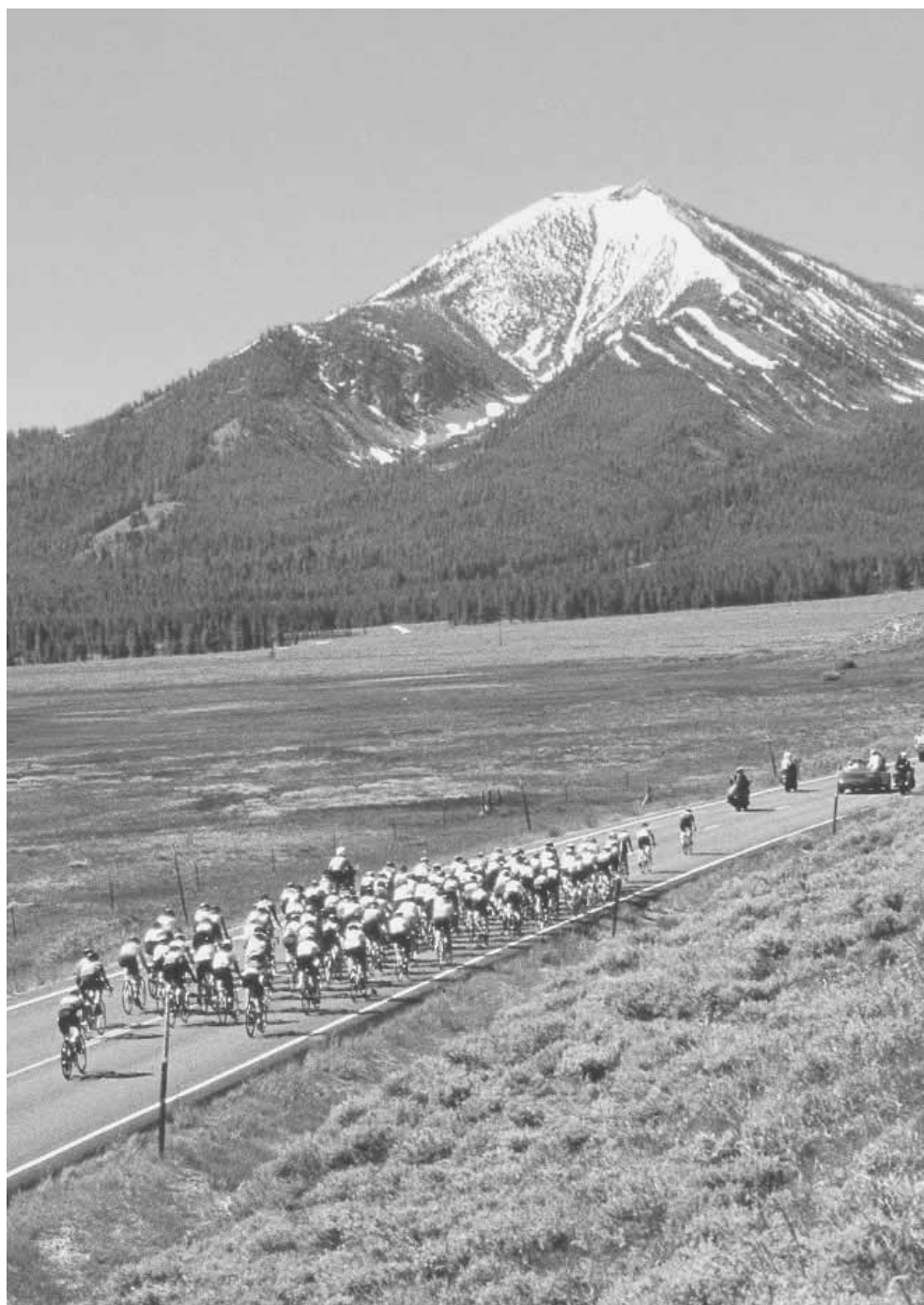


Bicycle Paper

THE VOICE OF NORTHWEST CYCLING OCT-NOV 97 • FREE



Cyclocross Season Is Here!!

NW Cyclocross is Bigger and Better Than Ever

BY BRETT STAV

It's autumn. The weather has turned cold, wet and windy, and the trails are either muddy or frozen. That can mean only one thing for Northwest cyclists. It's time for cyclocross season!

Cyclocross in the Pacific Northwest has always had a strong cult following, but more recently, the sport has exploded into a viable off-season sport for both mountain bikers and road cyclists. This growth can be attributed to several key factors: grassroots promotion, loyal sponsorship and strong coaching.

See "Cyclocross" on page 7

Bicycle Heaven

NW Companies Make An Impact at the Interbike Trade Show

BY RUSSELL W. HOWE

Every September bicycle dealers from across the country make the annual pilgrimage to their Mecca, Anaheim California. Anaheim is the setting for the annual Interbike Trade Show, where manufacturers showcase their upcoming product line.

See "Anaheim" on page 4

Bikes And Buses

A Commuting Combination

BY GORDON BLACK

Know any motorists who have an aversion to any form of transportation other than the automobile? Know any bicyclists who have an aversion to public transport? A friend of mine who commutes by bike half-jokingly refers to the bus as the "shame-train." As in, "You taking the shame-train today instead of riding your bike?" To him, riding the bus is the last resort. In fact, he'd probably rather carry his bike through a snow-drift than ride the bus.

See "Bikes & Buses" on page 9

GREGG'S FALL CLEARANCE

Unbeatable Savings!



'97 Trek 6000	was \$430	now \$329.⁹⁹
'97 Trek 6000 SHX	was \$530	now \$419.⁹⁹
'97 Trek 930	was \$500	now \$429.⁹⁹
'97 970 SHX	was \$1100	now \$699.⁹⁹

Bikes ~ Accessories ~ Clothing
Visit Seattle's Best Bike Shop*

*1997 Seattle Times Readers' Poll



Gregg's Cycles

Since 1932



Greenlake Cycle
 Aurora Cycle
 Bellevue Cycle

7007 Woodlawn Ave NE, Seattle
 7401 Aurora Ave N, Seattle
 121 106th NE Bellevue Plaza

523-1822
 783-1000
 462-1900

It's Your World. Ride It.



GT Bicycles



GT LTS-2

*2000 series aluminum LTD design frame with
 *Rox & Slicks Custom Deluxe
 *Rox & Slicks And W'ing smart fork
 *aluminum 11531 fenders, pedals
 *Aloric 16-221 rims with cassettes



Oregon
 Corvallis
 Corvallis Cyclery
 344 SW Second
 (541) 752-5952

Portland
 Fat Tire Farm
 2714 NW Thurman
 (503) 222-3276

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

Kennewick
 Kennewick Schwinn
 3101 W Clearwater Ave
 (800)827-8157
 (509) 735-8525

Redmond
 Redmond Cycle
 16205 Redmond Way
 (206) 885-6363

Woodinville
 Spoke & Ski
 13303 NE 175th St.
 (206) 483-6626

Hood River
 All Season Sports
 1013-12th St.
 (541) 386-3624

Weir's Cyclery
 5036 N Lombard St.
 (503) 283-3883

Bicycle Paper

VOLUME 26 • NUMBER 8
OCTOBER 1997

PUBLISHER Paul Clark
Bob McCall
ADVERTISING Jay Stillwell
EDITOR Brett Stav
GRAPHIC DESIGN Dave Shaw
WRITERS Michael Lewis
Russ Howe
Peter Marsh
Gordon Black
Taryn Gerhardt
Maynard Hershon
Estelle Gray
Kathleen Keenan
Christopher Eagan
PHOTOGRAPHY Russ Howe
Michael Adamson
Gay Koopman
Peter Marsh
Taryn Gerhardt
Paul Clark
Jay Stillwell
PRINTING Consolidated Press
DISTRIBUTION Jack Clark
COVER Idaho photo courtesy of
Kim Carley,
Cypress Communication



Bicycle Paper is published ten times a year, monthly February through November by Clark-McCall Communications, Inc., 1205 East Pike St., Suite 1A, Seattle, WA 98122. Phone 206-323-3301 Fax 206-323-2905. E-mail bicycle.paper@clark-mccall.com. Subscription rates: \$12.00 per year; \$20.00 for two years.

POSTMASTER Send address changes to: *Bicycle Paper*, 1205 East Pike St., Suite 1A Seattle, Washington 98122

All articles, photos and artwork appearing in *Bicycle Paper* are the sole property of *Bicycle Paper*. No reprinting or any other use is allowed without obtaining the written permission of the publisher or editor.

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

Bicycle Paper is listed in The Consumer Magazine & Agri Media Source SRDS.

ATHLETIC MEDICINE

Disabled Sports USA/NW Does STP

Disabled Sports USA/Northwest (DSUSA/NW) was represented this year in the Seattle to Portland Bicycle Classic on June 21 and 22. Linda Woods and Gay Koopman, both DSUSA/NW members, rode a Rodriguez Toucan tandem for the 2-day event. While they were presented at the starting point with DSUSA/NW tank tops for the ride, the rain, occasional downpours, and wind kept them in layers of rain gear for both days.

Linda is a right leg above-the-knee amputee. A strong athlete before her surgery, she has participated in downhill skiing, amputee soccer, water polo, and the Ski to Sea Relay Race for TeamUSABLE. She has been interviewed by the media on numerous occasions while she played soccer. She is very active, always trying new sports, and has a competitive spirit. She was the stoker for STP with one clipless pedal.

Gay is a licensed massage practitioner, health and fitness program coordinator and a board member of DSUSA/NW. She has a weak right knee for which she must wear a heavy duty brace for impact or balance sports, such as volleyball and rollerblading. Her first challenge was switching to her right leg for balance at stops.

Linda and Gay met in the late 80s while working at an insurance brokerage. At the time, Linda was playing soccer, and Gay organized sports massage teams for the World Cup Tournaments. Since then, the two have kept in touch, and began discussing cycling last fall. It didn't take them long to make a commitment to each other to do STP '97 on a tandem.

Linda and her husband, Mark, purchased a Rodriguez tandem at Seattle's R+E Cycles. Fitting for the "captain" seat was relatively easy as Mark and Gay are

the same height. Training consisted of strength conditioning and continuously longer and more difficult rides (from 10 flat miles to 72 windy miles to 106 hilly miles), two days a week with Gay and one day a week with Mark. The STP training team also consisted of Linda's sister, Joanne Fenn, and friend, Yolanda Hammond.

The group left from the STP '97 starting point, the Kingdome, at approximately 6 a.m. on Saturday morning, with smiles, sunshine, and adrenaline. At mile 18 (REI foodstop), the tandem had a front flat. Luckily, support crews were available and changed it quickly.

As Gay walked the bike away, the technician who changed the tire noticed only one pedal on the back and asked, "Uh, what's going on here?" With the unexpected response of "My partner is an amputee," he slowly replied "Oh, okay, well, I guess that explains it."

At the rest stop at Spanaway, the atmosphere of STP changed as the sky opened up and dumped buckets. The rest of the day was wet, with an occasional peek at the sun. By Centralia (mile 91), the group of four decided it was time to warm up and stopped for soup and cocoa. Then it was on to Castle Rock, approximately 38 more miles, where their



Linda Woods and Gay Koopman smile through the rain on Day 2

personal support team whisked them off to a campsite, complete with a warm fire. After a hot shower, fluids, and pasta, the camp was put to sleep until 6 a.m.

Day 2 started with clouds and drizzle, and grew to downpours and wind. It was a cold, wet day, despite a relatively easy ride: 68 miles of rolling hills and a police escort over the dangerous Longview Bridge (especially welcomed by Linda

who's not a fan of bridges). This was the first year in the 18-year history of STP that cyclists were escorted in groups over the Bridge, and the DSUSA/NW cyclists were in the first group!

"While we saw many STP bikes on the back of vehicles on Sunday, we kept going. Not finishing never entered our minds. We trained hard and were determined to make it to Portland," recalled Linda.

By the time they reached the outskirts of Portland, the rain had stopped, and after crossing under the FINISH banner, the sun shone and emotional tears flowed.

When you have two independent people on a tandem, trust, responsibility, and teamwork play a big part in their endeavor. Commitment and a great support team of family and friends made this goal possible for Linda and Gay. Cycling will continue as these two have realized they are "in tandem" and have become hooked on riding together. ⚙️

Athletic Medicine

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

JUMP ON IT.

Bicycle Paper

THE VOICE OF NORTHWEST CYCLING
Publishers of the Official
Program for the STP.



■ *Top-notch journalism by people who know the sport...*

■ *Coverage of the people, places and products of Washington, Oregon, Idaho, British Columbia...*

■ *The Northwest's most comprehensive rides calendar.*

SUBSCRIPTION ORDER FORM

Enclosed is my check or money order for a subscription to *Bicycle Paper*

Please check the appropriate boxes:

- ONE YEAR for \$12
 TWO YEARS for \$20

- Canadian Subscribers:
U.S. funds, please.
 Payment Enclosed
 Please Bill Me

NAME _____

ADDRESS _____

CITY/STATE/ZIP _____

MAIL TO:
Bicycle Paper

1205 E. Pike Street, Suite #1A
Seattle, WA 98122

FAX: (206)323-2905
PHONE: (206) 323-3301

INDUSTRY NEWS

"Anaheim" from page 1

Envision five convention halls, each the size of a football field, packed with booths of the newest bicycles, products and accessories that the industry has to offer. Imagine that every booth is trying to engage you with free posters, pins, food, and product samples. Throw in a few cycling luminaries signing autographs and you can begin to picture the carnival-like atmosphere of the Interbike trade show. Of course, business is conducted too, and the show offers dealers a chance to spot trends which will shape their purchasing decisions for the year. Add a few dealer seminars and an opening night concert by the Fabulous Thunderbirds, and as Ed Sullivan said, "It is a really big SHOW!"

One of the most talked about trends in the industry is the so-called "Freeride" category of bikes. Freeride, which is a trademark of Cannondale, defines a bike that is strictly built for riding enjoyment. Manufacturers realize that most mountain bikes are not raced and that cyclists are more focused on comfort and durability than light weight. The concept is about riding for pure pleasure. Typically, the "Freeride" bikes feature dual-suspension, riser handlebars, and double-clamp front suspension fork.

I had a chance to ride Cannondale's Freeride bike when I arrived at the Dirt Demo Day held on September 3rd. Held a few miles from the Anaheim Convention Center, over forty manufacturers displayed their latest bicycles and had them available for test rides on the roads and trails surrounding a local park.

In my first hour at the Dirt Demo, I rode three mountain bikes which would have cost me over \$16,000 to own! How often does one have an opportunity like that? All of the bikes I rode that day were dual-suspension mountain bikes. My favorites were the Ibis "BowTi", the Moots Cycles "Mootaineer" and Cannondale's Freeride.

Not all dual-suspension mountain bikes require a second mortgage! K2 Bike, formerly known as Pro-Flex, offers a dual-suspension mountain bike for under \$1000. The Pro-Flex 1000 features a Rock Shox Indy front suspension fork with two inches of travel and the rear shock is a Noleen NR 1 which offers up to 3.5 inches of travel.

continued on the next page



PHOTO BY JAY STILLWELL



PHOTO BY JAY STILLWELL



PHOTO BY RUSSELL HOWE

Northwest companies at Anaheim, clockwise from top left: K2's Proflex 5000; Control Tech's colorful line of stems; the Ibis Bow Ti; Dave Levy of Ti Cycles and his full-suspension aluminum Skookum frame.



PHOTO BY RUSSELL HOWE

CYCLING INJURY CLAIMS

KNOW AND PROTECT YOUR RIGHTS. As a bicyclist hurt by a motorist, you may be entitled to payment of medical bills, wage loss, bike repairs, and compensation. You also may be covered by insurance you do not even know about.

ATTORNEY CHRISTOPHER PENCE represents seriously injured bicyclists. Pence & Dawson is one of the region's leading personal injury law firms. Fees are contingent on recovery. Call for written information or free consultation.



CHRISTOPHER PENCE
PENCE & DAWSON
1000 SECOND AVENUE, SUITE 3620
SEATTLE, WASHINGTON 98104
(206) 624-5000



Take care of
your butt.



Suspend
It!

BIG FULL-SUSPENSION SALE

1997 Specialized	Ground Control AL Pro	\$300 OFF
1997 Specialized	Ground Control Comp	\$180 OFF
1996 Cannondale	Super V 1000	\$400 OFF
1997 Cannondale	Super V Comp 500	\$100 OFF
1997 Klein	Mantra Race	<i>only one left!</i> \$650 OFF
1996 Trek	Y-22	\$460 OFF
1996 Trek	Y-11	\$320 OFF

All Major Credit
Cards Accepted

3816 North 26th
(in Tacoma's Procter District)
(253) 756-2116

All discounted sale items final. Sale items limited to stock on hand

Continued from previous page

The bike is equipped with Shimano STX RC components.

Another new product that caught my eye was Waterford's newest frame, the "Diva". The Diva is a silver brazed mixte styled frame designed specifically for women. Richard Schwinn, president of Waterford, describes the Diva as "a true ladies' frame."

Terry Precision Bicycles, usually associated with women's cycling products, unveiled a new saddle aimed at the male population. Bicycling Magazine recently ran an article about bicycle saddles causing male impotency. Terry Precision Bicycles received many calls from men requesting a men's saddle similar to Terry's Liberator saddle. The Liberator is a women's saddle with a hole carved out of the nose to relieve pressure on certain sensitive areas. The newly designed Liberator for men features a complete cut out section that will relieve pressure on a vital artery in the groin region.

With most manufacturers offering a titanium bike, why would several Merlin employees want to start their own titanium bike company? Simple. They want to produce the finest titanium bike in the world. Seven Cycles unveiled their 2 1/2 pound frame, the Odonata, which features carbon fiber seat stays and a carbon fiber seat tube bonded to titanium tubes. Rob Vandermark, Seven Cycles' president, stated that "the original goal of utilizing carbon fiber was to simply reduce weight. Once that was achieved, we found we could strategically orient the filament-wound fibers in the seat tube to maximize torsional stiffness, while the orientation of the seat stay fibers maximizes vertical compliance." The end result is a gorgeous ultralight frame which, at \$2975, will certainly lighten your wallet. Seven Cycles offers a complete line of titanium and steel frames to include an original design dual-

suspension mountain bike, a tandem and a cyclocross frame. Check out their complete line of bikes on their web page at www.sevencycles.com.

Cyclocross riders now have a few more choices as Cannondale, Kona, and Haro are now offering cyclocross bikes as part of their 1998 line. Cannondale has two entries into the cross market and both are Shimano 105-equipped. Cannondale's cyclocross XS800 is unique because it offers over one inch of travel in the form of its proprietary HeadShok front suspension. The HeadShok equipped XS800 retails for \$1,735.

Seattle's own Ti Cycles also exhibited their fine frames at the show. David Levy, Ti Cycles owner, displayed an originally designed dual-suspension mountain bike, the Skookum. The Skookum, Chinook (Native American) meaning "Strong", is a semi-unified, fully active dual-suspension frame. This translates into a suspension system that will not lock out when braking or pedaling and will still provide a solid, yet plush ride.

When I wasn't checking out the latest and greatest products for 1998, I was star-gazing at cycling's champions of the past and the present. Greg LeMond, Lance Armstrong, and former Seattle resident Rebecca Twigg could be found signing autographs at the show. While racing legends Bob Roll, Davis Phinney, and John Tomac were seen strolling through the various halls of the convention center.

Cycling's stars weren't the only ones that stopped traffic. Team Saeco-Cannondale bikes of super-sprinter Mario Cipollini and Tour of Italy winner Ivan Gotti, were also on display. The ever flamboyant Mario Cipollini won numerous stages in this year's Tour de France and in doing so, landed him in the race leader's yellow jersey. Always the showman, Mario showed



Mario Cipollini's Tour de France bike, in yellow livery to match his leader's jersey

up for the next day's stage on a yellow Cannondale bike wearing his yellow jersey along with matching yellow shorts and gloves! Exact replicas of the Team Saeco-Cannondale bikes will be available for consumers soon.

The Interbike show is truly a spectacular showcase of the bicycle industry, which has traditionally only been open to dealers. There is talk that next year's show will include a Consumer Day which will allow the public to walk the halls and view the future of cycling. This is an event that any addicted cyclist should not miss, so you'd better start planning that trip now!

Editors Note: Of the hundreds and hundreds of companies from around the world that attended the Interbike Trade Show in Anaheim, Calif., more than 60 of them represented the Pacific Northwest. Look for reviews of Northwest cycling products in future issues of the Bicycle Paper.

TOURING

Cycling Puget Island

BY PETER MARSH

I have a very simple method for assessing the bicycle-friendly rating of my rural rides. I call it my "cars per hour" score. Cars overtaking me earn one point, cars driving the other way are worth 1/2. Anything less than 10 points— that's a car every six minutes, rates good to excellent. One of my continuous goals is to find rides that score in the single digits.

I might have to abandon my search after a recent weekend ride on the lower Columbia River, twenty-five miles west of Longview, Wash., where I managed an entire DAY'S ride earning a sub-10 score. I started in Cathlamet, one of those "little towns that time forgot," and rode over the bridge to Puget Island. The main road across the island ends at the ferry terminal (to Oregon) on the south side.

Puget Island is flat, really flat and there's no way someone could get lost. Being in a whimsical mood, I decided to leave my map in the car and take the first turn I came upon. My first effort took me on a two-mile loop back to the cross-island road. It was then I realized I was on the "small island," and carried onto the second half of the loop. The waterways that the road skirted were quiet, with only a few houses and long views back to the hills on the Washington shore. With the short loop completed, I crossed a small bridge to the "big island" and immediately took off west.

This was a more substantial loop, so I immediately eased off the pace and started to notice the old docks

on my right and the mixed farms on my left. I passed a flock of sheep grazing by the roadside and a mile later came to a large, modern dairy farm that was completely empty and strangely silent.

At the west end of the island, vacation houses have been introduced on the beach front, facing down river. It's a great view, but the pleasant summer breezes can turn to gale-driven rain the rest of the year!

The roads turn inland around the Welcome Slough, a delightful little waterway lined with quaint houses and dilapidated boat shops. I passed some locals out for a casual bike ride—a sure sign that the roads are ALWAYS like this. I pedaled on for about six miles before crossing the main road again and moved onto the eastern half of the loop. I stopped at a narrow beach access, from which I could see the ferry chugging across from the Oregon shore.

I traveled on, past tall cottonwoods and an old sawmill into the east end where the road swings through a wide curve before emerging back into more dairy fields. Now I was heading into the wind again and had to put my head down to keep up the pace. Back at the crossroads, I headed south to the ferry dock, where the good ship Wahkiakum was loading cars (maximum load - 12) where cyclists ride for free.



Puget Island's quiet roads

Riding back to town, I passed the local store which has erected a large, detailed map of all the possible walking loops on the island. I found that I'd covered about 20 of the island's 27 miles and still had some left to try on my next visit. Puget Island must be one of the few places that invite groups to actually WALK on their backroads—what better assurance could you want for a quiet ride?

To get to Puget Island, take Hwy. 4 west to Cathlamet from Longview, where a bridge will take you south to the island. From Portland, take Hwy. 30 to Westport, and take the ferry north to Puget Island. For more information, call (360) 795-3996.

Local Cyclist Rides SF's Critical Mass

BY TARYN GERHARDT

Like many bicyclists, I ride for enjoyment, fitness and pure love of the bike. I tour, commute and tinker with bikes. I am a bike nerd.

So when a friend asked me to do the Critical Mass ride in San Francisco, I jumped at the chance. Even though I have never expressed interest in political activity both on the bike or off, Critical Mass was something I wanted to do. The thought of riding down the streets of San Francisco at rush hour with thousands of other cyclists sounded interesting.

I have to admit, we, like many other cyclists, were there for the show — and we were not disappointed. We wanted to go as observers, not as protesters. News reports that evening estimated that the July 25 ride (the biggest ever) had 5,000-10,000 cyclists, 250 of which were arrested. We found ourselves in the middle of what we had read about, but couldn't quite comprehend, until we were there.

The first Critical Mass started with 45 riders in San Francisco in September of 1992. It was originally a group of cyclists riding home together and forming a united front for bicyclists. Now, cyclists gather at 6 p.m. the last Friday of every month for Critical Mass rides. From that first ride, many other cities around the world and across the nation have started similar rides. In Rio de Janeiro, Brazil, more than 7,000 cyclists participate weekly.

That original ride has evolved up into a political movement. As one founder of the ride, Paul Buelow, states on his web page, "it is not necessarily about

PROTESTING, but about CELEBRATING our vision of preferable alternatives, most obviously in this case, bicycling over the car culture. Importantly, we wanted to build on the strong roots of humor, disdain for authority, decentralization, and self-direction that characterize our local political cultural history."

So what happened in the during biggest Critical Mass ride in San Francisco's history? Here's what we saw.

It started on Market Street at Justin Herman Plaza at 6:30 p.m. We were surrounded in all directions, tire to tire, by bike commuters, messengers, racers and recreationalists. We saw cyclists on every kind of bike imaginable. They were on souped-up Schwinn's, uni-cycles, and bikes that looked like they were unleashed from the confines of some old attic. Rock music blared from the speakers, which later served as a podium.

Before the ride, random people passed out maps of the police-sanctioned route, as well as several maps for alternate routes. From the top of the buildings, it rained colored paper with messages touting the ideologies of Critical Mass. News crews intermingled in the crowd as helicopters watched from the sky.

Before the ride, the media reported that because previous rides had caused increased tension in the city, San Francisco officials and police met with some representatives from the bicycling community in an effort to decrease the bedlam. Together, the two groups agreed to ride a police-sanctioned route, to not splinter off from the main route, to ride with police es-

corts, and to start at 6:30 p.m. instead of 6 p.m.

Many cyclists resented this fact, because Critical Mass was meant to have no leaders — which fueled the fire. A few speakers protested at the podium saying, "Who agreed to this?" and, "We will not follow the police sanctioned route."

A police officer took the podium and reminded the crowd of the many violations they could be cited for and tried to encourage a peaceful ride. Later, San Francisco Mayor Willie Brown bellowed out in vain into a skeptical audience. His speech was barely audible over the heckles and boos of the masses. He assured that he would work hard to make San Francisco more bicycle friendly.

Many riders disregarded his speech completely and took off before it ended and encouraged others to follow. Thus, the anarchy began.

Riders rode off in a myriad of directions, which were not on the police sanctioned route, while police watched in awe and confusion. The riders filled the width of Market Street, and snaked up the artery for miles, like eager runners at the beginning of a marathon.

We watched in wonder for about 15 minutes, and then followed the crowd straight up Market Street, following the masses at 2 mph. Motorists looked on as they were stranded at green lights. Cyclists flowed like water down a chute, through red lights and stop signs, while others tried to obey the law and stop. Confusion was rampant.

Pedestrians both booed and cheered as they watched the mob serpentine through the streets, impeding traffic. Some bicyclists actually sat on the hoods of cars, stopping traffic and signaling bicyclists to go. Some motorists got out of their cars and attempted to direct traffic past the rank and file.

Other enraged motorists took off like rabid animals, accelerating quickly and angrily swerving around bicyclists. Small altercations between bicyclists and motorists sometimes broke out. Some shoved and pushed, while the majority of bicyclist proceeded peacefully, following the herd like sheep without a shepherd.

Police on bikes, motorcycles and in cars attempted to quell the mini-conflagrations, but some acted frustrated and powerless. Some bicyclists reported being hit by police, and news reports said a riot ensued later, though we did not see this.

Meanwhile the route looped around City Hall and the scene became heated. When we got closer to City Hall, we watched one cyclist get arrested. From our point, we couldn't see why he was being arrested.

As cyclists looked on, they started chanting, "Let him go, let him go!" The police tried to disperse the masses but to no avail. Several police vans were parked and ready to go, but we didn't stick around for the action.

We continued the ride which looped its way back to Market Street. At 8 p.m., we hopped on the ferry to Alameda (20 minutes across the Bay), which loaded yards away from the Plaza.

Safe and away from the anarchy, we heard radio and TV reports of riots and arrests. Traffic was still snarled throughout the downtown areas. Some cyclists had actually attempted to block the Bay Bridge.

With our curiosity satisfied and having our fill of our first and only act of civil disobedience, we faded back into the reality and un-political oblivion. ⚙



Get Y'd

Trek's proven Y Bike design now comes in aluminum and OCLV carbon models to suit any appetite for performance. The world's best full-suspension now comes with choices you'd expect. Y wait for the ultimate full suspension?

TREK

Woodinville Ski & Bike
17530 132nd Ave NE
Woodinville, WA
(206) 485-7547



THE LOWER PRICE OF PERFECTION

Value is a 109-year-old Bianchi tradition. It is this philosophy that continues to produce a complete line of fully lugged frames, thereby ensuring both strength and beauty (leave it to the Italians). Now Bianchi announces yet another value-packed innovation on selected models—lower prices. See the full line today.

Bianchi

BridgeTown Bicycles
Washington Green
9120 "C" SW Hall Blvd.
Tigard, OR 97223
(503) 620-7544

BridgeTown Bicycles
Eastside
2635 NE Broadway
Portland, OR 97212
(503) 288-8431

CYCLOCROSS

"Cyclocross" from page 1

Several regional race series that are supported by dedicated promoters and sponsors deserve a lot of the credit. The Seattle Metro Cyclocross Series, Sept. 28 - Dec. 28, has received strong support from past and present sponsors VO2 Max, Control Tech, Redline and Davidson Bicycles, along with several local bikeshops, including Alki Bicycles, Elliott Bay, Wedgewood Cycles, and Gregg's Greenlake Cycles. Last year, Microsoft stepped in to title sponsor the tremendously successful National Cyclocross Championships at SeaTac, Wash.

"We've received a tremendous amount of enthusiasm and support from sponsors and bike shops," said Metro Series promoter Dan Norton.

Norton noted that last year's Metro Series averaged approximately 200 competitors per weekend, and anticipated a fairly good jump this year.

"More than 30 brand new cyclocross racers attended a clinic we held last week," said Norton. "I think that's a pretty good indicator of the swell of support this sport is receiving."

This year, the Metro Series hosts two Super Cup Series events (Nov. 9 and Dec. 28) and the Washington State Cyclocross Championships (Nov. 30).

Other Northwest cyclocross events include the Fat Tire Farm Cyclocross Crusade, Oct. 12 - Nov.

23, which gives Oregon 'crossers an excellent forum to practice their technique. Cyclocross clinics will also be offered on each race weekend. Southern Oregon racers will be bunny hopping over the barricades at the Southern Oregon Outlaw Cyclocross Series, Oct. 25 - Nov. 22, in Medford and Ashland, and Boise, Idaho's George's Cycles will also be putting on two events for 'crossers on Oct. 5 and Oct. 19.

These grassroots programs, in turn, have nurtured local cyclocross talent. In addition, Northwest cyclocross legends Tim Rutledge, Dan Norton and Clark Natwick have begun to pass their knowledge onto the next generation of 'crossers through their events and the racers they coach.

Natwick now coaches the U.S. Cyclocross Team, featuring Northwest Cyclocross stars Dale Knapp (Tacoma), Jonathon Sundt (Kirkland), and Jed Fox (Portland). After taking part in some local series events as preparation, the team plans to spend the winter racing abroad in Europe.


One racer who experienced European cyclocross racing first hand last year is Seattle's Craig Udem, who won three Metro Cyclocross series events and a Super Cup event, before joining a contingent of Northwest 'crossers racing in Europe, where Udem competed in the World Cyclocross Championships in Germany last January.

"We watched and learned from the best in the world, toeing the line with pro champions like Adri

Van Der Poel, Paul Herrigers and Dieter Runkel," said Udem. "Now we want to rewrite the books in American cyclocross again."

Udem is pleased that the sport is growing in the U.S., both in participation and spectators.

"Cross is a fantastic vehicle for getting people started in racing with a fun group of people at venues that are safe and closed to traffic," said Udem.

Udem joins Fox, Knapp, Sundt, Beth Lynden-Griffith, Women's SuperCup Series Champion Katie Blincoe and Junior National Cyclocross Champ Ryan Miller as one of the many faces fans will see this season at the front of the cold, muddy, but always exciting Northwest cyclocross racing scene. 



'96 Washington Cyclocross champ Dale Knapp in action at July's Oregon State Games

PHOTO BY MICHAEL ADAMSON

1997 Northwest Cyclocross Series Events

Seattle Metro Cyclocross Series

- Sept. 28 Black Diamond
- Oct. 5 Steilacoom
- Oct. 12 SeaTac Park
- Oct. 26 Steilacoom
- Nov. 2 SIR
- Nov. 9 SeaTac Park (Super Cup Series Event)
- Nov. 23 SeaTac Park
- Nov. 30 Black Diamond (Wash. State Championships)
- Dec. 28 Steilacoom (Super Cup Series Event)

Fat Tire Farm Cyclocross Crusade

- Oct. 12 Leverich Park, Vancouver, Wash.
- Oct. 19 Alpenrose Dairy, Portland
- Oct. 26 Wallace Marine Park, Salem
- Nov. 1 Johnson Farm, Hagg Lake, Oregon
- Nov. 16 T.B.A.
- Nov. 23 Estacada Timber Park, Estacada, Oregon

Southern Oregon

Outlaw Cyclocross Series

- Oct. 25 Emigrant Lake, Ashland
- Nov. 1 Holmes Park, Medford
- Nov. 8 Emigrant Lake, Ashland
- Nov. 15 Holmes Park, Medford
- Nov. 22 Emigrant Lake, Ashland

George's Cyclocross

- Oct. 5 Boise
- Oct. 19 Boise

1997 Seattle Metro

The most fun you can have in the mud!!



Cyclocross Series

- Race 1: Sept 28 - Black Diamond
- Race 2: Oct 5 - Steilacoom
- Race 3: Oct 12 - Seatac Park
- Race 4: Oct 26 - Steilacoom
- Race 5: Nov 2 - SIR
- SUPERCUP: Nov 9 - Seatac Park
- Race 6: Nov 23 - Seatac Park
- STATES: Nov 30 - Black Diamond
- SUPERCUP: Dec 28 - Steilacoom



- Start Times**
- 10:30 - Kids Race (2-11 approx.) .sponsored by Redline Bicycles
 - 11:00 - Beginning 'Cross - any bike, any style
 - 12:00 - Cyclocross B's, Master B's & Women
 - 1:00 - Cyclocross A's & Master A's
 - 2:00 - Mountain 'Cross
- Entry \$15, Women and A's \$18, Kids FREE and Juniors \$5.**

- Series Prizes**
- Medals
 - Merchandise
 - B's Merch./Women \$500
 - A's \$2000/Masters Merch.
 - Merchandise

Individual races sponsored by: Senior Men - Wedgewood Cycle Women - Alki Bicycle
Masters - Gregg's Cycle Kids & Mtn - Redline

Promoted by the Marymoor Velodrome Association

For more information: <http://www.iscn.com/marymoor/cyclocross.htm> or Hotline: 206-389-5825

Crank Brother's Speed Lever

BY ESTELLE GRAY

I used to be a hero. I used to be the Goddess of Flat Tires. I used to wear a tuxedo when I taught classes on how to change a flat tire. I used to be useful at STP when I changed hundreds of flat tires for people. It's all over for me now. I have been replaced by a cheap piece of plastic.

I have lived in the bike world for almost 20 years now, so it's not often that I get really excited about a new bicycle part or accessory. But when I do, the item of desire usually costs a lot of money. Like my \$300 Campy shift levers or my \$500 software/headgear for my virtual bike. So it catches me by surprise that I am losing sleep with excitement over an \$8 tire lever.

This is not any ordinary tire lever. It is a tire lever with its own brain and muscle power. Not only does it take the tire off for you in seconds flat, it also installs it as well. And it probably installs it even better than I do. Its mere usage guarantees that you won't pinch the tube when you put the tire back on. And you won't curse or throw things during the process. It is loved by every mechanic I have spoken to as well as every novice flat tire changer. It doesn't matter what your ability is, this skill is no longer needed.

The lever is as compact as an ordinary tire lever, but telescopes when you pull on the end. One end slips over your axle, you insert the other end under the tire bead and merely rotate it around the rim. Voila! Your tire is off. The installation process is the same. Hook the lever onto the rim, the other end onto your axle, and rotate it around the wheel. Done!! Seconds flat. No muss no fuss.

So you are skeptical?? You know there must some draw backs. What are they? I guess the biggest drawback is that I will no longer teach flat tire changing classes, our repair business will perform one less function, and I won't get to show off anymore. You 'll no longer get to to roam the malls searching for the perfect stocking stuffer. And there probably won't be any more blind folded mechanics at the Seattle Bike Expo.

This lever is currently available and my guess is that every bike shop in Seattle has it in stock. Probably right next to the cash register. Appropriately enough, it is called "Speed Lever." ⚙️



Step One
Insert the
Speedlever like a
regular tire lever.



Step Two
Telescope down
to use the axle
as a pivot.



Step Three
Rotate to lever
the bead from
the rim. Even
the toughest
tires are a
breeze to re-
move.



Step Four
Reinstalls the tire just
as easily. Snap the
lever onto the rim...



Step Five
... and away you go.

RACE RESULTS

1997 2nd Annual Santiam Pedalfest Mill City, Sept. 7

Expert Men Results

1 Marcel Russenberger	2:08:39
2 Jeff Burnard	2:08:39
3 Zac Houghton	2:10:10

Expert Women

1 Mary Mcconnelong	2:53:19
2 Sarah Tonna	3:09:51

Sport Men

1 Jason Goodard	1:49:17
2 Matthew Allen	1:51:53
3 Andrew Bauman	1:52:28

Sport Women

1 Clare Kubota	2:25:25
2 Deneen Triplet	2:30:46
3 Andrea Sharer	2:32:00

Beginner Men

1 Dan Smith	1:03:00
2 Dustin Cary	1:06:51
3 Kevin Kubota	1:06:50

Beginner Women

1 Erin Moran, Portland	1:17:18
2 Carolyn Bohrman, Eugene	1:19:34
3 Beth Springer, Corvallis	1:32:56

Beg-Junior Men

1 TJ Wessels, Portland	1:08:12
2 Matt Pierce, Albany	1:09:40
3 John Wellons, Albany	1:10:30

Beg-Junior Women

1 Megan Quayle, Springfield	2:08:32
-----------------------------	---------

Eugene Cyclebration Regional Masters Championships

Overall Omnium Results, September 14, 1997

Category 3/4/5

1st. Andreas Oswald, River City/Cyclisme
2nd Jordan Siemens
3rd. Paul Raney

Masters 55+

1st. Dick Finsh
2nd. Jerry Powell
3rd. John Treadwell

Masters 45-54

1st. Mike Burdo
2nd. Phil Holman
3rd. Mark Painter

Women

1st. Emily Thurston, River City/cyclisme
2nd. Leigh Fullwood, WSPT
3rd. Muffy Roy

Masters 30-34

1st. Glen Gann, Simis
2nd. Rob Silver
3rd. Rick Hammel

Masters 35-44

1st. Glen Bunselmeyer
2nd. John Weyhich
3rd. Bill Groves, QualMed/Saturn

Senior 1/2/3

1st. Paul Dahke, Ray's Boathouse
2nd. Kenny Williams, Saturn of Bellevue
3rd. John Grochau, Cinzano

Masters Women 30-34

1st. Beth Whittaker, Bike Gallery/Sequent
2nd. Suzanne Richards, Bike Gallery/Sequent
3rd. Morgan Standofer

Masters Women 35+

1st. Kirti Walpole, Bike Gallery/Sequent
2nd. Martha Walsh, BikeGallery/Sequent
3rd. Shirley Brown, Hutchis



Emily Thurston, first place woman at the Mt Tabor series

TEVA Mountain Bike Series

Final Results

Pro/Elite/Expert Men

1. Ryah Radomski Fat Chance
2. Jonathon Myers Fat Tire Farm
3. Marcel Russenberger Mrazek/Deschutes Brewery

Pro/Elite/Expert Women

1. Julie Wose
2. Nicole Gingles
3. Marisa Bollman

Seward Park Thursday Night Series

Final Results

Race "A" Cat 5/4

1. Ky Bruning
2. Alan Petrie
3. Rod Wagner

Race "B" Cat 4/3

1. Carl Strasser
2. Tim Slotta
3. Ryan Pearlman

Race "C" Cat 1/2/3

1. Kenny Williams - Saturn of Bellevue
2. Marty Weeks - Ray's Boathouse
3. Mike Hainsworth - Ray's Boathouse

continued next page

OPINION

"Bikes & Buses" from page 1

Although few cyclists voice their aversion to riding the bus so creatively, I suspect many feel the same way. Hell, some would rather be seen riding a Huffly than journeying by bus. That's too bad, because transit operators in the Oregon and Washington have spent millions of dollars accommodating bicyclists. They'll carry your bike free of charge (or for a nominal annual pass) and they often go where you'd like to ride your bike.

In fact, bikes on buses open up possibilities for rides that free you from the automobile, and give you a greater degree of flexibility. If there's no car to pick up at the end of the ride, you can vary your route and undertake point-to-point rides that you may not otherwise consider. Better still, you can hop on the bus for the dangerous or boring sections of a ride.

That's what a lot of commuters now do in cities like Spokane, Portland, Seattle and Tacoma. When the trip to work is perhaps farther than you want to ride, or you end up working later than planned, the bus offers an effortless way of getting home.

Admittedly, there are shortcomings to the bus and bike combo. Most transit buses have racks that accept only two bikes (some take three). This precludes a group of friends from getting together for a joint ride that involves a bus trip. Sometimes a bus turns up with a full rack, and the next bus won't roll along for another half-hour.

I've felt a combination of smugness and guilt on seeing an unlucky rider being turned away because the rack on the bus that I'm riding is full. In three months of bus and bike commuting from Seattle to Redmond, I've felt the sting of disappointment twice. On one occasion, I simply got back on my bike and rode home; the other time I took two less direct buses.

There are some ways of avoiding filled racks: Avoid the busier stops where you've seen bicyclists waiting before, or try taking an earlier bus.

If you've never taken your bike on a bus, give it a try. Most bus operators - but not all - have installed simple-to-operate racks built by Sportsworks. You simply fold it down, lift on your bike and clamp the front wheel. It takes less than a minute.

For your first bus outing, call the transit operator and select a destination with a frequent service of at least hourly. Ideally, pick up a timetable and learn how to read it. (It's no fun to hang around for a phantom bus that doesn't run on weekends.)

Oh, and don't forget the bus fare. Exact change is required.

Footnote: King County-Metro, which operates buses in the Seattle area, has racks fitted on all 1200 of its vehicles. Each month, about 28 forgetful or careless riders get off the bus and leave their bikes. NOWBike, the Northwest Bicycle Federation, has a contract to administer these forgotten bikes. If no one claims them, NOWBike disposes of them.

Outspokin'

BY GORDON BLACK

RIDE THE CLASSIC EUROPEAN GEOMETRY

More Comfort in a Race Geometry



KLEIN™

STAGE

Excellent high speed control, precise steering and rock solid handling

Authorized Klein Dealerships

Seattle Cycles
946 Elliott Ave W
Seattle, WA
(206) 285-2800
Seacycles@aol.com

Rainier Cycle Sports
3816 N 26th St
Tacoma, WA
(253) 756-2116
http://wnnickel.com/rcs.htm

RACE RESULTS

Seward Park Season End Classic September 1

Cat 1/2 Men

1. Kenny Williams
2. Nathan Dahlberg
3. Steve Higgins

Cat 3 Men

1. Jordan Siemens
2. Ryan Pearlman
3. Andrew Gagne

Cat 4/5 Men

1. Steve Degarmo
2. Ky Bruning
3. Mark Davies

Juniors

1. Jordan Siemens
2. Tom Crawford
3. Kyle Heenk

Masters A

1. Kenny Williams
2. Paul Johnson
3. Ken Sinclair

Capital Criterium September 1, Olympia, Wash.

"Saturn of Olympia"

Men's Pro/1/2's

- 1st Kenny Williams
- 2nd Mike Hainsworth
- 3rd John Browning
- 4th Glen Bunselmeyer

Cat 3's

- 1st Austin Hildreth
- 2nd Rob Millar
- 3rd Scott Morelock
- 4th Jim Brown

Cat 4/5's

- 1st Erik Olson
- 2nd Steve DeGarmo
- 3rd Joe Hailey
- 4th Matt Hill

Masters A

- 1st Kenny Williams
- 2nd Glen Bunselmeyer
- 3rd Mike Eddy
- 4th Rob Silver

Masters B

- 1st Chris Gulick
- 2nd Joe Hailey
- 3rd Tom Hackleman
- 4th Brett Buckley

Juniors

- 1st Luke Bowerman
- 2nd Dustin Blade
- 3rd Emerson Hill-Murphy
- 4th Michele Buckley

Women Pro/1/2/3's

- 1st Jodie Allen
- 2nd Kathy Gunter
- 3rd Emily Thurston
- 4th Carol Pettenski

Women Cat 4's

- 1st Marnie Tyler
- 2nd Rebecca Daly
- 3rd Sarah Applegate
- 4th Gretchen Gertjie

Oregon District Track Championships

Alpenrose Velodrome

August 29-31, 1997

Senior Women 500 Meter

- | | | |
|-----------------------|----------------------|-------|
| 1st. S. Lynn Hughes | Bike Gallery/Sequent | 42.53 |
| 2nd. Nina Strika | BikeGallery/Sequent | 42.61 |
| 3rd. Laura Suditu | BikeGallery/Sequent | 42.72 |
| 4th. Charissa Garrett | Compucom | 44.13 |
| 5th. Stacey Peters | Cinzano | 44.53 |

Senior Men 1 Kilometer

- | | | |
|--------------------|-----------------|---------|
| 1st. Jamie Mikami | QualMed/Saturn | 1:13.94 |
| 2nd. Paul Dahlke | Ray's Boathouse | 1:14.13 |
| 3rd. David Godfrey | QualMed/Saturn | 1:14.87 |
| 4th. Brian Abers | Logie Velo | 1:15.04 |
| 5th. Barton Rippe | QualMed/Saturn | 1:15.64 |


Senior Men 4 K Pursuit

- | | | |
|-----------------------|-------------------|---------|
| 1st. Paul Dahlke, | Ray's Boathouse | 5:07.22 |
| 2nd. Corey Stayton, | Cinzano | 5:08.38 |
| 3rd. Clarke Metcalfe, | Cinzano | 5:16.20 |
| 4th. Jamie Mikami, | QualMed/Saturn | 5:16.95 |
| 5th. Eric Roesinger, | Bike Gallery/Seq. | 5:18.03 |

Junior 17-18 3 K Pursuit

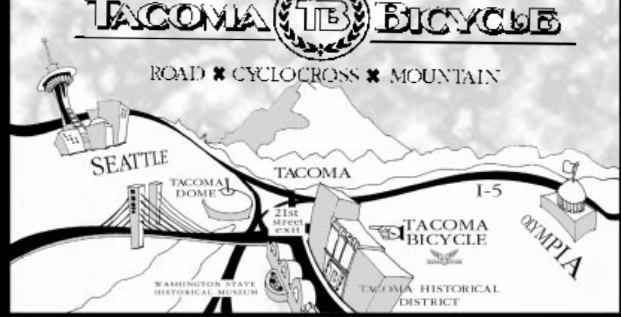
- | | | |
|-----------------------|----------------------|---------|
| 1st. Graham Hill, | Bike Gallery/Sequent | 4:13.82 |
| 2nd. Rocky Serna, | River City/Cyclisme | 4:31.82 |
| 3rd. Garrett Shields, | Hutch's | 4:35.22 |
| 4th. Zac Vanderkooy, | River City/Cyclisme | 4:49:14 |
| 5th. Kevin Seal, | River City/Cyclisme | 4:57.47 |

90 Days same as cash on approved CREDIT



TACOMA BICYCLE

ROAD * CYCLOCROSS * MOUNTAIN

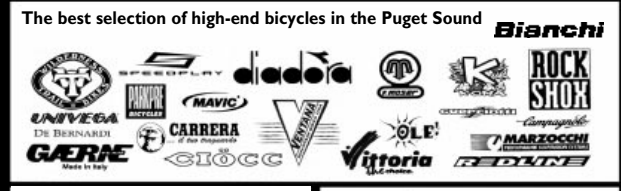


SEATTLE TACOMA DOMES TACOMA 1-5 OLYMPIA

WASHINGTON STATE HISTORICAL MUSEUM TACOMA HISTORICAL DISTRICT

The best selection of high-end bicycles in the Puget Sound

Bianchi



**Cyclocross Bikes
Now in Stock**

1934 PACIFIC AVE
TACOMA, WA
98402
(206) 572-2553

ride a masterpiece

Wheeling Washington IV™
Seattle, WA to San Juans to Victoria BC to Long Beach, WA • Sep. 7-13, 1997

A tremendously popular, verdant route through Washington's Olympic Peninsula, San Juan Islands, and Canada's Vancouver Island, finishing down the west coast of Washington. Bike and ferry combine to transport you through islands and littoral as we travel the marvelous margin where forest meets ocean.

Southern Cross Bicycle Classic™
Anaheim, CA (Disneyland) to Orlando, FL (Walt Disney World) • April 20-June 6, 1998

The lightly cycled South brings undiscovered beauty and new challenges. This gorgeous "coast to coast" route traverses the Southwest, the variety of Texas, and travels the beautiful white shores of the Gulf Coast. After 48 days, 3,200 miles, 8 states, spectacular scenery, visits to Phoenix, San Antonio and New Orleans, and scores of adventures, the riders arrive for a victory celebration in Orlando, FL.

West Coast International Bicycle Classic™
Victoria, B.C. to Tijuana, Mexico • Sept. 21-Oct. 17, 1998

The WCI is TK&A's most challenging ride and traverses the entire length of the Pacific Coast of the US, featuring 27 carefully selected destinations. This incredible ride serves up sun, rugged coasts, quiet beaches, lighthouses, giant forests, famous wineries and world-class cities as daily travel experiences. After 1,660 gorgeous miles, we celebrate our finish in Mexico.

Wheeling Hawaii II™
Kona to Kona around the Big Island • March 15-21, 1998

Ride out of winter into Paradise! Experience 300 miles of cycling, sunning, snorkeling and exploring one of the world's scenic treasures. This fully supported ride is a great value, including meals, accommodations, gear transport and your most memorable escape of 1998.


Odyssey 2000®
Around The World • January 1-December 31, 2000

Ridership for the bicycle trek of the century is full—but you can be on the waiting list to join a community cycling 20,000 miles around the world in 366 days in the year 2000, riding through 6 continents, exploring 54 nations, including a stop at the Summer Olympics in Sydney. A fully supported ride with meals, lodging and air travel arranged. Ask about volunteer opportunities, and treks in 2003 and 2006.

tk&a TimTKA@aol.com
http://www.kneeland.com/timtka
200 Lake Washington Blvd., Suite 101
Seattle WA 98122-6540

© 1997 Tim Kneeland & Associates, Inc.

TK&A, the most experienced bicycle east management company in North America, fully supports each of its rides. You just get on your bike and ride!



1.206.322.4102 • 1.800.433.0528

RACE RESULTS

Senior Women 3 K Pursuit

1st. Nina Strika, Bike Gallery/Sequent	4:08.07
2nd. Stacey Peters, Cinzano	4:26.88
3rd. Noreen Valente, QualMed/Saturn	4:27.35
4th. Darien Harwood, QualMed/Saturn	4:39.33
5th. Stephanie Lorenz, Cinzano	4:39.52

Jr 17-18 | Kilometer Time Trial

1st. Graham Hill, Bike Gallery/Sequent	1:20.80
2nd. Garrett Shields, Hutch's	1:27.05
3rd. Rocky Serna, River City/Cyclisme	1:28.12
4th. Zac Vanderkooy, River City/Cyc.	1:29.24

Junior Women 13-14 Omnium

1st. Matea Basta, Compucom

Junior 15-16 Omnium

1st. Teran Martin, Compucom
2nd. Sean Murray, Bike Gallery/Sequent
3rd. Matt Veatch, Hutch's
4th. Ben Stange, River City/Cyclisme
5th. Tom Collett, Bike Gallery/Sequent

Junior Women 15-16 Omnium

1st. Amaya Basta, Compucom

Junior Women 17-18

1st. Destiny Brown, Compucom

Junior 13-14 Omnium

1st. Ken Hart, Bike Gallery/Sequent
2nd. Paul Lusk, Compucom

Junior 17-18 Points Race

1st. Graham Hill, Bike Gallery/Sequent
2nd. Garrett Shields, Hutch's
3rd. Rocky Serna, River City/Cyclisme
4th. Zac Vanderkooy, River City/Cyclisme

Junior Olympic Sprints

1st. Veatch/Brown/Martin	1:03.14
2nd. Serna/Vanderkooy/Seal	1:05.62
3rd. Murray/Hill/Johnson	1:05.81
4th. Stange/Tillstrom/Collett	1:11:58
5th. Gibbs/Basta/Basta	1:19.81

Junior 17-18 Sprints

1st. Graham Hill, Bike Gallery/Sequent
2nd. Rocky Serna, River City/Cyclisme
3rd. Zac Vanderkooy, River City/Cyclisme
4th. Garrett Shields, Hutch's
5th. Kevin Seal, River City/cyclisme

Junior Women 10-12

1st. Caitlin Gibbs, Compucom

Junior Men 10-12

1st. Madre Sticker, River City/cyclisme

Senior Women Olympic Sprints

1st. Hughes/Suditu/Strika	1:05:12
2nd. Shannon/Harwood/Valente	1:07.70
3rd. Walpole/Garrett/Peters	1:08.30
4th. Peters/Jackson/Lorenz	1:08.89
5th. Basta/Garrett/Basta	1:19.81

Senior Men Olympic Sprints

1st. Curl/Mikami/Godfrey	57.65
2nd. Hailey/Roberts/Metcalfe	58.30
3rd. Jerabek/Nelson/Roesinger	58.42
4th. Abers/Harrison/Godfrey	59.55
5th. Reeb/Dahlke/Yenne	59.80

Senior Men Points Race

1st. Eric Roesinger, Bike Gallery/Sequent	37 points
2nd. Zac Houghton, Cinzano	33 points
3rd. Jamie Mikami, QualMed/Saturn	31 points
4th. John Mitchem, Cinzano	29 points
5th. Paul Dahlke, Ray's Boathouse	26 points

Senior Women Points Race

1st. Nina Strika, Bike Gallery/Sequent	12 points
	down 1 lap
2nd. Noreen Valente, QualMed/Saturn	26 points
3rd. Laura Suditu, BikeGallery/Sequent	16 points
4th. Darien Harwood, QualMed/Saturn	6 points
5th. Charissa Garrett, QualMed/Saturn	5 points

Category 4/5 Points Race

1st. Sean Murray, Bike Gallery/Sequent	24 points
2nd. Matt Veatch, Hutch's	22 points
3rd. Michael Cooper, River City/Cyclisme	15 points
4th. Pat O'Brien, Compucom	13 points
5th. Joseph Christman, Compucom	6 points

Senior Keirin

1st. Jamie Mikami, QualMed/Saturn
2nd. Bill Groves, QualMed/Saturn
3rd. Ed Roberts,
4th. John Mitchem, Cinzano
5th. Mark Ginsberg, Bike Gallery/Sequent

Senior Madison

1st. Jamie Mikami/Paul Dahlke
2nd. Chuck Jerabek/Tom James
3rd. John Mitchem/Jeff Mitchem
4th. Chauncey Curl/Russ Humbertson
5th. Miark Ginsberg/Drew Nelson

Senior Sprints

1st. Jamie Mikami, QualMed/Saturn
2nd. Brian Abers, Logie Velo
3rd. David Godfrey, QualMed/Saturn
4th. Eric Roesinger, Bike Gallery/Sequent
5th. Barton Rippe, QualMed/Saturn

Senior Women Sprints

1st. Laura Suditu, Bike Gallery/Sequent
2nd. Nina Strika, BikeGallery/Sequent
3rd. Lynn Hughes, Bike Gallery/Sequent
4th. Stacey Peters, Cinzano
5th. Charissa Garrett, Compucom

Category 4/5 Sprints

1st. Joe Hailey, Cheetah
2nd. Matt Veatch, Hutch's
3rd. Sean Murray, BikeGallery/Sequent
4th. Marc Hallquist, Compucom
5th. Pat O'Brien, Compucom

Correction

In our August issue, we incorrectly mixed up some of the results of the Hewlett-Packard International Women's Challenge. Vicki Sieler and her teammate Kasey Rose finished 68th and 89th overall, respectively.



PIR Indy Car Bike Race, Portland, OR
PHOTO BY MICHAEL DAMSON

Oct. 31st
Nov. 1st-2

SAVE 20% ON FALL CLOTHING AND ACCESSORIES

ALL BIKES ON SALE 1997 & 1998

50% OFF SELECTED ITEMS SUMMER CLOTHING ETC...

SALE

Hours: FRI 12-7, SAT 10-6, SUN 12-5

Aiki Bicycle Company

264 CALIFORNIA AVE SW 206-938-3322

LAWYER FOR BICYCLE INJURIES

David "Mac" Shelton

He's "Committed" to:

THE LAW: 26 years as a trial lawyer & mediator; member Supreme Court Jury Instructions Committee; "Eagle" member Trial Lawyers Association.

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

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

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

MacDonald, Hoague, & Bayless
Seattle 622-1604 • macs@mh.wa.com
Free Telephone Consultations

CALENDAR



Jessica Cortell, first place woman at the Oregon State Games

Events

- Oct 4-5: Issaquah Salmon Days Festival.** Issaquah, WA. Family-oriented festival with a sporting events, a grand parade, over 400 food and craft booths, live entertainment and children's activities. Karina Rostek, 155 NW Gilman Boulevard, Issaquah, WA, 98027. (206) 392-0661.
- Oct 15: Effective Cycling Road I.** BTA Offices, Portland, OR. A 2-part course for adult cyclists to develop the ability to use a bicycle with confidence and competence. Learn safety and techniques to avoid traffic dangers. Fee \$40 includes a student notebook; \$10 discount for PWTC, VBC, BTA & LAB members. Must bring a multi-speed bike and an ANSI or Snell approved helmet. Second class held on 10/19/97 Jim O'Horo, (360) 573-0589.
- Oct 19: Effective Cycling Road I.** BTA Offices, Portland, OR. Part 2 of course; see calendar listing for Oct. 15 Jim O'Horo, (360) 573-0589.

Off Road

- Oct 3-5: Methow Valley Mountain Bike Festival.** Winthrop, WA. Fun family event! Features downhill and cross country races, bike rodeo, criterium, salmon dinner, guided rides and catered lunch rides. Celeste Johnston, Methow Valley Sport Trails Association, P.O. Box 147, Winthrop, WA, 98862-0147. (509) 996-3287 or Fax: (509) 996-3282 Email: mvsta@methow.com.
- Oct 5: George's Cyclocross.** Boise, ID. Mike Cooley, (208) 343-3782.
- Oct 18: Tolt McDonald Rambler- Greatest Hits Ride #8.** Elisa Shostak, Backcountry Bicycle Trials Club, P.O. Box 21288, Seattle, WA, 98111. (206) 283-2995.
- Oct 19: George's Cyclocross.** Boise, ID. Mike Cooley, (208) 343-3782.

Rides and Tours

- Oct 4: Manastash Metric Fall Colors Tour.** Public Safety Bldg, 2nd and Pearl, Ellensburg, WA. Ride flat to rolling hills (tandem-friendly terrain) along the majestic Yakima River, on back roads free from heavy traffic. Choice of 32- or 62-mile loops fully supported with sag and food stops. \$10 pre-registration and \$12 day of race (\$15 & \$17 tandem). Day of ride

registration: 7:30 - 9 a.m. Pre-registration forms at your local bike store or SASE to contact address. Ruth Ann Stacy, City of Ellensburg 661 Strange Road, Ellensburg, WA, 98926. (509) 925-4536 or Email: STACY@CWJ.EDU.

- Oct 4: Tokul Road to Camp Don Basco.** Snoqualmie Valley, Snoqualmie Valley Trail Bicycle Tours. 17 miles round trip. Meet at Tokul Rd. Tunnel. 9 am to 12 noon King County Parks Interpretive Programs Office, (206) 296-4171.

Oct 5: Kitsap Color Classic. Edmonds, WA. Fifth annual! Ferry to Kingston and pedal 13, 25, 36 miles. Supported. Fee: \$15, includes ferry fee. Visit historic waterfront communities on rural Kitsap Peninsula and catch the fall colors from the seat of your bike! Pat Zanchelli, Cascade Bicycle Club, P.O. Box 31299, Seattle, WA, 98103. (206)522-BIKE

Oct 5-10: Tour of the Okanogan. Chelan, WA. 357 miles. A tour of apple country and alpine regions of eastern Washington. Sag supported camping and cycling trip through the uncrowded "dry" roads of the region. \$90 for campsites and the sag wagon to carry gear. Wayne Martin, PO Box 1527, Chelan, WA, 98816. (509) 692-3568.

Oct 7: Tokul Road to Camp Don Basco. Snoqualmie Valley, Snoqualmie Valley Trail Bicycle Tours. 17 miles round trip. Meet at Tokul Rd. Tunnel. 9 am to 12 noon King County Parks Interpretive Programs Office, (206) 296-4171.

Oct 10-18: Woman Tours-Natchez Trace. Natchez Trace. A women-only road tour Natchez Trace. 458 miles. Fee: \$1050, 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.

Oct 11-12: Bend's 2nd Annual Big Fat Tour. Your last chance to play on the best single track in Bend and celebrate with dinner and a band afterwards. \$25 per person. Sally, 541-389-3295 or fax 541-389-7372 or e-mail at SalBend@aol.com.

Oct 27-31: Woman Tours-California Wine Country. Natchez Trace. A women-only road tour of the California Wine Country - napa & Sonoma Counties. Fee: \$850, includes Inn -to-Inn, van supported and most meals. Gloria Smith, Woman Tours, PO Box 931, Driggs, ID, 83422. (208) 354-8804 or (800) 247-1444 or (208) 354-8804.

Nov 30: Douglas Fruit Loop. Kennewick, WA. Leave from Some Bagels at 10:30 a.m. Complete a 20-mile loop. Paul Jackson, (509)946-7169.

A Bike With A Shock,
At A Price That Isn't.



Iguana® SE

GIANT

Mountain Bike Outfitters
703 S Central Ave
Kent, WA
(206) 854-7487

Mountain Bike Outfitters
11320 NE 124th St.
Kirkland, WA
(206) 820-0104

Woodinville Bike & Ski
17530 132nd Ave NE
Woodinville, WA
(206) 485-7547

Weather or Not
It's always a perfect time
for a ride at



Seattle's newest fitness club

Stay in peak condition any time of the year by Power Cycling™ at THE VAULT fitness club. Cycling enthusiasts of all levels find Power Cycling™ to be the perfect addition to their current training program.

Call 224-9000 for a current class schedule

Be yourself, only healthier

808 Second Avenue, Seattle, WA 98102
Free parking available during specified hours

CALENDAR

Series Races

- Oct 5: Marymoor Velodrome Cyclocross, Race #2.**
Stellacoom. Fee: \$15, Women & A's \$18, Juniors \$5, and kids free. For more information call the hotline (206) 389-5825, the number below or check out the Marymoor web site: <http://www.iscn.com/marymoor/cyclocross> Dan Norton, Marymoor Velodrome Association, (206) 324-7304.
- Oct 12: Marymoor Velodrome Cyclocross, Race #3.**
SEATAC PARK. Fee: \$15, Women & A's \$18, Juniors \$5, and kids free. For more information call the hotline (206) 389-5825 the number below or check out the Marymoor web site: <http://www.iscn.com/marymoor/cyclocross> Dan Norton, Marymoor Velodrome Association, (206) 324-7304.
- Oct 12: Fat Tire Farm Cyclocross Crusade Series #1.**
Leverich Park, Vancouver, WA. USCF A's, B's, Women, Master's Juniors and NORBA categories. \$4,000 prizelist. \$15 entry fee. Fat Tire Farm, (503)222-3276.
- Oct 19: Fat Tire Farm Cyclocross Crusade Series #2.**
Portland, OR. USCF A's, B's, Women, Master's Juniors and NORBA categories. \$4,000 prizelist. \$15 entry fee. Fat Tire Farm, (503)222-3276.
- Oct 25: Southern Oregon Outlaw Cyclocross Series #1.**
Emigrant Lake, Ashland, OR. Anthony Smith, (541) 482-2543.
- Oct 26: Marymoor Velodrome Cyclocross, Race #4.**
Stellacoom. Fee: \$15, Women & A's \$18, Juniors \$5, and kids free. For more information call the hotline (206) 389-5825, the number below or check out the Marymoor web site: <http://www.iscn.com/marymoor/cyclocross> Dan Norton, Marymoor Velodrome Association, (206) 324-7304.
- Oct 26: Fat Tire Farm Cyclocross Crusade Series #3.**
Salem, OR. USCF A's, B's, Women, Master's Juniors and NORBA categories. \$4,000 prizelist. \$15 entry fee. Fat Tire Farm, (503)222-3276.
- Nov 1: Fat Tire Farm Cyclocross Crusade Series #4.**
Hagg Lake, OR. USCF A's, B's, Women, Master's Juniors and NORBA categories. \$4,000 prizelist. Fat Tire Farm, (503)222-3276.
- Nov 1: Southern Oregon Outlaw Cyclocross Series #2.**
Medford, OR. Anthony Smith, (541) 482-2543.
- Nov 2: Marymoor Velodrome Cyclocross, Race #5.**
SEATTLE INTERNATIONAL RACEWAYS. Fee: \$15, Women & A's \$18, Juniors \$5, and kids free. For more information call the hotline (206) 389-5825, the number below or check out the Marymoor web site:

<http://www.iscn.com/marymoor/cyclocross> Dan Norton, Marymoor Velodrome Association, (206) 324-7304.

- Nov 8: Southern Oregon Outlaw Cyclocross Series #3.**
Emigrant Lake, Ashland, OR. Anthony Smith, (541) 482-2543.
- Nov 9: Marymoor Velodrome Cyclocross Super Cup.**
SEATAC PARK. Fee: \$15, Women & A's \$18, Juniors \$5, and kids free. For more information call the hotline (206) 389-5825, the number below or check out the Marymoor web site: <http://www.iscn.com/marymoor/cyclocross> Dan Norton, Marymoor Velodrome Association, (206) 324-7304.
- Nov 15: Southern Oregon Outlaw Cyclocross Series #4.**
Medford, OR. Anthony Smith, (541) 482-2543.
- Nov 16: Fat Tire Farm Cyclocross Crusade Series #5.**
T.B.A., USCF A's, B's, Women, Master's Juniors and NORBA categories. \$4,000 prizelist. \$15 entry fee. Fat Tire Farm, (503)222-3276.
- Nov 22: Southern Oregon Outlaw Cyclocross Series #5.**
Emigrant Lake, Ashland, OR. Anthony Smith, (541) 482-2543.
- Nov 23: Marymoor Velodrome Cyclocross, Race #6.**
SEATAC PARK. Fee: \$15, Women & A's \$18, Juniors \$5, and kids free. For more information call the hotline (206) 389-5825, the number below or check out the Marymoor web site: <http://www.iscn.com/marymoor/cyclocross> Dan Norton, Marymoor Velodrome Association, (206) 324-7304.
- Nov 23: Marymoor Velodrome Cyclocross WA State Champs - Black Diamond.**
Fee: \$15, Women & A's \$18, Juniors \$5, and kids free. For more information call the hotline (206) 389-5825, the number below or check out the Marymoor web site: <http://www.iscn.com/marymoor/cyclocross> Dan Norton, Marymoor Velodrome Association, (206) 324-7304.
- Nov 23: Fat Tire Farm Cyclocross Crusade Series #6.**
Estacada, OR. Oregon District Cyclocross Championships. USCF A's, B's, Women, Master's Juniors and NORBA categories. \$4,000 prizelist. \$15 entry fee. Fat Tire Farm, (503)222-3276.
- Dec 28: Marymoor Velodrome Cyclocross Supercup Series.**
Stellacoom. Fee: \$15, Women & A's \$18, Juniors \$5, and kids free. For more information call the hotline (206) 389-5825, the number below, or check out the Marymoor web site: <http://www.iscn.com/marymoor/cyclocross> Dan Norton, Marymoor Velodrome Association, (206) 324-7304.

SPONSORED BY...

Tacoma Bicycle
1934 Pacific Ave
Tacoma, WA 98042
206-572-2553

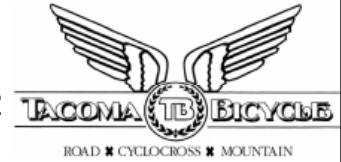


PHOTO: PRESS/LOWE



Nathan Coffey, first place junior in the Mt Tabor Series.



Kathleen M. Keenan

BICYCLE ACCIDENTS

Experience Counts



Christopher M. Eagan

- Free Consultation • No Recovery - No attorney fee •
- Experienced Personal Injury Attorneys & Cyclists •
- Conveniently Located in Pioneer Square •

206-623-5311 800-824-6215

WALTHER WARNER COSTELLO THOMPSON & EAGAN PS

Just one more lap.

ROLLERBLADE

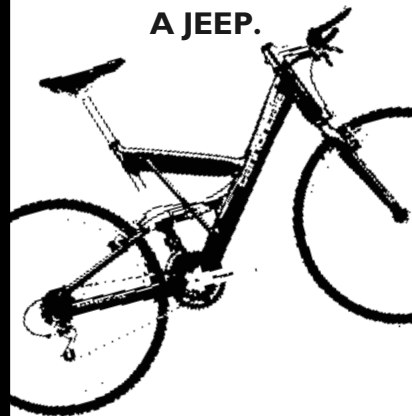
Kennewick Schwinn
3101 W Clearwater
Kennewick, WA
(800) 827-8157

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

cannondale

HANDMADE IN USA

OR, YOU COULD GO
THE EXTRA \$28,885
AND GET YOURSELF
A JEEP.



Cannondale's full and front suspension mountain bikes, with In-the-headtube Headshok™ technology

Visit an authorized Cannondale dealer today:

Redmond Cycle
16205 Redmond Way
Redmond, WA
(206) 885-6363

Kennewick Schwinn
3101 W Clearwater
Kennewick, WA
(800) 827-8157

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



RAMROD – a Family Tradition

BY TARYN GERHARDT

For the Lawrence family, endurance cycling is not just a hobby — it's a way of life spanning three generations.

Take Rick Lawrence, age 8, for example. While most kids his age spent their summer riding around the neighborhood, Rick rode in RAMROD (Redmond Cycling Club's Ride Around Mt. Rainier in One Day) on the back of a tandem with his father, Joel (age 38).

Also riding in the Lawrence paceline was his uncle, Tom (age 41), and grandfather, Richard (age 70). In the car, sat his grandmother, Camille, who carried an extra single bike on top of the car, in case Rick couldn't finish the ride.

The Lawrence family was part of the 600 bicyclists who finished the 154-mile course through Mt. Rainier National Park, July 30. The course climbed and descended 3,000 feet and reached a high point of 5420 feet at Paradise. For the Lawrence family, finishing RAMROD was a highlight of their year and may soon become a family tradition.

"It's a highlight of the year for me. We took 14 1/2 hours to do it, and we figured three of it was resting. We didn't know how Rick was going to do," Richard said. "The beauty of the place just made it worthwhile."

"We weren't sure if Rick could do it because he's just a kid. Every time we stopped, we stopped for a half an hour. He did really well up Paradise. We actually passed some people," Tom said.

"It was really fun. The hardest part was climbing to Paradise, because it took so long. It took us two or three hours to get to the top," Rick said. "I just kept thinking to myself, 'when am I going to get done, I want some pizza.'"

Joel, Rick and Richard traveled from High Point, North Carolina to do the ride after Tom, who lives in Seattle, invited them to do RAMROD this year. However, RAMROD was not their first endurance collaboration.



Joel, Rick & Richard ages 38, 8 and 70 years (left to right, above) and Tom, age 41 (left, below, with Rick) completed the 154-mile RAMROD this year.



PHOTO COURTESY OF THE LAWRENCE FAMILY

The Lawrences has made long distance cycling a family tradition. Tom has traveled to North Carolina to do the "Assault on Mt. Mitchell," a 103-mile climbing ride up Mt. Mitchell to Spartenburg, S.C. They also did (without Rick) the Paris-Brest-Paris (750 miles ridden within a 90-hour time limit) and the Boston-Montreal-Boston ride (765 miles ridden within a 90-

hour time limit).

"The Paris-Brest-Paris ride is like doing Seattle to Portland four days in row, with 35,000 feet of climbing. It's just a little up and down. You have checkpoints every 50 miles, and you have to make steady progress," Tom said.

More than 3,000 people (2,000 of which were French) from around the world did the ride. The Lawrence family was the only American family to have three participants. The other brother, Allen (age 35), did the ride that year.

While the family has bicycled throughout their lives, they didn't get serious until their father took up cycling later in life. Richard starting cycling 11 years ago, and now averages more than 1,000 miles a month or 12,000-15,000 miles a year.

He got interested in cycling after his youngest son, Allen, took up running a bicycle shop. Richard started doing 50-mile rides and built his endurance from there. He soon got the rest of the family hooked.

"See, my dad is really the driving force for doing these things. I'll get a registration in the mail and ask him if he wants to do it and by that time he's already mailed it in," Joel said. Joel and Richard live in the same town, and often train and do organized rides together with Rick.

Riding his custom bike with Spinergy wheels, Richard often rides long distance rides across the nation. He's done triple centuries, ridden a 24-day supported ride from Everett, Wash. to the East coast (averaging 140 miles per day), a 22-day supported ride on the old Route 66 from Chicago to Los Angeles and other many other notable rides.

"I'm no racer, I just do my own pace," the patriarch drawled. "I want to feel good after I ride 100 miles."

SCHWINN
What a ride.

Office furniture for the great outdoors.

AUTHORIZED SCHWINN DEALERS:

SCHROEDER'S SCHWINN
11009 NE BURTON RD
VANCOUVER, WA
(206) (360) 892-9061

SEATTLE CYCLES
946 ELLIOTT AVE W
SEATTLE, WA
(206) 285-2800

SPOKE & SKI
13303 NE 175TH ST
WOODINVILLE, WA
(206) 483-6626

REGIONAL REPORTS

ALT-TRANS Founder 'Cycles' For City Council

Aaron Ostrom, a founding member of ALT-TRANS (the Washington Coalition for Transportation Alternatives) will run, or rather, 'cycle' against Nick Lacata for Seattle City Council Position #6 on the November 4th election ballot. Ostrom received %26 of the primary vote on Sept. 16.

"I think I'm in good shape going into the election," said Ostrom. "I hope my message will resonate with people who are concerned about transportation issues."

Washington State Bicycle Commute Guide

The Capital Cycling Club and the Energy Outreach Center in Olympia have produced the Washington State Bicycle Commute Guide.

The guide covers such issues like how to outfit you and your bike for commuting, how to ride in traffic, how to deal with office dress needs and how to lock up your bike. General bike fit and a pre-ride safety check are also included.

Cost is \$1.25 per copy with discounts for volume orders. For more information or to place an order, contact Dave Catterson at the Energy Outreach Center at 360-943-4595.

Northwest Bike Advocate Receives Award

Bellingham's Jim Sullivan, a leader of the Whatcom Independent Mountain Pedallers (WHIMPS) received a Bellingham Bicycle Award to honor his many years of community service.

Sullivan was a one of the founders of a ballot measure to fund greenways, has served on the local Arboretum Board, the Greenway Advisory Committee, and has led a series of walking and bicycling tours in the area over the past several years.

Russenberger Pedals Fastest at the Pedalfest

Marcel Russenberger (Mrazek) took control of the Pro/Expert class at the second annual Santiam Pedalfest in Mill City, OR on Sept. 7th. The race was run under perfect conditions, a sunny but cool day. 104 riders turned out for the second year event. Russenberger bested fellow Mrazek rider Jeff Burnard at the line to snag the win in the 20-rider Pro/Expert class, with a time of two hours and eight minutes.

The women's Expert class saw two Mrazek riders from Bend, OR taking the top spots. Mary McConnellong (Mrazek) bested Sarah Tonna (Mrazek) by 16

BICYCLE LAW

Helmets and Head Injuries

BY CHRISTOPHER EAGAN AND KATHLEEN KEENAN

Editors Note: This past summer, the Northwest suffered a series of tragic bicycle-related accidents, many involving children who were not wearing bicycle helmets. The following are the results of a Seattle-area study of the benefits of bicycle helmets as reported last winter in the Journal of the American Medical Association.

Bicycle helmets provide substantial protection against head injuries. This is the conclusion of an extensive study conducted over two and a half years at seven major hospitals in the Seattle area.

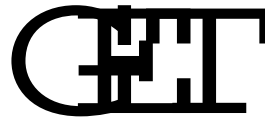
Although bicyclists may not be legally required to wear helmets depending upon the city or county in which they ride, an extensive body of scientific evidence over the past ten years shows that wearing a bicycle helmet is the most productive way to reduce head injuries. Bicycle helmets have been found to reduce the risk of head injury by as much as 85% and reduce the risk of brain injury by as much as 88%.

The Seattle study demonstrated that helmets were effective for all bicyclists

regardless of age, including those under six years old. Helmets were found to be as effective in preventing head or brain injuries in crashes involving motor vehicles as they were for any other type of crash. No significant differences were found between hard shell helmets and non-shell helmets. This study reinforced the belief that the best strategy to decrease bicycling injuries is to increase helmet use.

The Seattle area study involved over 3,850 injured bicyclists. One interesting finding was that helmet use at the time of a crash ranged from 32% among teenage cyclists to 78% in those aged 40 years and older.

Attorneys Christopher Eagan and Kathleen Keenan practice personal injury law with the Walthew Law Firm, 123 - 3rd Ave S, Seattle, WA 98104. Phone 623-5311. They have been involved in promoting bicycle safety and in representing injured bicyclists. If you have a question for them, send it care of the Bicycle Paper, 1205 E. Pike St., #1A, Seattle, WA 98122.



ARALEIGH

OR GET Soaked.

SURE, YOU CAN BUY SOMEONE ELSE'S BIKE. BUT WHY? RALEIGH'S MSO OFFERS BETTER COMPONENTS FOR THE SAME MONEY.



RALEIGH MSO

FOR THE ADVENTURE SEEKER WHO HATES TO WALK HOME, HERE IS A DEPENDABLE RIDE THAT WON'T LEAVE YOU STRANDED. TEST RIDE TODAY AT ONE OF THE FOLLOWING DEALERS:

WASHINGTON

Redmond Cycle
16205 Redmond Way
Redmond, WA 98052
(206) 885-6363

Seattle Cycles
946 Elliot Ave. W
Seattle, WA 98119
(206) 285-2800



OREGON

BridgeTown Bicycles
(Wash. Green)
9120 "C" SW Hall Blvd.
Tigard, OR 97223
(503) 620-7544

BridgeTown Bicycles
(Eastside)
2635 NE Broadway
Portland, OR 97212
(503) 288-8431

CLASSIFIEDS

LIGHTSPEED FRAMES, brand new, 20% off regular prices! Classic road or Ocoee Mountain. Any size. Brushed \$1260, polished \$1380. (360) 468-3317

Erickson 54cm fire engine red, Campy Super-record Grupo 42/52, good condition \$575 or obo. Dave 425-882-0479 evenings press #2 for message.

Classic Cycling Gifts! Single & Tandem. Bicycle metal sculpture, jewelry, home/office accessories. Delivered to your door. Visit us at <http://www.kiva.net/~studio33>.

SUICYCLES! Clearance Sale: High performance bicycles, frame, forks, components, and accessories. Most at or below wholesale! Call 503-665-4172 for catalog.

2 for 1 Bike Tune. The Bicycle Doctor Mobile Repair Service. At your home/work. Day, Evenings, weekends. Full Service. 789-7336. Doctor Kenny.

Adoption is a wonderful alternative for you. We are an active, professional couple who wish to share outdoors adventures with our adopted child. European-born mom, devoted dad will provide your baby with security, a welcoming family and education. Legal/confidential. Vera & Bob (800) 769-8672

COMMERCIAL CLASSIFIEDS

Recycled Cycles
(206) 547-4491
1011 N.E. Boat St., Seattle
• Used/Restored bicycles, parts, etc...
• Excellent service
• 7 days a week, you'll find us under the wooden boat shop
• Buy, sell, trade and consignment.



Pathfinders
(800) 778-4838
P.O. Box 210
Oakridge, OR 97463



• Tour for hours without seeing a car
• Fully-supported bicycle touring
• Groups limited to 150

Wedgwood Cycle
(800) 889-5572
8507-35th Avenue NE



• Ballard - 5601 24th Ave. NW - 784-7273
• Issaquah - 660 NW Gilman Blvd. - 557-5425
• Wedgwood 8507 35th Ave. NE - 523-5572
• Extraordinary selection of tandems, road bikes and dirt bikes.
• Open 7 days per week, Tuesday, Thursday and Friday til 8 p.m.

Rack N' Pack
206 822-3814
12027 NE 85th ST
Kirkland, WA 98033



• RACK SPECIALIST
• BIKE RACKS/CARGO BOXES
• SALES/RENTALS/INSTALLATION

Bicycle Paper
The Bicycle Paper
1205 East Pike Street, A1
Seattle, WA 98122
206-323-3301
• Most comprehensive events calendar in the Northwest.
• Find your next bike through our classified ads.
• The voice of Northwest cycling for 27 years.

Tim Kneeland and Associates, Inc.
(206) 322-4102
200 Lake Washington Blvd. #101
Seattle, WA



• Pedaling Paradise - Wheeling Hawaii I™ April 6-12, 1997
• Coast to Coast Bicycle Classic™, June 16-Aug. 2, 1997
• Wheeling Washington IV™, September 7-13, 1997
• Odyssey 2000®, Jan. 1 to Dec. 31, 2000

Gregg's Greenlake Cycle
7007 Woodlawn Ave NE
Seattle WA 98115
• Help Wanted, Sales and Service
• A great place to shop, and a great place to work
• Three great quality bike shops in the Seattle area



Classified Advertisement Order Form

.35	.70	1.05	1.40	1.75	2.10
2.45	2.80	3.15	3.50	3.85	4.20
4.55	4.90	5.25	5.60	5.95	6.30
6.65	7.00(min)	7.35	7.70	8.05	8.40

Please publish the above classified ad in the _____ issue of **Bicycle Paper**. I have enclosed a check or money order for the total amount due.

NAME _____
ADDRESS _____
CITY/STATE/ZIP _____
DAY PHONE _____ EVENING PHONE _____

Bicycle Paper 1205 E. Pike Suite 1A
Seattle, WA 98122
Phone: (206)323-3301

Bicycle related messages only. 35 cents per word. \$7.00 minimum. Ads must be received in written form (no ads will be taken by phone) and pre-paid in full. Phone number counts as one word, street number as one. Ads must be signed and include a return address (need not be published in ad.) Please use the order form above, one word per space. If more space is needed, use a blank sheet of paper, but continue to count words as 35 cents per word. Please type or print legibly. DEADLINE: the 10th of the month preceding the next issue date.

Too Loud

BY MAYNARD HERSHON

Considering the absolutely amazing amount of ink Critical Mass is getting, I feel I should make some kind of statement, pro or con.

I'm having a hard time coming down on either side.

I never felt my cycling was anything more than my choice of wheels. I don't feel especially green or kind to the planet; I just like to ride my bike. I only wanted to be left alone by drivers.

I only wanted to be granted the couple of feet near the curb that I occupied on my bike. That's not so much to ask, really. But it turns out that it is too much to ask. I can never be sure I have that couple of feet. People resent my being there. I'm as angry as the next guy.

So why can't I embrace Critical Mass?

I'm afraid that it's not too loud — I'm too old. I'm afraid I'm like the solid citizens of Boston, 220-odd years ago, who thought it was a buncha worthless hooligans throwing all that perfectly good tea into the harbor.

I'm afraid of the people who claim to stand for Cycling, as if Cycling were some monolithic movement, a solid belief system to which all its participants subscribe. We don't all agree; we'd be robots if we did.

I'm afraid that the people who claim to represent us only represent their own need to be heard above the general din. I'm afraid their anger and stubbornness will bring more animosity down on our helmeted heads.

I'm afraid that many CM participants drive in from the suburbs once a month, remove dual-suspension mountain bikes off Jetta roofs, and take a stand for Cycling. Am I supposed to support those people?

I'm most afraid, and I'm pretty damn sure, that Mr. and Ms. American Motorist have no idea of the abuse we take from folks in cars. No clue. They must wonder what we're complaining about.

Drivers who hassle cyclists don't meet at the Elks on Tuesday nights to laugh about the startled bike rider who flipped 'em the frustrated bird as they glided away in their V-8 Jimmys, laughing into the cellphone.

They don't gather in workingmen's bars to compare cyclist-scarings over Bud bottles. It's a solitary practice, skimming by us close as possible, cutting us off, yelling at us, throwing stuff. It's one kind soul at a time.

Most folks, the folks who tolerate us and may even think we're kinda charming, aren't the least bit aware that we get hassled.

They don't know that we carry a hot brick of resentment in our bellies, that we expect the worst from drivers, despise drivers, wish all drivers would burn in hell until hellfire's fuel runs out.

Most folks don't know. They don't ride bikes. How could they know?

And because they don't know how badly we're treated, how can we expect them to understand what a demonstration like Critical Mass is all about?

All they see is hundreds of obnoxious people on bikes, getting in the way and complaining about...what? Not enough bike paths? Too many cars downtown? Having to obey traffic laws? What?

Guys who habitually hassle cyclists aren't gonna get the message, either. They're angry themselves. They're not going to identify with our anger. Hey, they got frustrations of their own, and those damn bike riders are just one of them. We're not going to win their hearts.

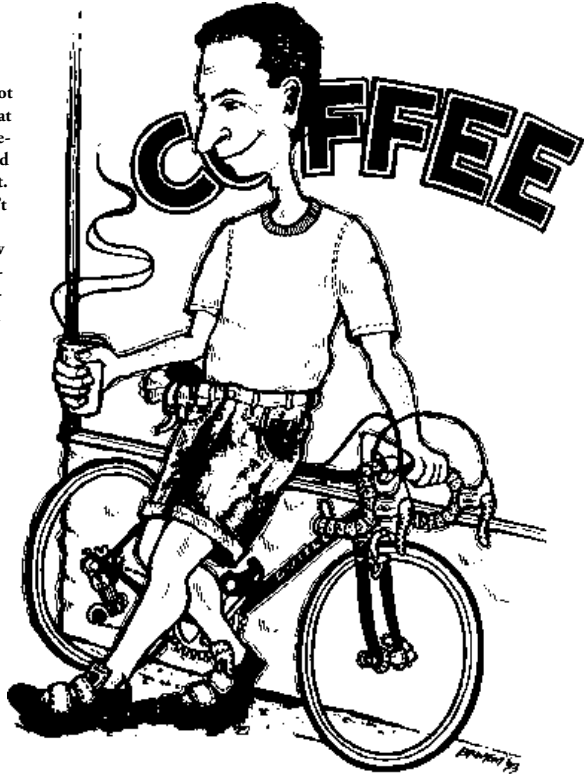
But, good or bad, cyclists are getting into the papers and on TV. And getting a far fairer shake in the papers, seems to me, with a few exceptions. Demonstrating cyclists don't do well in 30-second TV spots focused on havoc in the streets.

I can't imagine what changes all this attention will bring to urban cycling. Maybe it'll get easier, maybe not.

Anything that draws the public's attention to us, makes the public realize we're human beings on those bikes, is good.

Anything that reminds Joe Motorist that we're trying to get to work or to the shops or wherever on our bikes is good. Anything that reminds him that we're getting around without a seductive, wasteful car is good.

Anything that reminds Joe Motorist that there are alternatives to cars, cars that clutter the road, dirty the air, crash into each other, cars that make things worse for everyone, is good.



Maybe one or two of them will think: Jeez, if all those people can do that, get around without a car, maybe I can do it too.

I don't have much hope of that catching on like Cherokees or cigars, it's not sexy enough, but it could happen once or twice.

I don't want to ride Critical Mass myself. I hate to be where I'm not wanted, never liked to wave a flag and don't much like riding in the concrete caverns of big cities anyway.

I rode it once and didn't feel at home. I looked around; Whatever style of cyclist I noticed, making up the ranks of Critical Mass, it wasn't my style. Once was enough.

I don't want to ride Critical Mass myself, but I'm reluctantly admitting I'm glad someone does. ⚙️

M A R K E T P L A C E

AFFORDABLE BICYCLE TOURS

5-7 Days — \$569 - \$799

- Oregon — Coast and Cascades
- California — San Francisco to Santa Monica
- Arizona — Sedona - Oak Creek
- Utah — Bryce and Zion Parks
- Colorado — Durango - San Juan Mountains
- New Mexico — Santa Fe - Taos
- Washington — San Juan Islands - Olympics
- Includes all quality lodging (no camping)

SCENIC CYCLING ADVENTURES

web site: <http://www.scenic-cycling.com>

FREE CATALOG (800) 413-8432

CYCLING ACCIDENT & INJURY CLAIMS

HARVEY GRAD

Attorney at Law

1335 Puget Sound Plaza

Seattle, WA 98101

(206) 343-4760

No charge for an initial consultation

Member Cascade Bicycle Club
Fmr. Memb. STP Executive Committee
11 Consecutive STPs

HGrad@aol.com