

Bicycle Paper

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Cyclocross Renaissance

'Cross racing bigger and better than ever in 1998

JEFFREY NACHTIGAL

You know why I really love 'cross? The roadies don't laugh at my mountain bike shoes and the mountain bikers don't laugh at my shaved legs," says 'cross racer and fan Breck Cartwright of the winter sport that attracts an entirely different sort of rider (and fan) to the physically demanding, climate-defying, spectator-friendly sport which has flourished in the United States over the last several years.

See "Cyclocross" on page 4

Bike Frame Design and Materials

"They ain't what they used to be"

BY TARYN GERHARDT

If you're shopping for a new bike, recent advances in bike frame design and high-tech materials will give you plenty to choose from.

But with so much on the market, sorting through the options and finding something to fit your body, needs and riding style is not always easy. However, deciding on a frame material doesn't have to be difficult.

See "Bike Frames" on page 8

Connie and Miji

BY MAYNARD HERSHON

August 22nd, Palo Alto, California
Specialized Women's Cycling Summit -

During one of the workshops at the Summit, Connie Carpenter Phinney, Olympic gold medalist, businesswoman and mom, talked about her early days in cycling and her friend Miji Reoch.

Raised in Wisconsin, Connie was a world-class speedskater. When she took up cycling, she was already fit as hell and focused. She was a competitive athlete, not an injured jogger or a woman intent on losing a few pounds.

See "Connie and Miji" on page 11

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Zooming down the single track at the Methow Valley Mountain Bike Festival.

PHOTO BY DAVID BARNES
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OPINION

Familiar brand names are appearing in unfamiliar places near you

Publisher's Note - The views expressed by Bicycle Paper writers, especially those of Gordon Black, may very well be the same as this publication.

News item: Eddie Bauer Inc. has teamed with Giant Bicycle to introduce a line of three bikes: the EB Spirit, the EB Sport and the EB Comp. According to a press release, the Spirit is described as a "traditional town and country hybrid bike." That's marketing-speak for a bike that's really a Schwinn Varsity with 21-gears and painted dark green, er, I mean, Sitka.

The Sport model undoubtedly comes in Fern, Moss and Salmon, reflecting its Pacific Northwest lineage. It offers a handlebar basket woven from cedar bark. A hinged lid opens up to reveal a nestled set of plaid picnic cups. The Comp. model favors a more rugged look, with exterior welds sculpted into the shape of mallard's feet. An optional accessory is the gun-rack.

Other leading companies seem set to follow Eddie Bauer's lead and begin marketing bicycles to a niche market. Among them, Ralph Lauren. The Polo Sport model comes only in black. A small vial positioned in the seat pillar contains the latest cologne, which is released gradually in the course of the rider's propensity to sweat. "Polo riders always smell good," is the company slogan.

Sniffing a trend, Chanel is offering a women's model with a handlebar-mounted mister that can be directed towards the rider or towards the rider's sweaty companion.

Others see a future in nostalgic products. Restoration Hardware, known for its high-end line of fashionable household accessories, is offering the "Paperboy Special," which a company brochure describes as a "revived version of a classic updated to suit the nineties." In addition to a rack capable of holding 50 newspapers, the bike also comes with

a GPS navigation system and no-hands cellular phone. "It's the bike you always wished you'd had when you were tossing papers," says the brochure.

Starbucks, which has become synonymous with catering to the habits of commuters, is ready to launch the "Tall & Skinny Flyer," a road bike with tires "narrower than a bagel." Designed for the morning rush-to-work crowd, it naturally comes with a battery-powered thermal cup, a toaster activated at speeds above 20 mph and a flashing rear light in the shape of a mermaid. Comes in two caffeinated hues: espresso or latté.

A spokesman for the coffee retailer says the company will be test marketing the bikes in areas with low topographic features and long cloudy winters.

Nordstrom, which persuaded Seattle city officials to reopen a closed street to vehicular traffic, has decided not to enter the bicycle market per se, but has begun negotiations with several mall owners to offer a valet and service center to customers arriving on Eddie Bauer, Ralph Lauren and Starbucks bikes. "Luxuriate in the splendour of our European-style spa, while your trusty two-wheeled steed is waxed and lubed downstairs," states a full-page advertisement. "Give yourself and your two-wheeled companion the treatment you both deserve. And, for a limited time only, receive a beautiful two-piece travel set that includes hand lotion, toothpaste and a specially engineered folding tool. Our gift, for you to keep."

Where will it go next? How about mountain bikes with the fabled Mercedes Benz marquis? Actually, that's already happened: they're selling them alongside their cars (including a new sub-compact costing \$25,000) in Europe. Land Rover's name is also being licensed to a bike company. Two years ago,

GT Bicycles introduced a Harley-Davidson bicycles, complete with fake tank. It was several thousand dollars of nice paint work that functioned as a bike.

There's snob appeal, brand recognition and many other reasons why people would choose to buy bikes with these names attached. But unlike driving a car, riding a bike is not a sedentary activity. If buying a Mercedes bike or the Eddie Bauer Sport gets more people out of their cars and onto a narrow saddle, who's to complain? I look forward to seeing Lexus, BMW and Cadillac bikes (and their drivers/riders) out on the street real soon.

Outspokin'

BY GORDON BLACK

Griffiths diagnosed with cancer

BY JEFFREY NACHTIGAL

Shortly before this year's Hewlett-Packard International Women's Challenge, Seattle's Ward Griffiths offered a few words about her upcoming race. "It takes a strong mental attitude to do well in this sport, and that decides whether you can or can't do it," she confessed. "My biggest challenge is always myself."

It came as a shock to the Northwest cycling community when Ward was diagnosed in August with breast cancer. Perhaps her words prior to the HP were prophetic in a sense, in that her biggest challenge was not racing itself. Of course, no one would have guessed that cancer would be her next hurdle.

A benefit ride is being organized by the Lake Washington Velo/Pacific Financial Services team to help make a dent in the portion of her medical costs that are not covered by insurance. The ride, scheduled for Saturday, Oct. 3, will leave from Pert's in Leschi. Each rider is asked to donate \$10, which will go directly to offset the deductible of her insurance. Organizers would like to have as many people/teams show up as possible.

Contact Kevin Wolff for details: (425) 513-5875.

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CYCLOCROSS

Continued from page 1

Landmark year

Cyclocross fever has been building steadily in the Northwest — and across the country — for the past several years. “Each year ‘cross has gotten bigger, but this is a landmark year for ‘cross in the United States,” comments four-time Master’s national champion Dan



Dale Knapp

Norton. “The SuperCup has money [Men: \$3,000, Women: \$1,000] on the line and a UCI rating [Union Cycliste Internationale—the UCI “rates” races by difficulty and prestige]. There will be an influx of road and mountain bike professional riders who take ‘cross seriously. The ante is going to go way up...”

Closer to home, the ante has been raised with the new, eight-race “Northwest Cup,” which will bring ‘cross racing to Spokane, Portland and Olympia, places that haven’t had much ‘cross racing in the past. In combination with the popular Seattle-Metro series (which debuted in 1990), the Northwest Cup will provide twice as many chances to get muddy while riding — or watching — ‘cross races. The big schedule not only doubles the number of races, but also ‘crossers’ weekend pleasure: most of this year’s race weekends are now back to back Saturday-Sunday affairs.

The top draw for Northwest ‘cross riders to test themselves against the country’s best has been, and will continue to be, the national SuperCup. But by and large, the series was attracting mostly regional participation: East and West Coast riders who weren’t able to travel to races on the other side of the country stayed home when races were staged far away, Norton said. Thus, the idea for a “Northwest Cup” was born.

“The idea is to broaden the base,” promoter Tim Rutledge says about the new series. “This is the vision: Why travel to the SuperCup when you can race right here in the Northwest? By increasing the grass roots and local involvement, riders don’t need to go back and forth, now there’s plenty of racing in the Northwest without travel.”

Building momentum

Only a few years ago, cyclocross racing was viewed as a cold and muddy European sport that most racers eschewed for fenders or indoor bike trainers. Under the vigilant guidance of Rutledge, Norton and Baker, Northwest cyclocross has grown from small, ad hoc gatherings of fewer than 50 riders to events that more closely resemble carnivals, boasting six racing categories from juniors to women to masters, and significant prize lists.

Rutledge, along with Norton and Northwest legend Jerry Baker, has worked hard over the years to build a strong cyclocross community in the Northwest. These three triple-handedly took on the formidable tasks of running training clinics, developing new race courses and managing all the week-to-week responsibilities and tasks inherent to putting on races. The trio’s support of ‘cross goes back to days when the series was held in Kitsap County and the national championships were held with little fanfare in the mid-1980s in Bremerton. Each year has seen cautious growth, with the Seattle-Metro series picking up significant momentum when Seattle hosted the 1994 and 1996 National Championships at SeaTac Park, cementing the Northwest as a ‘cross stronghold.

Last year, the Seattle-Metro Series enjoyed never-before seen popularity, attracting as many as 300 racers for two races. In fact, regular Tuesday and Thursday night training sessions attracted more riders than the races did just three years ago. This year, many bicycle shops have requested cyclocross clinics, reports Norton, and local frame builder Redline has shipped their redesigned, affordable Conquest cross bike to stores earlier in the year to meet the expected demand, signifying the building grass roots enthusiasm for a sport which only a few years ago was the pastime of a few muddy diehards.

Part of the appeal of cyclocross — which originated in Europe around the turn of the century — is that races are very spectator-friendly. Genuine fans, not just riders waiting for their own races, are returning on a regular basis to watch races. Courses are short



Chris Underm

loops, which means that fans can get very close to riders and see them on different sections of the course very easily. The traditional ringing of cowbells should be distinct as fans support the racers with what are fondly referred to as “hand warmers.”

So why ‘cross?

It’s hard to explain the mystique of cyclocross. A ‘cross race is one of the hardest hours spent on a bicycle, yet racers keep returning year after year. The best of times are in early October, when brilliant Indian Summer graces the sky with hues of deep, iridescent blue and fallen leaves crackle underfoot, and soaking up the last of the hot sun is almost as important as racing. Later in the year, on weekday fall evenings, the cold air hints of wood smoke and training riders are chased by their own speeding shadows, with only the hum of tires on damp grass marking their flight under the glow of a harvest moon.

‘Cross can also be the cold drum of a November rain on your helmet at the start line, or the excruciating pain of the last run-up section. But even in the worst of weather, ‘cross is about community and feeling that you are not alone in your ache. The urge to pack it in and say “forget it” is quickly forgotten when people are slapping you on the back, saying “nice job” at the finish line. For most riders, the thrill of challenging themselves in one of their hardest hours of competitive cycling is worth the rain, cold, mud, wind and pain. At those times, ‘cross is so hard, it’s good.

Northwest community

“I don’t think you have the unreal expectations of pampered road riders who race for prizes — the ‘fun’ factor in ‘cross hasn’t been tarnished by team tactics, racing fees or cash prizes,” Norton says carefully, aware that he is taking a chance at alienating people who haven’t — or don’t — want to experience Northwest cyclocross. Talking merely about the racing, however, doesn’t do justice to the spirit of “community” that Northwest cyclocross enjoys. Norton, and many others, keeps coming back to cyclocross year after year mainly because of the people.

“It’s a fun, community event that has a friendly atmosphere all around,” Norton says simply, with no hint of exaggeration.

Perhaps one of the best examples of the Northwest’s ‘cross “community” are the regular Tuesday and Thursday night practices. In no other cycling sport does a beginning rider have the freedom to ride up and ask questions of a rider the caliber of Dale Knapp, who has finished third in two national championship races, most recently last year. Everyone, from the first-time rider to the national champion, is doing the same routine on practice night, from stretching to racing around the same grass track at Highpoint or Marymoor.

Many sports have a hero, the person who is willing to turn inside out giving back to the sport. Cyclocross is unique in the Northwest due to the number of individuals who willingly donate their efforts to help the sport



Loren Hanson

continue to grow and involve the community.

“Jerry, Tim and I don’t put a cent in our pockets,” Norton says, outlining the spirit of the leadership behind Northwest cyclocross. “All the money is put back into promoting the sport and having successful nationals. For the tasks at races like registration or marshaling we hire local clubs so the entry fees go back into the racing community.”

But it isn’t just the promoters who have been willing to “put back” into the sport.

Top riders such as Dale Knapp, Craig Udem and Jon Sundt have spent many hours working to prepare courses the day before a race, or taken juniors under their wing to introduce them to the sport, giving back to the sport and community which have treated them so well. On a recent Sunday, Norton organized a work party to spiff up the new South SeaTac course, which drew many of the riders who would be racing on the very same dirt the next week.

The “putting back into the sport” mentality is a testament to the sport’s spirit of community, and its enduring strength, boding well for this season, and the future of cyclocross in the Northwest.



Jed Fox

CYCLOCROSS

Local changes

New courses: the Northwest Cup will visit Olympia's Thurston County Fairgrounds for two flat, wide-lane races looping around 4-H animal pens. Spokane's rolling, dry courses will likely give races a taste of windy, cold northern European conditions. South Sea Tac will offer a "free trip to Belgium," with its short, steep hills and sandy riding sections. Estacada Park hosts the final round of the Northwest Cup: the two-mile course combines flat, fast, wide sections with steep, short run-ups and slow, grinding mud sections, favoring riders with diverse skills. Promoter Russ Humberston calls Estacada Park cyclocross "The best in the Northwest."

Returning: crown jewel of 'cross courses, North Sea Tac's serpentine singlettrack, with varying hills and pavement sections offering a "complete" cross course." When the wind is right, the scream of incoming jet airplanes adds to the sometimes surreal experience of a muddy 'cross race as the jumbos descend to nearby Sea-Tac International Airport. Erstwhile Steilacoom's brutally long run-up hill was responsible for "doing-in" riders from the East Coast at last year's SuperCup race, reason enough to prompt racers to start running hills immediately. Norton is in charge of developing new courses for cyclocross, and is always looking for new venues to replace out-grown courses from years past.

The Seattle-Metro and Northwest Cup continue to adhere to the UCI spirit of cyclocross by only allowing 700c wheels, as opposed to 26" mountain-bike wheels, in 'cross races. This year flat bars for cross bikes, in addition to "drop" road bars, will be allowed; this change in UCI policy came about primarily due to Thomas Frischknecht, who has used flat bars on his 'cross bike at the past two world championships.

Double racing weekends have been added to make it worthwhile to travel for two races instead of one; also, the doubles provide the hardest season of training for Northwest riders looking forward to Boston (site of the National Championships this year).

In addition to the SuperCup prize list (\$4,000+), the Seattle-Metro Series will have \$1,500 in cash to the top senior men and prizes for other categories. The Northwest Cup's races will pool to have a \$2-3,000 prize list.

Eastside Bicycle Racing's Dave Tisdale, "cycling agent," is building relationships with national companies such as Control Tech, KONA, Raceface and Clif with the goal of having them sponsor local riders.

Promoters are looking for a person to film cyclocross races with the aim of showing footage on public television Channel 29.

Riders to watch

It's hard to say much more about good Dale Knapp, Tacoma, really is. Rarely does anyone challenge for him in a cross race; that is, until he meets the McCormick brothers (Satur road pros), who have both beat him to the top two spots at the National Championships the last two years. Knapp finished 45th at the World

Championships in Denmark, and according to American teammate Mark Gullickson, "could have been in the top 20." In possibly his final year racing, Knapp is the best bet to win any regional race he enters.

Washington State Expert mountain bike champ Chris Pike, Seattle, had a very consistent 1997, ultimately taking third overall in the Seattle-Metro series, and could rise to taking a victory or two this year.

Loren Hanson, Kirkland, won last year's Seattle-Metro series, and is clearly the top 'cross rider in the state behind Knapp.

Mark Hanson, Kirkland, in his 4th year racing cross, took fifth overall in the Seattle-Metro Series and has placed consistently in mountain bike races this year, positioning himself for a top-five Seattle-Metro placing this season.

Jed Fox, Ashland, has proven that he is the one man in the Northwest who can beat Knapp. An Ashland, Ore. native, Fox has raced on the European cross circuit for years. His experience helped to propel him to a final day win and the overall SuperCup series ahead of Knapp, who suffered through a sick-day on the deciding final race.

Jon Sundt, Kirkland, has a ninth-place finish in a pro NORBA national mountain bike race to earmark him as a rider to watch. Last year's below-par season last year hasn't slowed his training for this year.

Of-mentioned as promoters, Dan Norton, Seattle, and Tim Rutledge, Seattle, are also among the best Master's 'cross racers in the country, each with national titles to their credit. Norton's goal is to race at the world championships in Belgium when he turns 50 next year. Rutledge's young daughter keeps him busy and happy, but he expects to compete as seriously as ever in regional races when the season kicks in.

It will be hard for Katie Blincoe, Mercer Island, queen of the cross circuit for the past two years, to improve upon last

year's success: she pulled on the decidedly fashionable stars and stripes jersey at the National Championships (held in Lakewood, Colo.) as Women's Master National Champion. Her smile and words of encouragement are hard to miss on the practice course.

Her teammate Anne Grande, Seattle, was the other part of the 1-2 punch that the dynamic duo represented on the cross course. Their teamwork helped in Grande's speedy ascent to SuperCup Champ. Her sights are set on a top finish at Nationals this season.

Wanda Howlett, Seattle, quietly crept up on the two Redline teammates to take the Women's Seattle-Metro title.

Espoir (under 23) Adam Krause, Ohio, was the third member of the Redline team that was selected to the World's team; his 53rd place was icing on the cake for his SuperCup overall win. A summer season spent racing in the Midwest couldn't keep

him away from the Northwest for 'cross season.

Two prominent names will not be mounting their 'cross rigs this season. Craig Undem, one of the most respected, and respectful, riders on the scene has turned his attention to coaching; he will run the Tuesday night practice sessions. Junior Narayan Mahon, who finished 38th at the world championships last year, has moved to North Carolina to start college.

Perhaps Rutledge sums up the overall spirit of 'cross best: "The lack of snobbishness is what it's all about, that spirit is what brings people out. We don't care who you are — just come out and ride."

Article prepared by Jeffrey Nachtigal. Rider photos by Scott Fillon. Schedule gathered by Bicycle Paper staff and Jeffrey Nachtigal.

1998 Cyclocross Schedule

This schedule was assembled from event promoter schedules. As schedules do change, please refer to the *Bicycle Paper* calendar on page 9 and contact the promoter before attending an event. Any last minute changes will also be posted at www.bicyclepaper.com

Seattle-Metro Series

Sept 20 South SeaTac
Oct 4 Steilacoom
Oct 18 South SeaTac
Oct 25 North SeaTac
Nov 1 Steilacoom
Nov 8 South SeaTac
Nov 29 Steilacoom
Dec 6 North SeaTac, (State Champs)

Northwest Cup

Sept 26 South SeaTac
Sept 27 North SeaTac
Oct 10 Spokane
Oct 11 Spokane
Nov 14 Olympia
Nov 15 Olympia
Dec 12 Portland
Dec 13 Portland

National SuperCup

Nov 21 South SeaTac
Nov 22 North SeaTac
Dec. 19, 20 National Champs in Boston



Chris Pike

Regional Training Events and Kids Races

Tuesdays, Highpoint Park, West Seattle, 6:15pm
Thursdays, Marymoor Park, Redmond, Washington, 6:15pm
Oct 3 — Jed Fox Cyclocross Clinic, 10 a.m., at Cycle Analysis in Jacksonville.
Oct 4 — Cross Crusade Cross Clinic with 20 min. race, Alpenrose Velodrome, Portland
Oct. 4, 2pm, Cyclocross clinic at McCormick Park in Missoula with World Championships team member Geoff Proctor
Oct 11 — Cross Crusade Cross Clinic with 20 min. race, Alpenrose Velodrome
Oct 24 — Carnation Cyclo-X race. (Kids Race), Carnation, Washington

Southern Oregon Outlaw Cyclocross Series

Oct. 4 Medford
Oct. 11 Ashland
Oct. 24 Medford
Nov. 7 Ashland
Nov. 14 Jacksonville

Oregon Crusade Series

Oct. 18 Alpenrose Dairy
Oct. 25 Johnson Farm or Estacada Park
Oct. 31 Edgefield or Johnson Farm
Nov. 8 Vancouver
Nov. 22 Alpenrose Dairy
Dec 12 Estacada Park, (State Champs)

Idaho Cyclocross

Oct. 11 Boise
Oct 25 Boise

Baddlands Cyclocross Series (Inland Northwest)

Oct 25 Spokane
Nov. 8 Vancouver, Washington

Montana Supercross Series

Oct. 11 Helena
Oct. 18 Bozeman
Oct. 25 Missoula
Nov. 1 Bozeman
Nov. 8 Billings
Nov. 15 Missoula, (State Champs)



Jonathan Sundt

ATHLETIC MEDICINE

Off Season Planning: What to do in your spare time

A truly magnificent summer was experienced by most Northwesterners. This gave very little excuse for not riding a lot. The smell of Fall is now in the air, as well as crisp mornings, soccer matches, lots of apples, and diminishing light for riding. Fall is one of my favorite seasonal changes. There is so much excitement and expectations from those mostly other than cyclists. Fall helps buoy my spirits from the end of racing season and warm weather. October has traditionally been the month for the advanced cyclist to have "off." "Off" has several connotations. To Eddie B. (a famous cycling coach), "off" means doing something other than rigorous bicycle training. "Off" implies the continuation of activity at perhaps a less intense pace. In my mind, October and November are months of less structure, but certainly active. Through consultation with David Letterman, I have developed a Top 10 List of Things that should be done during the off-season (October and November).

10. Overhaul your "summer" bicycle. It has hopefully seen lots of miles this summer and deserves a good "look-over" to ensure proper operation. Besides, if you try to have this done at the last minute this coming Spring, the wait at the shop will be much longer and painful.

9. Plan to purchase new equipment and include it on low intensity, low volume rides. Fall is the best time to incorporate new equip-

ment. Your riding volumes are down and you are less likely to induce an overuse injury.

Athletic Medicine

BY ERIK MOEN PT, CSCS

See **Bicycle Paper** columnist and **Athletic Medicine** editor, **Erik Moen** on **October 28** in a **free Winter Training Clinic** at **Gregg's Greenlake Cycle** in **Seattle**. The 7p.m. seminar will feature **Erik Moen** on topics such as **goal setting for 1999, training programs, weight training and more!** Space limited to first 20. Sign up at store or call (206) 523-1822.

8. Stretch everyday. We'd hate for you to take on the shape of your couch! Your body will appreciate the physical stimulus through this time of transition.

7. Prep your "rain" bike. The rainy season (for a number of us) of November-March is quickly upon us! Limit your excuses for initiating your 1999 training plan.

6. Do something that involves walking, hiking or running. This is great stimulation for the long bones and muscles of your body. Eccentric muscle contraction demanded by gait is one way to regain balance in your body. Ground force reactions experienced by the bones help stimulate greater bone strength in your long bones of the body, a stimulation not necessarily induced through cycling.

Great activities are hiking, soccer and ultimate Frisbee.

5. Initiate a weight training program. Address your weaknesses and prepare your muscles and tendons for the rigors of the 1999 season.

4. Set goals for the 1999 season. You have to know what you want to do. The realization of rides you want to participate in for 1999 will help create realistic training goals for you to chase this winter.

3. Get a musculoskeletal exam from a qualified Physical Therapist. Results will help structure goals for the gym, new equipment and stretching. A second opinion (other than yourself) helps make that next step in performance. Request that this analysis include the measurement of your lean mass (a.k.a. body fat testing).

2. Get a physical exam from a Physician. Your high performance engine deserves analysis. The Fall/Winter is the best time as you have more time and it is easier to incorporate changes if results so demand.

1. Ride to a bakery with a friend. Remind yourself why you love to ride your bicycle!

Best wishes. And not to add to the list, but do take the opportunity to observe — if not race — a cyclocross race this Fall. It is a wonderful spectator sport and the Northwest is lucky to have its share of really talented athletes!



Soccer is a great winter activity for bicyclists. Also complimentary to cycling are walking, basketball, cross-country skiing and swimming.

Erik Moen PT, CSCS is the Clinic Director at Physiotherapy Associates - Lynnwood. He is a Physical Therapist, Certified Strength and Conditioning Specialist and is an Elite-Level coach with the United States Cycling Federation. You can reach him at (425) 775-0642 or Fax (425) 775-0579.

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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

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: mvsf@methow.com Celeste Johnston, Methow Valley Sport Trails Association, P.O. Box 147, Winthrop, WA, 98862-0147. 509-996-3287.

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 3: Jed Fox Cyclocross Clinic. Jacksonville, OR at Cycle Analysis. Call 541-899-9190.

Oct 4: Cross Crusade Cross Clinic. Alpenrose Velodrome. 10 a.m. with 20 minute race at 11:30 p.m. (503) 222-3276.

Oct 11: Cross Crusade Cross Clinic. Alpenrose Velodrome. 10 a.m. with 20 minute race at 11:30 p.m. (503) 222-3276.

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

Oct 28: Winter Training. Gregg's Greenlake Cycle, WA. 7pm. Seminar featuring Erik Moen PT, CSCS. Topics include goal setting for 1999, training programs, weight training and more! Space limited to first 20. FREE. Sign up at store; (206) 523-1822.

Nov 13-14: Second Annual International Travel Expo. Seattle Center, Seattle, WA.

Offroad

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: mvsf@methow.com Celeste Johnston, Methow Valley Sport Trails Association, P.O. Box 147, Winthrop, WA, 98862-0147. 509-996-3287.

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: rog@micron.net or www.wildrockies.com Ron Dillon, Wild Rockies Mountain Bike Series, P.O. Box 7075, Boise, ID, 83707. 208-342-3910 or 208-368-9026.

Oct 4: Cross Crusade Cross Clinic. Alpenrose Velodrome. 10 a.m. with 20 minute race at 11:30 p.m. (503) 222-3276.

Oct 4: Seattle Metro Series. Stielacoom, Tim Rutledge at (503) 222-5914 or on the web at www.iscn.com/maymoor/cyclocross.

Oct 4: Southern Oregon Outlaw Cyclocross Series #1. Medford,

OR. Anthony Smith at (541) 482-2543 or Cycle Analysis at (541) 899-9190.

Oct 10-11: Bend's Big Fat Tour. Bend, OR. 20, 30 & 60 mile options. Mostly singlettrack, descend 2000-3000 more than you climb. Ad stations. Food, drink and live music at the finish. \$25. (541) 383-2243 or e-mail: promissberg@aol.com.

Oct 10: Northwest Cyclocross Cup. Spokane, WA. www.iscn.com/maymoor/cyclocross.

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

Oct 11: Montana Cyclocross Series. Helena, MT. For more information, call Jeff Crouch at (406) 542-5050 or e-mail kibo@bigsky.net.

Oct 11: Cross Crusade Cross Clinic. Alpenrose Velodrome. 10 a.m. with 20 minute race at 11:30 p.m. (503) 222-3276.

Oct 11: Northwest Cyclocross Cup. Spokane, WA. www.iscn.com/maymoor/cyclocross.

Oct 11: Southern Oregon Outlaw Cyclocross Series #2. Ashland, OR. Anthony Smith at (541) 482-2543 or Cycle Analysis at (541) 899-9190.

Oct 18: Seattle Metro Cyclocross Series #3. S. Sea-Tac Park, WA. MVA web page: www.iscn.com/maymoor/cyclocross; MVA hotline (206) 675-1424; Dan Norton (206) 324-7304.

Oct 18: Montana Cyclocross Series. Bozeman, MT. For more information, call Jeff Crouch at (406) 542-5050 or e-mail kibo@bigsky.net.

Oct 18: Seattle Metro Series. South SeaTac. Tim Rutledge at (206) 722-5914 or on the web at www.iscn.com/maymoor/cyclocross.

Oct 18: Oregon Cross Crusade Series. Alpenrose. David Douglas at pazzo@accessone.com or Russ Humberston at (503) 626-7200.

Oct 24: Camation Cycle-X race. Kids Race, Beginner, Category B, & mount; Prizes & \$10 Entry fee for all racers Except Kids. For info, contact Roy @ (206) 362-2413.

Oct 24: Southern Oregon Outlaw Cyclocross Series #3. Medford, OR. Anthony Smith at (541) 482-2543 or Cycle Analysis at (541) 899-9190.

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

Oct 25: Seattle Metro Cyclocross Series #4. N. Sea-Tac, WA. MVA web page: www.iscn.com/maymoor/cyclocross; MVA hotline (206) 675-1424; Dan Norton (206) 324-7304.

Oct 25: Montana Cyclocross Series. Missoula, MT. For more information, call Jeff Crouch at (406) 542-5050 or e-mail kibo@bigsky.net.

Oct 25: Seattle Metro Series. North SeaTac. Tim Rutledge at (206) 722-5914 or on the web at www.iscn.com/maymoor/cyclocross.

Oct 25: Badlands Cyclocross Series #1. Spokane, WA. David Lawson at dlawson@wsu.edu or (509) 335-2533.

Oct 25: Oregon Cross Crusade Series. Johnson Farm or Estacada. David Douglas at pazzo@accessone.com or Russ Humberston at (503) 626-7200.

Oct 31: Oregon Cross Crusade Series. Edgerfield or Johnson Farm. David Douglas at pazzo@accessone.com or Russ Humberston at (503) 626-7200.

Nov 1: Seattle Metro Cyclocross Series #5. Stielacoom, WA. MVA web page: www.iscn.com/maymoor/cyclocross; MVA hotline (206) 675-1424; Dan Norton (206) 324-7304.

Nov 1: Montana Cyclocross Series. Bozeman, MT. For more information, call Jeff Crouch at (406) 542-5050 or e-mail kibo@bigsky.net.

Nov 2: Seattle Metro Series. Stielacoom. Tim Rutledge at (206) 722-5914 or on the web at www.iscn.com/maymoor/cyclocross.

Nov 7: Southern Oregon Outlaw Cyclocross Series #4. Ashland, OR. Anthony Smith at (541) 482-2543 or Cycle Analysis at (541) 899-9190.

Nov 8: Seattle Metro Cyclocross Series #6. S. Sea-Tac Park, WA. MVA web page: www.iscn.com/maymoor/cyclocross; MVA hotline (206) 675-1424; Dan Norton (206) 324-7304.

Nov 8: Montana Cyclocross Series. Billings, MT. For more information, call Jeff Crouch at (406) 542-5050 or e-mail kibo@bigsky.net.

Nov 8: Seattle Metro Series. South SeaTac. Tim Rutledge at (206) 722-5914 or on the web at www.iscn.com/maymoor/cyclocross.

Nov 8: Badlands Cyclocross Series #2. Vancouver, WA. David Lawson at dlawson@wsu.edu or (509) 335-2533.

Nov 8: Oregon Cross Crusade Series. Vancouver, WA. David Douglas at pazzo@accessone.com or Russ Humberston at (503) 626-7200.

Nov 14: Northwest Cyclocross Cup. Olympia, WA. www.iscn.com/maymoor/cyclocross.

Nov 14: Southern Oregon Outlaw Cyclocross Series #5 (final). Jacksonville, OR. Anthony Smith at (541) 482-2543 or Cycle Analysis at (541) 899-9190.

Nov 15: Montana Cyclocross State Championships. Billings, MT. For more information, call Jeff Crouch at (406) 542-5050 or e-mail kibo@bigsky.net.

Nov 15: Northwest Cyclocross Cup. Olympia, WA. www.iscn.com/maymoor/cyclocross.

Nov 22: Oregon Cross Crusade Series. Alpenrose. David Douglas at pazzo@accessone.com or Russ Humberston at (503) 626-7200.

Nov 28: Seattle Metro Cyclocross Series #7. Stielacoom, WA. MVA web page: www.iscn.com/maymoor/cyclocross; MVA hotline (206) 675-1424; Dan Norton (206) 324-7304.

Nov 28: Seattle Metro Series. Stielacoom. Tim Rutledge at (206) 722-5914 or on the web at www.iscn.com/maymoor/cyclocross.

Dec 6: Seattle Metro Cyclocross Series #8 & WA State Championships. N. Sea-Tac, WA. MVA web page: www.iscn.com/maymoor/cyclocross; MVA hotline (206) 675-1424; Dan Norton (206) 324-7304.

Dec 6: Badlands Cyclocross Series #3. Spokane, WA. David Lawson at dlawson@wsu.edu or (509) 335-2533.

Dec 12: Northwest Cyclocross Cup & OR State Championship. Estacada, OR. www.iscn.com/maymoor/cyclocross.

Dec 13: Northwest Cyclocross Cup. Estacada, OR. www.iscn.com/maymoor/cyclocross.

Rides & Tours

Oct 3: Manatash Metric Flat Colors Tour. Ellensburg, WA. Public Safety Bldg, 2nd and Pearl. 7:30 to 8am. 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/~slagyr/ 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 7-10: Best of Bend. Bend, OR. 4 days, 3 nights, \$595, lodging, Pacific Crest Mountain Bike Tours, (800) 849-6589, srapp@srapp.com, www.sunrivermet.com/mtbktour.

Oct 18-18: 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, Dnegr, 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.

Series Races

Sep 20-Dec 6: Seattle Metro Cyclocross Series. Washington. MVA web page: www.iscn.com/maymoor/cyclocross; MVA hotline (206) 675-1424; Dan Norton (206) 324-7304.

Oct 4-Nov 29: Seattle Metro Series. Tim Rutledge at (206) 722-5914 or on the web at www.iscn.com/maymoor/cyclocross.

Oct 4-Nov 14: Southern Oregon Outlaw Cyclocross Series. Oregon. Anthony Smith at (541) 482-2543 or Cycle Analysis at (541) 899-9190.

Oct 10-Dec 13: Northwest Cyclocross Cup. www.iscn.com/maymoor/cyclocross

Oct 11-Nov 15: Montana Cyclocross Series. Montana. For more information, call Jeff Crouch at (406) 542-5050 or e-mail kibo@bigsky.net.

Oct 18-Nov 8: Oregon Cross Crusade Series. David Douglas at pazzo@accessone.com or Russ Humberston at (503) 626-7200.

Oct 25-Dec 6: Badlands Cyclocross Series. David Lawson at dlawson@wsu.edu or (509) 335-2533.

Single Races

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

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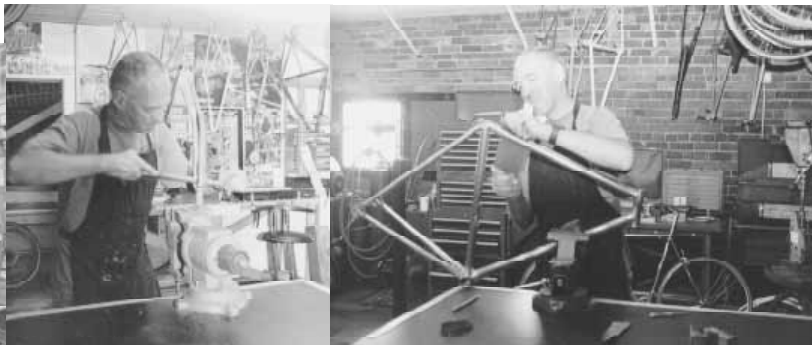
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"Bike Frames" from Page 1



(Photos left to right) Bill Stevenson first sizes the person with a sizing tool. Next he assembles and finishes the fork and frame (in this case True Temper steel)

Whether you choose a custom bike or something off the shelf, you'll most likely choose from steel, aluminum, titanium or carbon fiber (composites).

With recent advances in technology, each of these materials can perform similarly on a frame in the same price range, but they differ in strength, stiffness and weight. Which of these materials performs best has long been debated and each material has its loyal fans.

There's a huge variation in the quality of tubing within in any one type of material, but generally the quality is directly related to the price, says Bill Stevenson of Stevenson USA, a custom bike design and building company in Olympia, Washington.

According to Douglas Hayduk, author of "Bicycle Metallurgy for the Cyclist," steel, aluminum, titanium and carbon fiber each have similar strength-to-weight ratios or "specific strength." This is determined by dividing a material's ultimate yield strength (the stress at which a material starts to deform) or ultimate tensile strength (the maximum stress a material can withstand before breaking) by its density.

Each material has its advantages and disadvantages. Your decision will depend on your riding style, personal preferences and budget. Also take into consideration that part of how well a frame performs depends on its design (i.e., some aluminum bikes are designed with oversized tubing to make them stronger).

Finally, while material and frame design are pivotal considerations when buying a bike, remember that the most important aspect is making sure it fits the rider properly.

Steel

Steel is the most well-known and most widely used frame material. It's the most affordable material and has the most varied selection of tubing. Steel is strong, stiff, resilient (lively), durable and is easy to work with and repair.

The disadvantages are that it is corrosive, design can be limited by available tubes and

lugs, and the assembly produces weaker, heat-affected zones. Also, the more inexpensive steels can be heavy.

Stevenson says the newest, high-end steel alloys are extremely light and have the highest strength-to-weight ratios of all the materials. Most of the exotic bikes are made out of new types of steel. Stevenson uses mostly high end, American steel such as True Temper Gold.

Low-alloy (less expensive) steel is an alloy of iron and carbon and small amounts of manganese, molybdenum, vanadium or nickel. This material combines strength with lightness, absorbs shock well, feels lively and is responsive. These frames are made stronger by "butting," in which tubing walls are made thin in the middle and thick on the ends. Better frames have double butted main tubings, as well as forks and stays. Double-butted ends provide added strength where tubes are brazed or welded together, according to Hayduk.

Aluminum

Aluminum is also popular for sport, mountain and racing bikes. The advantages of aluminum are that it is light (one third lighter than steel by volume), inexpensive, adequately strong, shock absorbing and non-corrosive.

The disadvantages are that fatigue risk requires overbuilding, it lacks resilience, is not easily repaired and its bonded joints can fail.

While aluminum is lighter than steel, it takes more aluminum, either in the form of greater wall thicknesses or larger tube diameters (overbuilding) to make a strong frame. Design is a major factor in an aluminum frame's durability and specific endurance limit ("fatigue," or small repeated stresses).

Aluminum fatigues faster than steel or titanium, so designers overbuild to make up for that. Frames with oversized tubes (i.e., Cannondales and Kleins) are extremely rigid. Additionally, some riders say that rigid aluminum frames give a much harsher long distance ride than other materials.

However, that may depend on frame design and quality of the aluminum. Some aluminum frames can be a combination of materials, such as aluminum and steel, such as the Raleigh Technium series.

Different types of aluminum commonly used are 6100 or 7000 series. Both of these

are extremely strong, but durability and fatigue characteristics will depend on its design, says David Levy, owner of Ti Cycles in Seattle. Ti Cycles specializes in custom made titanium bikes and was one of the first custom titanium builders in the U.S.

Titanium

Titanium is resilient, extremely light, non-corrosive, absorbs shock well, doesn't need to be painted and looks good over a long period of time. Titanium is the most tunable of all metals, letting designers use a variety of tube diameters and thicknesses to create a specific feel. It is an ideal material for high-performance road and mountain bikes.

"It's going to be lighter and more durable. On a perfectly welded frame, it

would never fatigue. Titanium can go through infinite number of fatigue cycles and never fail," Levy said.

Levy said all the titanium used for bikes today is an alloy of titanium: three percent aluminum and 2.5 percent vanadium for the main tubes. For the drop outs and braze ons, a six percent aluminum and four percent vanadium alloy is used. Some bike builders make the entire bike using the latter, but Levy says there's really no additional benefit and you'll pay 30 to 40 percent more.

"For titanium it is pretty important to look at the manufacturer. Look at their history and at how the product holds up," Levy said. The drawback of titanium is that it's expensive. Titanium tubing can cost two-to-

three times more than custom steel, Stevenson said. Also, it is not easily repaired, design is limited by available tubes, and it is harder to work with than steel so the process of working and welding is slower.

Carbon Fiber

Carbon fiber is a material used mostly for racing bikes. It is stiff, light, strong, has the best shock absorption, can be designed to be very aerodynamic and is non-corrosive.

However, it doesn't have the durability of steel or titanium and is not easily repaired, according to Stevenson. It is expensive, strength and stiffness are design-dependent, and bonded and lugged designs can fail.

Carbon fiber frames are made up of long strings of carbon, laid parallel or woven into cloth and surrounded and held together with epoxy or polymer resin. This makes for unlimited design possibilities.

Monocoque designs, such as Kestrel's one piece frame without distinct tubes, can be made in any shape and the builder can put the material wherever it is needed for extra strength, Levy said.

It has a higher tensile (breaking) strength and stiffness-to-weight ratio than titanium. The frame itself is very resistant to impact and fatigue damage, but the danger of frame failure comes when the matrix holding the frame together is damaged. Sometimes tiny stress fractures (often not visible) in the resin can occur, weakening the structure. After an impact, it should be thoroughly examined.



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RESULTS

1998 Oregon Regional Road Championship

Canby, Oregon
June 28, 1998

Senior Women

1. Emily Thurston, FullSailAle/River City, 2. Ryden Stevens, Sateway/Saturn, 3. Nicole Gingles, Hutch's, 4. Katherine Gunter, Sateway/Saturn, 5. Erika Jackson, Lemond/BikeGallery, 6. Tina Brubaker, Fat Tire Farm, 7. Stephanie Yenne, Lemond/BikeGallery, 8. Dorian Harwood, Sateway/Saturn, 9. Martha Walsh, Thomas Kemper, 10. Susan Cristfield

Masters 30-34

1. Brian Johnson, Fat Tire Farm, 2. Cameron Britte, Sateway/Saturn, 3. Randy Word, FullSailAle/River City, 4. Paul Fischer, Mt Tabor Bicycles, 5. Mark Magliner, Mt Tabor Bicycles, 6. George Gardner, Team Oregon, 7. David Engstrom, Hutch's, 8. Bret Berner, Fat Tire Farm, 9. Todd Rosier, Team RCW, 10. Chris Bright, Sateway/Saturn

Masters 35-44

1. Bill Groves, Sateway/Saturn, 2. Stuart Katter, Hutch's, 3. Scott Seaton, Hutch's, 4. Tom Powers, Mt Tabor Bicycles, 5. Greg Taltel, Team Oregon, 6. Lance Coffel, Fat Tire Farm, 7. Ed Garfield, Simis, 8. Shaun Jensen, Hutch's, 9. Steve Yenne, 10. Jim Pennington, Thomas Toyota

Women Masters

1. Mary Ross, Compucum, 2. Pam Reid, Team Oregon, 3. Kathleen Moore, FullSailAle/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 Nurre, Capitol Velo, 6. Randy Mason, Sims, 7. Paul Bernstein, T Cycles, 8. Del Scharenberg, 9. Ted Forgeron, Team RCW, 10. Glen Ducky, Sateway/Saturn

Senior Men, 112 miles

1. John Browning, Sateway/Saturn, 2. Jim Anderson, Team Oregon, 3. Paul Wilerton, Micro Supreme, 4. Glen Gann, Sims, 5. Brad Gebhard, Logie Velo, 6. Eric Roszinger, Team Oregon, 7. John Mitchem, Lemond/BikeGallery, 8. Nate Pescarata, Sateway/Saturn, 9. Kelly Weber, Sateway/Saturn, 10. David Auker, FullSailAle/River City

PIR Weekly Race Series

Portland, Oregon
September 8, 1998

Category 4/5

1. William Fasano, Bike & Hike, 2. Patrick Stevens, Bike & Hike, 3. Brian Austin, 4. Thomas Hall, Mt Tabor Bicycles, 5. Marc Hallquist, Compucum, 6. Kirk Matheson, 7. Chris Connell, 8. James Sandberg, 9. Leon Hyatt, 10. Matt Marberg

Category 1/2/3

1. Jim Anderson, BikeGallery, 2. Corey Staylor, BikeGallery, 3. John Mitchem, Lemond, 4. Steve Marcy, Logie Velo, 5. Steve Wright, Logie Velo, 6. Brad Gebhard, Logie Velo, 7. Nathan Pescarata, Sateway/Saturn, 8. Al Vanny, Logie Velo, 9., 10. John Browning, Sateway/Saturn

'98 Oregon State Track Championship

Alpenrose Velodrome, Portland, OR
August 30, 1998

Olympic Sprints

1. Joe Halley, Tim Luther, Don Gilmore, (Gold) Jon Walpole, Ed Roberts, Jason Vance, (Silver) John Stambaugh, Chauncy Curl, David Godfrey, (Bronze) (lie) Corey Staylor, Aaron Harrison, Ron Magnus, (Bronze) (lie) Ted Forgeron, Mitch Weaver, Darel Provencher

Madison

1. Jon Walpole, Clarke Metcalfe, 2. Ron Skarin, Ron Magnus, 3. Mike murray, Corey Staylor

Cat 4/5 & Women Points Race

(70 laps)
1. Mary Ross, Compucum, Even, 15 points; 2. Pat O'Brien, Compucum, Even, 12 points; 3. Emily Thurston, FullSailAle, -1, 35 points; 4. Laura Suditu, Shaklee, -1, 34 points; 5. Norene Valente, Sateway, -1, 30 points

Senior Men Points Race

(150 laps)
1. Ben Sharpe, Even, 83 points (Gold) John Stambaugh, Sateway Even, 71 points; (Silver) Clarke Metcalfe, Lemond, Even, 54 points; (Bronze) Corey Staylor, BikeGallery, Even, 40 points

Women's Sprints

1. Laura Suditu, Shaklee, 2. Lynn Hughes, BikeGallery, 3. Nina Strika, 4. Norene Valente, Sateway, 5. Emily Thurston, FullSailAle

Team Pursuits

1. Walpole/Staylor/Metcalfe/Al-Khalisi, 5:14.91, 2. Groves/Mikami/Humbertson/Stambaugh, 5:16.98, 3. Cur/Skarin/Gann/McTeague, 5:20.42

Senior Sprints

1. Tim Luther, 2. Abe Al-Khalisi, Sateway/Saturn, 3. Ben Sharpe, 4. BillGroves, 5. Jason Vance, UofO, 6. Ed Roberts, Logie Velo, 7. Jamie Mikami, Sateway/Saturn, 8. David Godfrey, Sateway/Saturn, 9. Mark Godfrey, Compucum, 10. Jon Walpole, BikeGallery

Women's Olympic Sprints

1. Hughes/Suditu/Strika, 1:03.46, 2. Valente/Harwood/Thurston, 1:09.52

Mount Tabor Criterium Results

Saturday, September 19, 1998
Portland, Oregon

Masters 35-44

1. Greg Taltel, Team Oregon, 2. Cris Martin, Team Oregon, 3. Bill Groves, Sateway/Saturn, 4. Steve Yenne, Sateway/Saturn, 5. Ivan Meadows, Team RCW

Women Cat 4

1. Beth Whittaker, Team Oregon

Women 35+

1. Karen Henry, Sateway/Saturn

Masters 45+

1. Dave Hayes, Logie Velo, 2. Ron Magnus, Logie Velo, 3. Mark Nurre, Capitol Velo

Juniors

1. Teran Martin, BBC, 2. Stu Fisher Spurlock, Sateway/Saturn, 3. Tom Collett, Team Oregon, 4. Larsyn Staley, Team Oregon, 5. Todd Williams, BBC

Tandems Men

1. Marl Nurre/Dustin Sullanger, Capitol Velo

Tandems Mixed

1. Steve & Stephanie Yenne, Control Tech/Lemond, 2. Dave & Jenni Hayes, Logie Velo, 3. Ivan Meadows & Beth Whittaker, Team RCW/Team Oregon

Cat 3

1. Shannon Skerit, 2. Tim Marcotte, Hutch's, 3. Troy Tucker, Presto Velo; 4. Bradley Lewis, Recycled Cycle; 5. Michael Martin, River City Cyc Assoc.; 6. Bryan Jorgensen, Wild West; 7. Ryan Shortt, Fat City Cycles, 8. Michael Bates, 9. Dion Dock, Team Oregon, 10. Mark Magliner, NW Velo

Cat4/5

1. Glen Scruggs, Sateway/Saturn, 2. Tom Hall, NW Velo, 3. Mike Fors, NW Velo, 4. Philip Wong, NW Velo, 5. Vincent Riviere

Women 1/2/3

1. Stacey Peters, Lemond, 2. Nicloe Gingles, Hutch's; 3. Noreen Valente, Team Oregon; 4. Deeneen Triplett, Team Oregon; 5. Tina Brubaker, Wild West

Clydesdale

1. Lance Coffel (205lbs), Wild West; 2. Corey Staylor (210lbs), Team Oregon; 3. Mitch Weaver (200lbs), Team RCW, 4. Bruce Harmon (203lbs), Team RCW; 5. Patrick McBride (220lbs), Sateway/Saturn

Cat1/2

1. Todd Littlehales, Navigators; 2. Michael Moule, Capital Velo; 3. Eric Tonkin, Team SAM; 4. John Browning, Sateway/Saturn; 5. John Stambaugh, Sateway/Saturn; 6. Zac Houghton, Lemond; 7. Cory Staylor, Team Oregon; 8. Todd Stewart, Wild West; 9. Craig Demars, Hutch's; 10. Jim Anderson, Team Oregon

1998 Oregon District Track Championships

Alpenrose Velodrome
Portland, Oregon
August 28, 1998

500 Meter

1. Laura Suditu, Shaklee, 40.74, 2. Emily Thurston, FullSailAle, 41.44, 3. Noreen Valente, Sateway/Saturn, 41.62 (out of state); 4. Lynn Hughes, BikeGallery/Sequent, 41.75; 5. Julie Gross, 44.10 (out of state); 6. Kiri Walpole, BikeGallery/Sequent, 44.84, 7. Tina Brubaker, River's Edge, 45.00; 8. Suzanne Richards, BikeGallery/Seq, 46.67; 9. Mary Ross, Compucum, 48.02

1 Kilometer

Category 4/5

1. Craig Durland, Capitol Velo, 1:21.04; 2. Buck Krasic, BikeGallery/Sequent, 1:22.54, 3. Nils Tillstrom, FullSailAle, 1:23.23; 4. Steve Garcia, Mt Tabor Bicycles, 1:24.28; 5. Nick Perera, BikeGallery/Sequent, 1:24.84

Sr Men

1. Darel Provencher, Team RCW, 1:14.20; 2. Clark Metcalfe, Lemond, 1:14.21; 3. David Godfrey, Sateway/Saturn, 1:14.25; 4. Jon Walpole, BikeGallery/Sequent, 1:14.70; 5. Jamie Mikami, Sateway/Saturn, 1:14.94; 6. Barton Rippe, Sateway/Saturn, 1:15.28; 7. Jason Vance, Hutch's, 1:15.67; 8. BillGroves, Sateway/Saturn, 1:15.93; 9. John Stambaugh, Sateway/Saturn, 1:16.72; 10. Teran Martin, Compucum, 1:17.72

1998 Oregon District Track Championships

Alpenrose Velodrome, Portland, Oregon
August 29, 1998

Junior 10/12 Men Omnium

1. Nick Love, FullSailAle/River City; 2. Wickens Meranvil, FullSailAle/River City; 3. Pierre Sails, FullSailAle/River City

Junior 10/12 Women Omnium

1. Farah Retrand, FullSailAle/River City; 2. Aleze Andre, FullSailAle/River City

Junior 13/14 Men Omnium

1. Ken Hart, BikeGallery/Sequent; 2. Marty Cahill, BikeGallery/Sequent; 3. Aaron Lowe, FullSailAle/River City; 4. Michael Dawson, FullSailAle/River City; 5. Lyle Brooks, FullSailAle/River City

Junior 13/14 Women Omnium

1. Matea Basta, Compucum

Junior 15/16 Men Omnium

1. Teran Martin, Compucum; 2. Tom Collett, BikeGallery/Sequent; 3. Matt Veatch, Hutch's; 4. Sean Murray, BikeGallery/Sequent; 5. Stu Fisher-Spurlock, Sateway/Saturn

Junior Women Pts Race

1. Larsyn Staley, BikeGallery/Sequent; 2. Amaya Basta, Compucum; 3. Hannah Novak, BikeGallery/Sequent

Junior 17/18 Sprints

1. Graham Hill, BikeGallery/Sequent; 2. Todd Williams, Compucum; 3. Nils Tillstrom, FullSailAle/River City

Junior 17/18 Women Sprints

1. Amaya Basta, Compucum; 2. Larsyn Staley, BikeGallery/Sequent; 3. Hannah Novak, BikeGallery/Sequent

Category 4/5 4 K Pursuit

1. Craig Durland, 5:41.72, 2. Nick Perera, BikeGallery/Sequent, 6:00.44, 3. Buck Krasic, BikeGallery/Sequent, 6:02.25, 4. Marshall Liddle, FullSailAle, 6:09.54, 5. SteveGarcia, Mt Tabor Bicycles, 6:16.57

Jr Women 2 K Pursuits

1. Larsyn Staley, BikeGallery/Sequent, 3:08.00, 2. Amaya Basta, Compucum, 3:12.77, 3. Della Slowik, FullSailAle, 3:42.04

Jr 17/18 Men 3 K Pursuits

1. Graham Hill, BikeGallery/Sequent, 4:17.23, 2. Nils Tillstrom, FullSailAle, 4:40.57

Sr Women 3 K Pursuits

1. Nina Strika, 4:07.62; 2. Noreen Valente, Sateway/Saturn, 4:24.34; 3. Stacey Peters, Lemond, 4:26.56; 4. Mary Ross, Compucum, 4:33.83; 5. Tina Brubaker, River's Edge, 4:37.98

Sr Men 4 K Pursuits

1. Ben Sharpe, 5:02.58; 2. Corey Staylor, BikeGallery/Sequent, 5:04.23; 3. Clarke Metcalfe, Lemond, 5:08.36; 4. Bill Groves, Sateway/Saturn, 5:13.45; 5. David Godfrey, Sateway/Saturn, 5:22.49; 6. Jon Stambaugh, Sateway/Saturn, 5:23.26; 7. Jon Walpole, BikeGallery/Sequent, 5:25.06; 8. Jamie Mikami, Sateway/Saturn, 5:27.33; 9. Glen Gann, Sims, 5:29.02; 10. Chauncy Curl, Sateway/Saturn, 5:33.56

Sr Men Kerin

1. Abe Al-Khalisi, Sateway/Saturn; 2. Ed Roberts, Logie Velo; 3. Jon Walpole, BikeGallery/Sequent; 4. Bill Groves, Sateway/Saturn; 5. Jason Vance, OSU

Category 4/5 Sprints

1. Joe Halley, 2. Steve Garcia, Mt Tabor Bicycles; 3. Dave Weber, Sellwood Bicycles



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"Connie and Miji" from Page 1

She immediately began winning races despite limited skills on the bike. She had, for instance, never ridden down a twisty descent; there were no twisty descents near Madison.

But she had the horsepower and could hang, even if she had no confidence in fast corners. She would tell you that she didn't yet trust her bike.

She would ride men's races for training. She'd sit in the middle of men's packs and revel in the speed. Still, in the corners her heart would beat fast. What if the bike wouldn't stick to the road?

Early in her development as a rider, she raced in Athens, Georgia, a college town near Atlanta. The Athens event is a night criterium, a race run under the streetlights downtown around a short course, less than a mile, including several corners.

Connie noticed right away that the course's back straight-away was nearly pitch black. You could not see into the upcoming corner.

At 30 mph, surrounded by guy cyclists, she had no choice but to ride as they did. Consumed by fear at first, she decided that whatever speed they could ride around that blind corner, she could, too. So she did, and took lots of satisfaction in conquering her fear.

She raced against and often beat a woman who'd been around for years, a star named Mary Jane (Miji) Roach, REE-OCK. Miji,

instead of feeling defensive, took Connie under her wing and began helping her, teaching her all she knew about the sport.

When they trained together at Connie's first World Championship in hilly southern Italy, Roach suggested that the younger woman ride the demanding descents over and over. Connie and her bike would ride to the top of the hill in a car, then she'd descend with the clock ticking.

Soon, she got it. She began to see wicked descents as opportunities, not threats. If she reached the bottom first, her rivals had to chase her on flat parts of the road. Tired women are easier to beat than fresh ones.

Miji Roach also gave Connie an unusual and inspiring way of thinking about cycling, about ourselves.

Cyclists, Miji told Connie, are interesting people. No question.

Cyclists are out there doing things, having adventures. They're not home reading the tabloids, watching the soaps. They're also not doing some mainstream sport, no indeed: They've chosen to ride bikes. Cool.

They're simply interesting people.

Miji might say: You, as a bike rider, are an interesting person. You may feel that your life is boring, you have a dead-end job, your boss is a dweeb or worse. You may fear that you have the least sparkly personality in your zip code. Not true. You're a cyclist: an interesting person.

So put aside your misgivings when you get out on your bike. Put on cool cycling clothing. If you have none, buy some. Look at the photos of the pros. Try to look like them on your bike. Keep your back flat. Reach out for the handlebars. Feel like a pro.

Set aside your perceptions of who you are when you get out on your bike. As Connie says: *remake yourself* each time you ride. You can be who you want to be—every day, out there on your bike.

After all, you're a cyclist. You're an interesting person.

You can accept compliments graciously: You deserve them. You can brag once in a while. You can treat yourself well. You can eat food you like, you can think about yourself sometimes, you can stop feeling guilty.

What if each of us had a Miji Roach in our lives? What if, in our formative years or in our infancy in some sport, each of us had a mentor like Miji Roach? Imagine. Our own Miji Roach.

Connie's Miji Roach, cycling's Miji Roach, can't share any of her wondrous

knowledge with us. She was killed by an out-of-control pickup truck near her home in Dallas a few years ago. Thankfully, we have Connie Carpenter Phinney, who is still passing along life lessons Miji taught her more than 15 years ago.

Miji would say:

You're a cyclist. You're an interesting, vital person. You have many things to offer others, lots to give. But don't get chainring marks on your calf. Note: Miji would have you clean them off—immediately.

You're a cyclist. You can be a little focused, a little selfish; Many athletes are. You can indulge yourself. Interesting people do.

You can be who you want to be. Every single day. You're a cyclist.

Some of the wisdom found in the above article was stolen with permission from Sage Cycling Advice and Other Lessons, a hand-out at Carpenter-Phinney Cycling Camp. For information about those terrific camps, call Connie at (303) 442-2371; fax: (303) 442-0868 or connie@bikercamp.com.

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