

Bicycle Paper

THE VOICE OF NORTHWEST CYCLING JUNE 97 • FREE



It's all in the taste

The First Annual Bicycle Paper Energy Bar and Gel Taste Test

BY BRETT STAV

Food is one of the most important factors, if not the most important factor for thousands of cyclists who are riding STP this summer. With 10 - 16 hours of cycling over one or two days, energy must be kept up in a cyclist's fuel tank. Without proper refueling, a long, miserable, torturous weekend surely lies ahead. Over the past decade, consumer food groups have keyed in on cyclists' energy demands and have marketed several products to help cyclists attain their goals.

Please See- "Taste Test" on Page 12

Alpine Designs' Phat Cat delivers

BY NOEL ZANCHELLI

Life's a journey, not a destination, so roll with it man," waxes Toby Fueling from his office in quaint Sand Point, Idaho. These words shouldn't surprise me, considering that the title on his business card reads "Guy generally in charge of stuff". Nevertheless, I'm almost stunned when he says this, because as founder and owner of Alpine Designs MTB he's arguably one of the busiest and most aggressive young entrepreneurs in the bicycle industry. Among the philosophical clichés that he could have chosen to lay on me, I was expecting something more along the lines of "beaten paths are for beaten men". You see, despite his extremely pleasant demeanor, Fueling is not one to passively "roll" with anything to which he sets his mind. Rather, he blazes a trail of his own with a fervor and enthusiasm that is refreshing to find in an industry that seems, at times, headed for uninspired doldrums.

Said trail began the day that Fueling graduated

Please See- "Alpine Designs" on Page 8

The 'Believe It or Not' of cycling

BY ESTELLE GRAY

When I was a kid I was fascinated with the Ripley's Believe It or Not books as well as the Guinness Book of World Records. While my brother sat at his desk and devoured books on history and science I stretched out under the oak tree and read about rabbits with three ears and people who played ping pong non stop for 24 hours. To this day I'm still fascinated with these books and am always thinking about my own "believe it or nots". I've got a few of these that relate to cycling...here goes:

Please See- "Believe it or Not" on Page 7

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August 23, 1997



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I assume full responsibility for the risk of personal injury, death, and property damage even though such injury, death or property damage may arise out of negligence or carelessness on the part of the persons or entities released by this document. On my own behalf and on behalf of my heirs, personal representative and assigns I hereby release the Klein Bicycle Corporation, its parent, affiliates, and each of their officers, directors, shareholders and employees and volunteers, and Washington Orthopaedic Center, its affiliates, officers, directors, volunteers and employees and other affiliated organizations, sponsors, promoters, officials, volunteers, and any involved municipalities and public entities and all of their officers, directors, employees and volunteers (the parties released by this document) from all claims, demands and actions or rights of action or other legal rights to claim compensation for any loss or injury which I may sustain as a result of negligence, carelessness of any other cause whatsoever whether such loss or injury occurs while participating in or going to or coming from such activity. Further, I agree to indemnify and hold the parties released by this document harmless from any such claims or demands.

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My signature below indicates that I have read and agree to the preceding.

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Signature of Parent or Legal Guardian _____ Date: _____

(Riders under the age of 18 are welcome, however a parent or legal guardian must sign.)

Bicycle Paper

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Cover: On the left, Doug Carlton (Saturn) picks up the pace at the Volunteer Park Seniors. Photo by Marianne McCoy.

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OPINION

How to get ahead in avoiding owies!

BY GORDON BLACK

Here's a quick quiz for all bicyclists: what's more dangerous - road -riding or mountain-biking? While you're thinking about that, here's another question: are cars the biggest danger to cyclists? If you're not certain of the answers you're probably (honest) and not alone. Let's just say there are certain perceptions we have about what might do us in on a ride - other than a temporary hunger or lust for a warm shower. Serious things, like an unfair bout with gravity.

Perhaps it was when, as neophytes in clipless pedals, you forgot that cleats are incapable of understanding mere impulses to put your foot on the ground. Feet have to be consciously twisted out in that milli-second before, absent momentum, your body must meet its fate as surely as Newton's Granny Smith. Or maybe you were enjoying the peaceful beauty of a wooded trail when, wham, a stray stick snuck out of the undergrowth and lodged itself firmly in your spokes, hastening the break in contact between lycra shorts and leather saddle. Or maybe your tire had spitefully hissed out some air and rolled over itself as you took a corner, dumping you unexpectedly and painfully on to the pavement. The three examples, coincidentally, have happened to me, but who out there has not suffered something similar? Those are the minor instances, too. Equally, we all have other, unfunny stories about broken bones, concussions and more that don't get spoken of in daily conversation. That's the job of statistics that sometimes make us all feel lucky.

When it comes to studying the sad statistics of bicycling accidents, Dr. Fred

Rivara and his colleagues at the Harborview Injury Prevention and Research Center at the University of Washington, have few peers around the country. The Harborview center is perhaps the ground zero for understanding cycling-related injuries.

In case anyone ever doubted that helmets protect your noggin, Rivara and his team have helped put the considerable weight of crunched numbers behind this idea. A recent study published in the *Journal of Family Practice* reported on the findings of various crashes involving 3,390 Seattle-area riders. If your spill warranted an emergency room visit between March, 1992 and August, 1994, you're probably part of the statistics. Earlier studies by the

and injuries involving mountain bikers. Among their findings - 127 people, or 3.7-percent, of the study group were injured while riding on an unpaved trail or road. Three-quarters of them were aged between 20 and 39 years old. Men made up the bulk of the group and most crashed after hitting an object. Most of the injuries were minor - scratches, bruises - mainly to arms, legs and other body extremities.

Compared to the on-street riders included in the sample, off-road riders who crashed were considerably less likely to suffer head injuries (11-percent did) or brain injuries (3-percent). One off-road rider died as a result of a fall from his mountain bike: 13 others were killed while riding on the road.

Overall, mountain bikers are more likely to crash and become injured but that those injuries will not be serious. Off-road riders are about half as likely to sustain head or face injuries compared to the road-riding group. Rivara concluded that this is because 80-percent of off-road

riders were wearing a helmet at the time of their spill, versus around 50-percent of other cyclists. The researchers asked injured cyclists about their helmets. Surprisingly, the type of helmet - thin-shell, hard-shell no-shell, ANSI or Snell-certified - proved to have no measurable difference in the level of protection offered. Simply wearing one may be enough.

"Helmets are really remarkable devices," commented Rivara. As for the questions at the beginning, there's no conclusive answer yet. As to the second, only 15-percent of accidents in this recent study involved motor vehicles. ⚙

Outspokin'

BY GORDON BLACK

"...only 15-percent of accidents in this recent study involved motor vehicles."

Harborview group looked primarily at accidents involving children, but this new study focused on adults, with an emphasis on off-road cycling injuries.

One earlier academic study of NORBA pro and elite racers found that 83-percent of riders sustained injuries in the preceding year. Even recreational riders surveyed for that 1995 study found that more than half the cyclists had recorded some kind of injury. Another study found that 20-percent of off-road riders sustained traumatic injuries.

What, thought the Harborview team, is the relationship between helmet use

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Bike Commuting

BY ARLENE CARTER

Okay, okay, I freely admit it. I'm a fair-weather commuter. I don't commute during the winter, as a matter of fact, I don't ride my bike much at all over the winter. But come spring, when the weather gets warmer and fairer, I find my thoughts turning more and more towards the joys of commuting by bicycle. Yesterday, I decided that the time was right and I took my bike down to my favorite neighborhood bike shop and got a tune-up. At home I laid out my cycling clothes, helmet, gloves, goggles.

This morning, I got up a little earlier, said a little prayer of thanks that the weather was good and got myself together, on my bike and off down the street. I had to return home a few minutes later as in my excitement over the impending adventure, I left my helmet on the front porch. After this minor delay, I was again

up in the saddle and off down the road. The early morning ride through my neighborhood was heavenly. I smugly observed my neighbors getting into their cars, firing up the engines, polluting the environment and knew that I'd made a good decision to ride my bike. One child with lung problems will breathe a little easier today thanks to my carless commute. Even the neighborhood dogs watched respectfully from their porches as I pedaled by. What a glorious morning!

Flying down the hill from my quiet neighborhood, I observed a line of traffic which I would have had to negotiate if I had been driving. Gleelessly I rode down side streets and made obscure turns to get to the nearest bike trail without enduring the exhaust fumes and congestion on the main roads. I felt my body coming alive as I started the gradual climb to

You *can* commute

Commuting is the buzz word for the summer. It seems as if every town, city or county has set aside at least one day to promote non-motor vehicle commuting. Many even have month long promotions. But, despite all of the attention and support bicycle commuting has received, there are still those who begrudge the commute for many different reasons. The following list was compiled by REI and basically leaves you with no excuse for not attempting the commute via bike.

1. It's too far to ride.
2. It takes too long.
3. I'd have to get up much earlier if I rode my bicycle.
4. I'm out of shape.
5. I can't afford a special commuting bicycle.
6. There's no secure place for my bike.

Commuting is the buzz word for the summer. It seems as if every town, city or county has set aside at least one day to promote non-motor vehicle commuting. Many even have month long promotions. But, despite all of the attention and support bicycle commuting has received, there are still those who begrudge the commute for many different reasons. The following list was compiled by REI and basically leaves you with no excuse for not attempting the commute via bike.

And you won't have to rush off to an evening work-out to unwind. You'll already have accomplished that!

If you leave yourself plenty of time and go at an easy pace, you'll find cycling no more difficult than walking. As you ride more, you'll ease your way into better shape, building fitness that is an integral part of your schedule. If you have health problems, consult your family doctor for suggestions on getting started.

You don't need one. Your old beater bike gathering dust in the garage will suffice if properly adjusted and maintained, and it's less attractive to thieves. If you have a recreational bicycle you can outfit it with a lightweight rack and bag or use a fanny pack to carry necessary commute items. With the fixed cost of operating an automobile at around \$.30/mile, the money you would save commuting by bicycle on an average 10 mile round trip would buy you a \$400 bicycle in six months time.

There is probably a storage room or

Q: Which of the following riders is maintaining the greatest ground speed?

- Rider 1 is on a bike with 26" rims rotating at 195 RPM.
- Rider 2 is on a bike with 28" rims rotating at 180 RPM.



A: Tough Call

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One Woman's Saga

go over the bridge and took advantage of the downhill to get back my breath and rest my winter-weary legs.

Riding along the waterfront is both the best part of my commute and the most dangerous. I have to remind myself to stay alert to the big trucks, railroad tracks, cars parked in the bike lane and other assorted challenges to my health and well-being. Here on this long and flat stretch is where I can really get into the zen of bicycling - easy pedaling, fresh air, interesting people, places and things to look at. Then when I reach the bike/ped trail, I get into the rhythm of stop-lights, dodging dogs and their owners and dinging my bell to warn of my approach. The path randomly starts, ends, crosses the street and leads me to the entrance of Myrtle Edwards Park. Here I encounter rolling mini-hills and let my imagination lead me on a trip across the

Rocky Mountains. Superjock effortlessly conquers summit after summit - I am woman, I am invincible. Oh gosh, this is so much fun!

Through the park, up the overpass, I reach the halfway point of my commute at the Marina where I take the time to stand and look at the water, take several very deep breaths, feel the peace and serenity, say a prayer to the Universe. Then I remount my "alternative mode of transportation" and retrace my tracks all the way back to my house. That's right, I work at home these days. But when I worked downtown, the days I most enjoyed my commute to work were the days that I rode my bicycle so I decided that working at home should have the same advantages. I don't commute by bicycle every day (some days I just walk down the stairs), but I try to do it often enough to keep myself healthy and sane.

closet where your bike can be secured behind a locked door. Maybe you can even take it to your office — what a status symbol!

Or check and see if parking is available in nearby buildings or garages. Otherwise, fasten it to an immovable object with a U-bolt lock, preferably where you can see it.

7. I have to dress nice for work.

Some bicycle commuters simply ride in their business attire — they seem to command more respect from motorists. Most ride in casual or cycling clothes and change when they arrive. You can carry your change of clothes in a pack or in panniers on the bike or even transport them back and forth on days when you don't ride.

8. I can't shower at work.

Depending on the weather, you may not need a shower if you ride at a leisurely pace. If you do, take a washcloth, soap, towel and deodorant and clean up at the restroom sink. Or look for a public facility or health club within walking distance of your workplace where you can shower.

9. What if it's rainy or cold?

Start as a fair weather bicycle commuter — when the forecast is bad, don't bike.

Some people may conquer the elements and commute every day, but it doesn't mean you have to. If you only ride when the weather report is favorable, it will still make a dramatic improvement. The more you enjoy bicycle commuting, the more you'll look forward to your daily ride. You may eventually decide to invest in rainwear and cold weather gear so you can commute

year-round!

10. I'd have to ride in the dark.

Wear light colored reflective clothing, use a good lighting system and choose a route that avoids major thoroughfares. There are a variety of bike mounted lights that can help you see and be seen.

11. It's not safe to ride in traffic.

You can share the road successfully with cars by riding lawfully and assertively. The fear of riding in traffic is often much greater than the actual danger. Most bicycle accidents involve children and cyclists who don't obey the law. Minimize risk by riding properly — visibly, predictably and following all traffic laws. In stop-and-go traffic, a fit cyclist can generally keep up with the traffic flow, so it's acceptable to hugging the curb invites danger as cars try to squeeze past you. To help prevent injury always wear a helmet.

You can also reduce the risk of riding in traffic by using less-congested secondary roads.

12. I need my car for work.

Some jobs do require an automobile, but many transportation tasks could be handled equally well on a bike. Meet with your employer and see if your company might not benefit from a more environmentally friendly image if you conducted your business by bike. Consider that many traditional tasks adapt well to cycling, whether it's police work, meter reading, postal delivery, etc.

If you absolutely cannot use a bike for work, then use your bike for personal errands at work and at home.

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"Believe it or not" from page 1

Believe it or not the rear wheel on your bicycle is as easy to remove as your front wheel. That's right! You just need to know one little trick. And that is to shift the chain on to the smallest cog before you open up your quick release. Once you've done this, magic, Shazam! your rear wheel will drop out just as easily as your front one does. And believe it or not, it will go back on just as easily. Just line the chain up on the small cog when you insert it into the dropouts and you'll amaze even yourself at how easy the installation is.

Believe it or not your butt doesn't have to get sore on a long ride. Most people think that a sore butt is caused from a bad saddle or just time spent sitting on a bike. Most people can alleviate soreness in their hands, neck, shoulders, or butt by having their bicycle properly fit and adjusted to them.

Believe it or not purchasing a new saddle is often a waste of money unless you and your bike are fit for each other.

Believe it or not bikes with smaller wheels go as fast as bikes with full size wheels. Lots of people with mountain bikes or 26" road bikes feel like they don't have as high gears as their friends on "race" bikes. That may or may not be the case. Your gears are a ratio of the number of teeth on the front chain ring divided by the number of teeth on your rear cog times the wheel circumference. Believe it or not many bikes with smaller wheels also have smaller cogs giving you the same gears (or even higher) as larger wheels!

Believe it or not one of the most common repairs that bike mechanics do is replace broken spokes. When you break one spoke it is either bad luck or a warning. When you break your second or third it is time to get a new wheel.

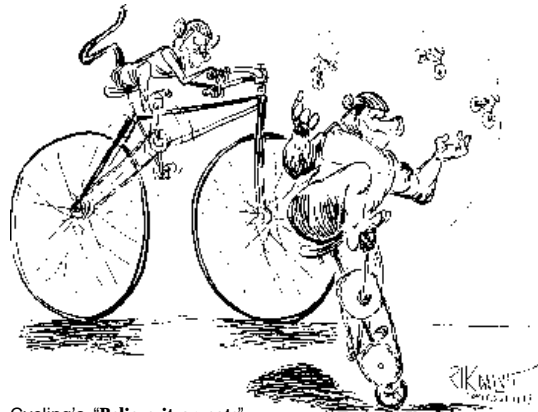
All of the spokes that are in your wheel were made at

the same time, installed at the same time and have the same life expectancy. They also have the same amount of wear on them. Once they start to break your wheel should be replaced. It will save you future trips to the bike shop to get more spokes replaced.

Believe it or not you should not wear underwear with your cycling shorts. The chamois in cycling shorts is designed to eliminate seams so that you have a smooth surface to sit on. The chamois is also made out of a technical fabric designed to wick sweat away from your body. Wearing underwear just gives you additional seams and the cotton or nylon that they are made of keeps the sweat right next to your skin causing chafing and other irritations. Believe it or not, once you ditch the underwear you'll wonder how you even wore it before.

Believe it or not you want to replace your chain before it breaks. Just like changing the oil in your car. If you let the oil stay there for years it will ruin other parts of your engine. If you let a chain get old, stretched and worn it will wear your gears in the back and chainrings in the front, making for a costly repair. Believe it or not bike shops have a tool that will measure how worn your chain is, just like mechanics can do with your car tires or car's brake pads. And they'll usually do it for free. Replacing your chain will prevent you from having larger repair bills as well as make your bike quieter, smoother and more efficient.

Believe it or not there is a little rubber liner that goes in between your rim and your inner tube. It covers the spoke heads and prevents you from getting flats "from the inside". Contrary to popular belief, it doesn't last forever.



Cycling's "Believe it or not's"

The rubber often rots or splits over time and is often the cause of many flat tires. If the rim strip fails while you are riding, you become a pedestrian. It is a good idea to replace your rubber rim strip with a cloth strip that has some adhesive backing. You might want to do this in advance, or tuck it in your tool bag, just in case. Believe it or not these cloth ones do last nearly forever and will not explode like the rubber ones often do when you remove your inner tube.

Believe it or not, my brother is a physician and still reads books on history and science, and I have my name in the Guinness book of world records. Only now, I read all of the bicycling publications instead of Believe It or Not.



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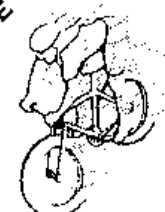




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HOTTER'S BICYCLES

"Alpine Designs" from page 1

from the University of Idaho in 1992 equipped with two tools: a degree in Public Relations and a desire to occupy his time with something out of the ordinary. "Basically I had the urge and the challenge was ahead of us and I just decided to go for it...for life's calling, says Fueling with a simple chuckle. Along for the venture came his father, Jim, and his younger brother, Andy. Toby credits his brother with a fair share of the success of Alpine Designs because he's "talked me into keeping it going a few times," during the early thin years, of course. Toby continues, "you're always going to run into walls, you know." Not even walls could stop Fueling's determination for long.

Toby may have realized in 1991 that designing and manufacturing mountain bikes was his "calling" but his two-wheeled background is rooted in bicycle, motocross, or BMX. He raced dirtbikes from age seven to 14, but by the time he was old enough to drive, lost interest in the sport. At the time of his graduation from the U of I, mountain bikes were soaring to new heights of popularity and the cycling bug was re-born in Toby.

Today, the obstacle walls of years ago have crumbled and the Fuelings have cultivated their project into more than just a line of mountain bikes. The endeavor now includes a retail shop in downtown Sand Point, a line of bicycle components called "Fly" and the entire operation is about to move into a six thousand square-foot facility with, as Toby phrases it, "a primo retail location with a lot more room for manufacturing and production." In addition, Alpine Designs will be doubling the size of its staff in the next few months. The reason for the move and expansion is an obvious one growth.

One of the main reasons for the growth of Alpine Designs Mountain Bikes is the signature full suspension model, the "Phat Cat," whose frame is 100% made in the

USA. The 'Cat was born in 1995 with an "AMP Research" rear triangle and was race-tested all season with much success. Adjustments and improvements were made in 1996 based on the feedback that Alpine Designs expert rider Willy Warren gave after winning the Wynn Series Senior Expert men's category one year prior on the Phat Cat frame.

The '97 Phatty is meaner on the trails and downhill than ever before, delivering 2.75" of rear travel from its hydraulic "coil-over" shock. It is constructed of 6061-T6 aluminum in the main triangle and Alcoa 6013 aluminum is what comprises the AMP rear end. Up front, the rider is cradled with Manitou Mach 5 PRO-C shock adsorbing forks. The Phat Cat is available in four sizes: 15", 16", 17" and 18" and can be purchased either as a complete bicycle or as a frame only for a suggested retail price of \$895.00. The complete Cat equipped with the Deluxe LX package carries a price tag of \$1,999.99 and as the name suggests, features mostly Shimano LX components.

With four features in mind, Fueling and his team of designers went to work to create a mountain bike that delivered performance, function, simplicity and value. Clearly, these are admirable and desirable goals. So, much congratulations are in order as it is more than fair to say that Fueling has exceeded the standards that he set and also bested the lowly standards of a flooded and dull market. Toby Fueling makes no excuses for being a small company and does not apologize for operating as such. In-



Alpine Designs' Phat Cat

stead, he prides himself on such attributes and that pride is reflected in the performance and quality of the Phat Cat.

One does not need to brave the snow covered trails of the Rockies in December to appreciate this full suspension bicycle experience, which is truly beyond comparison. The Phat Cat's mere appearance suggests that the designers had a pretty good time with this project and the sedated, grinning cat logo exemplifies this. A good time was meant to be had aboard the PhC and with little effort expended on my behalf, I thoroughly enjoyed myself during my test rides. I would even go so far as to say that I laughed out loud while working the Cat and despite not possessing the fitness I once cherished in my youth, I was reminded of why I fell in love with this sport while I powered some jumps and motored some trails atop the Phat

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Cat. Am I getting a little too heated about this saddle experience? Not a chance, pardner! I've been riding since the days long before suspension became a real player...long before clipless pedals were taken seriously...and long before there was a variety of cruising choices on the mountain bike. To be exact there were two choices of MTB's in the days of yore: coach and first class.


For a decade now I've been riding in coach just behind that cheesy cloth curtain that is draped between the two sections just after takeoff. It serves as a painful reminder that I may be sitting close enough to smell the delicacies of first class cuisine at the front of the plane, but the meal in front of me is a pack of peanuts and the Lite beer is still \$4 a can. I want to be traveling in First Class, dammit! Well, to finalize this tangent and send my intended message, I will say this: When I rode the Alpine Design Phat Cat Deluxe LX I felt for the first time that I was seated on the other side of the cheesy curtain—in First Class!!

Congratulations to Toby Fueling and Alpine Designs for creating an inspired ride in a time of staleness. Oh, and uh...thanks for the ticket at the front of the plane, even if it was just for one flight.

*Alpine Designs MTB
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Safety in numbers:
Tandems transport students

A new taxi service is peddling safety for nighttime visitors at the University of Oregon this spring. Cyclists on bicycles built for two-or three-have been on call in the evenings to pick up riders who need a safe trip across campus. Called Tandem Taxis, the service is in the midst of an 11-week pilot project that

offers free transportation on campus from 8-10:15 p.m. Sunday through Thursday. The UO Office of Public Safety organized the Tandem Taxi service in cooperation with local bicycle manufacturers. Riders will help pedal and must wear a safety helmet provided by the service. The bikes will circulate on campus during operating hours and can be hailed much like a taxi on a city street, but rid-

ers also can request a ride by calling in advance.

The service has received accolades from student and administration alike for promoting safety with environmentally sound transportation.

The Tandem Taxi service is the brainchild of David Niles of Green Gear Cycling in Eugene who was part of a team

that provided a similar service for spectators during last summer's Olympics in Atlanta. Green Gear is loaning two tandems and a triplet for the program, and Burley Design Cooperative of Eugene is providing jackets for the drivers and BicycleREvolution supplied trailers to hold extra gear.

VW ad (film)

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Oregon kicks-off Bike Month

Four bicycling congressional representatives, including Oregon's Congressman Earl Blumenauer, helped the Bicycle Transportation Alliance kick-off Oregon's Bike Month, in May.

The Congressmen were on hand to discuss bicycle issues and to share their thoughts about flexible federal funding for bike and pedestrian projects.

Following the press conference, the representatives were treated to a 45 minute bike tour of Portland led by Karen Frost Mecey, Portland's Bicycle Program Manager Mia Birk and Portland Commissioner Eric Stern. The object of the tour was to point out what was beneficial to bicycling in Portland and what could be improved.

Fresca Invitational wants you

The Fresca Invitational, July 13, will be the final event of the 12997 Tour of America. The race will showcase 300 of America's best cyclists as they race around West Seattle's Alki Point.

Bob Walsh Enterprises is seeking out volunteers to help with many different aspects of the race. If interested, call Rob at (206) 441-7460.

Athletic Medicine

EDITED BY MICHAEL LEWIS, D.C., C.S.C.S.

ED NOTE: Unfortunately, due to space constraints, we were unable to run the second part to Dr. Mike Lewis' two part series "Eating with your mouth, breathing with your nose". It will appear in the July issue of the Bicycle Paper.

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Corvallis Cyclery
344 SW Second
(541) 752-5952

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1013-12th St.
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Weir's Cyclery
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(503) 283-3883

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Bellevue

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(206) 462-8823

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"Taste Test" from Page 1

You remember- first came the electrolyte and carbohydrate drinks like Exceed, Powerade, Gatorade and Cytomax, who all insisted that plain old water just wasn't good enough anymore. Then, out of Brian Maxwell's kitchen came PowerBar, a carbohydrate-rich snack disguised as a candy bar. Competitors quickly followed, and it was "so long, banana," energy bars became the food staple in a cyclist's diet.

Lately, energy gels have popped up on the bike shop and supermarket shelves. Packed with carbohydrates, these new gels promise quick energy for the on-the-go cyclist who is too busy to sit down and eat. (That means you, bike racers and clock watchers!)

Big questions arise. Are these just marketing gimmicks, or do they really work? And even if they do work, am I going to be able to eat that thing without getting sick?

I decided to tackle these problems from a very (un)scientific approach. I selected several products on the

market and over the course of three weeks, subjected them on myself for an "at play" perspective, and on my non-athletic guinea pig brother, for an "at work" viewpoint.

Conservative, cynical and resistant to marketing gimmicks, my brother would no sooner put spandex on and ride a bicycle than he'd join Living Well Lady. As a manager for a busy downtown convenience store, Joe Camelbak, as I will refer to him to protect his real identity, leads a busy, high-stressed, on-the-go, eat on the run job from 5:00 a.m. to 3:00 p.m., Monday through Friday, often leaving him too exhausted for extracurricular activities (i.e. fun) by day's end. Joe Camelbak's job often requires that he skip meals or eat quickly, necessitating the need for a product that fuels his energy. The bulk of Joe's diet consists of burritos, McDonald's Top Ramen, Joe Camels (hence the alias) and Johnny Walker (not necessarily in that order), so I felt a high-carbohydrate diet may have a more profound effect on him.

As the other half of the survey, I am a long-time cyclist who is returning to bicycle racing after a five-year hiatus. My job finds me at a desk all morning, and then riding in the afternoons, from intense one-hour interval sessions to three-hour endurance rides. My weekly mileage often fluctuates due to my work schedule and the weather, but it usually resides between five and 15 hours per week.

I chose to sample a wide variety of energy bars and gels for the survey, including PowerBar, Thunder Bar, Clif Bar, VO2 Max, PR*Bar, PowerGel, Pocket Rocket, Clif Shot, Hammer Gel and Gu, sampling taste and any noticeable effects on our daily performances. As I am not a nutritionist or a scientist, you may find that your personal results may vary.

Energy Bars

Power Bar

Flavors: Chocolate, Apple Cinnamon, Banana, Peanut Butter, Mocha, Wild Berry, Oatmeal Raisin
Calories per serving: 230
Calories from Fat: 15
Total Carbohydrates: 45g
Total Fat: 2g

At Play: A longtime favorite among athletes, PowerBar was voted Favorite Energy Bar in a recent Seattle Times reader's poll. Of PowerBar's wide selection of flavors, my favorites were Chocolate and Mocha, whose great taste and texture made me want to ride just as an excuse to have more. PowerBar recently introduced two new flavors, Oatmeal Raisin and Peanut Butter, with Oatmeal Raisin coming out tops in the taste category.

My only gripe with PowerBars are their consistency. If I tried eating one in conditions below room temperature, they were hard as leather. If eaten after sitting in my warm back jersey pocket during a three-hour ride, PowerBars would be moist and delicious. Overall, I found that Power Bars gave me a mild and steady boost during my workout and recovery sessions.

At Work: "PowerBars were great tasting and kept me energized," said Mr. Camelbak. "I could live on Chocolate PowerBars alone."

Notes: For those of you who just want a nibble, PowerBar has introduced Halloween-sized PowerBites. PowerBar also has an Internet site at <http://www.powerbar.com>.

Contact: PowerFood
2448 Sixth Street, Berkeley, CA 94710
(800) 58-POWER

Thunder Bar

Flavors: Chocolate, Apple Spice, Banana Nut, Cappuccino
Calories per serving: 220
Calories from Fat: 20
Total Carbohydrates: 43 - 46g
Total Fat: 2g

At Play: Based upon a blend of fructose carbohydrates and herbal ingredients, including Ginseng and Guarana. Thunder Bar's Chocolate and Apple Spice flavors tasted so good it was hard to believe they were good for me, too. Chocolate's texture and taste reminded me of a Mom's Christmas brownies. Mmm, Mmm.

At Work: "Thunder Bars kept me peppy all day. They taste great, and lack the grainy texture of PowerBar," noted Joe Camelbak. "Chocolate was really good, and made me crave for more"

Notes: Joe and I also sampled Pep's Turbo Charge, a dietary supplement tablet stocked with herbal ingredients. Wowie-Zowie, did it ever live up to its name. My reaction was similar to having five double-tall espressos, and I was really, really, really happy for the rest of the day. Joe Camelbak "sped" through his busy workday invigorated and brimming with energy. "It was the hardest day of the week, and I was zooming," says Joe. Surprise, surprise, Turbo Charge contains Ma Huang, an herbal ingredient listed on many sport sanctioning bodies' list of prohibited substances.

Contact: Pep Products, Inc.
3130 N. Commerce Ct. PO Box 8002
Castle Rock CO 80104
(800) 624-4260

Clif Bar

Flavors: Crunchy Peanut Butter, Real Berry, Chocolate Espresso, Apricot, Chocolate Chip, Apple Cherry, Dark Chocolate
Calories per serving: 250
Calories from Fat: 18-36
Total Carbohydrates: 45-52g
Total Fat: 2-4g

At Play: Based heavily on a mixture of rolled oats and rice syrup, Clif Bars had the appearance and texture of a heavy, concentrated granola bar. The two flavors I sampled, Chocolate Chip and Crunchy Peanut Butter, were both good, and would attract athletes wary of tra-

ditional energy bars.

At Work: Joe wasn't particularly thrilled with Clif Bar. "They didn't do much for me at all," he said. "They were like a very texturous breakfast bar."

Note: Clif Bar has an internet website at <http://www.clifbar.com>
Contact: Kali's SportNaturals, Inc.
1610 5th Street Berkeley, CA 94710
(800) 884-KALI

PR*Bar

Flavors: Chocolate Peanut, Chocolate Crunch, Strawberry Yogurt and Strawberry Truffle
Calories per serving: 190
Calories from Fat: 54
Total Carbohydrates: 19g
Total Fat: 6g
Protein: 14g

At Play: PR*Bar is a significant and intriguing departure from the traditional high-carbohydrate approach to improving athletic performance. Based on a 40/30/30 ratio of carbohydrates, fats and protein, the PR*Bar formula, accompanied with a similar diet (i.e. "The Zone"), is supposed to activate your body's fat stores as energy before using its faster-burning, glycogen-based fuels, creating longer performance and a slimmer athlete. The diet has its supporters and detractors, both in the medical community and on the bike, but with the narrow time range of this study, I could not change my diet in order to see any effective weight-loss results.

I sampled their Chocolate Peanut flavor. In terms of taste, I couldn't distinguish PR*Bar's look, flavor or texture from most breakfast bars on the shelves today. This could possibly be due to its higher fat content (6 grams). Regardless, PR*Bar was yummy.

At Work: "I enjoyed the taste, although it wasn't anything extraordinary," noted Joe. "I'm not sure if PR*Bars are really worth changing my diet just to get effects of "The Zone."

Contact: PR*Nutrition, Inc.
5825 Oberlin Drive, Suite 200
San Diego, CA 92121
(800) 397-5556

VO2 Max

Flavors: Chocolate, Berry, Apple Cinnamon and Banana
Calories per serving: 230-240
Calories From Fat: 30
Total Carbohydrates: 45-45g
Total Fat: 3g

At Play: VO2 Max separates itself from competing energy bars with its soft, chewy orange-colored "performance core" that is rich in several antioxidants, including vitamin C, vitamin E, and curcumin. Studies have revealed antioxidants boost athletic performance and enhance recovery by protecting body tissues from highly reactive, unstable molecules known as free radicals. Free radicals are produced during aerobic exercise and can cause significant cellular damage. A division of Mars/M & M, VO2 Max bars are chewy, VERY chewy- you better set some time aside to eat this one. VO2 Max's taste also has a wide range, from Berry (Ugh!) to Chocolate and Apple Cinnamon (Yum-Yum!!).

At Work: Joe Camelbak didn't mince words on VO2 Max- "The taste and look of VO2 Max bordered on repulsive, although it did work- My energy levels picked up while I was trying them," he says. "But I wouldn't want to stare at VO2 Max's "performance core" too long, it's one of those bars you definitely want to eat without looking at it."
Contact: Mars, Incorporated
Sports Nutrition Division
800 High Street
Hackettstown, NJ 07840-1503
(800) VO2-MAX1

Energy Gels

Pocket Rocket

Flavors: Chocolate, Lemon Lime, Orange, Wild Berry
 Calories per serving: 100
 Total Carbohydrates: 25g
 Total Fat: 0g

At Play: Convenient and easy to use, Pocket Rocket's taste and texture varied drastically among its four flavors. Chocolate was rich and delicious, Wild Berry was tasty, but Orange reminded me of some of the better tasting cough syrups on the market, and Lemon Lime was just too difficult to choke down. I noticed that Pocket Rocket picked up my energy levels noticeably during my rides.

At Work: Joe Camelbak found Pocket Rockets to be messy, and not really suited for at-work situations. "If you don't mind some sticky fingers, its quick energy" Wild Berry was his flavor of choice.
 Contact: See Thunder Bar

Gu

Flavors: Chocolate Outrage, Vanilla Bean, Just Plain, Orange Burst and Berry.
 Calories per serving: 100
 Calories from Fat: 15
 Total Carbohydrates: 20g
 Total Fat: 2g

At Play: As Homer Simpson would put it, Gu is FuGulicious!!! Packaged in smaller, friendlier, easy-to-use pouches, Gu's thick, rich texture is similar to pudding. So much so, I actually stored it in my refrigerator and ate it as an after dinner snack. Gu derives its taste from a mixture of fructose, maltodextrin, antioxidants and herbal ingredients, creating a creamy, delicious flavor. Definitely save Gu as a reward for completing your next ride.

At Work: After being forcibly coerced to eat a product pronounced "goo," Joe Camelbak had a change in heart and thoroughly enjoyed it. "Gu is so good I could get fat on it" With 2 grams of fat and totaling only 100 calories, that's quite a compliment.
 Contact: Sports Street Marketing
 1221 Eighth Street
 Berkeley, CA 94710
 (800) 400-1995

Clif Shot

Flavors: Chocolate Peanut, Real Berry, Vanilla Melt, Chocolate Espresso
 Calories per serving: 99
 Calories from Fat: 5
 Total Carbohydrates: 23g
 Total Fat: 0.5g

At Play: I really liked Clif Shot's mess-free, toothpaste-style packaging, which allowed me to flip the top, squeeze off some Shot, and then put back in my pocket for later. However, I found the taste of the two flavors I sampled, Chocolate Espresso and Chocolate Peanut, way, way too strong for my taste buds. Definitely have a chaser ready with this one.

At Work: No doubt about it, Joe Camelbak loved Clif Shot. "Is it my birthday?" Joe asked, "This stuff is like frosting on the cake!" Joe also discovered that he had more energy while sampling Clif Shots than he had had all week. The caffeine in the Chocolate Espresso may have played a factor in this.
 Contact: See Clif Bar

PowerGel

Flavors: Strawberry-Banana, Vanilla, Lemon-Lime
 Calories per serving: 110
 Total Carbohydrates: 28g
 Total Fat: 0g

At Play: NO doubt about it, I liked PowerGels. All the flavors were good, and they proved to be a tasty treat during my rides. PowerGel's packaging, however, does have room for improvement. Its tiny, rip-open top, titled "Please Do Not Litter," always seemed to find its way to the ground, until my guilty conscience finally picked it up. Like PowerBars, PowerGels boosted my energy gently, without a sugar-high feeling.

At Work: "All the PowerGels tasted very good," said Joe Camelbak. "But God only knows why they'd make a flavor like Vanilla." Joe favored PowerGel's middle-of-the-road approach. "They all had a nice taste and consistency, and PowerGels didn't make me hyper or send me into gut-wrenching agony."
 Contact: See PowerBar

Hammer Gel

Flavors: Espresso, Raspberry, Un-Flavored, Chocolate and Vanilla
 Calories per serving: 100
 Calories from Fat: 0
 Total Carbohydrates: 22-24g
 Total Fat: 0g

At Play: Created out of Whitefish, MT, by the entrepreneurial underdogs Hammer Nutrition, Hammer Gel is a no-frills carbo-loader if there ever was one. Marketed in a 24-serving container and dispensed with a five-serving flask, Hammer Gel gives cyclists a choice in the amount of gel they choose to carry during each ride. Hammer Gel skips all the vitamins, herbal ingredients and antioxidants other brands often include, and instead bulks up strictly on carbohydrates, based on its maltodextrin-rich formula.

The first thing I noticed about Hammer Gel was its thick viscosity. I'm talk-

ing maple syrup or cooking oil here. The flavors I tried were good, but also very sweet and a bit too thick to ingest easily. I didn't really care for Hammer Gel's bulk-sized, environmentally-friendly packaging that demands refrigeration, mainly because I was forced to "thaw out" the thick gel for up to an hour in order to be able to drink it.

At Work: "This stuff would go great with pancakes," said Joe Camelbak, referring to Hammer Gel's taste and thickness. "Crepes, too. Hammer Gel's sweetness gave me a sugar/coffee buzz (Hammer Gel Espresso has 50 mg of caffeine per serving), but also made me incredibly thirsty." ☀

Contact: Hammer Nutrition, Ltd.
 P.O. Box 4070
 Whitefish, MT 59937
 (800) 336-1977

And Now, The Winners:

Best Energy Bar, Taste: Thunder Bar Chocolate. Your mom doesn't bake brownies this good.

Best Energy Bar, Performance: PowerBar. We tried the rest, but they're still the best. Wide variety of flavors and consistency in energy delivery. Tasty bonk-proof fuel.

Best Energy Gel, Taste: Tie, Gu and Clif Shot.

At Play: Gu, any flavors. Sinfully good.

At Work: Clif Shot Chocolate Espresso. "It tasted like birthday cake frosting."

Best Energy Gel, Performance: Tie, Pocket Rocket and Clif Shot.

At Play: Pocket Rocket. Sent me into orbit.

At Work: Clif Shot. "With no time to sit down and eat, Clif Shots refueled my energy and got me through the day"

Best Packaging: Clif Shot. No more messy hands, you can save the rest for later.

As for our personal results of the survey, Joe Camelbak discovered he had more energy throughout the day during this study, and contemplated changing his burrito-laden diet. I, too found my energy levels lifted before, during and after exercise, but I also gained -BURP!- a couple of pounds. There are probably a dozen other energy products out there on the market, so you might have to try them yourself to get the results you want. Just remember to avoid any nasty side effects, try them BEFORE your big day!!!

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2100 N Northlake Way
Seattle, WA
(206) 545-9463

CALENDAR

Events

- 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.computedia.com/~agb/bbtc> or email: justrideit@aol.com Leonard Francies, Backcountry Bicycle Trails Club, 11116 NE 111th Place, Kirkland, WA, 98033. (206) 283-2995.
- Jul 24: 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.computedia.com/~agb/bbtc> or email: justrideit@aol.com Leonard Francies, Backcountry Bicycle Trails Club, 11116 NE 111th Place, Kirkland, WA, 98033. (206) 283-2995.

Off Road

- 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, Bellair, 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 Ti Cycles/Thomas Kemper Summer Sizzler.** Capitol State Forest; Rock Candy area. Cross country mountain bike race. Dmitri Keating, Old Town Bicycle Club, 6820 Kimball Dr. N.W., Ste. A7, Gig Harbor, WA, 98335. (206) 858-8040 or Fax: (206) 857-3679 Email: KMBC@earthlink.net.

- 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 Chamelton 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 Champus Dr., Salt Lake City, UT, 84121. (801) 942-3498 or Email: edskilaol.com.
- Jul 5-6: Schweitzer Dirt & Rock Tour.** Sandpoint, ID. AMBC Western Circuit Gino Lisiecki, Team Round & Round, 1012 W 23rd Avenue, Spokane, WA, 99203-1221. (509) 838-3707 or Fax: (509) 455-3945 Email: wendy2@on-ramp.iar.com.
- Jul 5-6: Dual Eliminator Downhill.** Downhill mountain bike race with pro purse. Top 32 times from Saturday's qualifiers advance to Sunday's Dual Eliminator Downhill. Blackcomb Mountain Race Department, 4545 Blackcomb Way, Whistler, B.C., V0N 1B4. (604) 938-7595 or (604)938-78527. Email: blackcomb@whistler.net.

- Jul 11-13: Oregon Championship Series #2.** MT. Hood Ski Bowl, OR. PO BOX 320, Government Camp, OR, 97028.
- Jul 12-13: 2nd Annual Sea to Sky Mountain Bike Trail Ride.** Whistler, B.C.. Ride the newly developed 150 km mountain bike trail in Super Natural British Columbia with an overnight at Whistler Resort. Limit 500. Proceeds to Sea to Sky Trail Society. Visit our web site at http://www.mbronline.com/mbr_html/canada/sea2sky.htm Robin McKinney, R.E.M. Event management, 1-1816 McNicoll Ave., Vancouver, B.C., V6J 1A6. (604) 878-8800 or (604) 738-7655, email: rem@mindlink.bc.ca.
- Jul 12-19: The Gorge Games.** Hood River, OR. 100% All natural sports and music festival. Mountain biking: 7/18/97. Downhill, taking place at Ski Bowl. Open to everyone. 7/19/97. X-Country, open to peddlers of all abilities. Cash and prizes awarded for top performances. NORBA sanctioned Also includes guided MT. Bike rides, clinics, live music, daily hikes, daycare services, ultimate frisbee, horse back riding, river rafting. Competition in Windsurfing, kayaking, snowboarding, hatrail run and lots more! Web site: www.gorgegames.com Gorge Games, 105 Oak St., #270, Hood River, OR, 97031. (541) 386-7774 or email: gorgegames@aol.com.
- Jul 12: Tolt Pipeline Plus - Greatest Hits Ride #5.** Elisa Shostak, Backcountry Bicycle Trials Club, P.O. Box 21288, Seattle, WA, 98111. (206) 283-2995.
- Jul 16-17: Oregon Championship Series #3.** MT. Hood Ski Bowl, OR. PO BOX 320, Government Camp, OR, 97028.

- Jul 19-20: Oakridge Fat Tire Festival (AMBC).** Oakridge, OR. David Beede, PO Box 1292, Oakridge, OR, 97463. (541) 343-0946 or Email: DTBEEDE@aol.com.
- Jul 19-26: 2nd Annual Kettle Valley Cycle Tour.** British Columbia. Mountain bike 300 miles over 8 days along a trail that utilizes abandoned railbeds that weave through canyons, past mountains, orchards vineyards, lakes and rivers. Registration fee of \$445 US all inclusive. Winetasting, nightly entertainment. Lodge Stay - 20 people maximum. Visit our web site at http://mindlink.net/outrec_council/kvride.htm Robin McKinney, R.E.M. Event management, 1-1816 McNicoll Ave., Vancouver, B.C., V6J 1A6. (604) 878-8800 or (604) 738-7655, email: rem@mindlink.bc.ca.
- Jul 19-20: Canada Cup #5.** Whistler Mountain, Whistler, B.C. Cross country, downhill, dual slalom, observed trails, kid's races. Web site <http://www.pro-competition.com> Claire Bonin, Professional Competition, (250) 656-7995 or Email: procomp@pacificcoast.net.

- Jul 19-20: Whistler International Challenge.** Whistler Mountain, Whistler, B.C. Cross country, downhill, dual slalom, observed trails, kid's races. (AMBC #10/BC Champs) Web site <http://www.pro-competition.com> Claire Bonin, Professional Competition, (250) 656-7995 or Email: procomp@pacificcoast.net.

- Jul 25-27: Oregon Championship Series #4.** MT. Hood Ski Bowl, OR. PO BOX 320, Government Camp, OR, 97028.

- Jul 19-20: Pacific Crest Cup.** Snoqualmie Pass, WA. Downhill on Sat. and cross country on Sun. Pre NORBA Nationals courses. All Cats + kids races. Fee: \$18 prerog. or \$20 day of race David Douglas, Pazzo Promotions, 4207 SW Hill St., Seattle, WA, 98116. (206) 932-5921 or Email: LDDOUG@SCN.ORG.

- Jul 27: The 10th Northwest Mountain Bike Legendary Series.** Enumclaw, WA—Evans Creek. (206) 565-9505.

- Jul 29: The Klamath Heat.** Klamath Falls, OR. Race #5 of the Oregon Teva Fat Tire Race Series Shane Harris, 2220 Angle St., Klamath Falls, OR, 97601. (541) 882-1001 or Fax: (541) 882-8841.

- Aug 1-3: NORBA National Series at Snoqualmie Pass.** Snoqualmie Pass, WA. Downhill, dual slalom, cross country, observed trails, kids races. All cats. Call for entry form. David Douglas, Pazzo Promotions, 4207 SW Hill St., Seattle, WA, 98116. (206) 932-5921 or Email: LDDOUG@SCN.ORG.

- Aug 2-3: 1997 Jeep National Championship Series.** Seattle. Cross-country #5, Downhill #7, Dual Slalom #8 NORBA, One Olympic Plaza, Colorado Springs, CO, 80909. (719)578-4556.

- Aug 2-3: NORBA NCS #6.** Seattle, WA. 1012 W. 23rd Ave, Spokane, WA, 99203.

Volunteer at NORBA Nationals
NORBA National Championships will bring some of the top Pro/Elite mountain bike racers from all over the U.S. to Snoqualmie Pass on the weekend of July 31, 1997.

NORBA Nationals are highly esteemed in the realm of mountain bike competitions held in the U.S. The series circuit runs from May through August, consisting of six Cross Country events, eight Downhills and six Dual Slaloms. Snoqualmie will host a Cross Country, Downhill, Dual Slalom, Hill Climb and Observed Trials in this series.

The Snoqualmie event is expected to draw up to 2,000 competitors, all ages and abilities and over 10,000 spectators. An event this large needs hundreds of volunteers in many different areas like media relations, volunteer coordination, course marshaling, construction, registration and many more.

If you'd like to help out, contact either Gino or Wendy at Round & Round Productions: (509) 533-9354 or (509) 838-3707.

Other

- Aug 2: Surf & Turf.** Port Townsend, WA. Triathlon & Relay at Fort Worden State Park. 2.5 nautical mile Kayak Race (or any other sea worthy vessel) an 8km mountain bike race followed by a 6 km X-C Footrace. Fee \$30. Separate entries are required for every relay team. Bette Aulia, PO Box 1409, Port Hadlock, WA, 98339. (360) 385-3831 x 528 or (360) 379-0513.

Rides and Tours

- 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

CALENDAR

Kinsch, Alki Bicycle Company, P.O. Box 85194, Seattle, WA, 98145. (206) 527-7541 or (206) 527-7894. Email: wroters@aol.com.

Jun 1: No Frills Century. Redmond, OR. 65 and 100 mile road ride through the back roads. 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 1,421 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 Sunrise Riders, 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) 522-3323 or Fax: (360) 748-6763.

Jun 7-15: Woman Tours-Grand Tetons & Yellow Stone. 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 Piolet, 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-BIKE.

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)431-4480.

Jun 14: Tour De Blast. Spectacular ride into the Mt. St. Helen blast zone. Two rides of 50K, fun ride to the Tottle 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. Seattle, WA to Asbury Park, NJ. Don't miss this opportunity to cycle across the USA—a cyclist's dream. After 3 mountain ranges, 12 states, 3,400 miles, 48 days and dozens of new friends and countless adventures, the CTC will be remembered as one of the most powerful experiences in your life. Web site: http://www.kneeland.com/timtkat/ Tim Kneeland & Associates, (800) 433-0528 or (206) 322-4102.

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 Daviss, 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 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 23-26: Cascade Sampler. Cascades. Enjoy a four day trek through the Cascades. 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.

Jul 6: 1997 Seattle Rainbow Ride. Seattle, WA. The Rainbow Ride offers distances from 15 miles to 120; from social and easy-paced to brisk paced. Rides start at Gasworks Park at 8:30 Fee: \$7 in advance, \$10 day of ride Food stops included Different Spokes, 9206) 860-7645.

Jul 12: Midsummer Nightmare Double Century Ride. Spokane and Stevens Counties. One-day, 200 mile bike tour with over 10,000ft of elevation gain. Features a tough course on the beautiful rural roads of Spokane and Stevens counties, river views. A moderately hilly and challenging ride. Limited support: Snacks and commemorative t-shirt included. Fee: \$25 Send SASE, Brian Houser, Steve Sausser, Spokane Bicycle Club, PO Box 62, Spokane, WA, 99210. (509) 325-1171 (mess.) or Fax: Attn Sausser (509) 928-1116.

Jul 12: 8th Annual Countryside Classic. Poulso, WA. 15 miles, 30 miles and 100 km. Fee: \$15 individual, \$25 tandems, \$10 under 12. Includes full sag, mechanic and home baked goods at all rest stops. Fully supported ride through Kitsap County. Northern and Central regions including Poulso and Silverdale. Kevin Sheehan, West Sound Cycling Club.

Jul 13: Willamette Greenway Tour. 21st annual tour of Willamette Valley. Choose between 50 and 75 mile loops. Susan Chavez, Mid Valley Wheelmen, P.O. Box 1283, Corvallis, OR, 97339. 503-758-5006.

Jul 16: Ice Cream Classic. Sunriver, OR. 55 mile road ride from Sunriver around Mt. Bachelor. Fee: \$5 Susan Bonacker, Sunnyside Sports, 930 NW Newport Ave, Bend, OR, 97701. (541) 382-8018 or (541) 382-3079 Email: sunnyside@kxmnet.com.

Jul 13-20: Trek Redwoods to Golden Gate. California. Eight-day ride begins in N. California at Avenue of the Americas. Ride to the Golden Gate Bridge. Fee: \$ and minimum of \$800 in pledges. Fully supported Lori Brown, American Lung Association of Washington, 2625 3rd Ave, Seattle, WA, 98121. (206) 44 5100 or (800) 732-9339.

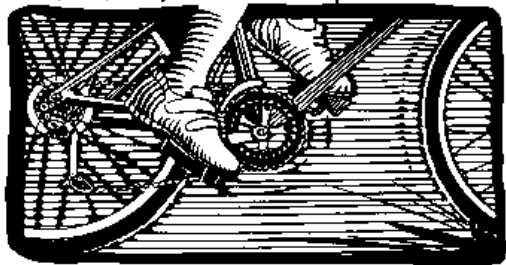
Jul 13-17: Northwest Tours. San Juan Islands. Roar bike tour, small intimate groups. Includes lodging most meals, road support, gear transport. Call for calendar of rides offered. Sandy Green, Scenic Adventure Cycling, 1324 NW Vickburg, Bend, OR, 97701. (541) 385-5257 or (541) 330-6118, Email: info@scenic.com.

Jul 13: Tour de Pierce. Puyallup Fairgrounds Puyallup WA. 12, 30 and 50 mile loops of varying terrain through beautiful Puyallup Valley countryside. Sponsored by the Pierce County parks to benefit bicycle safety and youth recreation programs. Pre-registration preferred. Fee: \$10 individual, \$25 family (\$12 and \$30 day of ride). Mike Dobb, Pierce County Parks, 9112 Lakewood Dr. SW, Tacoma, WA, 98499. (206) 593-4176.

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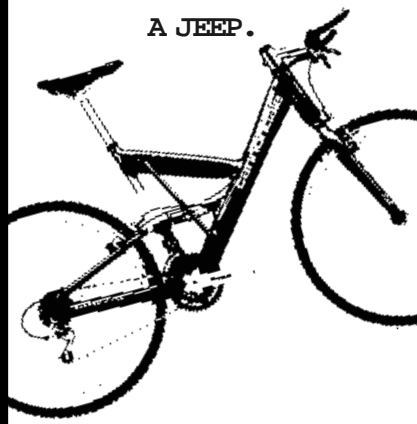
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"Calendar" continued on next page

Jul 19: S - 2 - S. Seattle to Spokane. Ride from Seattle to Spokane along Route 2 in one day (285 miles); Terry Zmhal, 9304 161st Place NE, Redmond, WA, 98052. (206) 861-1766 or email: terryz@microsoft.com.

Jul 19: Watermelon Rides. Willamette Valley, OR. A one day ride through the southern Willamette Valley with three route options: 82 miles, 124 miles and 200 miles. Martin Doerfler, Salem Bicycle Club, PO Box 2224, Salem, OR, 97308. (503) 390-0079 or Email: dparrow@teleport.com.

Jul 20-26: Northwest Tours. Puget Sound. Road bike tour to Victoria, B.C., 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.

Jul 20-26: High Rockies Tour '97. Vail, CO to Vail, CO. This is a loop tour averaging 68 miles a day. Climb two passes each day over 10,000 ft. One day you will climb and descend Mt. Evans on the highest paved road in the U.S. There is no sag/vehicle, we carry our own stuff. Fee: \$225 includes overnight accommodations, two group dinners and souvenir cap. Gary Keene, 245 Wyoming Ave, Billings, MT, 59101. (800) 808-0408 or Fax: (406) 256-6224.

Jul 26-27: Saragosa Weekend. Near Eugene, OR. A weekend of trafficless touring based at Saragosa Old West Recreation Park. Century option on Saturday, live band, feasting, camping. Paul Kemp, Pathfinders, P.O. Box 210, Oakridge, OR, 97463. 800-778-4838 or E-mail: pathndr@efn.org.

Jul 26: Out Spokin' for Habitat. Sawyer Park, Bend, OR. A benefit for the Bend Area Habitat for Humanity. Three scenic routes: 26-45-84 miles. Fully sag supported, refreshment stops, T-shirts, Win great prizes. Bend Area Habitat for Humanity, 138 N.E. Revere, Bend, OR, 97701. (541) 385-5387.

Jul 26-27: MS 150 Jazz De-light Bike Tour. Port Townsend. NEW ROUTE! This 150-mile cycling weekend has been reborn! Depart from Seattle/Everett and pedal to Port Townsend to experience the Port Townsend Jazz Festival and spend the night. Next day ferry to Whidbey Island for a challenging journey over Southern Whidbey Island. Enjoy the Jazz Festival, hotel or camping option, optional century loop, massage therapists, door prizes and Finish line party. Form a team or ride solo. Register today for only \$35. National Multiple Sclerosis Society, Western WA Chapter, (206) 284-4236 or (800) 800-7047.

Jul 27: Trident Triple Bicycle Ride. Silverdale, WA. Located on the Central Kitsap Peninsula, the ride provides challenging scenic tour loops of 16-30-50 &

100 miles. All loops include a unique 10 mile tour of the Navy's TRIDENT submarine base. Fee: \$15 for adults & \$10 for children 17 and under. Proceeds from the ride benefit the Paul Linder Educational Foundation and the Silverdale Chamber of Commerce. (360) 692-6800.

Jul 27: Hutch's Hundred. Bend, OR. Century ride west of Bend. Route will probably include Sisters and North Redmond. 9:00 a.m. meet at Hutch's Westside. Fees: \$5. Call for more information. Hutch's Bicycles, 820 NE Third Street, Bend, OR, (541) 382-6248.

Jul 31: Ride Around Mt. Ranier in One Day (RAMROD). Enumclaw, WA. One day around Mt. Rainier. 154 mi, 10,000 ft elevation gain. Registration by lottery. Redmond Cycling Club, P.O. Box 1841, Bothell, WA, 98041-1841. (206) 233-1861.

Aug 2-9: CycleTour Alberta. Alberta. Experience the best of Alberta in the Canadian Rockies. From Jasper to Lake Louise you'll cycle for four days through the National Parks with visits to Athabasca Falls, the Columbia Icefields and more. There is a two day hike around the trails of the Vally of 10 Peaks and Moraine Lake. Fee: \$445 US. All inclusive (camping) Robin McKinney, R.E.M. Event management, 11816 McNicol Ave., Vancouver, B.C., V6J 1A6. (604) 878-8800 or (604) 738-7655, email: rem@mindlink.bc.ca.

Aug 3-6: Tour de Lane, "The Baby's Bottom". Lane County, OR. Fully supported tours of untraveled, paved roads in Lane County, OR. Ride from the Cascade foothills to the coast. 50-80 miles daily. Points of interest include: interpreted old-growth hikes, vineyards, faux-Wild West attraction, party with band and raffle prizes. Limit: 150 riders. Fee: \$285. Deadline for registration: one month before ride. Paul Kemp, Pathfinders, P.O. Box 210, Oakridge, OR, 97463. 800-778-4838 or E-mail: pathndr@efn.org.

Aug 3: Snolquamie Tour de Peaks. Snoqualmie, WA. 8 mi, 50 km and 100 km tours, all featuring great scenery, town festival events and local restaurant food sampling. Fee: \$15 ind. \$30 family and \$25 tandem prereg. \$20/35 day of race. Fee includes marked route, map, route guide, number, sag, souvenir and first 300 preregistered riders receive free t-shirt. Celebrate Snolquamie Hawaii Days! Karen McKiernan, Snolquamie Valley Events, Inc., P.O. Box 2026, Snoqualmie, WA, 98065. (888) 0021.

Aug 3-9: SPUDS 3-Cycling around Idaho. North Fork, ID. The third annual ride across the state of Idaho, explores the sparsely populated eastern side of the potato state. Riders will roll from tiny North Fork, high in the Rockies, through the central lava fields, the eastern wheatfields and enjoy a soak in Lava Hot Springs, before reaching the ride's conclusion in Preston; Idaho's oldest city. Fee: \$450 fully supported, camping, all meals. Cyclevents, PO Box 7491, Jackson Hole, WY, 83002-7491. (888) 733-9615.

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 Singlettrack. 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.



Located on the banks of the Willamette River, the Valley River Inn offers guests bike and helmet rentals to check out the miles of bike paths found around the hotel.

Jun 28-29: 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 \$360 per person and an insurance fee of \$16 per rider. There is no entry fee. James Rabreau, Box 299, Boise, ID, 83701. (208) 345-7223 or (208) 345-5325 Email: hpw@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.

Jul 5: Galena Grinder. Sun Valley, 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.

Jul 11-13: State Games of Oregon. Government Camp, OR. DH, DS, XC & obs trials Petr Kakes, PO Box 320, Government Camp, OR, 97028. (503) 272-0146 or (503) 272-3554.

Jul 12-13: McCall Ski Town Bike Fest. McCall, 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.

Jul 25-27: Jim Travis Memorial. Government Camp, OR. DH, DS, XC & obs trials Petr Kakes, PO Box 320, Government Camp, OR, 97028. (503) 272-0146 or (503) 272-3554.

Jul 26-27: Big Mountain Bike Festival. Whitefish, MT. A rider's best 10 out of 18 races count towards championship. Downhill & Cross-country, Ron Dillon, USA Unlimited Sports Action, PO Box 7075, Boise, ID, 83707. (208) 342-3910.

Single Race

Jul 1: Mercer Island Time Trial. Mercer Island, 10.4 miles. ALL CATS including Mstr & Tandem. Reg. 8 am, \$18 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: WSPT 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, Raintance Velo Club, (503) 236-4712.

Jul 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, Raintance 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@winsey.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.

Jul 1: Burley Cycling Classic. Tandem - only stage race. More TBA later
Patricia LeCaux Russ Morton, 4080 Stewart Road, Eugene, OR, 97402. (541) 687-1644.

Jul 4: Joe Matava Memorial Criterium. Burien, WA. All Categories Fee: \$15 Dave Bachman, WheelSport Cycling Team, (253) 852-4946.

Jul 7-8: Silverton Cycling Festival. Silverton. Euro-style roadrace around a 90-100 mile course. Rolling enclosure. \$1000 prize list. Steve Yenne, 1790 Liberty St. SE, Salem, OR, 97302. (503) 362-0500 or Fax: (503) 362-5302 Email: YENNES@aol.com.

Jul 7: 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, Raintance Velo Club, (503) 236-4712.

Jul 12: Alki Point Criterium. West Seattle. 1 mile flat course with four corners. 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.

Jul 13: Fresca Invitational Criterium. Seattle, WA. USCF National Time Trial Championships. Three criteriums, men's PRO/1 invitational and amateur events. Qualified individuals only. Final stop on the tour of the Americas. Leslie Ota, Bob Walsh Communications, 2025-1st Ave, #320, Seattle, WA, 98121. (206) 285-3212.

Jul 19: Snohomish Ki Ha Ya Days Road Race. Snohomish, WA. 5 mile loop on newly paved rural roads. Rolling hills with one 1/4 mile climb. Starts in Snohomish. All CATS. Fee: \$18 prereg. or \$20 day of race. David Douglas, Pazzo Promotions, 4207 SW Hill St., Seattle, WA, 98116. (206) 932-5921 or Email: LDDOUG@SCN.ORG.

Jul 20: 57th Annual Redmond Derby Criterium. Downtown Redmond. Flat, fast criterium. One-mile course has eight corners. Race schedule features inline skater v. bicycle racer. All categories Mark Gran, Mead Management Group, 1932 First Avenue, Suite 1003, Seattle, WA, 98101. (206) 448-5868 or (206) 448-5698.

Jul 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, Raintance Velo Club, (503) 236-4712.

Jul 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, Raintance Velo Club, (503) 236-4712.

Jul 12-13: Hammerfest Stage Race. Spokane. Challenging single loop road race, Flatt TT 20 miles; IT, CRIT, Road race Alex Renner, S. 131 Sherman, Spokane, WA, 99202-1460. (509) 456-0432 or (509) 456-8875, email: pegasus@eznet.com.

Jul 25-26: Sweet Pea Stage Race. Bozeman, MT. Three stage road bike race: Road race, time trial, criterium. Held in and around beautiful Bozeman, MT Martin Rolfeison, 1013 West College, Ste 1, Bozeman, MT, 59715. (406) 586-8275.

Stage Race

Jul 12-13: Hammerfest Stage Race. Spokane. Challenging single loop road race, Flatt TT 20 miles; IT, CRIT, Road race Alex Renner, S. 131 Sherman, Spokane, WA, 99202-1460. (509) 456-0432 or (509) 456-8875, email: pegasus@eznet.com.

Jul 25-26: Sweet Pea Stage Race. Bozeman, MT. Three stage road bike race: Road race, time trial, criterium. Held in and around beautiful Bozeman, MT Martin Rolfeison, 1013 West College, Ste 1, Bozeman, MT, 59715. (406) 586-8275.

Series Races

Jun 1-Sep 30: Oregon State Champion 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 9 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.

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This year's Mountain Bike Events for the 1997 Gorge Games will kick off with the Downhill event at Mt. Hood Ski Bowl. Training begins at noon on Thursday July 17, with the competition beginning at 10am on Friday, July 18. The Cross Country Event takes advantage of the Columbia River Gorge topography offering great views for spectators with fast and technical single-track for competitors. Competition begins at 10am Saturday the 19th. And the fun doesn't end there! The final concert and party will rage Saturday night ... a great way to end an awesome week of all natural fun in the great outdoors! See you there!



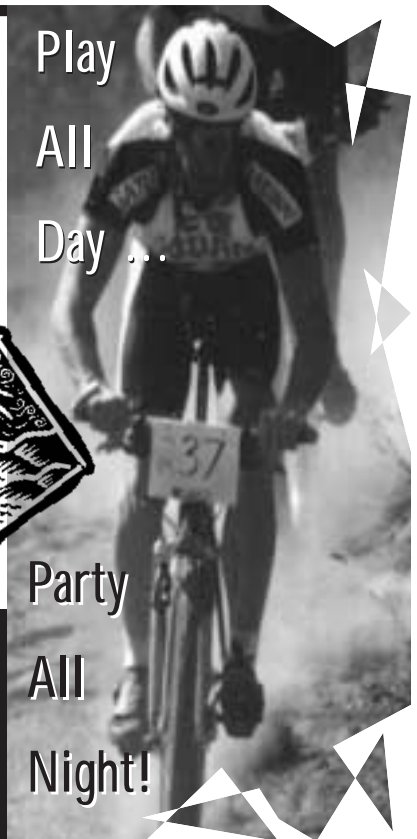
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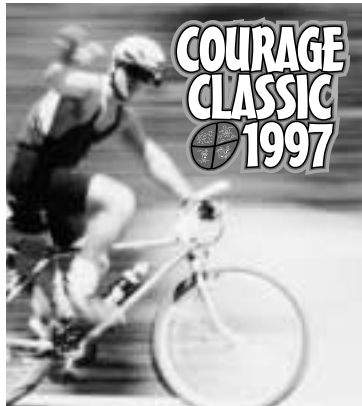
To find out more about The Gorge Games festivities, register for an event, or for information on accommodations and tickets, catch a wave at www.gorgegames.com or call (541) 386-7774



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- The Metric Century**
100 clicks (67 Miles) of moderate bicycle riding. Including parts of the forty mile route extending further north into Skagit County and Big Lake.
- The 80 Mile Route**
This route provides 80 miles of riding for the enthusiastic rider. The route is moderately difficult, with a few challenging hills.
- The Century Route**
The 100 mile route is the Strawberry Classic's ultimate challenge. The route consists of mostly moderate riding with several challenging hills, including the peaceful challenge of the Lake Cavanaugh area.

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Like A Vacation

BY MAYNARD HERSHON

Last year in mid-July I flew to Paris and joined Breaking Away Bicycle Tours. We followed the final 10 days of the '96 Tour de France through France and Spain and France again.

It had been cold and wet early in the Tour, remember, but it was hot by the time we got there. It would remain hot the rest of the race.

The heat, and the incessant travel necessary to follow the Tour as it moved around the country, made the days long and arduous. I felt that you had to be truly nuts about the racing to put up with the rest of it.

Here's how a day might go:

You wake up, dress in cycling clothing and take your bike and luggage down to vans parked outside the really nice hotel. Friendly Breaking Away staffers stow the luggage in the vans and put the bikes on roof racks while you eat breakfast. You sit down to eat at maybe 7:30.

After breakfast, you wave a reluctant good-bye to the really nice hotel. You climb into a van, a different staffer driving each day. The morning van ride might take two hours. You watch the highway go by, pound down bottled water and wonder how Tour riders stay hydrated.

You, after all, are sitting on your butt in a van, sucking relentlessly at a huge bottle of water. The riders are out in the sun pedaling at race speed, sweat running off 'em in sheets. How do they do it?

The vans stop at some roadside spot. You climb out and get your bike down. You pick a friendly group of people and ride to a place where you can watch the race go by, or to a finish town.

The bike ride takes two or three glorious hours. You're on the race route, early enough so the police haven't closed the roads in anticipation of the publicity caravan. It's glorious but it's hot.

At the end of your ride you're pleased to find the Breaking Away vans with your shorts, T-shirt and sandals, but sadly without showers. Hey, wuss, you can shower later.

Now, you can take a little wet-papertowel wash in a charming restaurant john and put on your street clothes, having removed nearly 60% of the salt and grime from your hungry, superheated, dehydrated body.

You find a cafe or shady spot with the 1,000s of other fans. You drink more bottled water and five or six cokes, and enjoy a light luncheon and three lovely ice-cream bars while waiting for the publicity caravan.

The caravan passes for perhaps an hour. If you are motivated and lack an adult sense of dignity, you can gesture and scream at selected publicity vehicles. You can embarrass yourself trying to score some "desirable" souvenir, thrown at you from a moving car by a bored passenger.

The coolest trinket in '96 was the Nike dogtag with swoosh on one side and Tour logo on the other. So desirable were they, you knew you could trade them straight across for new Pearl-Izumi bib-shorts back home. A handful of those free dogtags and you'd have dee-lux shorts for life.

So desirable were they, alas: The Nike cars ran out early on. Late Tour-joiners like us missed out. No dogtags. No Pearls.

After the publicity caravan comes the police, the press cars, the photo motorcycles, the marshal motorcycles, the official motorcycles and official cars... And finally: The Tour de France.

Which, as you already know or fear, rushes by in an instant. You scan the peleton feverishly for a glimpse of Miguel, Barney or Frankie. You recognize no one, no one. Damn. Came all this way.

Seconds later, the roads open. You pile back into the vans to drive to your next nice hotel, maybe a couple highway hours away. You arrive and the friendly Breaking Away staffers drag out your shapeless gargantuan bags and take your bikes down from the roofs to store somewhere.

You go to your room with your bags, studying your roommate's eyes for signs of weakness that mean YOU can take the first euphoric shower.

If you do get that first shower, you earn it: Each time, you have to learn how to operate another bizarre French plumbing device. Life in French hotel bathrooms is a never-ending learning experience.

You're clean; you're ravenous. But before you stroll down to the dining room for your late-evening, multi-course dinner, served at a candlelit table with classy white tablecloth, you will bend over your bathroom sink and scrub your cycling shorts in tap water and a drop of Pert Plus.


Then you will rinse them in the nearby bidet and hang them over the side of the phonebooth-size shower stall where you will find them, still damp, in the morn-



ing. EARLY in the morning. When you will begin another day following the Tour de France, greatest bicycle race in the world.

None of that is Breaking Away's fault. Breaking Away is the best tour company you could choose. It's the task, following a national tour. The Tour or the Giro d'Italia jump across the map in huge leaps; Follow either day after day and you make huge leaps too. Tiring leaps.

When I do another Breaking Away trip, I will choose a TourPak, as they call them, rather than a RacePak. I'll ride from hotel to hotel, taking all day if I feel so inclined. I will experience towns and countryside from the saddle of my bike rather than through a van window.

I will see Tuscany or Burgundy or the French Alps at my own pace. No chasing around for hours on motorways for seconds of seeing the peleton whiz by at 40KPH. Why, it'll be like a vacation... 

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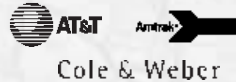


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