5921 or Email: LDDOUG@SCN.ORG.

Jun 9: RCW Masters Night PIR. Portland International Raceway. Every other Monday night, age graded circuit races. 5/5, 5/19, 6/9, 6/23, 7/7, 7/23, 8/4, 8/18 Chris Hamilton, Raindance Velo Club, (503) 236-4712.

Jun 14: Seward Park Summer Classic. Seward Park, Seattle, WA. A raindrop shaped 0.8 mile course with a 200 yard hill. All CATS + free kids race. Fee: \$13 prereg. or \$15 day of race. David Douglas, Pazzo Promotions, 4207 SW Hill St., Seattle, WA, 98116. (206) 932-5921 or Email: LDDOUG@SCN.ORG.

Jun 23: RCW Masters Night PIR. Portland International Raceway. Every other Monday night, age graded circuit races. 5/5, 5/19, 6/9, 6/23, 7/7, 7/23, 8/4, 8/18 Chris Hamilton, Raindance Velo Club, (503) 236-4712.

Jun 28-30: BC Classic Stage Race. Langley, BC. A racer's race. Three Stage plus Prologue; All categories Steve Jolly, Team Escape Velocity, 52 E. 20th Ave., Vancouver, BC, V5V1L6. (604) 872-6234 or Fax: (604) 684-0226 E-mail: swjolly@wimsey.com.

Jun 28: WSU Tri-Cities Criterium. USCF Criterium 1.5 mi winding loop with a small hill Pat Sullivan, PO Box 132, Richland, WA, 99352. (509) 943-6967 or Email: bikecave@ix.netcom.com.

Jun 29: WA State Road Race Championships. USCF Road Race. 60km loop, 14.5km climb with a rapid 8km descent. Pat Sullivan, PO Box 132, Richland, WA, 99352. (509) 943-6967 or Email: bikecave@ix.netcom.com.



Stage Race

May 24-26: Best of the West Junior Olympic Stage Race. Oregon. Largest Junior Stage Race in the U.S. All junior age divisions offered. Event web site: <http://ID.MIND.NET/GUMBY/BESTWEST/> Dana Randy, PO Box 903, Ahlsland, OR, 97520. (541) 488-2453 or Fax: (541) 488-2453. Email: DBandy@mndnet.

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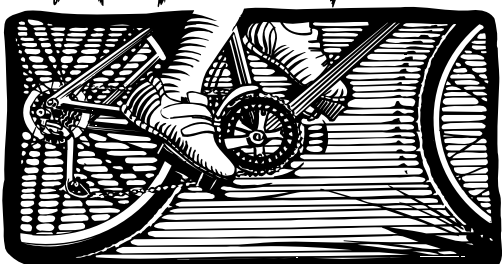
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It's May, and with the long, hot summer ahead, many cyclist's thoughts turn to racing. Are you one of those who has always been interested in racing, but finds riding fast, technical events in the close proximity of 50 or more other racers a bit intimidating? Are you a racer who hammers the legs off your teammates on training rides but seems to lack that extra kick to do well in races? Or maybe you've trained hard this past winter, but lack the confidence, equipment, or the finances it takes to compete in road races and criteriums. If any of these questions describe you, there maybe a sport out there just for you-time trialing.

Time trials are the simplest facet of bicycle racing. Simple in the fact that racers start individually (or as teams) at set intervals and compete over a fixed distance or time, usually between 10 and 25 miles. The fastest time over the course wins. Time trials are often referred to as "the race of truth" because competitors cannot seek shelter in the pack and wait for the final sprint, as often is the case in criteriums, but must race the entire distance by themselves, on their own power, allowing the strongest, fastest, "true" champion to win.

Time trialing has a long and rich history. Established in 19th century England as a clandestine form of bicycle racing (mass-start road races were illegal), time trials quickly grew in popularity due to their mass appeal. Today, European time trial events can be categorized in 10, 25 and 50 mile distances, and often as timed competitions over 24 hours. The Hour Record, currently held by Chris Boardman of Great Britain, is considered the height of physical achievement in the sport. In 1996, Boardman covered 56.375 km over one hour on the velodrome last year, obliterating the old record by over one kilometer.

In road racing, time trials have a very important standing. Most prominent stage races have at least one time trial, and events like the Tour de France often have as many as four, including two individual time trials, a team time trial, and a prologue (a very short time trial at the beginning of the race, often less than 6 miles in length.) These events can often be the deciding factor in a multi-stage race, as it is often the only event where racers can make time on their rivals.

In fact, most of the great champions of the Tour de France are considered superb time trialists. Five-time Tour winners Jacques Anquetil, Eddy Merckx, Bernard Hinault and Miguel Indurain crushed their opponents by gaining several minutes during the time trial stages. These displays of raw power would leave their rivals dejected and intimidated before the true race even began. And who can forget Greg LeMond's amazing time trial victory in the 1989 Tour, when he overcame a 50-second deficit on the final day to defeat Laurent Fignon by a mere eight seconds?

LeMond's victory began what is considered a true renaissance of time trialing in America today. LeMond gave credence to time trialing as a true sport and revolutionized how people viewed aerodynamics with his clip-on triathlon handlebars. Cycling clubs quickly discovered the ease of organizing time trials and their value as both a fitness indicator and training tool in other facets of cycling.

Whether it be in a mountain bike race, a road race or criterium, there is often the point where a racer needs to sprint away from the field and stay away, either to form a solo breakaway or to catch riders ahead. The ability to maintain a 100% effort without going past your anaerobic threshold and 'blowing up' is the trait of a gifted time trialist. During a 10-mile time trial, the 40-km District Championships, or the 3,000-mile Race Across America, successful time trialists must give 100% effort over the distance, requiring tremendous strength and self-knowledge to gauge their efforts.

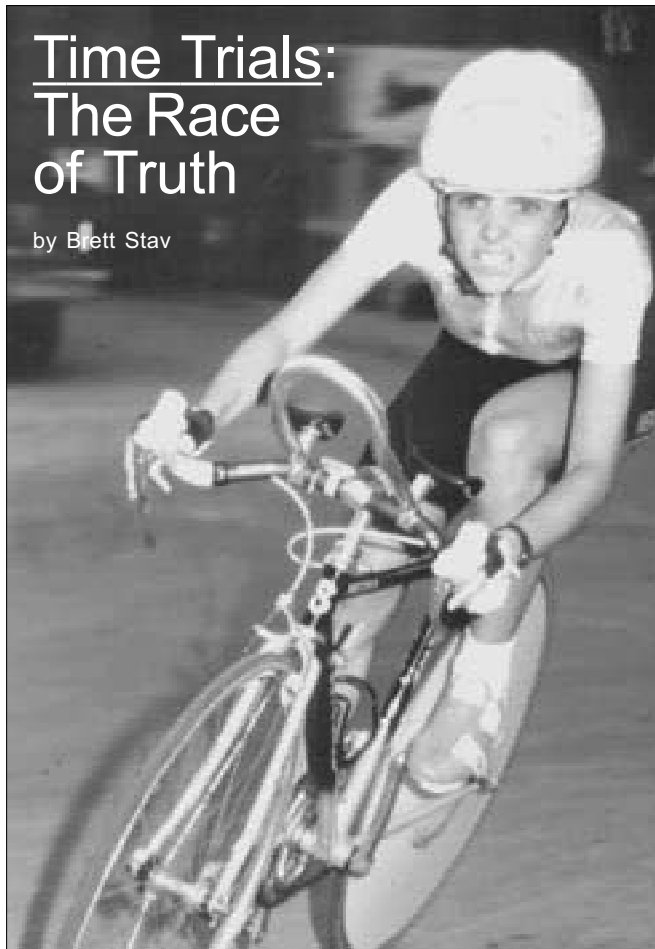
Anyone can compete in time trials, regardless of fitness. I've seen five-man events, two-man events, tandems, mountain bikes, Schwinn Varsitys, even recumbents. There are only two judges in time trials, the clock and you. Your rusty banana-seat bicycle may not have the aerodynamic effect of a \$4,000 Lotus Superbike, but nothing compares to the elation of setting a personal best time, regardless of other competitors.

Since LeMond's 1989 Tour victory, however, interest in aerodynamic equipment has risen higher and higher, to where now you can almost "buy" a time trial victory with the expensive aerodynamic toys available today. Triathlon clip-on bars (\$50), skin suits (\$150), Disc wheels (\$1,000), Deep rim and three- or four-spoke wheels (\$600), and aero-bikes (\$2-\$6,000) can all clip seconds, even minutes off of a time set on a conventional bike, but don't be intimidated-time trials still require a human being to actually pedal the bike, and as John Henry would put it, it's the man, not the machine, that makes the difference.

The Northwest bicycle racing season traditionally begins with two time trials in February and early March that give cyclists an indication of their racing fitness. Both the Jack Frost TT, in Vancouver, WA and the Ice Breaker TT

Time Trials: The Race of Truth

by Brett Stav



Lisa Brambani (Weightwatchers) at the 1989 championships.

Enumclaw, WA, and the Crystal Mountain Hill Climb TT, July 6, in Crystal Mountain, WA, will crown the Washington State Time Trial Champions.

There are also numerous weekly time trial series that also take place in the Northwest. Racers in Medford, OR begin their racing season in March with the Southern Oregon Time Trial Series. The Spokane Twilight Series, April 8 - September 23 features one monthly time trial in Cheney, WA; the long-running and

smooth roads with no traffic? Do you yearn for low entry fees, great organization and the support of an enthusiastic community? It does exist, but the price may be too high for a few to pay-getting up early and joining the Army.

The Fort Lewis Cycling Club has organized the Early Bird TT series with the last one on May 10, in Fort Lewis, WA. The races have low entry fees (\$5 - \$10), closed roads and enthusiastic organizers. As a time trialist, if you long to be all that you can be, this event is for you. Races started at 5 miles and will increase to 20 miles over flat roads along the Fort Lewis military base. Since the events are organized by Army personnel and not the USCF, that means they really do start at 8:00 a.m.!

For more information on the Early Bird TT Series, call (206) 566-4820 extension 3. Information on all upcoming time trialing events can be found on the WSBA hotline, (888) 777-WSBA, on the Internet at the Northwest Cycling Calendar, <http://www.bikeride.com/calendar/road.html>, or in the Bicycle Paper Calendar.

Do you yearn for low entry fees, great organization and the support of an enthusiastic community?

in Auburn, WA were resounding successes this year, with approximately 150 riders competing in the two races. The Barry Wilcox 'Hell of the West,' April 26, in Port Angeles, WA is considered the grand-daddy of all Northwest time trials, due to its mammoth 35-mile distance. The Mercer Island TT, June 1, in Mercer Island, WA, challenges riders' technical handling and power, while the Washington District TT, June 15, in

popular Ravensdale TT Series, April 16 - July 2, in Black Diamond, WA allows racers to compete over a variety of courses and distances; and the Chinook Summer Time Trial Training Series gives cyclists in the Tri-Cities a weekly taste of time trialing.

For time trialing connoisseurs, I recently discovered a secret paradise. Do you dream of hammering along clean,



Why we chose a Yak

BY SCOTT B. LAUGHLIN

Our tandem bicycle has become one of the most prized possessions. It has brought us a glimpse of our youth, and with it a wanderlust. We long to journey further than one afternoon will allow. But doing so is hampered by one problem—space.

While we doubled our horse power, so to speak, our carrying capacity is now half that of two separate bikes. Extended trips now require careful planning. Each day on the road we must focus on realistic, attainable goals. We're approaching age 60 and we aren't kids anymore—a five-minute pause is no guarantee we can pedal fifteen additional miles to an inn. Frankly, the discipline in keeping schedules has never been our idea of fun.

In years past we've toured much of the United States on a motorcycle. We've lived out of saddlebags, slept in city parks, took our meals in delis. Often the flip of a coin decided our destination..

The trailer can be ready for the trunk of a car as well as a train or bus in a few short minutes—with or without cargo.

A desire to duplicate this carefree, seat-of-the-pants' lifestyle may again appeal to us while traveling about on our Burley.

Sustaining this lifestyle on a bicycle, however, spells self-reliance in a much larger way than it ever did on a motorcycle. Obviously, we need a trailer, but what kind.

Our search began with the conventional two-wheel models. They function well for toting children and pets, where cargo is constantly shifting. Our sleeping bags and tent would fit nicely, but the wide stance of two wheels may prevent us from exploring more narrow trails.

We recalled a video featuring the B.O.B., single-wheel YAK trailers and visited a dealer for a second viewing. Loaded with coolers and camping gear a half dozen fearless mountain bike riders took their YAKs into the world of off-road cycling. They careened around sharp turns, down steep grades, and over bumps and rocks. The trailers were sliding about and off the ground at times. In spite of the manner in which these eager, young riders conducted themselves, the YAK seemed to have no influence on the bicycle.

Obviously this trailer could handle our needs, for we had no intention of duplicating this frantic riding style. We

appreciated the single-wheel design, the way it shadowed the tire print of our Burley. Learning of its compatibility with wheel diameters of 26", 27", 700C, and 28" (with 359mm (14 1/8")) meant the YAK would fit other bikes we already owned. Smooth, strong welds and glossy paint proved to us that the builder had an eye for detail, an aspect we've come to demand in today's bicycle market.

Hooking up couldn't be more simple. A longer skewer—part of the trailer purchase—allows space for a "bobbin" on each side. These bobbins provide the surface for the trailer-fork hooks. Retainer pins on the bottom side prevent the forks from dislodging, but allow vertical movement while underway. Had our bike been a single-speed or internal 3-speed "B.O.B. Nutz" (special threaded bobbins) would have provided a convenient, safe alternative to the skewer. The Sach and Sturmey Archer multi-speed hub—such as found on Green Gear bikes—are served by yet another type of B.O.B. Nutz, available in early spring of 1997. This trailer would serve us no matter what we might own in the future.

In spite of these positive aspects we still harbored reservations about a one-wheel trailer: When we stopped would it be difficult to hold? Would we have to be wary of railroad tracks and seams in the pavement? Only a road test would answer those questions.

Replacing our Burley Quick release skewer with the longer one, we took the YAK on the road. Railroad and pavement seams offered no problems. At speeds greater than 30 miles per hour—fast for us—it followed through the turns as though it were part of the bike. The YAK proved to be as pleasant as a sunny, June morning.

We bought the YAK trailer as well as the optional YAK SAK, a 94 liter (5700 cubic inch) athletic-size stuff bag. It's tough and water proof. A double zipper allows entry from either end, a feature that's proven convenient several times, particularly in the rain—something that happens on occasion in the Northwest. Special shock cords hold the YAK SAK in place while on the move.

Transporting the YAK is not a problem. The hook forks swing inward, stowing in the cargo area. The single wheel, fitted with a Quick release skewer is quickly removed. The trailer can be ready for the trunk of a car as well as a train or bus in a few short minutes—with or without cargo. This is especially convenient for folks looking for the easy way home.

Would we buy another YAK? Absolutely. If you ever tow one you'll understand why.



The author's "Yak" with "Sak."

PHOTO COURTESY OF SCOTT LAUGHLIN

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Something Missing

BY MAYNARD HERSHON

Not long ago, real road bikes had to be Italian. Friends didn't let friends ride American bikes. People said US-made stuff was inferior in subtle ways that true cycling experts and aficionados could sense.

US bikes weren't inferior in every way: You knew American custom frames were the finest-crafted in the world. An Eisentraut, US Masi, Davidson or Sachs was built and finished with consummate care. Anyone could see that.

But, listening to roadies, you couldn't help feeling that something was missing even in our best road frames. It was hard to talk about, hard even to identify from the saddle. Whatever it was, it was something frames from Europe (cycling's heartland) had in spades.

Consensus was: You had to buy Italian. That's where real road-racing bikes came from. If you believed what you heard, Italian bike builders just knew how to do it, to make bikes that almost rode themselves.

You heard about frames that sprinted, climbed, or descended well. As if the bikes themselves performed, not their riders! Magic!

You might've heard: If you want a frame that descends well, tracks securely around fast, bumpy, downhill corners, you have to buy Italian.

After all, what did Richard Sachs or Albert Eisentraut know about making bicycles descend? Sachs lived in Connecticut, Eisentraut in Oakland, CA. Had they ridden at racing speeds down European mountain passes?

And if you wanted a frame that'd sprint? What experience of 150-man, 35mph, curb-to-curb field sprints had Bill Davidson had? Or the people in Chicago who made Schwinn Paramounts? Or any American?

There was never any way to test the truth of any of that, because no one ever rode identical frames, one made in Miami, the other in Milan, with identical angles, tubing, tips and lugs.

If you did do that, people said, the Milan bike would ride better, perceptively better, for mysterious reasons explained best by frequency of exposure in magazine photos of classic races.

That talk was unsupported b-s, tons and tons of it. Most of it was bias against anything American, anything with the same brand on it as your neighbor's kid's bike. You'd only race a Cannondale, Trek or Schwinn if you couldn't afford a Colnago, Gios or Bottecchia.

Why? Mr. Colnago didn't build trailers or touring bikes or put his name on hokey clothing. Colnagos were fast bikes, made one-at-a-time by an Italian sorcerer strictly for professional cycle-sport. You saw pictures in VeloNews of mud-caked heroes on Colnagos finishing Paris-Roubaix.

In contrast, Trek, Cannondale and Schwinn racing bikes were made in fac-

tories in Wisconsin, Connecticut or Illinois by the same people who made touring bikes and cheap bikes for kids. What did they know?

All that's changed now. You don't hear much of that kinda talk.

Now, American bikes are more than accepted, they're respected all around the world. An Italian pro team rides Cannondales. The Postal Service guys ride OCLV Treks in races of the highest class in Europe. The Saturns are riding GTs this year.

They're descending those same fearsome mountain passes, and surviving. On American bikes. Is anyone saying you can't sprint on a Cannondale? If they are, they're not saying it so anyone can hear.

How did that happen? Greg LeMond made it happen by his ultra-visible progressiveness about equipment. French, Italian, American? He didn't care. If it worked, he'd use it.

The mountain bike made it happen. Mountain bikes were American from the get-go. Even when demand meant they had to be sourced in the East, they were overwhelmingly US-designed.

Your mountain bike never felt the heat of an Italian brazer's torch. It hadn't been brazed at all, but TIG-welded, a process that English and European makers haven't embraced to this day.

Italian, French, German, Swiss and English people bought Specialized, Trek, Salsa and Klein mountain bikes — and loved 'em. They thought it was cool that they were American; It meant they were the real thing.

We bought them too, and we loved them. We began to admit that American builders did indeed know something about bicycles. We learned that frames joined without lugs could survive more punishment than we'd ever imagined bikes could survive.

We got used to riding bikes with brand names that didn't sound exotic, bikes made by people working for hourly wages right here in the US of A.

We saw that LeMond and some other progressive pros rode bikes that weren't made of steel. Our own bike makers were at the forefront of the non-steel frame revolution; We bought our revolutionary bikes from them.

Italian steel frames still sell in the US, but if you go to the races, they aren't as universal as they used to be. The people who buy 'em, I think, are the same people who bought them years ago, but their reasons are different.

Few people today believe Italian bikes descend or sprint better.

Buying a Colnago or Bottecchia today is a pledge of allegiance to traditional cycling, a nod toward European racing as it used to be, before American bikes and American athletes came and conquered.



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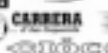






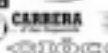
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AGE	SEX	I plan to ride STP in		This is my		Luggage stops:			
		☐ 1 day ☐ 2 days		(number) _____ STP		☐ Castle rock ☐ Hehalis ☐ Centralia ☐ Longview ☐ Toledo ☐ Vader ☐ Winlock			
ENTRY FEE One rider per form (U.S. funds)						\$ 60			
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A \$20 fee is charged on all returned checks Sorry, No Refunds.						TOTAL ENCLOSED > \$			
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