Get Over Here!

BY DAVID HEFLICK

The cool, wet, Puget Sound spring brought on by El Niño has seriously cut into your spring training program, leaving a good share of “winter padding” squished between you and the saddle. Your leg power is down, and not at all appreciative of the extra baggage. You’re far from top form. But damn it, it’s already July, and you’re determined to head out on a tour. You desperately need a change of scenery and, more importantly, a change in weather. But you don’t have gobs of time or the two thousand dollars for one of those fancy California winery tours. Where to go? Eastern Washington! (Let the car handle the pass, of course.)

(See “Eastern Washington” on page 6)

Local Collegiate Racers Earn Top Honors at Nationals

BY TARYN GERHARDT

Paul Read rode his first organized ride (the Chilly Hilly) at the age of 10, sporting long johns, a soccer jacket and a helmet twice the size of his head.

Now, 13 years later, the Issaquah native has a Collegiate National title under his belt. Racing for the University of Austin, Texas, Read’s team won the omnium and team trial at the Nationals in Greenville, South Carolina May 16-17. Read won the criterium.

His team, consisting of himself, Ken Dille, Will Letendre, and Andrew Willis, rode the out-and-back rolling 13-mile course in 25:28. The next contender, University of Colorado at Boulder, was 35 seconds behind.

(See “Collegiate Nationals” on page 8)

Going with Thurlow

BY MAYNARD HERSHON

In a recent interview, someone asked Thurlow Rogers what he thought was the greatest development in his 20-odd years in cycling. Rogers is the guy to ask. He’s been racing at the highest levels since the ’70s, presently with super-strong Team Mercury. In cycling’s dark ages, Rogers and wife Karen Roy wrote an authoritative cycling manual. He is a thinking rider.

Guess what he called the greatest development in 25 years?

(See “Thurlow” on page 15)
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Supplier has near monopoly in its market

Good or Bad Thing?

A quick quiz:
Name a consumer product in which parts from various suppliers are assembled together and sold under multiple brand names? Hmmm a clue. This product has hundreds of parts but one particular element is supplied by a company that dominates the market, with a 90+ percent share? You might be thinking computers, and the name Microsoft may have come up. But actually, I was talking bicycles. And the supplier in question is Shimano.

I'm not suggesting that the Department of Justice should begin investigating Shimano the way that it has recently been delving into the business practices of the software company, but just as some claim Microsoft inhibits innovation by its size, can the same accusation be leveled at Shimano? First, a little bit of history.

Fifteen years ago, Shimano had a very strong competitor in SunTour, and 25 years ago Shimano was the upstart tackling the component business held by Campagnolo and a couple of smaller European companies, including Sachs. Shimano's early export products were inferior but less expensive than their European competitors. I recall the clunky look of the Shimano Crane derailleur circa 1973. No wannabe racer, of which I was one, could bear the humiliating burden of anything but Campy equipment. French companies such as TA and Stronglight were tolerated. But Japanese derailleur? You'd rather ride without toe clips than fasten on Shimano.

Into the late seventies, Shimano developed increasingly comparable components. Shimano Dura Ace derailleurs and drivetrains proved themselves equal to the benchmark Campy Record gruppos. The European riders stopped making fun of Shimano but sadly the French and Italian component companies were slow to respond to realize the potential of their new competitor. Shimano's reputation for excellent engineering and manufacturing quality continued with the arrival of the mountain bike. The Europeans were left at the starting line as Japan's two foremost bike component companies turned out new ranges of components for off-road use. It was still a close race between Shimano and SunTour, but with the arrival of index shifting began the decline of SunTour. It's early effort was just no match for Shimano's SIS, and although later improvements gave SunTour the same level of technical performance, Shimano couldn't be stopped.

Consumers clamored for bikes equipped with Shimano, sometimes to the consternation of bike dealers trying to sell customers on the advantages of the nicely crafted frames. From 1988 on, SunTour went into terminal decline. The result is that today Shimano dominates the derailleur market, and has a lion's share of the component business for dealer-sold road and mountain bikes. Sure, you can still buy bikes that are Campy equipped and the fine equipment made by Sachs is available (but try finding a bike manufacturer who will specify Sachs beyond a token internal seven-speed rear wheel) in stores.

Over the last few years, Chicago-based GripShift has become almost standard equipment on mountain bikes, but it took legislation against Shimano for GripShift to require Shimano to change its pricing practices that had favored manufacturers purchasing complete sets. This had effectively blocked GripShift out of the market, for bike companies weren't about to buy a complete set of components from Shimano and then simply junk the shifters because they wanted to use GripShift's products. GripShift prevailed and bike manufacturers could then match shifters from one company with Shimano components.

There's no denying that Shimano continues to produce great components, but with no other component companies offering real and meaningful competition, are we as cyclists getting just a little short-changed?

If you feel that way, you may be partly to blame. Companies like Trek, Cannondale, Specialized and the other big bike outfits are highly leery of spec'ing bikes with anything except Shimano. The reason? They hear from their bike dealers, who hear from their customers, that the public wants Shimano. Bike companies don't want to commit financial suicide by equipping whole ranges of bikes with Sachs or Campy for fear that consumers will simply boycott those brands.

And let's be honest here: Shimano doesn't have an exclusive lock on design and engineering excellence. Other companies make good derailiers (including GripShift). But until consumers get better informed, dealers get less leery, and bike companies get a little braver and innovative, don't expect to see much hanging from the rear end of bikes that didn't come from a Shimano factory.
Shaved Legs

BY JOHN CRIBARI

Bicycling and massage have long shared a history dating back to the earliest days of the sport. Massage in cycling is as traditional as shaved legs. In fact, massage and easy maintenance of road rash are the reasons cyclists shave their legs.

All of the biggest names in the sport depend on the experienced hands and the confidence of their personal or team masseur. Oisto Jacome served Greg Lemond during his career. Lance Armstrong depends on John Hendenhot and J.T. Neal. Fausto Coppi trusted his legs to the insightful and intuitive hands of a blind man, Giagio Cavanna.

A cycling team is made up of riders, managers, mechanics and masseurs all with a common goal: WIN RACES. The masseur is called a soigneur, which, in French, literally means caretaker. While the team mechanics attend to the bikes, the team soigneur looks after the riders.

Now you might ask why is massage so important to a cyclist? Here are several benefits massage offers the cycling athlete.

1. Recovery. Massage helps cyclists recover faster from intense training and racing which in turn increases training potential.

2. Maintains the entire body in the best possible state of health, vitality, and flexibility.

3. Prevent injuries and loss of mobility in potential trouble spots. A skilled practitioner can detect and correct problem areas before they become problem areas.

4. Helps heal and restore mobility to injured muscle tissue. By increasing blood and lymph flow, massage increases nutrition to joints and muscles while speeding the elimination of swelling and waste products in the muscle.

5. Massage feels good, mentally and physically. A break from training stress and life stress can make all the difference.

The benefits of massage are cumulative: to fully reap the benefits of massage, a consistent program of professional massage and self massage is necessary. In my practice I have people who come once a week and I have people who come once a month.

The key is consistency.

Find a massage practitioner who is familiar with the sport of cycling and whom you are comfortable with. Take the time to ask questions. Interview the practitioner to find out about their experience and to get a feel for their personality. If you can’t relax with your massage practitioner, you’ll be throwing your money away. Once you’ve found someone to work with, pay attention to what they do and ask questions; this is a great way to learn self massage.

What about the cost? Professional massage does cost money. But then again, so do bikes and bike parts. We have to be willing to invest in our bodies as well as our machines because if the legs don’t work it won’t matter if you ride custom titanium or a tricycle. Massage prices are based on time spent with a client and are sometimes negotiable. The typical massage session for the cyclist can be as short as 40 minutes, focusing on the legs, back and neck. That session would typically cost $30. Not a bad investment once or twice a month.

The benefits of massage for the cyclist are clear. Of course I am a huge advocate since I am a massage practitioner, but there must be something to it when the best in the world won’t compete without it.

Why do you shave your legs?

John Cribari is a massage practitioner with an office in the north Seattle area. John’s experience with cycling dates back to the mid 1980’s and includes racing experience, 2 years as a professional team mechanic and 5 years as a full and part time professional soigneur. John has worked with the Saturn, Coors Light, Diamondback, Trek/W, Gary Fisher, Cherokee/Klein and Volvo/Cannondale professional cycling teams. John can be reached at 206-706-1811 or E-mail at JPCRIBARI@AOL.COM

Letters

Dear Editor,

I believe that something should be done about the part of Lake Washington Boulevard that goes through the Arboretum. That road, now that it is an on-ramp for 520, has many more vehicles on it than it was ever intended to have. If the road was not so congested, people could ride their bicycles from the University of Washington all the way down to Seward Park without leaving the Boulevard. If the freeway on-ramp was not on Lake Washington Boulevard, but on some other road that was designed to have more traffic, the number of people driving on the Boulevard might return to a more acceptable level. With fewer cars on the Boulevard, more people could ride there safely.

Also, so much traffic going through the Arboretum not only scars wildlife here, but ruins it for people simply trying to enjoy the park. There is a steady flow of noisy trucks and cars that destroys the otherwise peaceful feeling that you get when riding your bike through the Arboretum. Along with the noise, that many cars going along the Boulevard has contributed to an excessive amount of wear-and-tear to the road’s surface, and yet the city can’t close off the road to fix it because it is an on-ramp to a major freeway. The road was obviously never intended to be used for this purpose, seeing as it is only a narrow, one-lane road winding through a city park. I think the cycling community should put pressure on the city to change access to 520 and restore Lake Washington Boulevard to what it was meant to be.

Sincerely,

Andy Baker
Seattle, Washington
Local event promoter raises the level of North America’s oldest bicycle race

It all started as an effort to raise money for a variety of civic needs. Now, 58 years later, the Redmond Derby Criterium is the oldest continual bicycle race in America, and is going stronger than ever in 1998. Unlike many traditional cycling events, the Redmond Derby encompasses much more than just a race. It is a showcase for the community and the family spirit of the town. In fact, Redmond is serious about the race that has earned it the title of “Bicycle Capital of the Northwest.”

There are many events, from a children’s parade, grand parade, carnival and festival that all coincide with the race. All these events comprise a week-long Redmond Bicycle Derby (formerly Redmond Derby Days).

“Redmond Bicycle Derby is the result of the combined efforts of the Redmond Chamber of Commerce, City of Redmond, Redmond Bicycle Derby committee, local businesses and many, many volunteers,” says Mark Gran of Mead Management Group, the sports marketing firm which produces the race. “People in the Northwest have the privilege to see some great racing as well as a great community.”

Long-time local race promoter Dave Shaw adds. “The community really comes out in force for the event, it has always been a pleasure to be a part of it. The thing that makes the Derby special is the community spirit.”

While the focus has always been on family fun, there is still some very serious racing to be had. The Redmond Criterium is the primary focus of the renamed Redmond Bicycle Derby. The overall prize list has been increased from $2,000 to $8,000. “The plan is to develop the Redmond Derby Criterium into a national caliber event. The increased prize list is designed to bring national level cycling teams to the City of Redmond on an annual basis,” says Gran.

Many local notables, like Olympian Rebecca Twigg and race legend Steve Poulter, have both raced and won here. With a full slate of races for men, women and children, this year’s Pro Sports Cycling Redmond Derby Criterium is sure to thrill spectators all day. The racing begins on Saturday, July 11, at 8:30 p.m. Racing takes place on a unique figure-eight course which challenges the rider as well as offering the spectator unbeatable viewing. “You really get to see the race develop on this course. All the strategy and thrill of racing are right there in front of you,” says Gran.

So whether you are interested in some great racing or just a good time, be sure to make a trip to the Redmond Bicycle Derby, and see what all the fun has been about for the past 58 years.

Over 700 riders departed Seattle June 15
GTE Big Ride raises more than $6 million

“The largest cross-country cycling event in U.S. history” was launched June 15 from Seattle, Washington. The ride, sponsored by the GTE Communications Corporation and benefiting the American Lung Association, will go through twelve states and the District of Columbia on its way to clocking 3,234 miles over 48 days.

730 riders are participating, having raised over $6.1 million with Washington State participants leading the way. They will receive 8 rest days along the “Amber Waves of Grain” to “Purple Mountain Majesties” route, with support from 200 crew members. The ride’s official purpose is to “Raise awareness and funds for the American Lung Association’s fight against lung disease.”

The ALA calculates that 44,055 Americans will die from lung disease during the ride, and that another 23,431 will be diagnosed with lung cancer. And, just in case you were having a good day, an expected 56,640 deaths will occur from smoking-related diseases and 741 from asthma.

The American Lung Association is the oldest voluntary health agency in the United States, having been founded in 1904 as the National Association for the Study and Prevention of Tuberculosis (the name was changed in 1973). They have a national office and 96 constituent and affiliate associations, and accomplish their mission “to prevent lung disease and promote lung health” through community service, public health education, advocacy and research.

Other official sponsors of the event are Umpqua Replinisher Sports Drink and Folgers Instant Coffee. For more information on the ride, call (800) BIG-RIDE or visit the web site at www.gtebigride.com. The ALA can be reached at (800) LUNG-USA or www.lungusa.org.

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There’s an emerald lining to El Niño’s clouds. The scablands of Lincoln County and the rolling hills of the Palouse are clothed in lush, green velvet. Ponds, lakes and wetlands are teeming with wildlife. And no, the purple and yellow patches in the hills are not the result of a flashback stemming from some ill-conceived moment in your youth — the wildflowers have just gone a little crazy. In short, the annual browning of Eastern Washington has been postponed for several weeks. If you’ve never toured the scablands and the Palouse, now is definitely the time.

But first things first. As far as the Palouse goes, about the only thing you’re sure of is that the college UW beats every year in the Apple Cup is over there somewhere. And what in the hell are the scablands?

Let’s take the scablands first. During the Ice Age, a series of floods raged across Idaho and Washington when a natural dam containing Lake Missoula gave way. The lake drained in a matter of days, releasing a volume of water that exceeded the combined flow of all the rivers in the world. On its way to the Pacific Ocean, the torrent carved three enormous channels across Eastern Washington. Today, these sub-surface channels — filled with lakes, ponds, marshes and wetlands — are known as the scablands.

With the lowest traffic volumes in the state, you’ll have the road to yourself much of the time. Thirty minutes into the trip your senses will begin to recover from the dullness brought on by constant bombardment and begin functioning more acutely. You’ll find yourself absorbed in the surroundings of wildflowers, meadowlarks, red-winged blackbirds, the chorus of a thousand crickets. In the absence of traffic you’ll be able to fully experience the thrill of zooming down the hills that take you from the open wheat fields to the floors of the rocky channels several hundred feet below.

In Lincoln County, there are numerous opportunities for off-road explorations of the scablands; Twin Lakes Canyon, two miles off Coffee Pot Road is one of the best. Detailed maps of the scablands can be obtained free from the Spokane District of the BLM (509-536-1200).

About 100 miles east of the scablands is the Palouse: rolling wheat fields interspersed with woodlands and creek valleys. An extensive network of paved back roads connect the turn-of-the-century farming towns scattered across the region. While traffic on the highways is not as light as in the scablands, it remains more than tolerable, and many of the back roads that wind their way through the fields and woodlands are nearly deserted.

There are numerous ways to tour the scablands and the Palouse. A high concentration of routes and good distribution of motels allow for a series of day trips to be readily assembled. For the purist, there are countless options for extended, pack-it-all-on-the-bike tours. Below are directions for two trips, one in the scablands and one in the Palouse.

**Trip #1:**

Wilson Creek Flood Channel. This 40-mile loop takes you over a series of roller-coaster hills through wheat and sagebrush fields before descending into the channel. From the town of Wilbur (65 miles west of Spokane on Highway 2) take Highway 21 south. At the 14-mile mark, bear right onto Monson Road as Highway 21 veers left. At the 20-mile mark, bear right and head north on Almira/Kiner Road. About 3 miles later, begin the descent into the Wilson Creek channel. Shortly after the climb out, you’ll reach Highway 2. Turn right and ride approximately 12 miles back to Wilbur. A side trip through the community of Govan will spare you three miles on Highway 2.

This trip can be expanded to two days by taking Highway 21 all the way to Odessa. After spending the night in Odessa, take Highway 28 west to Pfeifer Road and head north on Pfeifer to the town of Marlin, located in a flood channel of stunning beauty. From Marlin, continue north to Almira/Kiner Road and then follow the instructions above to get back to Wilbur.


(Continued with "Trip 2" on next page)
An extensive network of backroads connects the scattered towns of the Palouse.

Trip #2:

The Palouse — a 38-mile loop (alternate routes can reduce the trip to 27 miles or expand it to more than 50) through woodlands and wheat fields that roll right up to the mountains along the Idaho border. Begin in the town of Oakesdale, located approximately 50 miles south of Spokane on Highway 27. Follow Highway 27 twelve miles south to Garfield. From Garfield, stay with highway 27 and, a half mile south of town, turn left on Farmington-Garfield Road. Follow Farmington-Garfield Road north for 11 miles to Farmington. From Farmington, follow Farmington Road (called 3rd Street in town) 6 miles north to Setlise Road. Turn left on Setlise and then left again a few hundred feet later onto Warner Road. Seven miles later, turn right onto Highway 27 and follow 2 miles back to Oakesdale.

You can expand the loop by continuing north on Farmington Road (rather than turning on Setlise) all the way to Tekoa. Then take Highway 27 back to Oakesdale. Cut the route short by turning east on Farmington Road halfway between Oakesdale and Garfield and following it to Farmington. Then turn left on 3rd Street to stay with Farmington Road and follow the instructions above to return to Oakesdale.


Now you’ve got all the information you need for a weekend cycling trip in the sunny, traffic-free climate of Eastern Washington. So, what are you waiting for? Get over here!

Tips for first time riders

I clearly remember my first bicycle tour. It was of Nova Scotia in 1973. I distinctly remember some of the hard decisions I had to make. “Should I bring my platform sandals?” or “do I save the few extra dollars we have for food?” were some of the more difficult ones I had to make. “Should I bring my platform sandals?” or “do I save the few extra dollars we have for food?” were some of the more difficult ones I had to make.

People often fear road bikes because they perceive the “bent over handlebars” (drop bars) as uncomfortable. In reality, when these bars are set up and adjusted to fit the individual and their riding style, they prove to be very comfortable, as they offer multiple hand and riding positions.

Many riders are only familiar with their mountain bikes (the handlebar position as well as the brake levers and gear shifter) but fear that their smaller wheels will be slower. Fear not. Imagine a Porsche with its small wheels, compared to a Monster truck with its huge wheels.

The engine in the monster truck is more powerful than the Porsche’s engine. The wheels are certainly larger (2 to 3 times larger). What makes the Porsche faster than a monster truck? For one thing the Porsche is lighter. But most of all, it has gears that will accelerate the car to higher speeds even with the smaller wheels. The same is true with bicycles.

Wheel diameter has nothing to do with the speed of a bicycle on the road. A mountain bike (or tandem or road bike with 26 inch wheels) can be geared to travel at the same speed as a bike with 700c wheels. The answer lies in gear inches. ‘Gear inches’ is a means of measuring the relative number of inches traveled for every crank revolution. The higher the ‘gear inches,’ the more distance traveled per crank revolution. If I have a 112 inch gear, and I am pedaling at a cadence of 90 revolutions per minute, I will be traveling forward at about 30 miles per hour no matter how big my wheels are...same cadence, same effort, same calories burned, same panting and wheezing, same amount of fun.

Another major concern today is how should I carry my gear: panniers or trailer? I am seeing a trend towards trailers. The major concern that arises regarding trailers is that they are extra weight. Yes, this is true. They do add extra weight to your bike. But, on the other hand, loaded or unloaded, your bike handles about the same.

Trailers also provide much easier access to your load. The new single wheel trailers are no wider than your handlebars and carry your load very low to the ground. The price of a trailer is not much more than that of two pairs of panniers. Many shops will allow you to try or rent a trailer before making the purchase.

Then there is the proverbial “triple chainrings are for wimps.” If you are thinking of riding your double chainring bike over some high mountain passes, with a bunch of added weight on it, I suggest you do a trial run somewhere locally. You may find that indeed it is no big deal or you may find that you are headed for the nearest ice pack. Triple chainrings are for climbing. It has nothing to do with being a wimp.

And finally, that leaves us with the shoe dilemma. You may want to forgo the platform sandals for some Tevas.
Coming this July to a singletrack near you ...

The University of Washington women, left to right: Marnie Tyler, Vicki Schroeder and Laura Reed.

BY TARYN GERHAROT

The women of the University of Washington also cleaned up at the Collegiate Nationals May 16 and 17 in Greenville, South Carolina.

With only a three-person team of Laura Reed, Vicki Schroeder and Marnie Tyler, the Huskies earned second place in the team time trial with a time of 29:47.7, just 11 seconds behind the University of Colorado at Boulder (29:35.9). Stanford finished third.

"It was definitely some good competition. Colorado and Stanford are always thought of as very strong teams. They had four teammates and we had three," Tyler said.

Tyler credits much of their achievement to teammate Laura Reed, who has national track titles under her belt and also helped them earn a spot at the Nationals with the points she earned in previous races. With Laura at the helm, the Huskies earned the yellow jersey in the team trial with only three members last year.

"Lauren was the motor and we fully acknowledged that. We were just hanging on," Tyler said. "If we could get a fourth person then and give Laura the support that she needs we could just rip that thing up."

Tyler said the interesting thing about being at nationals was the spread of abilities from around the nation. She also said it was helpful to have the encouragement of the Huskies’ men team there. The Huskies men and women combined team place was 17th.

"You have some of the top ability in the country and people like me that are pretty mid-pack road racers. The fact that I was there is so extraordinary," she said. "Especially in women's cycling, there's not such a high level of participation."

Despite only three member team, UW women place second in team time trial

"College Nationals"from page 1

After what Read described as "not a very good year" in 1997, Texas came back with a vengeance, bringing home five national jerseys. However, they were mainly shooting for the yellow jersey in the team trial event.

"Our team goal was to win the team time trial," he said. "To be a good team trial rider, you need to be cohesive. We are all best friends."

Read said the secret to their success is that the team is closely knit. They are so close that his teammates will all be participating in his upcoming wedding to Jen'An Ghazal (who also competed at nationals) in October.

"It's not very often that three team mates will be in the wedding," he said.

Read also said that much of his success comes from having a cycling network of friends. Jen'An races and works out with him.

He also has a coach, Mark Edwards, who has helped him motivation and his workouts more structure, and his family is extremely supportive, which has allowed him to reach his goals, he said.

Read recently earned his bachelor of arts in Health and Community Management and will live in Austin with Jen'An, who is working on her doctorate in sociology. He also races for Richardson's Bike Mart, in Dallas, and will round off his season with the Senior Nationals in Cincinnati, Ohio, Tour of Ohio and Wisconsin Super Week. He hopes to eventually become a domestic pro and travel more next season.

Read has already had international racing experience, earning the highest ranking of any American in the 10-day Tour of Slovakia. Read is sponsored by Power Bar, Oakley, Sinclair Imports, Vittoria and Shimano and others.

Linda Jackson wins HP Challenge

The 15th annual Hewlett-Packard International Women's Challenge in Boise, Idaho saw Canadian Linda Jackson win the six-day, 274-mile race. Jackson, from Napanee, Ontario, finished fifty seconds ahead of Russian Valentina Polikanova and 1:15 ahead of Lithuanian Daina Ziliute, who finished second and third, respectively.

The top American finisher was Mario Helden of Ventura, California, who was 2:42 behind the winner, coming in 15th.

All six stages were won by international competitors. Jackson won the H P UltraPac Time Trial and H P Planet Partners Road Race. Melbourne, Australia's Anna Wilson won the H P LaserJet Toner Road Race and the Spritzer's Competition; Ziliute won the H P LaserJet Supplies Road Race, Points and Best Young Rider Competitions; Germany's Katharina Eichhorn won H P State House Challenge; and German Petra Rosner won the H P Paper Road Race.

For more information on the results, visit the event's web site at www.hpwc.com.
### CALENDAR

**Welcome to the July, August & September NW bicycle calendar.**

All events are listed chronologically within their respective sections: **Events** (clinics, expositions, lectures, etc.), **Rides & Tours** (often 20 to 100 mile rides on roads for any type of bicycle), **Series Races** (competition repeated on three or more weekends), **Race Competitions** (competition in the velodrome), **Offroad** events (mountain bike races and trials), **Rides & Tours** (often 20 to 100 mile rides on roads for any type of bicycle). If you are an event promoter or organizer and your event is not listed, please write, call, fax or e-mail information to us and we will gladly list it. Please send your event information in the same style and format as seen here. Further, any changes should be handled separately.

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### Events

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<td>1st Annual Sea to Sky Mountain Bike Trail Ride.</td>
<td>Vancouver, BC</td>
<td><a href="mailto:info@seatoptyr.com">info@seatoptyr.com</a> or <a href="http://www.roundandround.com">www.roundandround.com</a></td>
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<tr>
<td>Jul 6</td>
<td>2nd Annual Sea to Sky Mountain Bike Trail Ride.</td>
<td>Vancouver, BC</td>
<td><a href="mailto:info@seatoptyr.com">info@seatoptyr.com</a> or <a href="http://www.roundandround.com">www.roundandround.com</a></td>
</tr>
<tr>
<td>Jul 7</td>
<td>3rd Annual Sea to Sky Mountain Bike Trail Ride.</td>
<td>Vancouver, BC</td>
<td><a href="mailto:info@seatoptyr.com">info@seatoptyr.com</a> or <a href="http://www.roundandround.com">www.roundandround.com</a></td>
</tr>
<tr>
<td>Jul 8</td>
<td>4th Annual Sea to Sky Mountain Bike Trail Ride.</td>
<td>Vancouver, BC</td>
<td><a href="mailto:info@seatoptyr.com">info@seatoptyr.com</a> or <a href="http://www.roundandround.com">www.roundandround.com</a></td>
</tr>
<tr>
<td>Jul 9</td>
<td>5th Annual Sea to Sky Mountain Bike Trail Ride.</td>
<td>Vancouver, BC</td>
<td><a href="mailto:info@seatoptyr.com">info@seatoptyr.com</a> or <a href="http://www.roundandround.com">www.roundandround.com</a></td>
</tr>
<tr>
<td>Jul 10</td>
<td>6th Annual Sea to Sky Mountain Bike Trail Ride.</td>
<td>Vancouver, BC</td>
<td><a href="mailto:info@seatoptyr.com">info@seatoptyr.com</a> or <a href="http://www.roundandround.com">www.roundandround.com</a></td>
</tr>
<tr>
<td>Jul 11</td>
<td>7th Annual Sea to Sky Mountain Bike Trail Ride.</td>
<td>Vancouver, BC</td>
<td><a href="mailto:info@seatoptyr.com">info@seatoptyr.com</a> or <a href="http://www.roundandround.com">www.roundandround.com</a></td>
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### Offroad

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<tr>
<th>Date</th>
<th>Event Description</th>
<th>Location</th>
<th>Contact Information</th>
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<tbody>
<tr>
<td>Jul 3-5</td>
<td>20th Annual Sea to Sky Mountain Bike Trail Ride.</td>
<td>Vancouver, BC</td>
<td><a href="mailto:info@seatoptyr.com">info@seatoptyr.com</a> or <a href="http://www.roundandround.com">www.roundandround.com</a></td>
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### Rides & Tours

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<tr>
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<th>Event Description</th>
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<tbody>
<tr>
<td>Jul 5-9</td>
<td>Washington - Island Sampler.</td>
<td>Seattle, WA.</td>
<td><a href="mailto:info@scenic-cycling.com">info@scenic-cycling.com</a> or <a href="http://www.scenic-cycling.com">www.scenic-cycling.com</a></td>
</tr>
<tr>
<td>Jul 6-10</td>
<td>Columbia Dr. S., Seattle, WA.</td>
<td>Seattle, WA.</td>
<td><a href="mailto:info@scenic-cycling.com">info@scenic-cycling.com</a> or <a href="http://www.scenic-cycling.com">www.scenic-cycling.com</a></td>
</tr>
<tr>
<td>Jul 7-11</td>
<td>Pacific Crest Trail.</td>
<td>Ashland, OR.</td>
<td><a href="mailto:info@scenic-cycling.com">info@scenic-cycling.com</a> or <a href="http://www.scenic-cycling.com">www.scenic-cycling.com</a></td>
</tr>
<tr>
<td>Jul 8-12</td>
<td>John Muir Trail.</td>
<td>Lake Tahoe, CA.</td>
<td><a href="mailto:info@scenic-cycling.com">info@scenic-cycling.com</a> or <a href="http://www.scenic-cycling.com">www.scenic-cycling.com</a></td>
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The thirty minutes after...

**Fact:** Your muscles need protein within the crucial thirty minutes after your workout.

JogMate has that protein. The sooner you take it, the sooner your muscles start to recover and rebuild.†

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**Available at:**

<table>
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<tr>
<th>Location</th>
<th>Phone 1</th>
<th>Phone 2</th>
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<tbody>
<tr>
<td>Alpine Hut</td>
<td>(425) 883-7669</td>
<td>Sport Town (509) 638-4322</td>
</tr>
<tr>
<td>Alpine Hut</td>
<td>(253) 834-1351</td>
<td>Sport Town (509) 634-1813</td>
</tr>
<tr>
<td>Ti Cycle</td>
<td>(208) 824-9467</td>
<td>Sport Shack (208) 882-6138</td>
</tr>
<tr>
<td>Custom Boot Service</td>
<td>(425) 883-9341</td>
<td>Sport Shack (509) 926-8599</td>
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<th>Location</th>
<th>Phone 1</th>
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<tbody>
<tr>
<td>River City Bicycles</td>
<td>(503) 233-5973</td>
</tr>
<tr>
<td>Redmond Cycle</td>
<td>(425) 885-6363</td>
</tr>
<tr>
<td>Milton Cycles</td>
<td>(253) 952-6763</td>
</tr>
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</table>

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**GIANT**

**BridgeTown Bicycles**

East & West Portland Locations
(503) 288-8431
CALENDAR

**Aug 2-7:** Tour de Lane Challenge.
**Aug 2-8:** Washington - Puget Sound & Victoria, B.C.
**Aug 2-8:** Oregon - Oregon Coast.
**Jul 27-Aug 9:** Zimbabwe: Matabeleland Sojourn.
**Jul 21-24:** Washington - San Juan Islands.
**Jul 19:** Seattle Rainbow Ride.
**Jul 18:** Glendale to Powers.
**Jul 18-23:** Tour da Vinci.
**Jul 18:** Countryside Classic.

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**Aug 15:** Torture 10,000 Century.
**Aug 14-15:** Ride from Seattle to Van., B.C. & Party (RSVP).
**Aug 9-15:** Oregon - Oregon Coast - Cascade Loop.
**Aug 8:** Old Freeze-Out Hill Climb.
**Aug 2:** Snoqualmie Tour de Peaks.

---

**Sep 13:** Sunnyside Century.
**Sep 13:** Santa Fe Bicycle Trek (9th Year).
**Sep 12-14:** Trek Tri-Island I.
**Aug 29-Sep 4:** Peddle the Pacific.
**Aug 28-30:** M.V.B.C. Crater Lake Rim Tour.

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**Aug 21:** Newport to San Francisco - 130 mile tour.
**Aug 16:** Covered Bridge Bicycle Tour.

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**Aug 22-24:** Courage Classic.
**Aug 22:** Washington, Dist. - Seattle to San Juans - Victoria.
**Aug 20:** 25 mile ride from Seattle to Mount Baker.
**Aug 17:** Hurricane Ridge Ride.
**Aug 16:** Midsummer Night's Dream Century Ride.

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**Jul 14:** Seattle Rainbow Ride.
**Jul 12-24:** Washington - San Juan Islands.
**Jul 14:** Seattle Rainbow Ride.
**Jul 13:** Seattle Rainbow Ride.
**Jul 12:** Seattle Rainbow Ride.

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**Aug 29-30:** M.V.B.C. Crater Lake Rim Tour.
**Aug 28:** Pedalcade.
**Aug 27:** Seattle Bicycle Club's 19th Autumn Century Ride.
**Aug 24:** Manasquan-Philadelphia Club.

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**Aug 11:** Washington - San Juan Islands.
**Aug 10:** Seattle Rainbow Ride.
**Aug 9:** Seattle Rainbow Ride.
**Aug 8:** Seattle Rainbow Ride.

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**Aug 6-14:** Woman Tours-Canadian Rockies.
**Aug 5:** Woman Tours-Canadian Rockies.
**Aug 3-5:** Magnificent Seven 100.

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**Jul 30:** Tour de Fitness - 35th.
**Jul 29:** Tour de Fitness - 35th.
**Jul 27:** Tour de Fitness - 35th.
**Jul 26:** Tour de Fitness - 35th.

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**Jul 24:** Seattle Rainbow Ride.
**Jul 23:** Seattle Rainbow Ride.
**Jul 21:** Seattle Rainbow Ride.
**Jul 19:** Seattle Rainbow Ride.

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**Jun 10:** Seattle Rainbow Ride.

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**Jun 9:** Seattle Rainbow Ride.
**Jun 8:** Seattle Rainbow Ride.
**Jun 7:** Seattle Rainbow Ride.
**Jun 6:** Seattle Rainbow Ride.

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**Jun 5:** Seattle Rainbow Ride.
**Jun 4:** Seattle Rainbow Ride.
**Jun 3:** Seattle Rainbow Ride.
**Jun 2:** Seattle Rainbow Ride.

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**Jun 1:** Seattle Rainbow Ride.
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**CAKELNAR**

**Series Races**

**Jul 19-21:** 1998 Cougar Mt. Bike Series. Cougar Mt., OR. E-mail: angoratours@psaev.net. Randy Osling, angoratours@psawest.net, 541-894-1433.

**Jul 20-25:** Sinsky near Portland. Mike Murray, (503) 665-0874.

**Single Races**

**Jul 1:** Mt. Tabor Series. Portland, OR. Matt Garm, (503) 257-4244.

**Jul 2:** PIR Series. Portland International Speeday, OR. Candi Murray, 503-667-7720.

**Jul 3:** Masters PIR. Portland International Speeday, OR. Jeff Mitchem, 503-777-2362.


**Jul 5-6:** Montana Districts. Great Falls, MT. Alex Renner, 418 E Pacific Ave., Suite #2, Spokane, WA, 99202-1456. e-mail: pegasus@eznet.com.


**Jul 7:** PIR Series. Portland International Speeday, OR. Jeff Mitchem, 503-777-2362.

**Jul 8:** Seward Park Season End Criterium. Shoreline, WA. 5 mile loop on rural roads. Rolling hills, one 1/4 mile climb. Al Crites + Vive kids race. 11:00 pm. 1st place winners: 1st $100 500. 2nd $100 200. 3rd $250 200. 4th $150 100. E-mail: wamingtongmc@compuserve.com. Road Race Group, 1932 First Avenue, Suite 1003, Seattle, WA, 98101. 206-448-5868 or 206-448-5698.

**Jul 9:** State Juniors Championship Criterium. $1300 prize list. Portland, OR. Mitch Weaver, (503) 638-2561.

**Jul 10:** 58th Annual Redmond Bicycles Derby Criterium. Redmond, WA. Flat, flat criterium. Challenging criterium, eight classes (12 for Juniors). 1st $1000 400. 2nd $600 100. 3rd $300 75. 4th $150 50. 5th $100 30. U.S.C.F.赖以生存. $20 pre-entry, $25 day of. 3pm-9pm. Eric Grove @ 406-443-5188.. E-mail: evide@springsnet.com.

**Jul 11:** State Games Truck. near Portland. Erik Voldengen, (503) 245-5554.

**Jul 12:** 1998 Tour de White Rock Bike Race. White Rock, BC.

**Jul 13:** Masters PIR. Portland International Speeday, OR. Jeff Mitchem, 503-777-2362.


**Jul 15:** Portland International Speeday, OR. Jeff Mitchem, 503-777-2362.

**Jul 16:** Portland International Speeday, OR. Jeff Mitchem, 503-777-2362.

**Jul 17:** Masters PIR. Portland International Speeday, OR. Randi Murray, 503-947-0232.

**Jul 18:** Portland International Speeday, OR. Jeff Mitchem, 503-777-2362.

**Jul 19-21:** 1998 Cougar Mt. Bike Series. Cougar Mt., OR. E-mail: angoratours@psawest.net. Randy Osling, angoratours@psawest.net, 541-894-1433.
CALENDAR

Aug 12: Ecology Center Classic SR. Missoula, MT. Three stages over two days with a $5,000 prize purse. Contact: Joe Kluge, 406-728-2176.


Aug 13: Wisconsin Classic SR. Horicon, WI. Three stages over two days with a $5,000 prize purse. Contact: Mike Murray, 414-497-4100.


Aug 17: Seward Park Season End Criterium. Seattle, WA. Raindrop 0.8 mile course with 200 yard hill. 3 training races each night. Starts 5:30pm. $8 day of race only. E-mail: LDDOUG@SCN.ORG David Douglas, Pazzo Promotions, 4207 SW Hill St., Seattle, WA, 98116. 206-932-5921.


Sep 5-7: Tour of the Flathead. Kalispell, MT. Brian Frank @ 800-336-1977.


Sep 8: Tour of the Flathead. Kalispell, MT. Brian Frank @ 800-336-1977.


Sep 27: Jean Chinn Hillclimb. Ashland, OR. David Bandy, (503) 488-bike.

Track Races

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Bicycle Paper
www.bicyclepaper.com
BY JEFFREY NACHTIGAL

A cool, early-summer wind, lightly scented by the sea-salt of the nearby Puget Sound, breezed through the art district of downtown Ballard as cyclists in five categories tackled red bricks and hair-raising corners in the annual Twilight Criterium on Saturday, June 13.

This year, the Ballard racing sojourn was moved from its normal end-of-July calendar date to the lengthier evening light of mid-June, allowing the races nameake to stretch to the end of the night's races. The box shaped, 5-mile course, which saw riders thunder past popular bars such as Hattie's Hat and the Tractor Tavern along Ballard Ave N W, had only one slight uphill section just before the finish line, making for a continuously fast, attack-prone Men's Pro/1/2 race.

With 30 minutes to go, a four-man break powered by Paul Dahlke (Nutrafig) got away and gained eight seconds over the field. The promising move became a sure thing when Kenny Williams (Saturn) and Todd Littlehales (Navigators) bridged, along with three other riders.

Williams jumped after a $40 prime with five laps to go, and kept hammering to ride onto the heels of the main pack going into his final lap.

“I knew if it ended up in a sprint that Littlehales would kick my butt, he was just looking too comfortable in the break,” commented Williams after the race.

Williams rode through the main field and led them across the finish line, his arms raised in a triumphant celebration. Littlehales sprinted behind the pack for second, with a charging Ian Tubbs (Seattle Massage School) taking third.

Stacey Spencer (Giant Bicycles) and Mandy Poitras (Escape Velocity) jumped away from a field that was prone to corner jitters on the last lap for the top two places in the women's race. Local rider Laura Reed (Wedgecycle Cycles/Big Time Pizza) took the field sprint for third place.

**Results**

**Category Pro 1 & 2 Men - 67 riders - 65 mins.**

1. Kenny Williams - Saturn of Bellevue, WA
2. Todd Littlehales - Navigators, OR
3. Ian Tubbs - Seattle Massage School, WA
4. Ed French - Lemond/Bike Gallery, OR
5. Rusty Reed - Wheelworld Cycles Big Time, ID
6. Terry Buchanan Pacific Financial Services, WA
7. George Stair - The Valley, WA
8. John Stonemaury - Seattle/Saturn, OR
9. Paul Dahlke - Naturally, OR
10. Paul Reed - Richardson Bike Mart, TX

**Women - Category 1 - 4 - 15 riders - 40 mins.**

1. Stacey Spencer - Giant Bicycles, Canada
2. Mandy Poitras - Escape Velocity, Canada
3. Laura Reed - Wheelworld Cycles Big Time Pizza, WA
4. Jennan Ghazal - Whole Foods of Austin, TX
5. Laura Feldfells - Ballard, WA

**Masters Men age 35+ - 30 riders - 50 mins.**

1. Glenn Bunselmeyer - Control Tech, WA
2. Steve Poulter - Thomas Kemper, WA
3. Matt Murnaghan - Escape Velocity, Canada
4. Brian Cole - TI Cycles, WA
5. Paul Johnson - Thomas Kemper, WA

**Category 3 & 4 Men - 82 riders - 55 mins.**

1. Greg Zadow - Tacoma Bicycle, WA
2. Ryan Pollier - Saturn of Bellevue, WA
3. John Kettman - Exodus Cycling, WA
4. Jeff Tolital - Old Town Cycles, WA
5. Carl Strauss - No Team, WA
Maybe it was clipless pedals, starting in about 1985. Until then, straps held our feet in place, fixed in one inflexible position on the pedal. You felt a little trapped at first. If your feet (and knees) liked that inflexible placement, all well. Often they did not.

Determining perfect foot-to-pedal position was an arduous task indeed. You went to a shoemaker and showed him where to begin nailing your slotted cleats to the soles of your shoes. He tackled them on.

You rode around the block, then asked him pretty-please to change this one a little, that one a little more. You rode around the block again. And again.

You watched him running out of patience and decided your cleats were just-right. You never knew for sure, but they felt okay. Maybe. Afraid he was going to ask you to leave, you asked him to nail them on to stay.

Liberon came in the mid-70’s. Sidi and Detto Pietro shoes featured pre-mounted, adjustable cleats. You no longer needed the shoeguy, but there was as much mystery as ever about where the cleats went.

Today’s clipless pedals feature rotational float. Shoes offer nearly universal mounting holes for cleats. You only calculate how far back from the sole to set the cleat. Most of the mystery is dispelled. Why?

But did Thurlow Rogers call clipless pedals the greatest development? He did not.

Maybe he chose non-ferrous frames. Surely today’s wide choice of non-steel frame material is a major step toward the future.

I think of it: Aluminum/semiconical and easy to weld. It’s light and stiff. Titanium lasts forever and it’s light and stiff. Carbon fiber is, well, light and stiff.

And steel? Steel’s kinda boring. We’ve all been there, done that steel thing.

But did Thurlow Rogers name today’s clipless cleats as the best development? No. He might’ve, but he didn’t.

Maybe it was helmets. In the ‘70s, we wore no helmets or joke plastic helmets or leather tubes. Those helmets were about as protective but light and well ventilated. Today’s helmets made from sewn-together padded linings are nearly as functional as the best equipment was limited in the last 25 years.

Today’s clipless pedals feature rotational float. Shoes offer nearly universal mounting holes for cleats. You only calculate how far back from the sole to set the cleat. Most of the mystery is dispelled. Why?

But did Thurlow Rogers name today’s clipless cleats as the best development? No. He might’ve, but he didn’t.

Maybe it was helmets. In the ‘70s, we wore no helmets or joke plastic helmets or leather tubes. Those helmets were about as protective but light and well ventilated. Today’s helmet can save your life, no doubt, and it’s so comfortable you forget it’s on your head.

Today, good clincher tires are nearly as light as their sew-up counterparts, plus they require no glue, no hassle. Good clinicians match that fabled sew-up “feel.” They’re marvelous.

Did Thurlow Rogers name today’s clinchers as the best development? No. He might’ve, but he didn’t.

Maybe it was the mountain bike. An American idea that changed cycling forever and it’s light and stiff. Carbon fiber cornerstones are nearly as functional as the best equipment was limited in the last 25 years.

Cycling Getaway- The Captain Kinney House, a 2bdm, 1 bath that has been newly restored and furnished in period antiques. This historic house at 107 Front St, in the heart of Whidbey Island, sleeps 4 comfortably has a great water view, beach access with an unobstructed view of Mt. Baker, the Cascades, and Penn Cove. Minutes from shops, restaurants, and the downtown waterfront. $250.00 plus tax per night. For more information call 1-800-505-3800.


Cycling Gateway- The Captain Kinney House, a 2bdm, 1 bath that has been newly restored and furnished in period antiques. This historic house at 107 Front St, in the heart of Whidbey Island, sleeps 4 comfortably has a great water view, beach access with an unobstructed view of Mt. Baker, the Cascades, and Penn Cove. Minutes from shops, restaurants, and the downtown waterfront. $250.00 plus tax per night. For more information call 1-800-505-3800.


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Davidson Trackster, 56cm, Mavic groups, extra tubulars, beacon paint, extra cogs and chain ring. $1650 (425) 827-5982.


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enough ice in it to make
a very small hockey
rink. Also, you

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valve, will turn
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