

Bicycle Paper

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AUGUST '98

Not Just for Skiing

**Sink your tires into
Whistler's sweet single track**

BY TARYN GERHARDT

When mountain bike guide Tom Radke takes his clients out for a ride, one of his hardest decisions is where to take them.

With hundreds of miles of trails suitable for all levels of riders, Radke first assesses the client's ability and desire and then finds an appropriate route. But living and working in Whistler, B.C. makes choosing a scenic and fun route an easy job. Almost any trail he picks will be a winner.

See "Whistler" on page 8

A Passion for Antique Bicycles

BY STEVE STAV

Walking into the hangar-like interior of Antique Cycle Northwest on the corner of University Way and 56th Avenue in Seattle's U-District, one can't decide whether they're in a museum, a retail showroom or an art gallery. After a few minutes' examination of the faded advertisements on the walls and the dozens of vintage motorcycles neatly arranged on the polished plank floor, I decided that all three descriptions would be accurate. Motorcycles weren't the purpose of my visit, however; my focus was on the fantastic row of antique bicycles lining the main walkway.

See "Antique Bikes" on page 7

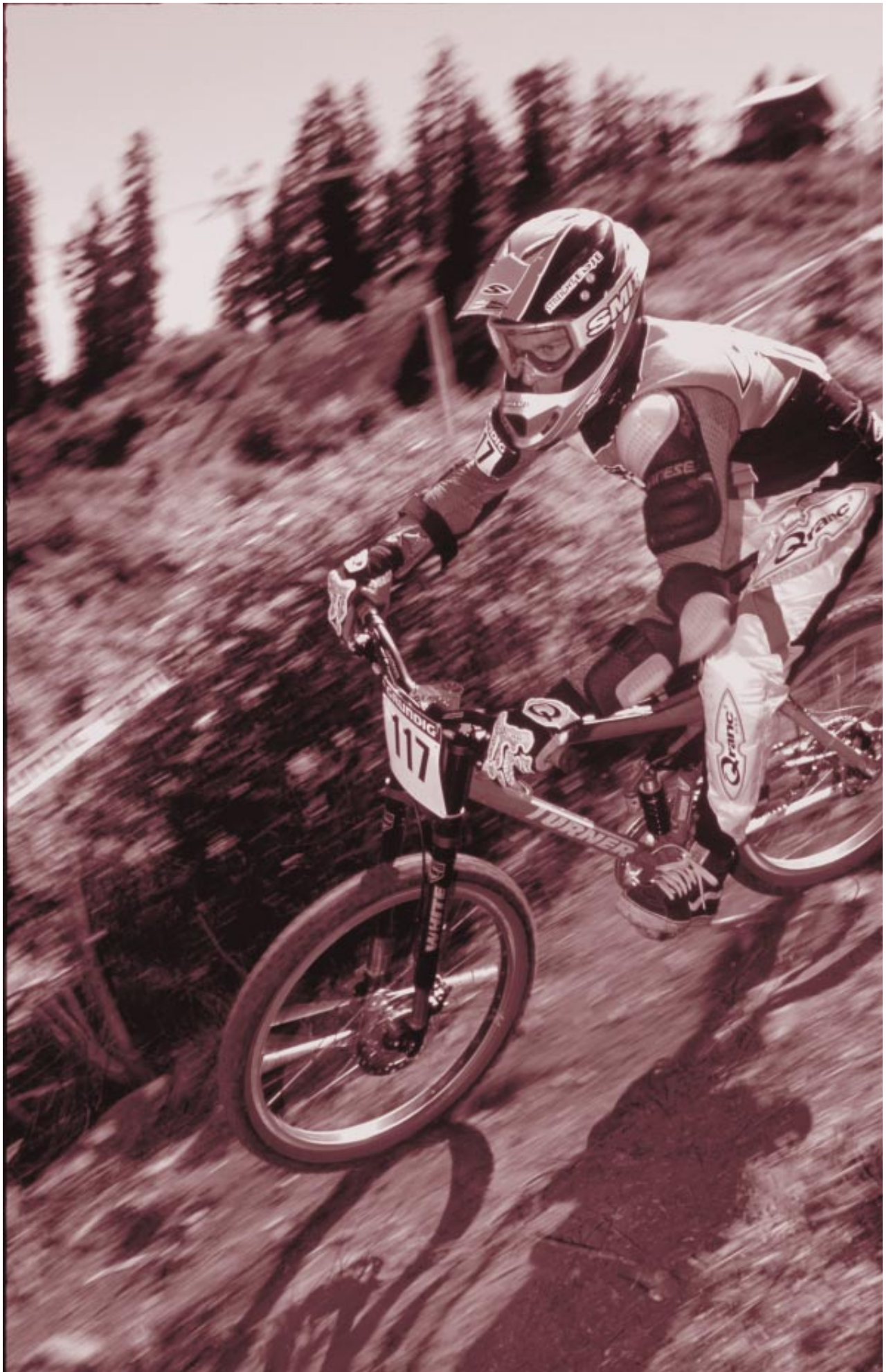
Derby Days Payday for Littlehales

**Redmond's annual criterium beefs up
its prize list and attracts pro field**

BY JEFFREY NACHTIGAL

Redmond, Washington — this is the cycling capital of the Northwest, or so the sign along Redmond Way proclaims. On a muggy, windy July 11th, downtown Redmond certainly could lay claim to a piece of the action as 195 riders stormed around the eight-corner, Pro Sports Club Redmond Derby Criterium races - of course, earlier in the day, Seattle was the cycling hub for the 9,000-strong gaggle of Seattle-to-Portland riders starting out on their southern flight.

See "Redmond Derby" on page 12





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OPINION

Will automatic shifting be the next 'standard'?

Bicycling is full of innovators who have said "there must be a better way to do this." But sometimes the better way has to overcome all kinds of opposition from manufacturers, from dealers or from consumers. The time, energy and capital to get the improved idea to market is surpassed by only the commitment, vision and dogged determination.

Take the case of an automatic shifting system developed by Browning Components. Those of you who were around in the early eighties may recall the Browning Automatic Transmission, a short-lived first attempt to marry a mechanical moving part with electronic controls. The device worked but it was brought too hastily to the consumer market by Browning's then partner, SunTour. Much has changed since then. SunTour has gone, Browning has moved from Utah to Washington, and close to a dozen years of additional research and refinement have gone into the modified design.

Unlike conventional gear-shifting, the Browning system uses hinged sprockets to move the chain from one cog to another. Visualize a pie-dish with a wedged-shaped portion of the dish that is hinged. Both the traditional rear cluster and the front chainrings are replaced with those set-ups. Those in themselves are a radical departure from the drag-chain (derailleur) method of shifting pioneered by Campagnolo back in the thirties. Add in an electronic controller with an ability to "remember" your riding style, and you have a completely new method of varying gear ratios. The electronics measure pedaling cadence and adjust the gearing accordingly. Since the mechanical shifting is less sensitive to rider's pressure on the chain, both the front and rear can shift simultaneously, permitting a more complete

and linear gear ratio than is currently possible with derailleurs.

If you have read this far and have begun to poo-poo the idea of automatic shifting, think about all the people you know who have never mastered gear-shifting. Who forget to shift in time for the hill. Who can't figure out the ratios and the jumping from front to rear required to get a gradual increase or decrease in gearing. There are lots of them out there. You may have been stuck behind one on the Seattle to Portland ride.

As well as being automatic, the Browning system can be used in manual mode to give the rider control of the shifts. Sound like a good idea to you? Would have a ready market?

Well, the reason you don't see bikes in stores with Browning Components says something about the bike industry and its major players. Despite their willingness to stick with the invention all these years and continue to fund research and development, the Browning family doesn't have the means to take the product to dealers by themselves. In 1994 (and here I declare an interest: I wrote a video script for the company back

then) they began preparations to attract a licensee. They figured maybe a major bike company, and visited them all. Everyone thought it was a great idea but no-one wanted to challenge the status-quo.

The Brownings continued to believe in their idea. They spent more time further refining it and then began pursuing venture capital to produce it themselves. They have lined up a partner in Taiwan who is very enthusiastic, according to Jay Townley, a bicycle industry veteran and consultant to Browning. Townley says the manufacturer is preparing reports on the manufacturing processes needed to begin an initial pre-production run of complete bikes fitted with the Browning automatic shifting. "Hundreds rather than thousands of bikes." A thorough testing and market evaluation would then begin, he adds, probably next spring. Then the bikes would be made available to dealers.

In the meantime, Shimano has launched a bike in Japan with a four-speed automatic transmission. It too has an electronic controller but unlike the Browning system, uses an internal hub gear. "I think it is pretty clear they are moving towards automatic shifting and they have the muscle to make it happen," comments Mark Browning, a director of Browning Components. "The fact that Shimano is doing this helps us."

Since index shifting and mountain bikes, the bicycle industry has not had a major innovation that shakes things up. Is automatic shifting the next wave? Will small and persistent Browning get a product to market that will challenge the mighty derailleur? The next two years will tell.

Outspokin'

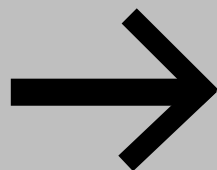
BY GORDON BLACK



PHOTO BY SCOT FILION

Bart McDaniel on his way to claiming 41st at the Grundig/UCI World Cup Downhill at Snoqualmie Pass. The Seattle local also placed 17th in May's NORBA Championship Series Race in Big Bear, California, and placed fifth in the World Cup Dual Slalom, knocking out world-ranked number one Dave Cullinan in the process.

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Under Pressure

I distinctly remember my first 25 mile ride. The memory that is most vivid is the likeness of sitting on a 2x4 board. It's funny that the accomplishment of the ride was not foremost on my ride.

Pain and discomfort are memorable occurrences that can hinder your return to the sport. Sometimes the issues are as

simple as a lack of training but there may also be biomechanical issues that should be rectified in order minimize potential injury.

The three contact points between you and your bicycle are your hands, feet and bottom. The injuries that will be discussed are primarily "crushing" in nature. In other words, injuries that occur from induced pressure that exceeds your bodies ability to cushion the load. Pressures can be acute or chronic. Acute tissue loading might include things such as hitting a tree. Chronic tissue loading includes events such as pain or numbness from any of the three contact points following a long ride.

M o s t pain issues can be attributed to either training issues or bicycle fit. I'd like to discuss a few.

Hands

Hand pain is somewhat common for various reasons. Occurrences might include, but not be limited to, irritations of the ulnar or median nerves. Nerve irritation produces symptoms such as numbness, ischemic pain, and motor weakness.

Athletic Medicine

EDITED BY ERIK MOEN PT, CSCS

Equipment needed to minimize compression of the hand at the handlebar includes good handlebar tape or grips, well-fit and cushioned gloves, and the availability of multiple positions for the hands on the bars (e.g. bar ends on a mountain bike). Common bike-fit errors that encourage hand problems might include: the nose of the saddle tipping down and forward, handlebars too low, stem too short or too long, brake levers too large for the hand, and having only one hand position on the bars.

Feet

Complaints from the feet are commonly tied to shoes that fit improperly or plainly improper shoes. "Hotspots" at the metatarsal heads and arch pain are the most common complaint with the feet. Reasons for these may be explained through improper support of the foot's bony and

ligamentous structures over time. Cycling shoes are notorious for having poor "beds" for your feet to rest upon. They are often plain, flat inserts to cover the last of the shoe. They do very little to support the structures of the foot. Not all feet are created equal. Some feet do very well with minimal support while others suffer. A good start to minimizing foot discomfort is to start with well-fitted bicycling shoes and a custom footbed or orthotic for the irregular foot. Bicycle-fit issues include ensuring that the meta-tarsal heads are positioned over the pedal axle, and that your knee is correctly aligned over the foot.

Bottom

A sensitive subject. Compression issues here include tissue degradation (sores from shearing or axial loading) and inflammation of neurological and vascular components. The two most common irritants to these issues are excessive saddle height and improperly fitted saddle. The runner-up to this biomechanical challenge is excessive elevation of the saddle nose. All of these issues are easy to correct. Not all butts were created equal. I would encourage you to find a saddle that best suits your anatomy and then (like a good pair of running shoes if you run a lot) buy an extra. Models are often discontinued. All the recent talk about chronic saddle injuries of late has spurred the market to provide many new, innovative saddle designs. There



will be one out there that fits you best. A simple check for excessive saddle height (not always the best) is to place your heels on the pedals and pedal backwards. If you have to rock your hips to move through the entire pedal-stroke, the saddle is probably too high. A note should be made for bicycle shorts. A good chamois is invaluable for numerous reasons. Bicycle shorts were made to be worn just as the shorts, no undergarments. Common undergarments have seams and ridges that can cause undue abrasion and "hotspots." Hygiene should be considered. This will be the topic of a future article as it is larger than I have room this month.

Conclusion

Make your rides memorable for the right reasons. If you have pain, there is most likely a cause and a cure. Bicycling can be a pain-free activity. Utilize your local qualified professional to help create a comfortable ride. Questions regarding this article may be addressed to myself, Erik Moen PT, CSCS at (425) 775-0642 or email pt479@juno.com. Enjoy your summer!

The Great Millennium Peace Ride is coming to Washington State

On August 6th, Hiroshima Memorial Day, the Great Millennium Peace Ride (GMRP) will leave from Seattle and go south through Portland and San Francisco, making an extended journey to South America then over the Atlantic into Africa, Europe, Asia and Far East. Having made the distance over 26,000 km, the Peace Ride will end in Hiroshima on the New Year's Eve of 2000.

The UNESCO supported GMRP will be Seattle first Millennium event. The core group is four Lithuanians, four Germans (including two Turkish), six Ghanians, two Mexicans, and hopefully two Croatians. Part of the opening ceremony will be the signing of a Peace Banner being carried by the Lithuanian team. The will be carrying the banner around the world collecting signatures and eventually take back home. People from different nations and cultures are invited to participate in the ride for whatever time or distance they can. The ride also aims at encouraging people to cycle for environmental purposes, cooperation and dialogue.

These bicycle riders may look like many other people who ride bicycles. The difference being that this group of people will be travelling around the world as an international community with a specific intention of:

- promoting bicycling as a alternative, environmentally friendly and sustainable source

of transportation, and means of communication as a tool of democracy,

- spreading knowledge of world problems, increasing international co-operation, and further understanding between people and cultures,

- celebrating a new millennium with the vision of a peaceful future within a just and sustainable society.

The Great Millennium Peace Ride is an open grassroots event inviting people all over the world to become active participants of this peace mission. There will be a large emphasis on the international community and its functioning as a peaceful cohesive group.

The Peace Ride is a self-financed event. There are helping hands all around the globe that have been working to promote GMRP in their country. Naturally due to various difficulties and hardships, participants from some countries are not able to raise the necessary funds and are still quite committed to this endeavour. There are ways that you can help: 1) sponsor riders in under-developed countries with your tax deductible donations, 2) offer contacts or services that might be of help for GMRP, 3) contact your local media to arrange coverage GMRP, 4) take the initiative to do other kinds of publicity for GMRP

Letter to the editor

TO: Editor

Bicycle Paper
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TELL TEXACO: "We don't want your pipeline!"

Outdoor recreation, including biking, is a very important part of the quality of life in the Pacific Northwest. TEXACO (which operates the Olympic Pipeline Company) has proposed a new \$105 million, 227-mile petroleum Cross Cascades Pipeline that threatens biking trails and recreation facilities. YOU can help stop this pipeline!

The proposed pipeline would run north of Seattle, through King County, over Snoqualmie pass to Kittitas, over the Columbia River and ending at Pasco, WA.

The pipeline route would be dug along the Cedar Falls Trail, the John Wayne

Trail/Iron State Park for 40 miles. It would cross Twin Falls State Park. These trails would experience major impacts from pipeline construction and future pipeline leaks and ruptures.

The proposed project would deliver gasoline and other fuel to eastern Washington which already has some of the cheapest gasoline prices in the state. It would allow



Ride for a Reason Reaches for the \$1 Million Mark

BY TARYN GERHARDT

Ride for a reason, an annual ride that raises funds for several non-profit agencies that provide AIDS education and services to people in Washington and Oregon, will kick off August 13 from Olympia, Washington.

The week of Aug. 13 through 16, about 500 riders will participate in the second annual Ride for a reason, a four day, 225-mile bicycle tour that starts in Olympia and ends in Portland, Oregon (via Raymond, WA, Astoria, OR and St. Helen's, OR).

Last year, about 500 riders participated in the ride that went from Vancouver, B.C. to Seattle. A total of \$969,000 was raised last year and ride organizers hope to raise \$1 million this year, according to Ride for a Reason executive director Martha Dorn.

To raise money, each rider must raise \$1,500 to participate in the ride. The most common way to fund-raise is through letter-writing campaigns, Dorn said. Other activities such as holding a party, concert or garage sale are also common.

Like many people that do the ride, Jim and Regina Brown, of Olympia, say this ride is especially close to their heart. In August of 1995, Regina's older brother, Curt Taylor, died of AIDS at the age of 26. He spent his final days in a hospice for people with AIDS in Portland. The Browns did the ride last year

on their tandem. In one month, Regina and Jim raised \$4,000.

Regina says they do the ride for several reasons: it serves as a fitting tribute to her brother; to promote AIDS awareness; because they truly believe in supporting the cause; and it's an opportunity to be the minority in a culture that they wouldn't normally be a part of.

"All human beings deserve to have their quality of life preserved at any stage in their health and the dignity that comes with that," she said.

Regina says when they did the ride last year, they weren't sure what to expect. Many people that do the ride have lost someone to the disease, so she wasn't sure whether the mood would be somber.

She said they were also inspired by other riders. Most riders were not avid cyclists and some were not in good physical condition.

"It was one of the most pleasant surprises how joyful the ride could be," she said. "Riding along people who have HIV/AIDS and the fact that they were willing to share that with us is an incredible experience. For someone to let you in on their experience was very selfless."

Dorn and Brown say the ride is particularly important because even though more people are living longer with AIDS, there still isn't a cure. The need for critical care, food,



Jim and Regina Brown at the 1997 Ride for a Reason Start Line.

housing and education is essential.

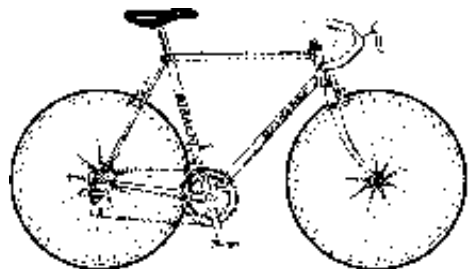
Members of the Olympia Downtown Association and some Olympia service clubs are working with ride organizers to help make the event run smoothly and welcome the riders into town. Some businesses are extending their hours on August 12 and are offering discounts on food and lodging to the riders, says Chris Gowdy, co-owner of the toy store Wind Up Here. Gowdy participated in the ride last year.

"We are trying to make people participating in the ride feel as welcome as possible. It's pretty amazing to see that many people on their bikes and it's pretty inspiring given the purpose of the ride," she said.

Many volunteers are needed to help with

the ride. Ride officials are organizing a send-off from the Capitol steps at 8 a.m., Thursday August 13, and would like people to come out and support the riders. Also, volunteers are needed for a variety of duties including helping to direct traffic, assist riders and helping at the rest stops. Call 1-888-89-BIKES to help.

Ride for a reason, kicks off Thursday, August 13 at 8:30 a.m. from the Capitol Rotunda in Olympia. Volunteers are needed for a variety of duties; call 1-888-89-BIKES.



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"Antique Bikes" from page 1

Owner Norm Gerlich, nationally-known for his restoration work, was to be my guide on the tour. After leaving some instructions to a mechanic working on a 75-year-old Indian in the shop, we began our journey through time. We started with a 1898 Columbia "chainless," a cycle about the size of a mountain bike. "How does this work?" I wondered.

"It's shaft-driven," Gerlich answered. "Columbia, Pierce and others made these for two or three years," he continued, "but there was a design fault - no brakes."

"No brakes?" I echoed.

"No brakes," Gerlich reiterated.

"How can you ride something like this?" I pointed towards what appeared to be a small motorized wheel attached to an average-sized bicycle.

"Oh, this works," my soft-spoken guide assured me, "This is a Smith Motor Wheel, and an Elmore cycle." He got on the contraption and explained that one started out pedaling, and worked levers to compression-start the little engine. Some sort of hinge ensured that the wheel wouldn't leave the road when leaning. "In order to stop, you had to shut off the gas first," Gerlich said as I raised an eyebrow. "This would get you around at about 15 miles an hour, and was very popular in the 'teens," he asserted.

I noticed that most of the older bikes had box-like headlights. "Gas-fueled?" I guessed. "Carbide," Gerlich corrected, "and kerosene before the turn of the century." I imagined tearing down a country road late at night, trying to see by a kerosene lamp. You would hope there was a full moon and a clear sky, I told myself.

As we examined a pristine pair of red-and-black 1950 Schwinn Phantoms, the mechanic/curator pointed out the difference between the two. "The one on the left is mine, all original except for the seat," he said, "and the other one is on consignment, with some after-market parts."

"You can buy parts for these?" I marveled. "Oh, yeah. Fenders, decals..there's a whole hobbyist market," Gerlich explained. "We don't really 'restore' these, though. We go through them mechanically, but you really should leave the paint and everything alone."

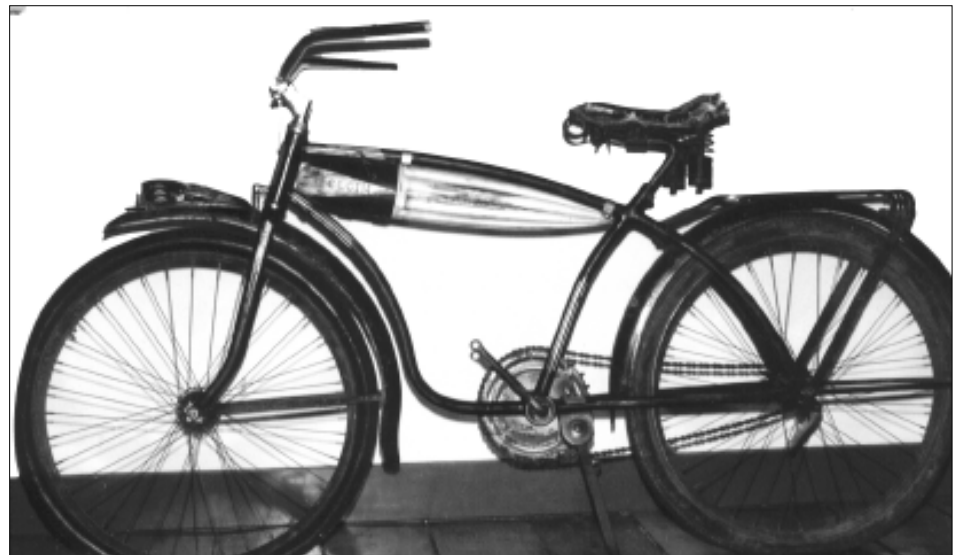
"So yours is worth more?" I guessed.

"Yes, about \$2,500; the consignment will go for about \$2,000."

My eyes locked on to a deep-red Indian bicycle modeled after the famous motorcycle of the same name. "That's a one-year-only model," he pointed out, "1936 - right in the middle of the Depression. Indian Motorcycles made a deal with a German company to make these and export them back to the

Antique Bike Show August 9

To check out more fabulous antique bikes, attend the Puget Sound Vintage Cycle enthusiasts' 10th anniversary Concourse d'Elegance on Sunday, August 9 at 11 a.m. The address is 1427 Olympic View Drive in Edmonds, Washington. Call Ron at (206) 364-0922 for more information on this picnic and bike display, specializing in vintage racing and balloon tire bikes. Bring some food and be ready to place your vote for the people's choice award.



States in exchange for exclusive distribution in Europe," Gerlich continued, "but by 1937 Hitler had gotten to be such a public-relations embarrassment that they quit." He added, "This one is very pricey - \$5,000 to \$8,000, somewhere in there."

We breezed through some of the other highlights of the collection - an impressive Monarch SuperCruiser, a blue '53 Huffly Radiobike (with an AM radio built into the frame) a 1916 Columbia ("for quite a while, Columbia was the largest bike manufacturer,") and an Elgin Blackhawk ("Depression-era, sold in Montgomery Wards"), until I directed Gerlich towards two bikes, separated from the rest and prominently displayed.

"Here's a 'high-wheeler' or 'ordinary'," he said, referring to the much taller of the pair. This thing looked like an immense unicycle with a little wheel behind it. A seat was perched on top of the shoulder-high wheel, uncomfortably close to a straight rod of a handlebar, with stirrup-like grips on either end. "How did you get on and off of it, with a ladder?" I asked.

"Well, you had to come to a stop next to a wall or a post," Gerlich answered, obviously used to the question. "You had a friend

help you on, or," pointed to a small peg mounted down the frame a bit, "you could mount like you would a galloping horse."

This looked risky as hell, I thought, a job for a trained acrobat. Reading my mind, he went on, "This was dangerous...the balance was so precarious, people got hurt when they hit a rock or hit the brakes, then their thighs hit the handlebar and over their heads they went...you couldn't bail out to the side," he added.

"That's why they called this 1898 Victor a 'safety'," Gerlich continued, as we inspected the more conventional bike next door. "This is chain-driven, has a kerosene headlight, and...front brakes." (Ah, a sissy bike, I noted) "These two were manufactured at the same time, but the Victor was expensive, a Cadillac of its era," he added. Just imagine paying extra for a bike that was a lot less likely to kill you - that must have been a heck of a sales pitch, I concluded.

Editor's Note: The photographs printed here are courtesy of Antique Cycle Northwest, located at 5601 University Way N.E. in Seattle, above the R+E Cycleplex. They can be reached by phone at (206) 522-8010.



LAWYER FOR BICYCLE INJURIES



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"Whistler" from page 1

"It's the best riding on the west coast. North Vancouver and Whistler are known for it. Many of the [Whistler] trails are hand-built — we take it for granted," Radke said.

Radke is the tour coordinator for Whistler Backroads Mountain Bike Adventures Limited, a mountain bike tour company and retail store that has been in business for more than 20 years. Part of the reason the trails are so good is because several mountain bikers and an active mountain bike association in the area have taken the time to hand build some of the trails, he said.

While the Whistler Blackcomb area is one of North America's top places to ski, that same terrain makes for great mountain biking. Snow Country magazine ranked Whistler Resort the best ski resort in North America out of 392 resorts for six consecutive years. It was also unanimously chosen as the top ski destination last year by two other top U.S. ski magazines that annually rank resorts.

If you take the two hour drive (73 miles/117 km) north from Vancouver, you'll find some of the most scenic and varied places to mountain bike in North America. While Whistler village is made up of the resort, modern chalets and premium shopping, the trails beckon you as soon as you open the door.

Nestled next to Garibaldi Provincial Park, Whistler is a ski village made up of two mountains, Whistler Mountain and Blackcomb Mountain. The ski resort is made up of more than 7,000 acres of terrain, but the surrounding areas offer countless more acres to explore.

Walled in by glaciers, craggy peaks, green hills and crystal-blue lakes, mountain biking at Whistler can keep your heart thumping and your soul refreshed with its alpine beauty.

"It's all right there. Everything is so accessible," Backgrounds guide Melissa McKay said. She said you can find anything from the most basic trails to technical single track

that even scares some of the guides.

You can buy a topographic map of the trails from one of the 20 or so outdoor stores in the area and ride away, or you can hire a guide to show you some of the best trails. Many of the stores also rent soft-tail and hard-tail mountain bikes.

Two companies that offer customized guided tours are Whistler Backroads (604) 932-3111 and Whistler Outdoor Experience Company Ltd. (604) 932-3389.

Many people also ride the ski lifts up and mountain bike down. However, you must have a guide to ride on the ski hills. Descent tours leave from Blackcomb Daylodge five times daily. Prices range from \$35 to \$65 per person. Call Whistler Summer Adventures (604) 932-8484. Also, Whistler's mountain bike park is scheduled to open next summer.

In addition to great riding, several world-class mountain bike events are held there this year, including the Canada Cup Mountain Bike Race, August 20-23, and the Canada Cup Finale Aug. 21-23. The finale is the largest mountain biking event in British Columbia, with downhill races and dual slalom finals. The Whistler International Classic Mountain Bike Festival was held there July 22-26. ⚙



Whistler's territory provides opportunities for some of the Pacific Northwest's best mountain biking. PHOTO BY NOEL ZANCHETTI

Hitting the Trails

Whistler's cross-country ski trails turn into hiking and biking trails in the summer. For a basic start, just follow the signs out of the village to Lost Lake Park (a 10 minute walk) and hop on the Lost Lake Trail Loop.

The basic loop is about (2.5 miles/4 km), but has several double track and slightly technical trails shooting off it. It also connects with other trails including the Valley Trail and Green Lake Loop Trail. Mountain bike guide Melissa McKay recommends this trail for beginners and people who don't know the area.

The Cheakamus Lake Trail is one the more popular out-and-back routes as it winds through a mature, coastal cedar forest following the frigid waters of the Cheakamus

River and ends at Cheakamus Lake. If you drive on the gravel road to the trailhead, it's about (1.5 miles/2.5 km) to the Lake, but the single track and hikers make it a slightly challenging route.

To extend the ride, you can ride in from the Function Junction, about a five-minute drive south of Whistler, and hit the gravel road or one of the several trails leading to the Cheakamus Lake Trailhead. Also, from Function Junction, Ridge Trail takes you to Logger's Lake and Riverside Trail abuts the Cheakamus River and you can cut to Logger's Lake.

For highly technical riding north of the village, try the Shit Happens, Big Kahuna, Kill Me Thrill Me, and Cut Yer Bars trails. Cut Yer Bars is one of the hand-built trails. ⚙



Our adventurous writer exploring the Northern Territory. PHOTO BY MARK ROBERTSON

Getting to Whistler

By car from Vancouver, follow the Sea to Sky Highway (99 North) two hours north of Vancouver until you reach Whistler Village.

By bus from Vancouver, Maverick Coach Lines has six departures daily during the summer (604)-662-8051. To get

from the airport to the Maverick Depot, take the Charter Bus Line (604) 946-8866 to the bus depot at Main St. and Terminal Ave. at the Canadian National Train Station.

Lodging: Once you get there, spend a few days exploring the trails. Whistler has nu-

merous lodging possibilities.

- Whistler Chalets and Accommodations - (604) -938-6699 (Hotel rooms to condo and vacation home rentals)

- Whistler Blackcomb Resorts - (604) 905-6699 ⚙

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All events are listed chronologically within their respective sections: **Events** (clinics, expositions, lectures, etc), **Offroad** (competition and rides featuring single-track and other off-road riding), **Rides & Tours** (often 15 to 200 mile rides on roads for any type of bicycle), **Series Races** (competition repeated on three or more weekends), **Single Races** (bicycle competition), and **Track Races** (competition in the velodrome).

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 the same way.

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Athlons

Aug 22: GARDEN CITY TRIATHLON. Missoula, MT. Todd Struckman @ 406-728-8847.

Oct 24: Helligate Duathlon. Missoula, MT. Jeff Crouch @ 406-542-5050.

Events

Aug 6: Mountain Bike Boot Camp. 5:30-9pm. Subjects: trailside tool kit, maintenance and etiquette. Drills on balance, riding positions, gears, brakes, lines, corners, climbing, descending & obstacles. Limited space. \$20/\$10 non-members/members. Hotline: 425-827-4493, <http://www.dirtnw.com/bbct>, Lfrancies@aol.com Leonard Francies, Backcountry Bicycle Trails Club, 425-822-4055 or 425-889-3212.

Aug 7-8: Providence Bridge Pedal Expo. Portland, OR. Cycling, Running & Walking Expo event at Portland Memorial Coliseum. Contact Dave Shaw of Northwest Classics at (206) 954-7526 or e-mail dshaw@accessone.com.

Aug 17: Mountain Biking in Washington. Gregg's Greenlake Cycle, WA. 7-9pm. Seminar featuring local author and mountain biker John Zilly. Includes a slide show and ideas and information on the best mountain biking in the state. Space is limited to first 20. FREE. (206) 523-1822.

Aug 29: Schwinn Picnic. Woodland Park, WA. 11am, stove #5. Bring your lunch and ride around Greenlake. Event and parking is free. Call (206) 784-9013 for more information.

Sep 10-13: 1998 Pacific Region Summit. Tahuya State Forest, Belfair, WA. Weekend event focuses on keeping trails in balance in a multi-use area. Guest speakers, guided rides and Poker Run. For more information: <http://members.aol.com/STMCclub/stmclub.html>.

Oct 3-4: Issaquah Salmon Days Festival. Issaquah, WA. Family-oriented festival with sporting events, a grande parade, over 400 arts and food booths, live entertainment & children's activities. Karina Rostek, Salmon Days, 155 NW Gilman Blvd., Issaquah, WA, 98027. 206-270-2532.

Offroad

Aug 1-2: 49 Degrees North. Chewelah, WA. A cute ski town, located in the beautiful forest of the northwest. Part of Wild Rockies Mountain Bike Series. Email rogo@micron.net or www.wildrockies.com Ron Dillon, Wild Rockies Mountain Bike Series, P.O. Box 7075, Boise, ID, 83707. 208-342-3910 or 208-368-9626.

Aug 1: Snowking Challenge. Jackson, WY. A picturesque classic held in the shadow of the Tetons Features big climbs and beautiful singletrack. Part of Wild Rockies Mountain Bike Series. Email rogo@micron.net or www.wildrockies.com Ron Dillon, Wild Rockies Mountain Bike Series, P.O. Box 7075, Boise, ID, 83707. 208-342-3910 or 208-368-9626.

Aug 1-2: Kokanee 12 Hrs. of Adrenaline. Whistler/Blackcomb, B.C.. Offers both novice and expert mountain bikers a fun weekend with a festival atmosphere. Mark Alexander, Trillife Sports International, 905-944-9436 or (fax) 905-944-9434.

Aug 2: Ti Cycles Capitol Crunch. Capitol Forest, Middle Waddell Campground. The only mountain bike race held at Capitol Forest this year. Call (253) 858-8040 for info.

Aug 8: Whiteknob Challenge. Mackay, ID. An easy, scenic long climb up the mountain past old mines leads to a long, spectacular descent right into Mackay. Part of Wild Rockies Mountain Bike Series. Email rogo@micron.net or www.wildrockies.com Ron Dillon, Wild Rockies Mountain Bike Series, P.O. Box 7075, Boise, ID, 83707. 208-342-3910 or 208-368-9626.

Aug 8-9: 1998 Bash at the Pass. Willamette Pass, OR. 7th Annual Oakridge Fat Tire Festival. Downhill, Dual Slalom, Observed Trials, Mountain Bike Dirt Criterium, Cross-Country Race. Call or e-mail David Beede at (541) 349-9270 and dbeede@gladstone.uoregon.edu.

Aug 9: Butte Mountain Bike Race. Butte, MT. James Rose @ 406-782-8458.

Aug 9: Highlight Challenge (PORC #3). Bozeman, MT. Andy Gerlach @ 406-585-2660.

Aug 14-16: Schweitzer Dirt & Rock Tour. Schweitzer Mt. Resort, Sandpoint, ID. Downhill, new "dual," Cross Country, Kids Race, Downtown Fat Tire Crit. \$15-\$30. WIM & AMBC series points. E-mail cisco@roundandround.com or www.roundandround.com Round & Round Productions, 2704 S. Stone, Spokane, WA, 99223. 509-535-4757 or (fax) 509-533-9354.

Aug 15-16: Targhee Blast. Alta, WY. The Tetons are great and Yellowstone Park is just over the hill. Part of Wild Rockies Mountain Bike Series. Email rogo@micron.net or www.wildrockies.com Ron Dillon, Wild Rockies Mountain Bike Series, P.O. Box 7075, Boise, ID, 83707. 208-342-3910 or 208-368-9626.

Aug 15: Medicine Butte XC Race. Evanston, WY. A classic stage race. Part of Wild Rockies Mountain Bike Series. Email rogo@micron.net or www.wildrockies.com Ron Dillon, Wild Rockies Mountain Bike Series, P.O. Box 7075, Boise, ID, 83707. 208-342-3910 or 208-368-9626.

Aug 15-16: Lone Peak Revenge. Big Sky, MT. Andrey Schriener @ 406-995-2939.

Aug 16: The Hop Cup. Bonney Lake, WA. All day event at the brewery with heat style X-Country racing. www.dirtnw.com. Doug Cartwright, Kelley Creek Brewing Co., 20123 Old Buckley Highway, Bonney Lake, WA, 98390. 253-862-5969.

Aug 16: KONA Hell of the NW. Lake Padden Recreation Area, Bellingham, WA. Mark Peterson, Kulshan Cycles, 360-738-0679.

Aug 21-23: The Second Umpqua River Mountain Bike Tour. Sag support, fully-catered meals, great scenery. Russ & Renee Rickert, Siskiyou Wheelmen, 164 Alameda Drive, Ashland, OR, 97520. 503-482-8704.

Aug 21-23: Canada Cup Final. Whistler Mountain, Whistler, B.C.. Cross-country, downhill, dual slalom, kids races. www.pro-competition.com E-mail: procomp@pacificcoast.com Claire Bonin, 250-656-7995.

Aug 21: WMG Mountain Bike. Yamhill, OR. Candi Murray, 503-667-6220.

Aug 22-23: Red Lodge Fat Tire Frenzy. Redlodge, MT. One of Montana's biggest and most established mountain bike weekends. Part of Wild Rockies Mountain Bike Series. Email rogo@micron.net or www.wildrockies.com Ron Dillon, Wild Rockies Mountain Bike Series, P.O. Box 7075, Boise, ID, 83707. 208-342-3910 or 208-368-9626.

Aug 22-23: Cougar Mt. Fat Tire Festival. Cougar Mt., OR. Downhill, Dual Slalom, Criterium and Cross Country races. E-mail: oregontrailstours@pacwest.net. Randy Dreiling, oregontrailstours@pacwest.net, 541-984-1433.

Aug 29-30: Big Mountain Gear Grinder. Whitefish, MT. Excellent trails on the Big Mountain Ski Resort. Located in sight from Glacier National Park. Part of Wild Rockies Mountain Bike Series. Email rogo@micron.net or www.wildrockies.com Ron Dillon, Wild Rockies Mountain Bike Series, P.O. Box 7075, Boise, ID, 83707. 208-342-3910 or 208-368-9626.

Aug 29-30: Frog Tassle Whip. Chewelah, WA. Downhill, Cross Country, Kids Races. \$20-\$30. WIM Series Points. E-mail: cisco@roundandround.com or www.roundandround.com Round & Round Productions, 2704 S. Stone, Spokane, WA, 99223. 509-535-4757 or (fax) 509-533-9354.

Aug 29: Northwest Mt. Bike Series. Cle Elum, WA.

Sep 5-6: Kokanee 24 Hrs. of Adrenaline. Vernon, B.C.. Offers both novice and expert mountain bikers a fun weekend with a festival atmosphere. Mark Alexander, Trillife Sports International, 905-944-9436 or (fax) 905-944-9434.

Sep 6-20: 3rd Annual Kettle Valley Trail Ride. Nelson to Hope, 3, 6, 9, 12 or 15 day stages. 700km through interior of British Columbia. Spectacular scenery. Email robbinm@great-explorations.com Robbin McKinney, R.E.M. Event Management, (604) 878-8800 (info) or 604-730-1247.

Sep 12-13: Ride the Runt (WIM Series Final). Lookout Pass, ID/MT. Downhill, Cross Country, Kids Races. \$20-\$30. WIM Series Points. E-mail: cisco@roundandround.com or www.roundandround.com Round & Round Productions, 2704 S. Stone, Spokane, WA, 99223. 509-535-4757 or (fax) 509-533-9354.

Sep 18-20: Oregon State Championship. Mt. Hood Skibowl, OR. DH, DS, XC & obs trials. After April 15: Fax (503) 272-0240; Website: www.skibowl.com for registration form. Petr Kakes, P.O. Box 320, Government Camp, OR, 97028. 503-272-0146 or (fax) 503-272-0146.

Sep 19: Lava Rama. Lava Hot Springs, ID. Race your heart out and then relax in the natural hot springs pools. Part of Wild Rockies Mountain Bike Series. Email rogo@micron.net or www.wildrockies.com Ron Dillon, Wild Rockies Mountain Bike Series, P.O. Box 7075, Boise, ID, 83707. 208-342-3910 or 208-368-9626.

Sep 20: 5th Annual Bay Area Fun Festival MTB Race. Coos Bay, OR. 18 miles of singletrack fantasy. Thousands of dollars in prizes. Call Moe's Bike Shop at (541) 756-7536 for details. Don't miss out!



PHOTO BY ECLIPSE PHOTOGRAPHY.

Oct 2-4: AMBC Western Finals. Mt. Hood Skibowl, OR. DH, DS, XC & obs trials. After April 15: Fax (503) 272-0240; Website: www.skibowl.com for registration form. Petr Kakes, P.O. Box 320, Government Camp, OR, 97028. 503-272-0146 or (fax) 503-272-0146.

Oct 2-4: Methow Valley Mountain Bike Festival. Winthrop, WA. Fun family event! Downhill & cross-country races, bike rodeo, circuit race, salmon dinner, guided rides, catered lunch rides. E-mail: mvsta@methow.com Celeste Johnston, Methow Valley Sport Trails Association, P.O. Box 147, Winthrop, WA, 98862-0147. 509-996-3287 or (fax) 509-996-3282.

Oct 2-4: Winthrop Mt. Bike Festival. Winthrop, WA. Downhill, Cross Country, Kids Race, Fat Tire Circuit Race, Kids Rodeo, Adventure Rides. Cost varies. WIM & AMBC series points. E-mail: cisco@roundandround.com or www.roundandround.com Round & Round Productions, 2704 S. Stone, Spokane, WA, 99223. 509-535-4757 or (fax) 509-533-9354.

Oct 3-4: Wild Rockies Race of Champions. Sun Valley, ID. The top five, in each of the three regions, will be invited to compete against each other at the first grass-roots, invitational for the Wild Rockies Mountain Bike Series. Part of Wild Rockies Mountain Bike Series. Email rogo@micron.net or www.wildrockies.com Ron Dillon, Wild Rockies Mountain Bike Series, P.O. Box 7075, Boise, ID, 83707. 208-342-3910 or 208-368-9626.

Oct 10-11: Bend's Big Fat Tour. Bend, OR. Tours for all abilities - when mountain biking is best in Bend. Sally Russell, 442 NW State St., Bend, OR, 97701. 541-389-3295 or (fax) 541-389-7372.

Oct 11: Cyclocross #1. Boise, ID. USCF event. Mike Cooley, Boise Cycling Club, 208-343-3782.

Oct 25: Cyclocross #2. Boise, ID. USCF event. Mike Cooley, Boise Cycling Club, 208-343-3782.



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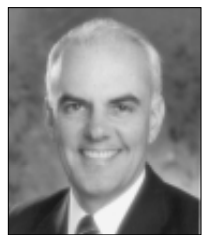
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Rides & Tours

Aug 2-8: SPUDS 4 - Cycling Around Idaho. Idaho. Route goes from Boise to Driggs via the Sawtooth Mountains, central lava fields and Teton Valley. Fully supported including meals and camping. \$350. E-mail: spuds@cyclevents.com or www.spuds.cyclevents.com Tom Sheehan, spuds@cyclevents.com.

Aug 2-8: Oregon - Oregon Coast. Oregon Coast. Scenic Cycling Adventures, 1324 NW Vicksburg, Bend, OR, 97701. (fax) 541-330-6118.

Aug 2-8: Washington - Puget Sound & Victoria, B.C., Victoria, BC. Scenic Cycling Adventures, 1324 NW Vicksburg, Bend, OR, 97701. (fax) 541-330-6118.

Aug 2-7: Tour de Lane Challenge. Eugene, OR. Fully supported, Lan County's best cycling roads. No traffic. Limit 150 accomplished riders. \$457. Deadline 7/18. www.pathfinders.com Paul Kemp, Pathfinders Bicycle Tours, P.O. Box 210, Oakridge, OR, 97463. 800-778-4838 or 541-782-4838.

Aug 2: Snoqualmie Tour de Peaks. Railroad Park, Snoqualmie, WA. Annual Gourmet Food Bike Ride through the spectacular Snoqualmie Valley. 62 miles, 35 miles and an 8 mile family loop. \$15 individual, \$30 family (day of event \$18/\$35). Registration 7am - 1pm. (425) 888-0021 for registration and information.

Aug 8: Old Freeze-Out Hill Climb. Boise, ID. Mike Cooley, Boise Cycling Club, 208-343-3782.

Aug 9-15: Oregon - Oregon Coast - Cascade Loop. Oregon Coast. Scenic Cycling Adventures, 1324 NW Vicksburg, Bend, OR, 97701. (fax) 541-330-6118.

Aug 9-15: The Oregon Bicycle Ride. Oregon. Frenchglen to Cascade Locks. 7 days, 475 miles. \$475. Includes lodging, most meals, road support, gear transport, Sternwheeler ride. E-mail: info@scenic-cycling.com or www.scenic-cycling.com Sandy Green, Scenic Cycling Adventures, 1324 NW Vicksburg, Bend, OR, 97701. 541-385-5257 or (fax) 541-330-6118.

Aug 9: Bogus Basin Hill Climb. Boise, ID. Mike Cooley, Boise Cycling Club, 208-343-3782.

Aug 9-13: Crater Lake Deluxe. Eugene, OR. Mostly untraveled paved roads. Crater Lake National Park & Aufderheide National Scenic Byway. No traffic. Limit 14 accomplished riders. \$457. Deadline 7/18. www.pathfinders.com Paul Kemp, Pathfinders Bicycle Tours, P.O. Box 210, Oakridge, OR, 97463. 800-778-4838 or 541-782-4838.

Aug 9-22: Malawi: Southern Circuit. Lilongwe, Malawi. International Bicycle Fund, 4887 Columbia Dr. S., Seattle, WA, 98108-1919. 206-797-0848.

Aug 10-14: Washington - Island Sampler. Washington. Includes the San Juans. \$769. E-mail: info@scenic-cycling.com or www.scenic-cycling.com. Scenic Cycling Adventures, 1324 NW Vicksburg, Bend, OR, 97701. (fax) 541-330-6118.

Aug 13-16: Ride for a Reason. Olympia, WA. 225 miles in four days. Olympia to Portland. Benefits HIV/AIDS services and education in Washington & Oregon. To register, or for more information, call 206-322-BIKE or toll free 888-89-BIKES.

Aug 14-15: Ride from Seattle to Vancouver, B.C. and Party (RSVP). Seattle, WA. 200 miles, supported. \$50. Limited to 900. Party at Vancouver finish line. Jan Paige, Cascade Bicycle Club, P.O. Box 312999, Seattle, WA, 98103. 206-522-BIKE.

Aug 15: The Rim to Roseburg. Crater Lake, OR. 100 miles. First 50 downhill, second 50 flat. \$10 per car to get in park (\$15 day off). Big lunch in Roseburg after ride. Mitch, Cycles LaMoure Races, 613 S.E. Jackson, Roseburg, OR, 97470. 541-957-1020.

Aug 15: Pedal the Pinchot. Gifford Pinchot National Forest. Begins and ends in Cougar, WA. 25, 50, 114 and mountain bike route options. \$30 pre-registration, \$40 day off. T-shirt, food & drink support and pasta dinner. Funds GPNF projects. 360-891-5151.

Aug 15: Torture 10,000 Century. Portland, OR. 7-9 am start. 100 mile with 10,000 feet of climbing, 65 mile with 6,000 feet of climbing or 32 mile flat route. Scenic, low-traffic backroads, food stops, support, map, marked course and souvenir. \$15 before 8/1, \$20 after. T-shirts (\$15) & sweatshirts (\$20) before 8/1. Portland Wheelman Touring Club: www.bikeride.com/torture10000/, e-mail: leawarren@juno.com. (503) 408-0667 (before 9 pm).

Aug 16-22: WYCYC NINE - Wyoming Cycling Celebration. Yellowstone. WYCYC NINE traverses the states northern tier, from Yellowstone to the Devils Tower, crossing the Bighorns on notorious Hwy 14A. Full support, meals and camping each night. \$350. E-mail: wycyc@cyclevents.com or wycyc.cyclevents.com Tom Sheehan, wycyc@cyclevents.com.

Aug 16: Covered Bridge Bicycle Tour. Linn County, OR. 100-mile, 100 km, 55 km & 12 km tour through scenic Willamette Valley. Starts & ends at Timber Lynn Park in Albany and meanders through several beautiful covered bridges. E-mail: jmorris@proxio.com. Covered Bridge Bicycle Tour, MVBC, P.O. Box 1283, Corvallis, OR 97339-1283. John Morris @ (541) 758-8135.

Aug 19-22: Washington - San Juan Islands. Washington. 4 days. \$619. E-mail: info@scenic-cycling.com or www.scenic-cycling.com. Scenic Cycling Adventures, 1324 NW Vicksburg, Bend, OR, 97701. (fax) 541-330-6118.

Aug 22-Sep 4: Malawi: Northern Circuit. Lilongwe, Malawi. International Bicycle Fund, 4887 Columbia Dr. S., Seattle, WA, 98108-1919. 206-797-0848.

Aug 22-24: Courage Classic. Snoqualmie, WA. 3-day, 172-mile, 3-pass adventure through Cle Elum, Leavenworth and Skykomish. Fundraising event for Mary Bridge Children's Hospital. Fully supported, meals. Tim Kneeland & Associates, Inc., 200 Lake Washington Blvd., Ste. 101, Seattle, WA, 98122-6540. 800-39CYCLE or www.kneeland.com.

Aug 23-27: Washington Coast. Port Angeles, WA. Port Angeles, WA to Astoria, OR. \$649. E-mail info@scenic-cycling.com or www.scenic-cycling.com. Scenic Cycling Adventures, 1324 NW Vicksburg, Bend, OR, 97701. (fax) 541-330-6118.

Aug 23-27: Peddle the Pacific. Washington. Washington Coast - Canadav to Astoria, OR. \$699. E-mail: info@scenic-cycling.com or www.scenic-cycling.com. Scenic Cycling Adventures, 1324 NW Vicksburg, Bend, OR, 97701. (fax) 541-330-6118.

Aug 23-27: Crater Lake Deluxe. Eugene, OR. Mostly untraveled paved roads. Crater Lake National Park & Aufderheide National Scenic Byway. No traffic. Limit 150 accomplished riders. \$457. Deadline 7/18. www.pathfinders.com Paul Kemp, Pathfinders Bicycle Tours, P.O. Box 210, Oakridge, OR, 97463. 800-778-4838 or 541-782-4838.

Aug 28-30: M.V.B.C. Crater Lake Rim Tour. Crater Lake, OR.

Aug 29-Sep 4: Oregon - Oregon Coast. Astoria, OR. Astoria, OR to Crescent City, CA. \$749. E-mail info@scenic-cycling.com or www.scenic-cycling.com. Scenic Cycling Adventures, 1324 NW Vicksburg, Bend, OR, 97701. (fax) 541-330-6118.

Aug 29-Sep 4: Peddle the Pacific. Oregon. Oregon Coast - Astoria, OR to Crescent City, CA. \$799. E-mail info@scenic-cycling.com or www.scenic-cycling.com. Scenic Cycling Adventures, 1324 NW Vicksburg, Bend, OR, 97701. (fax) 541-330-6118.

Aug 30-Sep 5: Woman Tours-Canadian Rockies. Canada. A women only road tour in the Canadian Rockies & Jasper Banff. \$1190. Includes Inn-to-Inn, van support and all meals. Gloria Smith, Woman Tours, P.O. Box 931, Driggs, ID, 83422. 208-354-8804 or 800-247-1444.

Sep 5: Tour De Kitsap - Year 5. Bremerton, WA. Free bicycle drawing for preregistered riders. All new courses. Start at Bremerton Boardwalk beside Ferry Terminal. Contact: Ted Dupee, 1154 Bertha Ave NW, Bremerton, WA, 98312. (360) 479-1265. dupee@budsters.com.

Sep 5: Tour de Kitsap. Bremerton, WA. 9am-4pm. Start/finish: Bremerton Boardwalk, next to ferry terminal. 30 & 50 miles. \$15 adults, \$25 tandems, \$10 under 18. Food, drinks, map, sag, entertainment. Bike drawing for riders registrants prior to 8/22 and helmet light to first 250. Contact West Sound Cycling Club: (360) 698-3876 or dupeeted@bigplanet.com.

Sep 6-14: Woman Tours-Canadian Rockies. Canada. A women only road tour in the Canadian Rockies covering five National Parks and 507 miles. \$1480. Includes Inn-to-Inn, van support and all meals. Gloria Smith, Woman Tours, P.O. Box 931, Driggs, ID, 83422. 208-354-8804 or 800-247-1444.

Sep 6-10: Crater Lake Deluxe. Eugene, OR. Mostly untraveled paved roads. Crater Lake National Park & Aufderheide National Scenic Byway. No traffic. Limit 150 accomplished riders. \$457. Deadline 7/18. www.pathfinders.com Paul Kemp, Pathfinders Bicycle Tours, P.O. Box 210, Oakridge, OR, 97463. 800-778-4838 or 541-782-4838.

Sep 6-12: Wheeling Washington 98. Seattle, WA to San Juans to Victoria B.C. to Long Beach, WA. Enjoy a 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 as you travel where forest meets ocean. Tim Kneeland & Associates, Inc., 200 Lake Washington Blvd., Ste. 101, Seattle, WA, 98122-6540. 800-433-0528 or 206-322-4102 or www.kneeland.com.

Sep 12-14: Trek Tri-Island I. Seattle, WA. 135 amazing miles from Seattle, WA to Victoria, B.C., through the San Juan Islands. American Lung Association of Washington at (206) 441-5100 or (800) 732-9339, www.alaw.org.

Sep 13: Spokane Bicycle Club's 19th Annual Autumn Century Ride. Spokane, WA. 25, 62 & 100 mile scenic rides. \$10-15 fee includes maps, mechanical, medical, sag support, great food & cookies. Send SASE. Email LoydPhillips@worldnet.att.net Buck Rogers, Spokane Bicycle Club, P.O. Box 62, Spokane, WA, 99210-0062. 509-325-1171.

Sep 13: Santa Fe Bicycle Trek (9th Year). Santa Fe, NM. Limit 50 riders. Fully supported. Ride all or part of the route. E-mail: chilcott@aol.com. Willard Chilcott, 885 Camino Del Este, Santa Fe, NM, 87501. 505-9821282.

Sep 13: Sunnyside Century. Mt. Bachelor, OR. 26th annual Century Ride around Century Drive & Mt. Bachelor. 50, 100 mile options. Susan Bonacker, Sunnyside Sports, 930 NW Newport Ave., Bend, OR, 97701. 541-382-8018 or (fax) 541-382-3079.

Sep 19-26: Woman Tours-Zion/Grand Canyon. Utah. A women only road tour from Zion to the Escalante and Bryce. \$1190. Includes Inn-to-Inn, van support and all meals. Gloria Smith, Woman Tours, P.O. Box 931, Driggs, ID, 83422. 208-354-8804 or 800-247-1444.

Sep 19: Poulos Pumpkin Pedal. Poulos, WA. Casual ride through North Kitsap countryside. Includes lunch if registered before 9/5. Choice of 10 or 40 mile courses. Full sag support, HAM radio operators, on-site mechanics. \$20, \$15 under 12. Cathy Thomas, Missing Link Cycles, Inc., 19424 7th Avenue, Poulos, WA, 98370. 360-697-2453 or (fax) 360-697-6404.

Sep 19-21: Trek Tri-Island II. Seattle, WA. 135 amazing miles from Seattle, WA to Victoria, B.C., through the San Juan Islands. American Lung Association of Washington at (206) 441-5100 or (800) 732-9339, www.alaw.org.

Sep 20: Chukanut Autumn Ride. Bellingham, WA. 7:30-9:30am, Alaska Ferry Terminal in Bellingham. Tour Whatcom and Skagit counties for a scenic fall ride. 32, 54, 65 or 100 miles with food stops along the way. \$16 prior to 9/10; \$20 day of ride. George Drake at (360) 734-9757 or http://www.nas.com/~bikeclub/.

Sep 21-Oct 17: West Coast International Bicycle Classic. 27 Days, 1689 miles, Victoria, B.C. to Tijuana, Mexico. Pay-to-go (\$2800) and fundraising options. 27 carefully selected destinations. Tim Kneeland & Associates, Inc., 200 Lake Washington Blvd., Ste. 101, Seattle, WA, 98122-6540. 800-433-0528 or 206-322-4102 or www.kneeland.com.

Sep 22-26: Idaho - Sawtooth Mountains/Sun Valley. Idaho. Scenic Cycling Adventures, 1324 NW Vicksburg, Bend, OR, 97701. (fax) 541-330-6118.

Sep 26: Salmon Cycle. Issaquah, WA. 25, 44 or 62 mile leisurely bike rides around the scenic Cascade foothills. Food, drink and t-shirts provided. Karina Rostek, Salmon Days, 155 NW Gilman Blvd., Issaquah, WA, 98027. 206-270-2532.

Sep 26-27: Tour des Lacs. Spokane, WA. Spokane, WA to Coeur d'Alene, ID & back. \$55 (\$25 child). Food, T-shirt, luggage transport. Bayou Brewing Co. E-mail cisco@roundandround.com or www.roundandround.com Round & Round Productions, 2704 S. Stone, Spokane, WA, 99223. 509-535-4757 or (fax) 509-533-9354.

Sep 27: Peach of a Century. Salem, OR. Fully supported ride through the foothills east of Salem, 62 or 100 miles. jamaurice@teleport.com or www.teleport.com/nonprofit/sbc/. John Henry Maurice, Salem Bicycle Club, P.O. Box 2224, Salem, OR, 97308. 503-399-9652.



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Oct 3: Manatash Metric Fall Colors Tour. Ellensburg, WA. Public Safety Bldg, 2nd and Pearl, 7:30 to 9am. 32 or 62 mile loops - flat to rolling hills along Yakima River Valley, sag and food. \$10 pre-registration and \$12 day of ride (\$15/\$17 tandem). www.ellensburg.com/~stacyr/ Ruth Ann Stacy, 509-925-4536.

Oct 4: Kitsap Color Classic. Edmonds, WA. 6th annual! Ferry to Kingston and pedal 13, 25, 36 miles. Supported. \$16, includes ferry. Visit historic waterfront communities on rural Kitsap Peninsula. Cascade Bicycle Club, P.O. Box 31299, Seattle, WA, 98103. 206-522-BIKE.

Oct 10-18: Woman Tours-Natchez Trace. A women only road tour of Natchez Trace. 458 miles. \$1290. Includes Inn-to-Inn, van support and all meals. Gloria Smith, Woman Tours, P.O. Box 931, Driggs, ID, 83422. 208-354-8804 or 800-247-1444.

Oct 26-31: Woman Tours-California Wine Country. California. A women only road tour of the California Wine Country, Napa & Sonoma Counties. \$950. Includes Inn-to-Inn, van support and all meals. Gloria Smith, Woman Tours, P.O. Box 931, Driggs, ID, 83422. 208-354-8804 or 800-247-1444.

Single Races

Aug 1-2: Ecology Center Classic SR. Missoula, MT. Three stages over two days with a \$5,000 cash purse. Contact: bikeclassic@wildrockies.org or 5 Valley Velo at P.O. Box 7492, Missoula, MT 59807. (406) 542-5050.

Aug 3: Masters PIR Series. Portland International Speedway, OR. Candi Murray, 503-667-6220.

Aug 4: PIR Series. Portland International Speedway, OR. Jeff Mitchem, 503-777-2362.

Aug 8: Crawfish Criterium. Tualatin, OR. David Oliphant, (503) 620-2853.

Aug 9: OR Dist. Crit. - Salem, OR. Mstrs. Men, Women & Tandems. Tom Hayden, (541) 754-0073.

Aug 9: WA State Crit. Championships. Olympia, WA. Fast course, same as last year's Capitol Criterium around capitol campus. All Cat's including kids' race. Contact Russ Lehman at (360)352-9833 or E-Mail at rlehman794@aol.com.

Aug 10: WMG Road Race. Gresham, OR. Candi Murray, 503-667-6220.

Aug 11: PIR Series. Portland International Speedway, OR. Jeff Mitchem, 503-777-2362.

Aug 11: WMG Time Trial. Marine Drive, OR. Candi Murray, 503-667-6220.

Aug 12: WMG Criterium. Gresham, OR. Candi Murray, 503-667-6220.

Aug 13: WMG Hillclimb. Timberline, OR. Candi Murray, 503-667-6220.

Aug 14: WMG Sprints. near Portland. Candi Murray, 503-667-6220.

Aug 15-16: TVN/McCormick Woods Omnium. Port Orchard, WA. Road Race (Sat.), Circuit Race and Time Trial (Sun.). Total points winners win Omnium. \$20/event or \$50/all three. \$5 discount for pre-registration. David Douglas, Pazzo Promotions, 4207 SW Hill St., Seattle, WA, 98116. 206-932-5921.

Aug 15: Star Chase Bike Race. Mark Lansing at 541-474-9731.

Aug 16: Mayor's Cup Criterium. Portland, OR. Ron Magnus, (503) 244-3939.

Aug 17: WMG Pursuit. near Portland. Candi Murray, 503-667-6220.

Aug 18: PIR Series. Portland International Speedway, OR. Jeff Mitchem, 503-777-2362.

Aug 18: WMG Kilo/500. near Portland. Candi Murray, 503-667-6220.

Aug 19: WMG Points Race. near Portland. Candi Murray, 503-667-6220.

Aug 22: WA State Hillclimb Time Trial Championship. Crystal Mountain, WA. 7 miles, 1500 feet elevation gain. \$18 entry fee, all USCF categories. Call Dave Bachman (253) 852-4946 or e-mail dbachman@libertycontrols.com.

Aug 23: Seattle Invitational Criterium. Seattle, WA. Men's PRO/1 invitational, men's & women's amateur races. Final stop on the Tour of America. Leslie Ota, Bob Walsh Enterprises, 2025 1st Ave. #320, Seattle, WA, 98121. 206-441-7460.

Aug 23: District Hill Climb. Timberline, OR. Chad Sperry, (541) 296-3742.

Aug 24: Masters PIR Series. Portland International Speedway, OR. Candi Murray, 503-667-6220.

Aug 25: PIR Series. Portland International Speedway, OR. Jeff Mitchem, 503-777-2362.

Aug 30: 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.

Aug 30: Hogback Road Race. Billings, MT. Jason @ 406-245-3827.

Sep 1: PIR Series. Portland International Speedway, OR. Jeff Mitchem, 503-777-2362.

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

Sep 8: PIR Series. Portland International Speedway, OR. Jeff Mitchem, 503-777-2362.

Sep 12-13: Eugene Celebration. Eugene, OR. Chris Hamilton, (503) 236-4712.

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

Oct 2-4: Methow Valley Mountain Bike Festival. Winthrop, WA. Fun family event! Downhill & cross-country races, bike rodeo, circuit race, salmon dinner, guided rides, catered lunch rides. E-mail: mvsta@methow.com Celeste Johnston, Methow Valley Sport Trails Association, P.O. Box 147, Winthrop, WA, 98862-0147. 509-996-3287 or (fax) 509-996-3282.

Oct 4: Montana Hillclimb Championships. Missoula, MT. Non USCF. Greg Siple @ 406-542-2607.

Track Races

Aug 6: Alpenrose Track Series. near Portland. Mike Murray, 503-661-5874.

Aug 13: Alpenrose Track Series. near Portland. Mike Murray, 503-661-5874.

Aug 20: Alpenrose Track Series. near Portland. Mike Murray, 503-661-5874.

Aug 27: Alpenrose Track Series. near Portland. Mike Murray, 503-661-5874.

Sep 3: Alpenrose Track Series. near Portland. Mike Murray, 503-661-5874.

Sep 10: Alpenrose Track Series. near Portland. Mike Murray, 503-661-5874.

Sep 17: Alpenrose Track Series. near Portland. Mike Murray, 503-661-5874.

Sep 24: Alpenrose Track Series. near Portland. Mike Murray, 503-661-5874.

"Redmond Derby" from page 1

Navigators professional Todd Littlehales, a Portland, Oregon native, faced down local rider Kenny Williams (Saturn of Bellevue - and recently Softride Bicycles' poster boy for their full page VeloNews ad) in the 70 minute, men's Pro/1/2 race in their first show-down since Williams won the Ballard

Criterium on June 13. As the pack thundered out of the last turn and into the final 200-meter straightaway, Littlehales' dark blue Navigators jersey stood out clearly from his position at the front of the charging pack.

Williams made a kick to come alongside on the left at the end, but was a half-wheel short at the line, finishing second to one of the fastest sprinters in the U.S. pro peloton.

"Todd in a straightaway, I didn't like that," said Williams after the race. "He beat me by a wheel - I'm pretty happy with that." If the gap between first and second is an effective tool to measure progress, Williams is gaining ground on Littlehales.

The 58th annual Redmond Derby Criterium, the longest running bicycle race in America (the first race was a one-lap jaunt around Lake Sammamish), is one of the few

Next year, Gran envisions racers coming out west to the Cascade Cycling Classic stage race (held in Bend, Ore.) and first stopping in Seattle to do this race. The plan is to expand the Redmond Derby by adding prize money to bump the race's status level to "A," which any U.S. race with a payout over \$10,000 is accorded. Since this year's Alki Criterium (which drew all the top pro teams last year) was cancelled due to lack of sponsorship, the door is open for the Redmond Derby to become a big-time national race in the next few years.

For Littlehales, who finished third at the 1997 U.S. Criterium Championships in Downers Grove, Illinois, losing to Williams — the top-ranked amateur rider in the Pacific Northwest — last month in Ballard was a less-than-pleasing experience, one that he marked up to a "tactical error." A month later at the Redmond Derby, Littlehales made sure that nobody else, especially not Williams, got away with top honors.

NutraFig's six-man team was the gorilla of the peloton, but without their top sprinter, Tony Cruz, their strategy was clear: "We



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local races which runs on a "points" format — three intermediate prime sprints were worth 7, 5, 3, 2 and 1 point for the top five placers; the final sprint was worth double points. This year's race was especially attractive for racers because it offered an \$8,000 prize list, with \$6,000 going 20 deep in the Men's Pro/1/2 field (in comparison, 1997's race offered a \$2,000 purse).

"The Redmond Chamber of Commerce went out and got local companies (Pro Sports Club, Safeco, Towne Bank, Safeway Credit Union and Redmond Medical Center) to step up to the plate," said second-year race director Mark Gran, explaining the dramatic increase in the prize list for this year's race.

"They want to make this race a big event, to attract attention to the city of Redmond and the Derby Days festival [a week long arts and music festival held the following week]." Due to its prize list, the Redmond Derby jumped in status from a U.S. category "E" to a category "B" race this year. "We wanted to grow, not from an "E" to an "A" in our first year, but to take baby steps first," explained Gran.

wanted to get our guys away — Kenny and Todd are faster than any of us," NutraFig rider Jason Van Marle put it simply after the race. NutraFig's game plan wasn't a big secret, however: almost everyone knew that they would push things.

When asked about his strategy, Littlehales said, "NutraFig had a big team, so I had to be careful. I couldn't go hard in the sprints [intermediate points] because they could attack off of me and get away."

Williams also knew he was a marked man. "Anytime Todd or I went up the road, NutraFig stopped working and waited for another of their guys to come up."

Within minutes of the opening gun, NutraFig rider Paul Dahlkie went on the attack, gamely fighting a stiff southerly headwind in an attempt to stretch the pack. His attack helped teammates Alex Gardner and Ronnie Schmeer get away along with Littlehales and Thomas Kemper rider Chris McCoy, the lone amateur, in a break for the first sprint prime. Littlehales predictably took the first points prime honors, and the break quickly faded back to the field — the wind



PHOTO COURTESY OF THE MEAD MANAGEMENT GROUP

being too tough to make an all-day excursion off the front a reality.

According to McCoy, it was the second time a pro had yelled at him to "work harder" in a break. After the race, it was clear that he wasn't hurt by the constructive criticism Gardner leveled at him in the opening move before the first prime. "I was so happy — I looked down and saw that there were only three minutes until the prime! When I got on that wheel, I was thinking, 'points, baby!'" The points McCoy garnered for fourth place in the sprint ended up being enough for 10th place overall.

A succession of pizza slice primes followed, and the race faded into a sluggish pace for the next 30 minutes, punctuated by a smattering of short-lived break attempts. From the sidelines, admonishing barks from within the pack signaled the rising tension. With five laps to go, the race finally picked up from its see-saw accelerations and leveled out at a 28mph clip heading into the final laps. Steve Poulter (Thomas Kemper) and Corey Stayton (Team Oregon) each worked hard at the front to get away in the closing minutes, but to no avail as NutraFig and Saturn carefully monitored the front of the race for their leaders.

A crash on turn seven split the field as riders bottle-necked leading into the tight, narrow lane just before the last straightaway; for the last half of the pack caught behind the crash, their race was effectively over, as the leaders motored away.

"It's always good to be in front, with NutraFig, they could have put guys up there and then slowed down to let one of them go up the road," said Littlehales, who was riding in the top 10 at the time of the crash.

And even better to be in the front at the finish of the race, as Littlehales had no trouble accomplishing down the home stretch, pocketing a tidy \$1200 for his 70 minutes of work. For a day at least, Redmond was the capital of cycling in the Northwest.

Men's Pro/1/2

1. Todd Littlehales (Navigators)
2. Kenny Williams (Saturn of Bellevue/Softride)
3. Jason Van Marle (Nutra Fig)
4. Alex Gardner (Nutra Fig)
5. Leonard John LeMond/Bike Gallery
6. Ed French (LeMond/Bike Gallery)
7. Joe Barrato (Seattle Massage School)
8. Jack Broadhead (Saturn of Bellevue/Softride)
9. Ronnie Schmeer (Nutra Fig)
10. Chris McCoy (Thomas Kemper)

Women's Pro 1/2

1. Katie Blincoe
2. Mandy Poitras
3. Lisa Mason
4. Cris Smith
5. Laura Reed



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Alpenrose Sixday

July 25, 1998 - Portland, Oregon

Overall

1. Marcy/Wright, 2. Godfrey/Mikami, 3. Johnson/Walpole, 4. Ginsberg/Murray, 5. Cass/Oliphant

Category 1/2/3

1. Drew Nelson, 2. Teran Martin, Compucom, 3. Jon Walpole, BikeGallery, 4. Sean Murray, BikeGallery, 5. Ron Magnus, Logie Velo, 6. Tom Collett, BikeGallery, 7. Mitch Weaver, Team RCW, 8. Laura Suditu, Shaklee, 9. John Head, Hutch's, 10. John Lombard, Bike Gallery

Women

1. Laura Suditu, Shaklee, 2. Lynn Hughes, BikeGallery, 3. Charissa Hallquist, Compucom, 4. Mary Ross, Compucom, 5. Caitlin Gibbs, Compucom

Masters & Category 4

1. Mitch Weaver, Team RCW, 2. Ron Magnus, Logie Velo, 3. Brian Johnson, Fat Tire Farm, 4. Buck Krasic, BikeGallery, 5. Steve Garcia, Mt Tabor Bicycles

Alpenrose Series Points

July total

Women

1. Hallquist, Charissa Compucom 23; 2. Gill, Wendy Compucom 18; 3. Hughes, Lynn BikeGallery/Sequent 18; 4. Thurston, Emily FullSailAle 14; 5. Basta, Amaya Compucom 13; 6. Valente, Norene Safeway/Saturn 12; 7. Staley, Larsyn BikeGallery/Sequent 12; 8. Gross, Julie 9; 9. Dunkin, Lindsay Compucom 7; 10. Harwood, Darien Safeway/Saturn 6

Category 4/5

1. Serma, Justin FullSailAle 25; 2. Waite, Curtis Safeway/Saturn 21; 3. Collett, Tom BikeGallery/Sequent 15; 4. VanHorn, Dominic BikeGallery/Sequent 14; 5. Betty, Scott BikeGallery/Sequent 13; 6. Garcia, Steve MtTabor Velo 11; 7. Yutzy, Gordon CapitolVelo 9; 8. Krasic, Buck BikeGallery/Sequent 9; 9. Young, W. Daniel Umpqua Velo 8; 10. Guinn, Matt MtTabor Velo 8

Category 3

1. Harmon, Scott Logie Velo 23; 2. Gomez, Miguel Compucom 17; 3. Oliphant, Duncan River's Edge 13; 4. Murray, Sean BikeGallery/Sequent 10; 5. Hill, Graham BikeGallery/Sequent 8; 6. Johnson, David BikeGallery/Sequent 7; 7. Young, W. Daniel 7; 8. Weaver, Mitch Team RCW 6; 9. Haskell, Ted Team RCW 6; 10. Bridenbaugh, Jon BikeGallery/Sequent 6

Pro 1/2

1. Ginsberg, Mark BikeGallery/Sequent 55; 2. Walpole, Jon BikeGallery/Sequent 47; 3. Nelson, Drew Team Production 44; 4. Suditu, Laura Shaklee 35; 5. Hayes, Dave Logie Velo 32; 6. Provencher, Darel TeamRCW 31; 7. Cass, Bill BikeGallery/Sequent 27; 8. Johnson, David BikeGallery/Sequent 27; 9. Magnus, Ron Logie Velo 22; 10. Forgeron, Ted Team RCW 21

Cascade Cycling Classic

Final Overall GC:

1. Lance Armstrong US Postal, 2. Scott Moninger Navigators, 3. David Clinger Mercury, 4. Patric Heaney, 5. Burke Swindiehurst Nutra-Fig, 6. Adham Sbeih Nutra-Fig, 7. Mike Engleman Navigators, 8. Chann McRae Saturn, 9. John Leiswyn Go-Mart, 10. Trent Klasna Navigators

Team GC:

1. Navigators, 2. Nutra-Fig, 3. Saturn, 4. Mercury, 5. US Postal, 6. US National, 7. Start to Finish, 8. Wedgewood/Big Time, 9. Team San Jose, 10. LA Wings

PIR Race Series

July 14, 1998 - Portland, Oregon

Category 4/5

1. Mike Gomez Compucom, 2. Tom Nelson, 3. Curtis Waite Safeway/Saturn, 4. Pat McBride Safeway/Saturn, 5. Zac VanderKoooy FullSailAle

Category 1/2/3

1. Brad Gebhard Logie Velo, 2. Steve Wright Logie Velo, 3. John Leonard Lemond, 4. David Johnson BikeGallery, 5. Terry McLeod, 6. Chris Hamilton Logie Velo, 7. Mark Ginsberg BikeGallery, 8. Todd Stewart River's Edge, 9. Mike Murray BikeGallery, 10. Steve Marcy Logie Velo

Masters/Women PIR Race Series

July 13, 1998 - Portland, Oregon

Category 4/5

1. Kevin Ball, 2. Kirk Matteson Mt. Tabor Bicycles, 3. Chris Bright Safeway/Saturn, 4. Steven Hemminger Team Oregon, 5. Glenn Scruggs Safeway/Saturn

Masters 50+

1. John Weist Nomad, 2. Curt Knight Team RCW, 3. Dean Parsley Team RCW

Women

1. Tina Brubaker, River's Edge, 2. Suzanne Richards, Team Oregon, 3. Donna Yutzy, Capitol Velo, 4. Renee Pyper, Fat Tire Farm, 5. Beth Whitaker, Team Oregon

Category 1/2/3

1. Bill Groves Safeway/Saturn, 2. Mike Murray Team Oregon, 3. Dave Hayes Logie Velo, 4. Steve Holland Safeway/Saturn, 5. Jon Myers River's Edge, 6. Brian Johnson River's Edge, 7. Ron Skarin Logie Velo, 8. Ivan Meadors Team RCW, 9. Brad Taylor Hutch's, 10. Eric Kasper Team RCW

Tour de White Rock

July 11-12, 1998 - White Rock, B.C.

Road Race Men

1. Jacques Landry Radio Energie, 2. Burke Swindiehurst Nutra-Fig, 3. Charles Dionne Radio Energie, 4. Sylvain Beauchamp Radio Energie, 5. Roland Green Kons Mapel

Road Race Women

1. Sandy Espeseth Physical Culture, 2. Annie Gariepy Elita, 3. Cybil Diguistina Elita, 4. Andrea Hannos Hutch's/Power Bar, 5. Stacey Spencer Giant VCVR

Criterium Men

1. Brian Walton Saturn, 2. Jacques Landry Radio Energie, 3. Sylvain Beauchamp Radio Energie, 4. Charles Dionne Radio Energie, 5. John Watkin Edgar & Miner Carpet One

Criterium Women

1. Annie Gariepy Elita, 2. Marni Hamilton Atomic Power Bar, 3. Leigh Fulwood Team Saturn of Bellevue, 4. Kerry Underwood Trek Volkswagen, 5. Cybil Diguistina Elita

State Games of Oregon

July 12, 1998 - Alpenrose Velodrome, Portland, Oregon

Olympic Sprints

1. Canadian Comp Team: Joe Hailey, Tim Luther, Don Gilmore; 2. Logie Velo 1: Ron Magnus, Scott Harmon, Brian Abers; 3. RCW: Mitch Weaver, Ted Forgeron, Darrell Provencher; 4. Safeway/Saturn: Jamie Mikami, Chauncy Curl, Bill Groves; 5. BBC: Jeff Gibbs, Mike Gomez, Marc Hallquist

Omnium

Cat 2

1. Jon Walpole Team 0, 2. Clark Metcalf Lemond, 3. David Johnson Team 0, 4. Drew Nelson, 5. Mark Ginsberg Team 0

Cat 3

1. Teran Martin BBC, 2. Mike Gomez BBC, 3. Scott Harmon Logie Velo, 4. Duncan Oliphant Rivers Edge, 5. Ted Haskell RCW

Cat 4/5

1. Rocky Serna Cyclisme, 2. Randy Word Cyclisme, 3. Gordon Yutzy Capital Velo, 4. Pat O'Brien BBC, 5. Zach Vanderkoooy Cyclisme

Masters 35+

1. Chauncy Curl Safe/Sat, 2. Bill Groves Safe/Sat, 3. Dave Hayes Logie Velo, 4. Ted Forgeron Rcw, 5. Darrell Provencher Rcw

Women

1. Darien Harwood Safe/Sat, 2. Charissa Hallquist BBC, 3. Lindsey Dunkin BBC, 4. Amaya Basta BBC, 5. Donna Yutzy Capital Velo

Juniors

1. Larsyn Staley Team 0, 2. Ken Hart Team 0

3. Matea Basta BBC

Joe Matava Memorial Classic (and) Washington Juniors Criterium

July 4, 1998 - Burien, WA

Category 4 Women

1. Laura Moen Aurora Cycles, 2. Geneve Reverdy Aurora Cycles, 3. Wendy Williamson Aurora Cycles, 4. Tamara Stephas Puget Sound CC, 5. Beth Schmidt Seattle Express

Junior Women 15-18

1. Jennifer Dowse, 2. Quincly Campbell

Junior Women 17-18

1. Beth Schmidt Seattle Express

Junior Men 13-14

1. Tyler Farrar Team Washington, 2. Craig Wilcox Pettit Oil, 3. Ry Hawkins, 4. Sung Cho Seattle Express, 5. Adrian Hegyvary Seattle Express

Junior Women 13-14

1. Kylie Siemens Pettit Oil

Junior Women 10-12

1. Shila Muller Puget Sound CC

Masters Men B (30+, Category 3, 4, 5)

1. Tom Hackleman Tvn/Spoke N Sprocket, 2. John McMahon Wheelsport, 3. Greg Luther Valley CBC, 4. Ric Howland Pazzo Velo, 5. Chuck Creveling Wheelsport

Master Men A (30+, Cat. 1, 2, 3)

1. Kenny Williams Pazzo Velo, 2. Glenn Bunselmeyer Control Tech, 3. Ken Sinclair Puget Sound CC, 4. Steve Holland Safeway/Saturn, 5. Tom Broznowski Wheelsport

Category 4/5 Men

1. Alan Petrie Heden Speed, 2. Jamie Fleckstein Aurora Cycles, 3. Spencer Barclay, 4. Erik Olson Puget Sound CC, 5. Steve Piccolo

Category 1/2/3 Women

1. Leigh Fulwood Saturn, 2. Wanda Howlett TI Cycles, 3. Kristin Kotjval Atomic Cycles, 4. Cindy Carroll Avanti / TI Cycles, 5. Maria McCoey Thomas Kemper

Junior Men 15-18

1. Colby Siemens Pettit Oil, 2. Travis Prince Seattle Express, 3. Matt Sheeks Seattle Express

Junior Men 17-18

1. Jordan Siemens Pettit Oil, 2. Trevor Matuly Seattle Express, 3. Tom Crawford Seattle Express, 4. Paul Cook Escape Velocity, 5. Garrett Shields Hutches

Category 3 Men

1. Mike Baughman Control Tech, 2. Ken Sinclair Puget Sound CC, 3. Mike Zuber Seattle Massage SCH, 4. Todd Davis Pacific Financial, 5. Geoff Tindall Old Town

Category 1/2 Men

1. Martin Weeks Wedgewood, 2. Kenny Williams Pazzo Velo, 3. Jim Flynn Valley CBC, 4. Robert Campbell Valley CBC, 5. Steve Higgins Pazzo Velo

Oregon Masters Track Champs.

July 4, 1998

3000m Pursuit Women

1. Hughes, S. Lynn Team Oregon, 2. Harwood, Darien Safeway/Saturn, 3. Richards, Suzanne Team Oregon, 4. Reid, Pam Team Oregon, 5. Gross, Julie

Masters 30-34

1. Coffel, Lance Rivers Edge, 2. Groves, Bill Safeway/Saturn, 3. Humbertson, Russ Safeway/Saturn, 4. Provencher, Darel Team RCW, 5. Yenne, Steve Control Tech, 6. Skarin, Ron Logie Velo, 7. CwmCwlamare, Calan Team Oregon, 8. Garfield, Ed Sim's, 9. Marcy, Steve Logie Velo, 10. Nelson, Drew

Team Pursuits

1. Groves/Curl/Humbertson/Garfield, 2. Skarin/Hayes/Abers/Harmon, 3. Provencher/Murray/Forgeron/Weaver

Matched Sprints 30-34

1. Brian Abers Logie Velo, 2. Ed Roberts Logie Velo, 3. Drew Nelson, 4. Ed Ellingsen, 5. Russ Humbertston

Safeway/Saturn

35-39

1. Scott Harman Logie Velo, 2. Chauncy Curl Safeway/Saturn, 3. Bill Groves Safeway/Saturn, 4. Ed Garfield Sim's, 5. Paul Reneau Team Washington

Category 4/5 Women

1. S. Lynn Hughes Team Oregon, 2. Darien Harwood Safeway/Saturn, 3. Julie Gross, 4. Suzanne Richards Team Oregon, 5. Pam Reid Team OR

45-49

1. Ron Magnus Logie Velo, 2. Ted Forgeron Team RCW, 3. Dave Hayes Logie Velo, 4. Mitch Weaver Team RCW, 5. Glen Dusky Safeway/Saturn

50+

1. Joe Hailey, 2. Larry Burkey TeamWashington, 3. Jerry Powell MAC, 4. John Forbes Safeway/Saturn, 5. John Campbell Team Washington

40-44

1. Lance Coffel Rivers Edge, 2. Darel Provencher Team RCW, 3. Mike Murray Team Oregon, 4. Mitch LaMoure Umpqua Velo, 5. Jim Lewis Hutch's

Oregon Masters Track Champs.

July 03, 1998 - Portland, Oregon

Kilometer/500 meter Women

1. Hughes, S. Lynn Team Oregon, 2. Harwood, Darien Safeway/Saturn, 3. Reid, Pam Team Oregon, 4. Gross, Julie, 5. Moore, Kathleen Cyclisme

Men

1. Abers, Brian Logie Velo, 2. Coffel, Lance Rivers Edge, 3. Provencher, Darel Team RCW, 4. Forgeron, Ted Team RCW, 5. Groves, Bill Safeway/Saturn, 6. Garfield, Ed Sim's, 7. Peake, Andy Compucom, 8. Hayes, Dave Logie Velo, 9. Harmon, Scott Logie Velo, 10. Young, Daniel

Olympic Sprints

1. Hailey/Gillmore/Jerabek, 2. Provencher/Forgeron/Weaver, 3. Curl/Garfield/Groves, 4. Harmon/Abers/Kern, 5. Groves/Ducky/Forbes

Grundig/UCI Mountain Bike World Cup

June 27-28, 1998 - Snoqualmie Pass, Washington

Swatch Dual Men

1. Brian Lopes Mongoose, 2. Guido Tschugg NPJ-Dual-Slalom, 3. VIII Longden MBUK/Specialized, 5. Geoff Scofield Rotec, 5. Bart McDaniel Azonic/ODI/Quanc, 5. Richard Houseman Troy Lee/Airwalk, 5. Pete Larcarevich Vans/Ironhorse, 5. Eric Carter Team GT

Swatch Dual Women

1. Katrina Miller Jamis/Manitou, 2. Sabrina Jonnier Sintesi Verlicchi, 3. Tara Llanes Mountain Dew/Specialized, 4. Lisa Sher Rotec, 5. Tamsyn Green Giant DH, 5. Katja Repo Sintesi Verlicchi, 5. Marielle Saner Hot Chili, 5. Adele Croxon Animal/Playstation

Downhill Men

1. Steve Peat Team GT, 2. Nicolas Vouilloz Sunn, 3. David Vazquez Volvo/Cannondale, 4. Cedric Gracia Sunn, 5. Christian Taillefer Peugeot Palaisea, 6. Gianluca Bonanomi Bianchi Martini, 7. Marcus Klausmann Be-One, 8. Johan Engstrom Scott International, 9. Myles Rockwell Volvo/Cannondale, 10. Cyril Lagneau Scott International

Downhill Women

1. Anne-Caroline Chausson Sunn, 2. Mercedes Gonzalez Team GT, 3. Missy Glove Volvo/Cannondale, 4. Nolvonn Le Caer Team GT, 5. Kim Sonier Volvo/Cannondale, 6. Sabrina Jonnier Sintesi Verlicchi, 7. Marla Streb Yeti, 8. Giovanna Bonazzi Sintesi Verlicchi, 9. Katja Repo Sintesi Verlicchi, 10. Regina Stiefl Fiat-Rotwild

1998 Oregon Regional Road Championship

June 28, 1998 - Canby, Oregon

Senior Women

1. Emily Thurston FullSailAle/River City, 2. Rydeen Stevens Safeway/Saturn, 3. Nicole Gingles Hutch's, 4. Katherine Gunter Safeway/Saturn, 5. Erika Jackson Lemond/BikeGallery

Masters 30-34

1. Brian Johnson Fat Tire Farm, 2. Cameron Bittle Safeway/Saturn, 3. Randy Word Full Sail Ale/River City, 4. Paul Fischer Mt. Tabor Bicycles, 5. Mark Magilner Mt. Tabor Bicycles

Masters 35-44

1. Bill Groves Safeway/Saturn, 2. Stuart Katter Hutch's, 3. Scott Seaton Hutch's, 4. Tom Powers Mt. Tabor Bicycles, 5. Greg Talbert Team Oregon

Women Masters

1. Mary Ross Compucom, 2. Pam Reid Team Oregon, 3. Kathleen Moore Full Sail Ale/River City, 4. Marian Silberstein Team Oregon, 5. Donna Yutzy Capitol Velo

Masters 55+

1. James Wagner Green River, 2. Jerry Powell MAC, 3. Dean Parsley Team RCW

Masters 45-54

1. Ron Skarin Logie Velo, 2. Ed Webb TVN, 3. Dave Hayes Logie Velo, 4. Ron Magnus Logie Velo, 5. Mark Nurree Capitol Velo

Senior Men

1. John Browning Safeway/Saturn, 2. Jim Anderson Team Oregon, 3. Paul Wilerton Micro Supreme, 4. Glen Gann Sim's, 5. Brad Gebhard Logie Velo

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One rider's Seattle to Portland journal

Seattle, July 11th

This two day Seattle To Portland (STP) Bicycle Classic rider awoke 4:00 a.m.'ish with everything ready to load into the trusty Subaru SW for the trip to my ride partner's home about a mile uphill from the STP '98 Start Line.

My bathroom's skylight sounded out the rat-a-tat-tat of light rain. The view from the window showed glistening pavement under streetlights: it was still dark. The only consistent thought was "I'm not going to do this again," having survived two virtually entire days of rain on STP '97. I have time for a quick check of the weather at www.weather.com.

"Showers with possible sun breaks later" on Saturday and "overcast turning to sun" on Sunday. I can handle that: I'm a "northwetter." Besides, showers are very localized. They may — or may not — find me as I pedal my way on STP '98's route to Centralia for the night, and then to Portland. The website's satellite computer photo confirms there's clear sky behind Seattle.

Driving in a steady drizzle to my partner's house I continue to wonder "Do I really want to do this?" But my direction is full of cars with bikes on top and in back. The I-5 Express Lanes already are full of bikes heading south from the U-District. The weather on the radio is a ditto from the computer. I decide to go for it.

My ride partner, George, is a stronger rider than I, and one who schluffs off things like rain on STP. He's not exactly excited about riding wet, but is very nearly ready to go when I arrive. We don our rain gear.

Swinging our bags onto our backs, we head out for the mostly coastable ride down Ravenna Boulevard to the Start Line. Riders going the same way join us. The drizzle is steady, almost needle-y when bike speed picks up. "Oh joy," I think. "Do I really want to do this? Is it really fun when you start wet?"

The Start Line is full of people, people on bikes, people in cars dropping off the former and lots of volunteers helping everyone else. It's a new Start Line site for STP this year, and that contributes to some of the seeming confusion inherent in an all-volunteer event getting more than 8,000 cyclists on the road.

I wish I'd been here to see the one-day riders start at 4:45 a.m. to 5:15 a.m. I wondered if Jerry Baker (who was first in the inaugural STP in 1979, the only year it was a race, and who has ridden every STP, all but one in one day) was able to meet as planned with cycling journalist Maynard Hershon, in town to find out what a one-day STP's all about. I'm also (probably more) glad I had the "extra" sleep.

Off we ride at 6:45, a steady line of one and two wide cyclists.

Exiting I-5 above Seattle's International District, the route drops sharply downhill to Airport Way, STP's old starting throughway. The Seattle Police are very helpful motioning the group through stoplights. The drizzle is very light now, the sky is lighter too, but the gloves, shorts and booties already are wet.

Less than ten miles further, passing through Tukwila, George and I notice the pavement's dry!

We dress down to wind vests and arm warmers. I leave the booties on, George doesn't. Even more optimistically, he switches to his dark lens.

When we reach "The Hill" in Puyallup, the Spandex and Lycra togs have blown themselves dry. "The Hill" is a mile long six percent that is, amazingly, the only real bump in the first 100 miles. Not having trained as I should've/could've, I go up the grade much more easily than I had anticipated.

The fifty-one-mile mark Food Stop in Spanaway is jammed with riders. It's ominously overcast, but it's staying dry.

The STP Ride Director is there. "Lotta guts showing the face after this morning," I jest. He acknowledges there have been problems with food allocation.

Steve Daviess just can't seem to win. After co-directing the very wet STP '97, which followed a so-so wet ride in '96, he (and STP's Organizing Committee) moved STP's date to this July weekend, historically the driest. The traditional STP weekend, June's Solstice, was 80 degrees this year. Go figure.

On we roll through the Nisqually Valley on state Hwy. 507 and through the very rustic towns of Roy, McKenna, Yelm, and Rainier. Rain showers are visible to the east over the Cascade foothills. That's a good place for them.

Centralia, July 12th

A hot bath and shower, a good high-carb supper, eight-plus hours of sleep and a solid breakfast are all that are needed to get back on the bike Sunday morning. My hands and wrists are actually the stiffest body part, but everything's in comfortable working order before we leave Centralia a mile or so down the road.

STP's second half is much prettier and much "not-flatter." Just south of Chehalis a gentle one-mile climb takes us out of the Skookumchuk River Valley.

In 1992, about halfway up the ridge from Chehalis, a group of STP-riding firefighters from Spokane happened upon an isolated house in flames. They pulled an older woman, living alone, to safety. The house was lost, but she also would have perished except for that group of cyclists passing by. Reflecting on the serendipity of the incident always makes this climb easier.

"Sucker holes" in the cloud cover begin to grow in size and number. It's gonna be a sunny day!

The "Welcome to Oregon" sign a morale booster, but there's still 50 miles to go.

The sun is definitely warming up the ride. Riders pull off to apply sunscreen.

Past Deer Island, and further than my memory says it should be, is the last official STP Food Stop, at St. Helen's High

School. It's always festive, staffed by school kids with good food and loud music. Lots of cantaloupe for potassium, a bagel, some potatoes and watermelon, a bottle of Gatorade and a little shade.

There's a very faint idea of end-of-ride adrenaline. Or maybe it's just wishful thinking: 35 miles to go.

It's reportedly an unofficial STP tradition to finish up on Coca-Cola, so we look for an easy off-road soda pop stand. As we pull into a supermarket parking lot in Scappoose, though, the lure of a Dairy Queen is too much. I have a *large* coke and what may just have been the best cheeseburger...

We unexpectedly share the impromptu stop with Laura and Laurie, two other STP '98 volunteers whom we have seen off and on all day since Centralia.

Just after passing the Portland City Limit sign, we turn off of Hwy 30 and into Portland proper! Five miles to go. The adrenaline is flowing.

Good thing, too, as there's one more hill. It's only a block or so short, but steep. I manage to find my bailout gear.

The route weaves its way through NW Portland. There's no police support here, and every intersection has a stoplight. It's difficult to ride fast enough or slow enough to make it through more than two blocks at a time. I lose touch with George as he makes a light I don't.

Crossing Burnside Avenue, NW 11th becomes SW 11th, and the Finish Line is visible a mile ahead at Portland State University. There are knots of riders on every block chomping to get there.

It's always a rush finishing a long ride. There's always a sense of accomplishment and relief. I will always remember finishing my first STP in 1991, my first really long ride, and realizing I really could go almost anywhere I wanted on a bike.

As I cross the line I grab my Finisher's Patch and almost run into George, who's waiting for me. We're both glad we didn't wuss out in the rain, or in the knowledge we really hadn't trained correctly, back in Seattle. It's been another good STP!

R.S.V.P., from Seattle to Vancouver, B.C., is a mere month away. This has been one *great* training ride.



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Brave Boys

BY MAYNARD HERSHON

Seattle, 9 a.m., June 11th.

I'm on my buddy David Schnitzer's couch, laptop on my lap. Nothing newsworthy about that, except that I'm in Seattle for STP, the big Seattle to Portland bicycle ride.

STP is today, see, *now*, and I'm not riding.

Schnitz and I had planned to be one-dayers, two of the 800 or so riders (nearly 9,000 total) who do the 200 miles in one day. The two-day option meant camping out or staying somewhere in small-town Washington, maybe in a high school gym, sleeping in a bag.

We weren't up for it. We decided studly, fit guys (like us) could do it in one day, maybe in less than 12 hours. We'd be fine. Hell, yeah.

So weeks ago we reserved a rental car in Portland to drive back to Seattle. We booked a Portland motel room, too, figuring we might experience minor fatigue after the 200 miles. Might not want to drive home right away.

We dealt with those complex and expensive logistical problems because we were committed. We were going to be one-day STPer and that was that. That was then. STP is today and I'm not riding.

Two days ago, still sure I'd be riding, I flew in and borrowed a bike from gracious Estelle Gray at R&E Cycles. It's a brand new dark blue Rodriguez, a prototype Aero model made right there at the store.

I brought a seat and pedals from home. We put 'em on and changed the stem. The bike fit as if it'd been mine all along. Rolled down the road super. Great bike. Why, then, am I not riding?

The next day, yesterday, Schnitz and I went through STP's easy registration. In a few minutes, we collected helmet, jersey and bike numbers, luggage tags and a cool STP wind jacket. Media hotshot that I am, I got a great low number.

Last night, we ate pasta at Cafe Lago. We chose good substantial food, flavorful food that would sustain us over the 200 miles.

We told our server we'd require frequent water refills. She brought the pitcher to our table several times.

We laughed ha-ha about an imaginary water-drinking contest between Schnitz and myself. I had to get up twice in the night, having achieved such effective hydration.

After that dinner, we pinned and clipped numbers on bikes and clothing. We filled jersey pockets with PowerGel and sunscreen. I pocketed a tube of anti-chafe stuff for my bottom, figuring I might experience minor friction-based discomfort at some point on our 200-mile route.

So — as of last night — we were energy food-ed, hydrated, lean, bronze gods of cycle-sport. But it's STP day today and we're not riding.

This morning we bounced out of bed (futon, in my case) at 4:15, on schedule to begin our Portland jaunt at five or five-thirty. We saw that the weather was not ideal.

It was pitch dark, not unusual at that hour, but more significantly it was raining and chilly. The streets were glistening. We were (the bronze god of cycle-sport reveals) kinda disheartened.

We imagined our socks and shoes soaked in perhaps 15 miles. We imagined those socks and shoes not drying all day, still wet in Port-

land, Oregon, 12 hours and 185 miles later.

We knew that if the rain continued, we would be unable to draft other cyclists on our ride to Portland. Oily, gritty water thrown up by bikes in front of us would dampen our enthusiasm and cloud our vision.

Still brave boys, we suited up. We put on arm and leg warmers, rain jackets, stuff we've usually put away long before July 11th. We did not bother with sunscreen. We didn't need no stinkin' sunscreen.

We stuffed backpacks with items we'd need on our glorious arrival in Portland later that day. An STP truck would take the bags to Portland for us.

We would pick them up at the finish, where we'd arrive tired, perhaps, but proud. Real bike riders, toughing it out.

We put on the backpacks and rolled our bikes out of Schnitzer's door before five a.m. We pedaled two miles to the U of W STP start area. The gentle life-enhancing rain continued to fall, moistening our parade.

We found the luggage van marked Portland. We stalled there. Once we handed those packs to the nice man and woman loading the van, we were committed. We had to ride to Portland to retrieve our jeans and toothbrushes.

Two hundred cold wet miles stared us in the face. We blinked.

We looked away. We saw hundreds of undaunted STP cyclists. We saw giggling young women on 35-pound bikes with badly adjusted squeaking brakes. We saw grinning men in shorts and short sleeves.

We saw hundreds of people apparently unaffected by the rain and cold. *They* were about to do 200 miles in one or two iffy-



weather days. It didn't sound like fun to us, but *they* were laughing. Laughing....

We shivered in our already (after two miles) wet clothing. We talked quietly. We weakened in our resolve. We imagined the heat we'd take from friends if we bagged the ride. I imagined the acres of absent skin on my butt from 12 hours on a gritty, road-water-soaked chamois.

We looked at each other, each searching the other's eyes for signs of strength, for the courage to say "Aw, hell. Let's go."

I could not summon the fortitude to say anything like "Let's go." Neither could Schnitz. We wussed. We pedaled home in the rain and changed clothes. We went to Tully's for coffee. We read the Seattle Weekly. We decided we'd see Lethal Weapon 4 at a matinee.

Think what you will. In concert with my pal, I bagged STP-in-the-rain. I didn't do it and I'm glad. I'd not do it again. Maybe next year it'll be sunny....

Please direct letters full of mean-spirited accusations of wussitude to this paper. *Someone* will read them.

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Sandpoint, Idaho – The Schweitzer Dirt and Rock Tour is returning to Sandpoint ID for a weekend of mountain bike racing. The Washington Idaho Montana (WIM) and American Mountain Bike Challenge (AMBC) series event is taking place at Schweitzer Mountain Resort on August 14-16. This year's event features a new Fat Tire Criterium held Friday night on the downtown streets of Sandpoint. The Downhill and Dual events will take place on Saturday with the Cross Country and free Kid's race on Sunday.

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