

Bicycle Paper

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Gorge Games Expands Multi-sport Presence

Eight-day festival debuts XTERRA in the Pacific Northwest

BY JANET COOK

The 1998 Timberland Gorge Games featured mountain biking in so many competition venues that it practically dominated the 8-day sports festival held in and around Hood River, Oregon in July. The variety of competitions offered, as well as the number of athletes who entered multiple events throughout the week, also highlighted the growing popularity of multi-sport events in the Northwest.

See "Gorge Games" on page 4

Peck, Peck...

BY MAYNARD HERSHON

Nearly all of us do it. We create among us systems of relative status, pecking orders. We cyclists are no better than our neighbors. Worse.

We set up "contests of cool" when we meet other cyclists, trying to find out in how many ways they fall short of our example.

We try to find ways to say:

Dude, you're a cyclist. I'm a cyclist. I recognize that we are both totally cool. But, hey, admit it, I'm significantly cooler.

See "Maynard" on page 11

Cyclocross season begins in October

Summer's over?

October marks the beginning of cyclocross season, a sport within cycling that is as much fun to watch as it is to race. Next issue we'll take a look at cyclocross racing in the Pacific Northwest. This region produces two dozen world class events as well as championship riders. We'll take you on a tour of when and where to find the best events and who to watch while you're there. So set your calendar for a free weekend in October and November to visit this European-influenced sport that has been so popular Washington, Oregon, Idaho and British Columbia.

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Bicycle Paper

Volume 27 • Number 8
September '98

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DISTRIBUTION Jack Clark
Grosse Mailing



Ann Grande completes a hillclimb at last year's Seattle International Raceway cyclocross race. Grande has a chance at the National Championship this season. Photo by Karen Johanson.

Bicycle Paper is published ten times a year, monthly Feb. through Nov. by Seattle Publishing. Write to 12420 Gibson Road, Everett, WA 98204. Phone 425-355-9322 or toll free 888-836-5720. Fax 425-438-9031. E-mail bicycle.paper@clark-mccall.com Subscription rates: \$12.00 per year; \$20.00 for two years.

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

OPINION

Bikers and Hikers Begin Discussion of Access Issues

Even if you're a road rider and shun the pleasures of dirt, you've probably heard about the minor battle going on over access to public lands and parks. In fact, maybe you're a mountain biker and believe the story is an old one, truly played out by now. You still go to your favorite riding areas and have a good time.

For sure, the story of access was news 10 and more years ago

when riders first began rolling fat tire machines into woods and parks. Alas, it's a story that seems to have an on-going ending that rarely makes for good news if you enjoy mountain biking.

Seattle, among all major West Coast cities, may have the worst selection of close-in trails. Partly it is because of geography and topography, but there are other reasons, too. Urban sprawl is eating up the hinterlands that by rights should be forested. The parks on the urban fringe that were open to mountain bikers have been closed, ostensibly because of user conflict. Is the conflict real or perceived?

Influential hikers such as author Harvey Manning have vilified mountain bikers as devils in Lycra, banshees on bikes hell-bent on causing grief and destruction. Manning, for all the champion of preservation he is, seems unable to recognize that mountain bikers are actually allies.

Point of fact is that the mountain bikers share more in common with hikers and other non-motorized trail users than they do differences. "As we grow we become big advocates for land conservation," Tim Blumenthal, executive director of the International Mountain Bike Association (IMBA) told a forum on access issues at an outdoor equipment trade show in Salt Lake City August 14.

According to the American Hiking Society president David Lillard, who was also a

participant at the forum, half the nation's hikers also own bikes and agree with mountain bikers about land use and trail issues 80 percent of the time. "As hikers accept other trail users, cyclists must accept that hikers may be looking for a different kind of trail experience," he said.

The Salt Lake forum, organized by Backpacker magazine, was intended to begin an informal dialogue

on examining where the viewpoints of hikers and bikers diverge. The meeting was largely conciliatory, although one flash-point is mountain bikers' unwillingness to endorse a Utah wilderness bill that would set aside and protect lands currently open to logging, mining and other exploitation. Hikers can't fathom why mountain bikers won't join the coalition that supports the bill; mountain bikers fear that creating the wilderness will automatically lead to a ban on bikers riding in areas they currently enjoy. (Mechanized transport, including bicycles, is banned in wilderness areas.)

The irony is that by not supporting the wilderness bill, mountain bikers find themselves more an ally with motorcyclists and off-road vehicle users than hikers. "We take the designation of wilderness very seriously but we can't go all the way," added Blumenthal.

Although there are no new wilderness areas planned in Washington at the moment, the Utah issue raises interesting questions about the position of mountain bikers. But there is clear hope for mountain bikers worried about continued access to public lands: wilderness designation is a political act, and politics is the art of compromise. Therein lies mountain bikers' best hope. One scenario might be to give hikers support for more wilderness and seek hikers' support for access in currently restricted areas. The mood in Salt Lake favored such solutions, even to the ex-

tent of considering the writing of a wilderness bill that would grant continued access in areas traditionally used by mountain bikers. Such an approach is being tried on the South Rim of Grand Canyon National Park, where the National Park Service wishes to close a road to vehicles but retain public access. Mountain bikers are hopeful that the dirt road can be retained for their shared access with hikers.

The Backcountry Bicycle Trails Club and other local mountain bike advocates work hard at presenting reasonable alternatives to bans; they are not always successful when hikers mobilize against them. Perhaps a forum, like the one in Salt Lake City, would be a good place to begin a dialogue away from the pressures of an impending closure. Can't do any harm. And Harvey Manning needs to see that we don't always wear Lycra.

Outspokin'

BY GORDON BLACK

Dates set for STP '99

A total of 7,350 cyclists finished this year's Seattle to Portland Bicycle Classic, the famous two-day, 200-mile event. 1,050 of those completed the entire ride in one day.

While final figures are not yet available, the STP check-off charity, Team Survivor Northwest, raised well over \$5,000 for health and recreational programs for area cancer survivors.

Communities and cyclists should mark their calendars for next year's ride: the 20th Annual STP will be held July 10-11, 1999. Details for the event will be announced in the near future. Until then, the STP Organizing Committee and Cascade Bicycle Club encourage all potential participants to stay healthy, train early and ensure they have a bike that is well-suited for a 200-mile journey. July will be here before you know it!

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Gorge Games

debuts XTERRA events that attract riders from all around the Pacific Northwest

PHOTO BY MICHAEL HILBERT/FASCINATION PHOTO

"Gorge Games" from page 1

The Timberland Gorge Games — which included competitions in 13 outdoor sports, 20 sports clinics and more than a hundred sports-related activities — kicked off with mountain bike downhill and dual slalom competitions at Mt. Hood Skibowl on July 11. The downhill sent 85 riders in four skill divisions on a challenging descent down 21 switchbacks and 1,800 vertical feet on one of the most spectacular courses in the region.

"This course is the best in Oregon and probably the best in the Northwest," said race spokesman Tyler Barnes, author of *The Singletrack Anthology for Hood River and Central Oregon*. The downhill course's singletrack is what makes it unique, said Barnes, noting that most downhill competitions are run on dual track. "Plus, the view of Mt. Hood is spectacular."

Hood River resident Jason Sigfrid, currently ranked 14th in U.S. downhill competition, led the field of pro/elite men with a combined time of 9:53.49. He bested second place finisher Simon Lawton of Seattle by nearly 25 seconds. Lawton's combined time was 10:16.93. Brian Merritt of Longview, Wash. (10:19.01), Darrell Young of Gresham, Ore. (10:19.70), and Jim Johnson of Vader, Wash. (10:27.73) rounded out the top five men. In the women's pro/elite class Kristina Ricotta of Issaquah, Wash.,

took first with a combined time of 12:11.30, followed by Michelle Brown of Hood River with 12:27.39.

Entries in the competition were up from last year, a testament to the growing popularity of downhill mountain biking, according to Barnes.

"We're seeing twice the competitors in the expert class as we did last year," he said. "The bikes are becoming less expensive, so the sport's becoming more accessible to the general population."

The dual slalom was held in a head-to-head format, with Darrell Young barely besting Jason Sigfrid. John Palaret and Brad Borneman rounded out the pro/elite men, with Kristina Ricotta and Michelle Brown taking first and second, respectively, in the women's division.

The highlight of the second day of Gorge Games competition was the mountain bike cross country, held at Hood River's popular Post Canyon. The event, which has been growing ever since the Games' inaugural year in 1996, experienced a dramatic doubling in participant numbers this year. More than 250 riders took part in the race, which featured three loops of different lengths for beginner, sport and expert class riders.

Top finishers in the pro men's division (who raced a 24-mile loop) were Paul Willerton of Bend, Ore., with a time of 2:03:34; David Wyandt of Saratoga, Calif.

(2:07:10.1); Jeff Burnard of Bend, Ore. (2:14:08.6); Jonathon Myers of Portland, Ore. (2:14:57.8); and Ryan Storfa of Corvallis, Ore. (2:16:49.2).

In a close race, the top three expert women finishers were Angel Garcia of Vancouver, Wash., with a time of 2:33:45.7; Tina Brubaker of Lake Oswego, Ore. (2:33:50.4); and Marisa Bollman of Ashland, Ore. (2:34:21.3). Denise Yarber of Corvallis, Ore. (2:39:00.9), and Joan McClelland of Olympia, Wash. (2:44:53.9) rounded out the top five.

"The course was great, especially the technical sections and the variety of terrain and conditions," said McClelland, a member of the Valley/CBC Racing Team which traveled from Olympia for the race. "The climbing was tough, but the short ups and downs and the downhill where you're just on the edge were marvelous."

Throughout the week the Games offered several mountain bike clinics for kids and adults. Two-time overall world champion mountain biker Sara Ballantyne was on hand to lead several beginner and advanced clinics, including some women-only clinics. Barnes led guided rides in the area for experienced cyclists.

Multi-sport competitors had a few days to rest before the grand finale of the 1998 Timberland Gorge Games, the first-ever XTERRA off-road triathlon held in the

Northwest. Gorge Games organizers spent months prior to the event scouting and designing a course that would include a .7-mile rough water swim, a 12-mile mountain bike ride, and an 8-kilometer trail run. Since the competition was to be part of the XTERRA national race circuit, it had to conform to exacting standards.

The course that was finally set turned out to be one of the most challenging XTERRA courses on the circuit.

"When I first saw it, I was frankly concerned that people would think it was too difficult," said John Atherton, veteran triathlon organizer and vice president of AA Sports in Portland, which provided race assistance and timing for the event.

But Atherton and Gorge Games organizers were pleasantly surprised: 141 athletes entered the competition. In keeping with the Games organizers' belief in the event's competitions being accessible to all, the field included 11 three-person teams made up of both all-male, all-female and coed members who each completed one leg of the triathlon.

Competitors began the race with a swim in the Columbia River, which was made more challenging by a brisk wind that created choppy conditions. They transitioned to their bikes at the Hood River Marina to begin a grueling ride up the hills east of town, culminating in the infamous Tower of Power stretch of singletrack which few competitors

were able to ride. In a remote field with a view of Mt. Adams to the north, competitors transitioned to the trail run which began with a steep downhill and continued on a challenging, hilly course to the finish.

Michael Tobin of Boise, Idaho, battled back from 16th place after the swim — a full 2 minutes behind the leaders — to best the field with a time of 2:01:44. The rest of the top five men were David Harrison of Whitefish, Mont. (2:02:02); Pat Brown of Boulder, Colo. (2:04:17); Bryan Rhodes of New Zealand (2:04:25); and Derek Mitchum of Laramie, Wyo. (2:05:01). Favorites Scott Schumaker of Mill Valley, Calif., and Scott Tinley of Del Mar, Calif., finished sixth and seventh respectively.

The top five women were Kerstin Weule of Evergreen, Colo., with a time of 2:28:17; Lorraine Barrows of Laramie, Wyo. (2:29:57); Cheri Toughette of Solana Beach, Calif. (2:30:31); Tara-Lee Marshall of New

Zealand (2:38:56); and Jenny Wood of Carlsbad, Calif. (2:39:02).

"We were really surprised at how fast the times were," Atherton said.

As it turned out, most competitors liked the course because of its difficulty. "The course was fantastic, but tough the whole way," said New Zealander Rhodes. "At times it seemed like nothing but hills."

Weule was particularly impressed with the mountain bike portion of the race. "You really need to know how to steer the bike on this course because it has a little bit of everything." A professional triathlete, Weule said she prefers the XTERRA to traditional triathlons. "It's more physically and mentally challenging. You really have to stay focused."

According to Atherton, organizers got a lot of positive comments from athletes of all levels. "They enjoyed the level of competition, the challenge and the accomplishment



PHOTO BY WENDY HILBERT/FASCINATION PHOTO

of being able to finish it. It was something they could take home with them."

Atherton expects the Gorge Games XTERRA to grow considerably next year. "The organizers put on a classy event," he said. Because of the specialized nature of the off-road triathlon, a 200-person XTERRA is considered large, he said. "I believe this event will grow beyond that. It has the potential to reach the heights of being one of the largest XTERRA's around in a very short time."

Gorge Games Director of Marketing and XTERRA Race Director David Combe agreed, attributing the success of the Northwest's first XTERRA, as well as the increase in numbers of Gorge Games participants in general, to the rising popularity of multi-sport events.

"While we're seeing a drop in the number of sports-specific events taking place, the number of multi-sport events is increasing," he said, citing the Hi-Tec Adventure Race Series and the Nike World Masters Games

in addition to the Gorge Games as examples. He added that overall participants in Gorge Games competitions increased by nearly 50 percent this year.

"These events are about lifestyle," he said. "The increasing number of people participating in multi-sport events is a testament to the rising interest in the lifestyle represented by them."

XTERRA winner Tobin added, "The Timberland Gorge Games is the concept for the future in participation sports. It's really fun to do things with a group of people and to compete in different sports."

The 1999 Gorge Games are scheduled for July 10-17, 1999, in Hood River. For more information about the event, call (541) 386-7774 or visit the Gorge Games website at www.gorgegames.com.



PHOTO BY TAD CRAIG/FASCINATION PHOTO

Cutting a tight corner...

Local Riders Fare Well at 1998 Masters National Track Championships

Local riders dominated the 1998 Masters National Track Cycling Championships in Redmond last month, spearheaded by the powerful Gregg's-Specialized team, who won the Best All-Around award for the eighth straight year.

Gregg's-Specialized won the men's 135+ (combined age) Olympic Sprint in style, with the Stan Gregg, Woody Cox and Ken Sinclair team beating last year's defending national champions Team EDS. Gregg's-Specialized teams also won the men's 45+ (Kenny Fuller, Cox, Michael Burdo and Conrad Kreick) and women's 30+ (Gina Kavesh, Alexandra Smith, Annette Hanson and Jan Lischer) 4,000 meter time trials.

Individual performances were no less impressive, with Cris Smith (women's 40-44 2,000 meter time trial and women's 40-10km points race), Franz Hammer (men's

60-64 3,000 meter time trial), Woody Cox (men's 45-49 3,000 meter time trial) and Stan Gregg (men's 50-54 sprints) all winning gold. There was also a lot of silver tallied: Kreick (men's 45-49 3,000 meter time trial), Smith (women's 40+ sprints and 40-44 500 meter time trial), Julie Gregg (women's 30-34 10km points race), Cox (men's 45-49 20km points race), Renee Duprel (women's 30-34 500 meter time trial) and Stan Gregg (men's 55-59 1,000 meter time trial). Cox, Julie Gregg and Stan Gregg also earned bronze medals.

Perhaps most indicative of the riders' success were the Best All-Around Rider awards. Julie Gregg and Renee Duprel took gold and silver for women 30-34; Cristine Smith won for women 40-44; Stan Gregg won for men 50-54; and Robert Kaye took gold for men 60-64.



PHOTO BY MARIANNE WICCOFF

The Gregg's Team en route to winning the Time Trial. From front: Mike Burdo, Conrad Kreick, Woody Cox and Kenny Fuller.

NEWS

Snoqualmie Pass Tunnel Open Again

BY TARYN GERHARDT

The Snoqualmie Pass Tunnel — the only railroad tunnel open to foot and bike traffic in the Northwest — is open again and is back to seeing record numbers.

The 2.3-mile rock-hollowed tunnel was closed in the fall for repairs and was reopened for visitors this spring, Washington State Parks and Recreation spokeswoman Susan Zemeck said.

The tunnel is part of the John Wayne Pioneer Trail, a 213-mile recreational trail, stretching east to west from North Bend, Washington to the border of Idaho at Tekoa. About 100,000 hikers, bikers, equestrians and cross country skiers use the John Wayne Pioneer Trail every year, Zemeck said.

Going through the 86-year-old tunnel is a unique experience for hikers and bikers because you can see a pinpoint of light at each end, Zemeck said. The trail to the tunnel climbs up to Snoqualmie Pass and above Interstate 90.

The tunnel, now part of Iron Horse State Park, was an old Milwaukee Railroad route that started in 1905 when the company extended its reach 2300 miles from Chicago to Seattle. Western expansion was completed in 1906 and by 1909 it was open for passen-

ger service. The last train through the tunnel was in 1980.

A few years later, several agencies and private parties bought up the land and created the John Wayne Pioneer Trail. The Department of Natural Resources owns the majority with 113 miles, and part of the trail crosses U.S. Army land.

It traverses four state parks, including Olallie (day use only), Lake Easton, Olmstead Place (day use only) and Wanapum.

"You cross through different kinds of environments. There's a lot of different things to see," Zemeck said. If you go bring a flashlight and warm gear. The temperature is usually in the 30's.

To get to the tunnel and the trail, take the Hyak Gold Creek Exit (exit 54) off of Interstate 90. It's at Cedar Falls, six miles southeast of North Bend. Go south off the freeway to the stop sign, turn left on the road parallel to the freeway and follow signs to the tunnel. Turn right 1/4 mile on FS 40 (Lake Kechelus) and follow road 3/4 mile to Lake Kechelus trailhead.

Department of Natural Resources permits are needed to use the trail south of the Beverly Bridge at Wanapum Dam to Idaho. Contact DNR 15 days in advance (509) 925-6131.



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BICYCLE ADVENTURES

Antique Bike Show Largest Ever

BY JERRY W. GERMEAU

On Sunday August 9th, a gathering of well over 100 rare and old bicycles was held at the Garrett Goldsmith estate in Edmonds. The event was held to celebrate the 10th anniversary of the first BOGWOB, which stands for a Bunch of Guys/Gals With Old Bikes. Attendees came from Canada, Idaho, Oregon, and the surrounding Puget Sound region.

An early 1900's Racycle clubman racer complete with beautiful restoration topped the list of bicycles shown by winning the

people's choice award. Among other shown were many nice original Schwinn Paramounts, many other American and European racing bikes, as well over 40 balloon era, art deco bikes. Ten lucky bike owners received judges ribbons for their outstanding examples. In addition to antique bicycles, hot dogs, beer, pop and sunshine were also plentiful, making this BOGWOB the biggest and best ever.

Organizer Ron Summer said he is taking next year off, but to look out for the Y2KBOGWOB!!

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CALENDAR

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Welcome to the Pacific Northwest's most comprehensive bicycle calendar

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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Events

- 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/STIMclub/stimclub.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.
- Oct 24: Hellgate Duathlon. Missoula, MT. Jeff Crouch @ 406-542-5050.

Offroad

- 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, Trillite 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 robbin@great-explorations.com or robbin@robbin.com. Management, (604) 878-8800 (info) or 604-730-1247.
- Sep 12-13: Ride the Runt (WMI Series Final). Lookout Pass, ID/MT. Downhill, Cross Country, Kids Races, \$20-\$30. WMI Series Points. E-mail: ciscio@roundandround.com or www.roundandround.com Round & Round Productions, 2704 S. Stone, Spokane, WA, 99223. 509-535-4757 or (fax) 509-533-9354.
- Sep 13: STM Tahuya Poker Run. Belfair, WA. Recreational mtb bike event with marked course, checkpoints to draw cards for poker hands, best hands win prizes. \$15 individual, \$25 family. Info: Dan Wisniewski (252) 565-3645.
- Sep 18-20: Oregon State Championship. Mt. Hood Ski Bowl, OR. DH, DS, XC & obs trials. After April 15: Fax (503) 272-0240. Website: www.skiowl.com for registration form. Petr Kakes, P.O. Box 220, 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 rog@mtbseries.com 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 singletack fantasy, thousands of dollars in prizes. Call Moe's Bike Shop at (541) 756-7536 for details. Don't miss out!
- Oct 2-4: AMBC Western Finals. Mt. Hood Ski Bowl, OR. DH, DS, XC & obs trials. After April 15: Fax (503) 272-0240. Website: www.skiowl.com for registration form. Petr Kakes, P.O. Box 220, 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: mysta@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. WMI & AMBC series points. E-mail: ciscio@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. Email rog@mtbseries.com 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: Bond's Big Fat Tour. Bend, OR. 20, 30 & 40 mile options. Mostly singletack, descend 2000-3000 more than you climb. Aid stations. Food, drink and live music at the finish. \$25. (541) 383-2243 or e-mail: promisberg@aol.com

- 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.

Rides & Tours

- 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 9/22 and helmet light to first 250. Contact: West Sound Cycling Club: (360) 698-3876 or dupeted@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 Deluge. Eugene, OR. Mostly untraveled paved roads: Crater Lake National Park & Audubon National Scenic Byway. No traffic. Limit 150 accomplished riders. \$457. Deadline 7/78. 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 Juan 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 9-12: High Cascade Lakes. Bend, OR. 4 days, 3 nights. \$425, camping. Pacific Crest Mountain Bike Tours, (800) 849-6589, srapp@teleport.com, www.sunriver.net / mtbike.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: chilco1@aol.com. Willard Chilcote, 885 Camino Del Este, Santa Fe, NM, 87501. 505-982-1282.
- 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 16-19: Glaciers to Gorge. Hood River, OR. 4 days, 3 nights, \$425, camping. Pacific Crest Mountain Bike Tours, (800) 849-6589, srapp@teleport.com, www.sunriver.net / mtbike.com
- 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: Poulsbo Pumpkin Pedal. Poulsbo, 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, Poulsbo, 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: Chuckanut 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 www.nas.com -bikeclub



PHOTO BY ELLIOTT HELLGATE

As the days get shorter, it's time to think about winter weather and riding at night.

Single Races

- Sep 1: PIR Series, Portland International Speedway, OR. Jeff Mitchem, 503-777-2362.
- Sep 5-7: Tour of the Flathead. Kalspell, 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: mysta@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

- Sep 3: Algonquin Track Series. near Portland. Mike Murray, 503-661-5874.
- Sep 10: Algonquin Track Series. near Portland. Mike Murray, 503-661-5874.
- Sep 24: Algonquin Track Series. near Portland. Mike Murray, 503-661-5874.

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Overtraining

Any time after July 4th is guaranteed good riding in the Northwest. In fact, you almost feel guilty for not riding in the sun since thoughts of rain from mid-October through Independence Day loom in the back of your head. Overtraining is a phenomena that occurs when your workout stress is not matched

with adequate rest to ensure proper physiological recovery. An analogy may be made to an average charge card that charges 19% on monthly balances. If you continue to overcharge without paying off your monthly bill, the amount owed to the credit company becomes infinitely large and detrimental towards positive financial interaction with local markets.

This is an experience that most destitute bike racers can say, "Been there, doing that." This is not a fun experience. The bank comes after you, you become injured (image), and your ability to take future loans is limited. You begin to lose sleep and your appetite. The only ways to get out of this downward spiral is to go bankrupt or make behavior modifications in order to get yourself to a zero account. In cycling, these two options are to either quit, or to modify your activities so as to make a more favorable environment for recovery. In either case you will hopefully be more respectful of the process.

Athletic Medicine

BY ERIK MOEN PT, CSCS

In an ideal world, training should be a little bit like your Mileage Plus card. The goal is to charge or go into temporary debt in order to get a reward, such as frequent flier miles.

In order to go First Class to the French Riviera you must balance your expenditures with regular maintenance of your balance. The closer you can keep your balance to zero, the better deal it is for you. If you maintain a large balance with the card company, you may still get

that trip but it will cost you more in the end. Enough with this homely analogy, but it is pretty close to the way things are with regards to overtraining.

Chronic overtraining generally leads to a decrease in performance and your cheery disposition towards the sport. The several "faces" of overtraining affect people differently. Some common manifestations of overtraining are decreased sleep, decreased appetite, excessive loss of weight/body fat, loss of motivation, loss of positive disposition, lower immunity and significant loss in performance. These are all factors that should be noticed through regular entries in a training log or through interaction with a coach. A study performed by coaches on runners found a simple way to predict a lack of recovery from effort: they noticed that athletes whose morning resting



Careful, regular training can keep you safe and comfortable on long rides, sports festivals and races like these riders at the 1998 Gorge Games.

heart rate (HR) was greater than five beats above normal resting HR were either at risk for initiating the overtraining process or demonstrated early stage illness.


Monitoring your morning HR is an easy process. The key is consistency in your measurement techniques. Morning HR should ideally be taken FOB (flat on back) a few minutes after waking. The few minute delay will allow your HR to equilibrate, especially if the radio alarm clock comes on with the latest by Marilyn Manson. The first step is to find your true resting HR. This will be a repeatable HR found following rest or on recovery days. The most important time within a training week to monitor your HR

is the morning after difficult efforts. This will gauge your efforts.

Once overtraining has been diagnosed you must make some choices. I hate to see athletes choose bankruptcy; that is, quitting the sport. Overtraining is easiest to cure when it is caught early. It often involves decreasing the training components of volume and intensity. This may mean sitting out of races or weekend training rides. Use of a HR monitor will ensure that you are truly taking it easy, thus allowing your body to "reboot."

Taking care to not overextend your "credit" will keep you happy and healthy. Enjoy the ride!





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Port Angeles Team Reflects on Climb to Success

It's been 13 years since the Port Angeles-based Pettit Oil Cycling Team hit the racing scene with a handful of riders and the name Forward Motion Cycling Club. Since that time the club has slowly grown to 15 members, picked up a sponsor and quietly made a name for themselves in the northwest racing scene as well as on the national level.

Team manager Bill Rowland began the club in 1985 after several years as a marathon racer. His son Lane was the first to break into the U.S. scene after joining the Junior National Squad in 1991 at the age of 17. Rowland (then racing for the former Olympic Sports) helped lead the U.S. Team to a Junior National title in the time trial. He also competed overseas at the World Junior Championships. Now at 24, Rowland has since moved on from those 600 mile training weeks and graduated from the New England Culinary Institute. He still rides his bike and hopes to get back into the sport soon.

In 1993, 13-year-old Barry Wilcox made his mark very quickly in the sport: in just a few years he catapulted his way to category two and won two Junior National titles. No matter the terrain, Wilcox had the natural ability and desire to compete with the "big guns" of the peloton. Wilcox will be heading

to college soon and is often seen cheering on someone else with a limitless future ahead of him: his 14-year-old brother Craig, the number one 13-14-year-old racer in the state (according to the recent Washington State bar points standings).

Now in 1998 the team is stronger than ever and is shaping up into one of the best around. They are led by Austrian-born Micheal Emde, the number four cyclist in the Northwest. Emde has been a consistent top ten finisher all season long, most recently placing second in the state criterium championships.

Original Forward Motion member Steve Somers (#21 in the state) has been a fixture in the top level Northwest racing scene for years. His aggressive riding style is well known: several years ago he earned the nickname "the tractor" because of his penchant for leading the pack in chasing down breakaways. Steve's brother Dave is a strong Cat. 3 racer (#19 in the state bar points) and looking to upgrade before next year.

Pettit Oil's only female members are Marla Emde and Jenny Becker. When she's racing, Becker is one of the best riders in the state;



Colby Siemens, Trevor Mays and Dave Somers of Pettit Oil Cycling in this year's Enumclaw Stage Race.

lately she's taken a break from the sport, but hopes to compete more in future seasons.

Pettit Oil's junior team is also joining the best in the Northwest. They are led by U.S. Junior Regional team member Jordan Siemens, the number three 17-18-year-old in the state. Colby Siemens is the number one 15-16-year-old and 11th in Cat 3. Trevor Mays of Tacoma is 9th in the 15-16 and Tyler Farrar of Wenatchee is the number two racer behind Craig Wilcox in the 13-14-year-old juniors.

Why has Port Angeles produced such good talent? For one thing, the Olympic Peninsula has some of the best places to ride. You have the flat, dry roads of the Sequim-Dungeness area, the legendary long climb of hurricane ridge and rolling terrain west of town. There is also great scenery and, when it's not tourist season, not a whole lot of traffic.

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SPORTS PAGE

Paradise Island Oregon District Criterium Championship

Masters Women & Tandems
Salem, OR August 9, 1998

Masters Men 30-34

- Glen Gann Sims
- Mark Magliner Nw Velo
- Richard Ensworth/Safeway/Saturn (WA)
- Russ Humberston Safeway/Saturn
- Tim Marcotte Hutch's

Masters Men 35-39

- Bill Groves Safeway/Saturn
- Ed Garfield Sims
- Hanz Schultz Hutch's
- Greg Talbert Team O
- Shaun Jensen Hutch's

Masters Men 40-44

- Steve Yenne Control Tech
- Al Yamoy Logie Velo
- Mark Endrus Cap Velo
- Brian Druker Nw Velo
- Brent Seidler Cap Velo

Masters Men 45-49

- Ron Magnus Logie Velo
- Dave Hayes Logie Velo
- Mark Nurte Cap Velo
- Glen Dusky Safeway/Saturn
- Mitch Weaver RCW

Masters Men 50-54

- Joe Halley Campiore (Canada)
- John Forbes Safeway/Saturn
- Leo Tsou Safeway/Saturn

Masters Men 55+

- Ian Fuller Safeway/Saturn
- Jerry Powell Mac
- Erhard Rohmutter San Diego
- Or Deichman San Diego
- Larry Slotta

Mixed Tandems

- Darien Harwood/Chauncy Curt/Safeway/Saturn
- Stephanie & Steve Yenne/Lemond/Control Tech
- Lisa & Hanz Spitzmiller Hutch's
- Nancy Hewett/Mark Endrus/Cap Velo
- Jenny & Dave Hayes Logie Velo

Senior Tandems

- Mark Nurte/Dustin Sellenger/Cap Velo
- Ivan Meadors/John Hart RCW
- Steve Yenne/Vern Skeltz/Control Tech
- Dick Richardson/Brent Seidler/Cap Velo
- Stan Smith/Sam Pietzold Cap Velo

Masters Women 35+

- Pam Reid Team O
- Donna Yutzy Cap Velo
- Nancy Hewett

Senior Women

- Emily Thurston Cyclisme/River City
- Stephanie Yenne Lemond
- Katherine Gunter Safeway/Saturn
- Tina Brubaker Wild West
- Lisa Spitzmiller Hutch's

Senior Women 4/5

- Jennifer Rhodes Nw Velo
- Donna Yutzy Cap Velo
- Charissa Halligust BBC
- Pauline Williford VC La Grange
- Pippi Ellis

Wheel Relay Race

- Stephanie Yenne, Steve Yenne, Glen Gann
- Donna Yutzy, Vern Sekaletz, Robert Chavir
- Ivan Meadors, Bill Groves, Beth Whittaker

PIR Race Series

August 4, 1998
Portland, Oregon

Category 1/2/3

- Jamie Mikami Safeway/Saturn
- Jon Walpole Bike Gallery
- John Milhem Lemond
- Ed Roberts Logie Velo
- Andreas Oswald Fullsailate

Category 4/5

- Ben Richardson Bike Gallery
- Buck Krasic Safeway/Saturn
- Patrick McBride Compucom
- Mark Hallquist Presto Velo
- David Krick

Oregon District Championships

Clackamas Community College
August 2, 1998

Senior Men Cat 1/2/3

- Corey Stayton Team Oregon
- John Mitchem Lemond/Bike Gallery
- Clark Metcalf Lemond/Bike Gallery
- Mark Ginsberg Bike Gallery
- Hank Pheffe Logie Velo

Senior Men Cat 4

- Patrick McGrade Safeway/Saturn
- Joe Halley Campiore (Out of State)
- Mark Merklime Capital Velo
- Kevin Ball
- Glen Scroggs Safeway/Saturn

Senior Men Cat 5

- Greg Canfield Hutch's
- Andrew Carlson
- Peter Kasper
- Craig Lashot
- Daniel Larson

Junior Men Cat 4/5

- Sean Murray Team Oregon
- Nils Tillstrom Cyclisme
- Stu Fisher Spurlock Safeway/Saturn

Junior Women Cat 4

- Della Slowick Cyclisme

Amateurs

- Brian O Neal Bike
- Jim Anderson Bike
- Tom Nelson

Junior Men 17/18

- Dalmeon Shanks NW Velo
- Garrett Shields Hutch's
- Brian Martin NW Velo (Out of State)

Junior Women 17/18

- Amaya Basta BBC
- Alice Pennington/Gorge Velo (Out of State)
- Rebekkah Boyd Team Oregon

Junior Women 15/16

- Della Slowick Cyclisme

Junior Men 15/16

- Teran Martin BBC
- Matt Velch Hutch's
- Sean Murray Team Oregon
- Tom Collett Team Oregon
- Stu Fisher Spurlock Safeway/Saturn

Junior Men 13/14

- Rob Burney Safeway/Saturn

Junior Women 13/14

- Larsyn Staley Team Oregon
- Matea Basta BBC

Junior Men 11/12

- Luke Pennington Gorge Velo
- Madre Stocker Cyclisme
- Steven Alkire (WA Rider)
- Jamie Whitlock (WA Rider)
- Matt Peterman

Junior Women 11/12

- Callin Gibbs BBC/Compucom
- Farah Bertrand Cyclisme
- Alene Andre Cyclisme

Junior Men 9/10

- Deandre Perry Cyclisme
- Ross Burney Safeway/Saturn
- Dustin Wilson Cyclisme
- Garrett Hanson Cyclisme
- Itai Bradshaw Lactic Acid

Alpenrose Track Series July Sprints

Portland, Oregon
July 31, 1998

"A's"

- Tim Luther Full Sail Ale
- Draw Nelson Compucom
- Mark Godfrey Compucom
- Steve McLaughrey Hutch's
- Emily Thurston Logie Velo

"B's"

- Curtis Waite Safeway/Saturn
- Laura Suditu Shaklee
- John Tess Safeway/Saturn
- Scott Betty Bike Gallery
- Emily Thurston Full Sail Ale

"C's"

- Mike Murray Bike Gallery
- Brian Dezzani Compucom
- Tomcollett Bike Gallery
- Ken Orr
- Noreen Valente Safeway/Saturn

"D's"

- Pat O'Brien Compucom
- Mike O'Hair Bike Gallery
- Charissa Halligust Compucom
- Rich Stenberg
- Dave Weber Team S&M

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- West Coast International Bicycle Classic™ Sep. 21 to Oct. 17, 1998
- Wheeling Hawaii 99™ March 14-20, 1999
- Odyssey 2000®, Jan. 1 to Dec. 31, 2000



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"Peck, Peck" from Page 1

Why? I ride further. I ride faster. I train harder. I'm more aware of equipment niceties beyond what we all read in Bicycling Magazine. I'm Euro, I'm extreme, I'm retro. I'm simply cooler, and if you had any class you'd realize that. You'd sit and listen and buy my latté.

An example? Guy with a Dura-Ace Merlin says, Nice Bike, Dude, to a guy with an Ultegra Litespeed. Is he sincere? Does he honestly admire the other guy's bike and equipment? He does not. What, then, is he saying?

He's saying: Pal, you're on the right track. You started way off the back but you're developing good taste in bikes. Why, you bought a cheaper Tennessee imitation of my hand-crafted New England masterpiece.

That's cool. *But*—you bought that bike, not one precisely like mine, thus proving yourself a less demanding, less discerning cyclist than I am. That's okay. You don't have to be me to be a real cyclist, a great cyclist, a true-blue aficionado of our sport.

Here's the thing, Dude. I use the bike hard, as its makers meant it to be used. I'm like a pro, a Tour de France star—though I am unappreciated, have no fan clubs and, in truth, do not race.

Despite those details, I know bikes. I can sense even minor compromises. I require the best. I bought the best, and I got a super deal on it, too.

You, on the other hand, will do fine with that entry-level model. You probably even like it. It's a blessing to be so easily satisfied.

If you've been riding a while, you've heard that guy's voice. He's everywhere. He doesn't always focus his attention on the other guy's bike, bike parts or clothing. Sometimes it's training effort, meaning commitment to cycling or some associated aerobic or strength sport.

Maybe he's the guy who, after a week off the bike, just rode around the block to see if his new chain would skip on his old cogs. He stops for coffee at Java Hut, brings his bike inside and wipes a spot of lube off its seat tube with a brown, recycled paper Java Hut napkin.

He pushes his Brikos up on his head, orders his latté and sits down one stool away from another cyclist he's seen around. The second guy's in salt-stained cycling clothes and still sweating. They say hi.

First guy asks sweating guy how far he's ridden.

Whatever sweating guy's answer is, expressed in numbers of miles or hours, new-chain guy will claim to have just finished a ride of

that number plus 20%. Minimum. In his Birkies and plaid jams.

Same goes for vertical feet climbed, laps in the pool, or miles ran in blazing heat from sea level to 3500 feet and back. Or reps done, or weight lifted or what-have-you.

This game passes for conversation among hobby athletes. It puts distance between us as we pile up cheap secret victories over unsuspecting people who never dreamed they were competing with us.

Many of the participants in this game do it without knowing what they do. This article is for them. If you suspect you may be among them, to get on top of this thing you'll have to listen to yourself when you're among other athletes. Listen and try to remember these suggestions.

Ask people how they're doing. Ask them if they enjoyed their ride. Tell them you like cycling too and get out often as you can.

Ask them if they rode the big local century, the AIDS Ride, Waves to Wine, or Seattle to Portland. Ask them about their club.

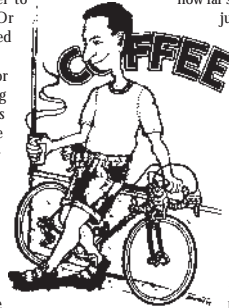
Ask them where they shop for bike stuff. Ask them where they got that jersey.

Don't mention mileage or average speed or other quantifying elements. Who cares how far some guy you meet at the shop just rode? Ask about traffic or weather, anything, anything but statistics.

Don't ask people how often they ride. What if they ride more days than you do, or fewer? Who cares? Neither of you will make the Olympic Team no matter how much you ride. It matters only in your own mind.

Don't ask people how long they've been riding. It'll sound like they have to pass some sort of old-timer test. Don't ask people if they like their Campy Chorus equipment if you have a Campy Record bike leaning on the wall five feet away. Don't ask people if they race.

Ask people questions that start conversations, not contests. Listen to your questions and their answers. The plan is to discover how much you and he or she have in common, not how much cooler you are than they are.



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