

Bicycle Paper

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DEC-JAN '98

Spurring on the hurt

Seattle's Ann Grande leads the Northwest's cyclocross charge

BY JEFFREY NACHTIGAL

It's late on a cold, blustery Tuesday night, the kind of fall evening that sends most people inside in pursuit of indoor activities — like a couch and the TV remote.

For cyclocross racers at West Seattle's Highpoint Park, the weather is a passing afterthought compared to the task at hand: getting through a damp two hours of technique drills and a training race.

And for Seattle's extraordinary Ann Grande, the focus is on making everyone go faster.

(See "Grande" on page 8)

By Cyclists for Cyclists

BY JASON ST. CLAIRE

Eleven years ago, Johnny Goldberg, an endurance cyclist and former Race Across America rider, had an idea for an effective training program for cyclists. Using a stationary bike, Eastern philosophy and enthusiasm, the result of his idea is a training program used in 5,000 clubs throughout the world with over 60,000 participants. Many professional and amateur cyclists are implementing *SPINNING*® in their overall training program.

(See "Spinning" on page 5)

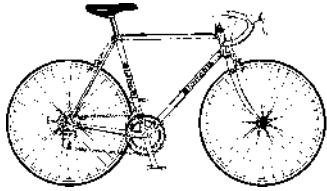
We could be heroes: Just for one day

BY ESTELLE GRAY

Until now, I'd never attended a race at which every participant, male and female, looked like they might come out as the winner. Every leg was shaved, every leg muscle was defined, every biceps bulged and every back resembled a topo map. It was the Ironman World Championship in Hawaii. Don't be too impressed — I was a spectator, not a participant.

(See "Heroes" on page 3)





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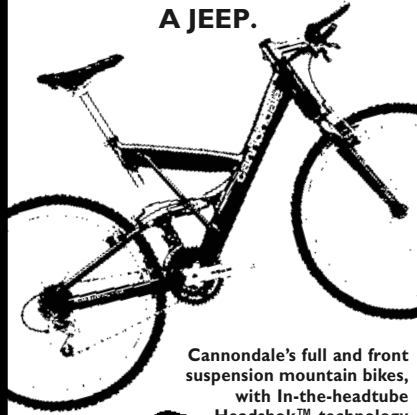


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Following the famous dogsled route, Iditasport, Feb 13, 1999, includes a 100-mile bicycle race through extreme terrain and weather. Bob Fourney is pictured.

PHOTO BY RICHARD LARSON/LARSON GRAPHICS

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"Heroes" from page 1

Kona, Hawaii is a tourist town. It has a different face depending on which cruise ship or which convention is in town. But the week of Ironman must bring a look that is never duplicated at any other time. All week long, the main street and highway is littered with athletes running and stretching and shopping in their Speedos(r). It looks like Fitness Town, USA.

A good friend of mine was racing and she wanted some moral support, as well as some help with all of the logistical tasks that were necessary. I've been involved with some of the local triathlons but never had I imagined the grand scheme and monumental tasks that the Ironman would present.

First of all, there were the logistics of getting the racers' equipment to the various starts and then recovering them from different locales at the end. All three events did not start and finish at the same spot like our local triathlons usually do. Anything the racers would want to have for the run had to be put in a bag and sent with a support truck two days in advance. The day before the race, they had to turn in their bicycles and any gear they would want for riding. After the race, it was important to remember to pick up the athletes' swim gear, which they had deposited into a bag after exiting the water. The day after the race, it would be necessary to go to the point where the bike leg ended and collect the racer's bike and bag of sweaty, sticky, smelly gear. Without a friend to help, retrieving a bike 5 miles from your hotel room could be an event in itself!

5 a.m. arrives extra early when it is Race Day. With a starting time scheduled for 7 a.m. prompt, the athletes need to gather at the pier around 6:00. It looks like bedlam and confusion. Some places were off limits to anyone other than the racers and some areas welcomed spectators. There were your usual food and water tables but most

impressive were the "sunscreen centers." Latex gloved volunteers smeared handfuls of Ironman Sunscreen(r) with such tenacity that one might believe the stuff would actually survive the 2.4-mile swim in order to protect the racers from the blistering sun they would have to endure for the next 8-17 hours.



by Estelle Gray

The starting gun went off promptly at 7 a.m. and the sound of 1,850 swimmers attacking the ocean's surf is like a beautiful musical piece. The sight of 1,850 yellow and orange swim caps, tightly packed together, bobbing in the waves, resembled the schools of fish directly below the swimmers. Many astonishing things happened during that leg of the race. Many spectators were speechless as a new swim record of 46 minutes 41 seconds was set (although this contestant did not finish the other two segments). Others reveled in Wendy Ingraham being the first woman out of the water in a mere 49 minutes. But for me, seeing a wheelchair athlete out of the water in under an hour brought tears to my eyes. She quickly became my personal race hero.

The bike ride depended on one thing: brute strength. And this strength had to come from both the upper and lower body. We watched riders holding a steady line next to the shoulder, leaning at 45 degrees to the wind, be swept over the centerline by gusts of wind approaching 50 miles per hour. My friend Sal reported that at one point she was in her lowest gear, pedaling hard downhill at 6 miles an hour...and she was passing people. Any road rash that was visible was usually the result of a fall caused by the wind rather than bike collisions, missed corners or anything else. If one could survive the bike, they could finish the race. Only 25 people who completed the bike portion did not go on to finish the event.

The marathon was a test of motivation. It was thrilling and chilling to watch people who looked like they should be heading for

a stretcher head out for a 26.2-mile run instead. Filling their caps with ice and holding water soaked sponges to any exposed skin were two attempts to fight off the relentless sun. I'm not sure if the athletes had to cope more with the effects of what they were doing to themselves physically or to what Mother Nature was doing to them. Not only did they run up and down black pavement surrounded by scorching hot black lava rocks, the surface was covered in sticky, gooey Race Day(r) liquid that was being served and spilled every mile.

200 yards from the finish line, as the crowd flies, there was a great spectator location. The runners rounded a corner and then had an additional 3/4 of a mile to go. A crowd of people was gathered here, who quickly looked up each racer's number from the program, and led the group in a final personal ear deafening cheer for each contender. You could cheer your racer and then head pell-mell to the banner that each athlete had been dreaming of for months and months.

As each racer accomplished their dream, they were escorted to the stage where they received a much-deserved medal and had their picture taken. They were welcome to have shots of themselves, or include any one else they chose. It was a tearful time.

And to cap it all off, at 11 p.m. (the official cutoff time was midnight), any athlete who could muster up the strength to move, staggered out of their hotel and headed down to the finish line to welcome in the last few athletes. The first place finishers joined those who had finished in the middle of the pack as well as the slower finishers as thundering applause greeted Ken, Jimmie and Cheryl ages 70, 61 and 56. These final finishers gave it everything they had for 17 hours, and they too, were rewarded with the coveted Ironman medal. At that point, just like at the start, all the contenders were equal again.

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REGIONAL NEWS

Perhaps it's too early to begin thinking about STP '99, but for those of you already dreaming of sunshine, be rest assured that the ride will again be held in the later month of July, on the weekend of 10-11. Although it's the twentieth anniversary of the ride, expect some changes, starting with the man in charge: **Cascade Bicycle Club** has announced that experienced promoter **David Douglas** will be this year's **Director**. Already there are some big changes, including a new office for Cascade and a different route out of Seattle, which will take you from the same University of Washington start location along Lake Washington Blvd. to Renton due to planned construction on the express lanes. There will also be a new finish line that has yet to be determined.

If you need something a little more immediate to think about, registration for the infamous ride opens at the **1999 Seattle Bike Expo**. Producer **Dave Shaw** says things are "flying" and that they're way ahead of where they were last year. The big news is that this year Expo opens on a Friday and will thus go for three days (19-21 February). This will allow for more features including a bike photo contest and a trials and freestyle show.

If you're in the market for a bike rack, perhaps you'll be interested to hear that **Bellingham's Advantage Sports Rack** has acquired **Piper Sports Rack Inc.** **Kevin Moore** of Advantage says that "This acquisition provides our company with a tremendous advantage in rounding-out our line of premium products as well as adding new

technology to our total package." And, if you happen to be in need of a bicycle carrier for your motorcycle, perhaps you'll want to give **Mark Schuette** of **Cycle By-Cycle Carriers** a call at (541) 383-3845. The Bend, Oregon motor- and bicyclist has developed two carriers and is willing to fit it to your motorcycle of choice.

If you happen to have a bicycle you no longer want, contact the **Tacoma Wheelmen's Bicycle Club** at (253) 759-2800. The TWBC is working with the **Clover Park Kiwanis bicycle program**, which takes donated bikes to **McNeil Island Penitentiary** for a complete restoration, including paintjob. Children's-sized bikes are in the greatest demand.

In racing news, the **Hewlett-Packard Women's Challenge** in Boise, Idaho - considered "the most challenging cycling event on the North American continent and the best stop on the circuit," (1998 champion Linda Jackson) - has changed its name to the **HP LaserJet Women's Challenge** in lieu of an announcement that the sponsor company will increase the prize purse to \$125,000 for its 16th year. The event takes place **9-20 June** in southwest Idaho.

And if racing's not your thing and STP just isn't far enough for you, consider signing up for the **1999 BIG RIDE Across America**, which is set to be the "the largest coast-to-coast charitable bike ride in history." The benefit ride is a 45-day trek that departs Seattle on June 14 and finishes in D.C. on July 31. Contact the American Lung Association of Oregon at (503) 246-1997 for more information.

RIDE REPORT

BY TARYN GERHARDT

The Methow Valley Mountain Bike Festival in Winthrop, Wash., once again brought great weather and top race competition and raised several thousand dollars for summer maintenance of the Methow Valley Trails.

The 12th annual mountain bike festival drew more than 600 bicycle enthusiasts from throughout the Northwest for a weekend of racing, organized rides and other bike-related events during the weekend of Oct. 2-4, according to Celeste Johnston, business manager for the Methow Valley Trails Association.

Winthrop has a huge network of cross-country ski trails that are used for mountain biking in the summer. Johnston said they don't have the final numbers for how much was raised yet, but the event's success exceeded their expectations.

"Everybody seemed to have good time. It's always beautiful weather and it's a great time to come over and ride, even if you don't race. Actually, it's really fun to watch races, but there's a lot of riding that goes on outside of the races," Johnston said.

The cross-country race on Sunday brought the most participation with more than 350 racers turning out. In the expert men category, Jason Jablonski from Wenatchee (1:43.39 Team Arlberg) and in the expert women Candice



Riders relax during the '98 Mountain Bike Festival. PHOTO BY GRETCHEN GERTJE

Ridge of Redmond (2:11.41) took top honors in that race.

More than 150 racers participated in the downhill event, with experts Jeff Snowden of Bellevue (7:33) and Kristi Williams of Bothell (8:53) winning their categories on the 2.6-mile course, mostly moderate course.

A Fat Tire Circuit Race, Kid's race and Kid's rodeo also took place. Besides the races, mountain bikers could choose from several organized and guided rides around the area.

"It's a gorgeous area. It's more than just a race thing. There's so many neat trails that you can take on your bike," mountain biker Gretchen Gertje said.

Gertje, a mother of four, said she especially appreciated the event because her whole family could participate in some kind of mountain bike activity.

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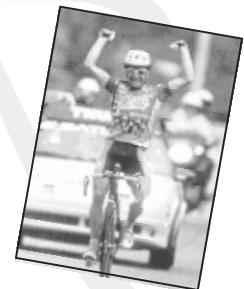
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WINTER FITNESS

"Spinning" from page 1

With its beginnings in California, the program is now available in the Northwest. The Fitness Edge, located in Kirkland, was one of the first to offer *SPINNING*® in the Puget Sound area and, unlike most health clubs, the program is available without having to purchase a membership.

I must admit being skeptical when I first heard about this training program. My indoor cycling experience had been with trainers and Lifecycles. Both of these forms of indoor training proved laborious and boring. I couldn't get motivated about cycling indoors using a trainer, and after a couple of weeks decided that I would rather ride in the rain and darkness of a Northwest winter. This was my attitude when I was invited to check out the *SPINNING*® program at The Fitness Edge.

When I first arrived, I couldn't help notice the enthusiasm of the participants and instructors. Many of the participants wore cycling clothes and shoes. Everyone was carry a bicycle water bottle with them and was talking about the upcoming class. I began to think that maybe there was more to this program than I had given credit to.

At the beginning of the class, the instructor came over to ensure that each stationary bike was properly adjusted for fit.

This was a change from my old stationary bike days, when the seat look like it had been adapted from a tractor and one size fit all. The Spinner™ actually had enough adjustments to allow for a proper fit. The stationary bike used is called a Spinner™. Built by Schwinn exclusively for this program, it has a 38 lbs. cast flywheel, a specially designed handle bar with three hand positions, adjustable seat and regular toe clips. Many models of the Spinner's™

We believe that good cardiovascular health is one of the keys to being fit

— HEATHER KAUFMAN, OWNER

OF THE FITNESS EDGE.

pedals are clipless and work with Look or SPD systems. This was a big change from traditional stationary bike pedals, which have a diagonal foot strap that allow your feet to constantly move around and slip. When I started to pedal, the Spinner™ felt like a regular bicycle without the wind, cold and

rain. Utilizing the variable resistance adjustment, it was easy to simulate resistance that I would encounter on the road. With a combination of tension adjustments, my imagination and the commentary from the instructor, I was able to transcend the indoor setting and feel like I was on the road with my bike.

As the class began the lights were lowered and the instructor talked about imagining being on a road bike and setting your training goals. After a brief warm-up, we picked up the pace and adjusted the resistance to increase our heart rate to 65%. The *SPINNING*® program is set up for different levels of training with your heart rate being the measurement for improved fitness. A heart rate monitor is an important key to keeping your cardiovascular fitness at its peak.

"We believe that good cardiovascular health is one of the keys to being fit," said Heather Kaufman, owner of The Fitness Edge. "The *SPINNING*® program has several different training programs, with each focusing on a different heart rate parameters. These training programs include Strength, Endurance, Interval, All-terrain and Recovery. All of these training programs help you to become more aware of what areas you need to work on to improve your cycling. By focusing on the cardiovascular, our *SPINNING*® programs help the cyclist ride stronger, longer, and recover faster. At The Fitness Edge, we believe that paying attention to your heart will help you reach your fitness goals for the long term. We have developed our *SPINNING*® training programs from the Cyclist's Training Bible. Adapting the *SPINNING*® program to fit the needs of cyclist has turned many non-cyclists on to the sport. Through multiple riding



Riders train on specially-equipped stationary bikes.

positions, we train cyclists to concentrate on their form, which will help to improve their performance out on the road."

After taking a couple of weeks of *SPINNING*® classes at the Fitness Edge, I had the opportunity to see if the program really had benefited my cycling. While mountain biking up a big hill, I started to hear the instructor talk about form and function, and when I finally reached the top, my recovery was faster and I was able to enjoy the descent. My experience out on the single track had convinced me that this program was not a fad but a viable means of training. I was so convinced that I have now implemented *SPINNING*® as part of my overall training and my riding partners better look out next spring. For more information contact The Fitness Edge at (425) 820- SPIN or by e-mail at GoSpinning@The-Fitness-Edge.com.



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Injury-Free Winter Training

Athletic Medicine

BY ERIK MOEN PT, CSCS

Congratulations on the 1998 season! I hope your season was productive, your goals were met, and you had fun learning more about bicycling. I hope 1998 left you wanting more for your fitness and performance. If so, I have your answer: Winter training is the key to a successful racing/riding season. The official 1999 season started November 1, 1998. Typical winter training includes the progression of aerobic volume and strength. Typical winter training takes a strong commitment to your goals. Winter training is a time where significant progress can be made in your fitness-level. Improper winter training significantly increases your potential for injury (acute and over-use) and therefore thwarting your desired and measurable progress. The following paragraphs are very general suggestions for structuring your winter training. Your actual training must be structured towards your goals and be made appropriate for your level of fitness and experience. If you are unsure of how to proceed, please contact a qualified professional with these issues.

October

Physical Assessment: This is the time for you to have a physical from a qualified medical provider. This is the time for you to have your chronic injury diagnosed and work to resolve your pain/dysfunction issues.

Testing: October is a wonderful time to assess your end-of-the-season fitness. I like to provide this for my athletes by estimating their lactate threshold in relationship to power output and maximum power (modified Wingate test). These are repeatable tests that can be used to determine fitness benchmarks and goals.

Goal Setting: Set them for 1999. It is difficult to get where you're going without a map. Goals need to be both short

and long term as well as realistic and measurable.

Equipment: Put on the fenders for those of you in the NW. Procure cold weather gloves, booties, tights, and jacket. These will be well used and can actually fend off cold-induced overuse injuries.

November

(A flexibility program should be initiated in November if you haven't already done so.)

Volume: Riding 3-5 times per week.

Intensity: Efforts should be primarily aerobic.

Strength Phase: Initiate strength program. Weights should be performed 2-3 times per week throughout the winter. Emphasis should be placed on low weight and high reps.

December

Volume: Progressing volumes on the road. Take a holiday vacation (relative rest).

Intensity: Continues to be primarily aerobic.

Strength Phase: Strength phase initiated, consisting of 8-10 reps, 2-3 sets.

January

Volume: Progressing volumes on the road, as a percentage of your maximum February goal volume. Riding should be performed 4-6 times per week.

Intensity: Primary emphasis on aerobic and tempo pacing but now includes some time trial-type efforts of 5-10 minutes in duration. Intervals may be performed 1-2 times per week.

Strength Phase: Progression into power development. These are low repetition and high weight activities. Care should be taken to employ excellent lifting techniques as the risk for injury increases with this type of lifting.

February

Volume: This is often the highest volume month for the road cyclist.

Intensity: As racing approaches, intervals

(1-2x/week) should be structured around the demands of your impending racing goals.

Strength Phase: Strength moves into a maintenance phase (1-2x/wk) while intensity of your road volume increases. This means working on your weaknesses and keeping efforts to moderate weight and repetitions.

Careful progression of training in an appropriate manner (as outlined above) should minimize your risk for an overuse injury. Skipping or short-changing aerobic and strength bases will put you at risk for injury and displeasure in your efforts when racing starts in March. Put in the time now and all of your realistic goals (a little luck helps) will come true.

Lastly, I wish you happy Holidays and would like to suggest my favorite gifts for the cyclist who has all the gadgets.

Everyone should read at least one book about sports nutrition sometime in his or her competitive career. My favorite two books are "Optimum Sports Nutrition" by Michael Colgan and "Nancy Clark's Sports Nutrition Handbook" by Nancy Clark. Clark's and Colgan's books hit the theory and research pretty hard. Clark's book distinguishes itself by including lovely recipes as examples of desired dietary options, which can be great for the kitchen-impaired.

If you do not have a stretching program included in your regular workout, Bob Anderson's book, "Stretching," should be a priority for your list. Bob's book does a wonderful job of describing to its readers how to stretch appropriately and effectively. It has sections set aside for bicycle-specific stretching as well as riding techniques. Bob is an avid mountain biker in his spare time.

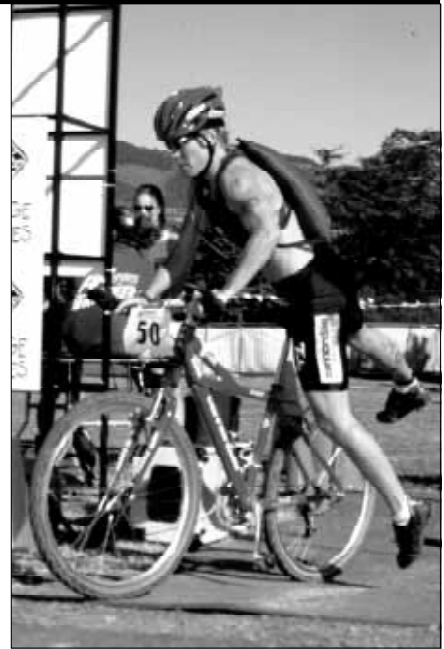


PHOTO BY WENBY HILBRETH/FASCINATION PHOTO

Winter training now means optimal performance this Spring.

The most complete self-coaching book out there for the person who holds down a full-time job, but not limited to, is Joe Friel's book on training, "The Cyclist's Training Bible." This comprehensive self-help book establishes the athlete's base training and then provides guidelines to adding intensity when appropriate towards a racer's goals. If you are an advanced racer, it would be worth your time to review USA Cycling's Training Manuals. My favorite manual is the cyclocross manual written by Clark Natwick. Clark does an excellent job of demonstrating a comprehensive training plan for the cross athlete, and it includes a section on plyometric training.

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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Last year's Iditasport winner John Stamstead at the start.

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

1999 Events

Feb 1-11: Tour of New Zealand I - Christchurch to Queenstown. New Zealand. 500 miles. Sag support. Camping/cabin tour of the Southern Alps. \$50 plus shared expenses. Contact after April 15. www.nwi.net/~waynesue or E-mail waynesue@hotmail.com Wayne Martin, P.O. Box 1527, Chelan, WA, 98816. 509-682-3568.
Feb 12-16: Tour of New Zealand II - Banks Peninsula Death Ride. New Zealand. 190 miles. Sag support. New Zealand's toughest ride. We carry all your gear. \$25 plus shared expenses. Contact after April 15. www.nwi.net/~waynesue or E-mail waynesue@hotmail.com Wayne Martin, P.O. Box 1527, Chelan, WA, 98816. 509-682-3568.
Feb 13: Iditasport. Big Lake Lodge, Alaska. 100-mile human-powered race in four categories: ski, bike, foot & snowshoe. \$200 before 1/1/99, \$300 after. Phone (907) 346-3910 for details or visit <http://www.iditasport.com>
Feb 19-21: Greater Seattle Bike Expo. Seattle Center, Seattle, WA. The largest consumer trade show in the country. Over 100 exhibits showcasing the latest in bicycle technology, accessories, all styles of bikes, events, guest speakers, presentations, demos and more. Jan Paige, Cascade Bicycle Club, P.O. Box 312999, Seattle, WA, 98103. 206-522-BIKE.
Feb 27: Iditasport. Knik Lake Bar, Alaska. 350-mile human-powered race in four categories: ski, bike, foot & snowshoe; or for division (skijor, bikejor, or combination). \$500. Phone (907) 345-4505 for details or visit <http://www.iditasport.com>

1998 Events

Nov 22: Oregon Cross Crusade Series. Alpenrose. David Douglas at pazzo@accessone.com or Russ Humberston at 503-295-6562.
Nov 28: BellyCROSS #2. Civic Field, Bellingham, WA. Call Baker Bike and Board at (360) 738-3278 or e-mail mp@konaworld.com for more information.
Nov 29: Seattle Metro Cyclocross Series #7. Steilacoom, WA. MVA web page: www.iscn.com/marymoor/cyclocross; MVA hotline (206) 675-1424; Dan Norton (206) 324-7304.
Dec 5: Snowshoeing Seminar. Gregg's Greenlake, WA. Free Snowshoeing seminar. Speaker is Alex Kutches from Yukon Trading Co. He will discuss: backcountry access for snowboarding and skiing, snowshoeing for fitness and recreation, and how to winterproof your outdoor equipment and clothing. Attendants receive a free snowshoe rental for two. Call (206) 523-1822 for reservations.
Dec 6: Baddlands Cyclocross Series #3. Spokane, WA. David Lawson at dlawson@wsu.edu or (509) 335-2533.
Dec 6: Seattle Metro Cyclocross Series #8 & WA State Championships. N. Sea-Tac, WA. MVA web page: www.iscn.com/marymoor/cyclocross; MVA hotline (206) 675-1424; Dan Norton (206) 324-7304.

Gino Lisiecki resigns as District Rep USCF under fire for "restructuring"

"Gino has been a big part of cycling in Washington for many years," said promoter David Douglas. And although Gino Lisiecki will continue to work with the UCI and promote cycling through his company Round & Round Productions, he has resigned from his post as District Representative of Washington for the USCF after ten years of service.

However, appreciation for his accomplishments have been shrouded by criticism of the USCF for their actions which have what has driven him to leave: the elimination of the District Rep in favor of a single Regional position which would be in charge of multiple states. The USCF has actually "backed off their plans (somewhat)," says Oregon District Rep Candi Murray (who Lisiecki says has done more organizational-wise as anyone in Oregon), who had "hoped to resign in September." She's elected to stay an extra year because the USCF decided to eliminate "all the district reps east of us effective December 31, 1998 and then us West coasters December 31, 1999. All in all, the reps "have been on a roller coaster the last couple of years as far as support from the top is concerned."

But David Douglas reports that it's not just the reps having a difficult time: "It seems they [the USCF] are getting away from

providing any sort of service to racers and race promoters. As of now the only service they provide is sanctioning the race and providing a place to get insurance coverage. A lot of promoters, like myself, are — and have been — going to other less expensive sources for insurance for smaller races. The trend is away from the USCF and towards the state organizations."

Others reiterate this sentiment, saying that the only remaining reason to be associated with NORBA or the USCF is their connection to the UCI and thus the international level.

Similar criticisms have also come from Dave Shaw, who says that the lack of intermediate levels prevents people from getting the attention they need which, in the end, discourages people from getting involved with the sport and makes cycling less competitive in general. Of Gino Shaw said he's "done a lot for racing around here, and it's too bad he's leaving. He's always asked what was needed to make things happen and got it done."

Consequently, "There's a distancing that's happening in the upper echelon," as Gino puts it. "There have been a lot of people out there for a long time who were really good for their area. [The USCF] are just not touching the masses anymore."

To my friends in the Pacific Northwest cycling community:

I would just like to express my sincere gratitude to all who participated in the benefit ride for me October 3rd. The amount of support I have received since my cancer diagnosis last summer has been overwhelming, and the thought of so many of you spinning around the south end of the Lake on a crisp autumn Saturday truly emphasizes the positive side of a seemingly negative experience. I only regret that I was unable to be there and enjoy firsthand the enthusiasm and ca-

maraderie that we all share. To that end, I'd like to propose that we all ride together every October; cause or no cause, maybe just to celebrate our little community. For I have been shown beyond a shadow of a doubt that it is tighter than I imagined, and I thank every one of you for the proof. See you on the road in '99.

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“Grande” from Page 1

“You can do it! Go! Go! Go!” Grande (pronounced Gran-dee) yells to Dale Knapp, the Northwest’s reigning claim to cyclocross fame, urging him on as he steams into a barrier section at full speed.

“Looking good, keep it going,” she finishes, her hoarse voice catching abruptly as Knapp sprints into the gloom of the park and the next barrier set. A few moments later another rider — this one not so well-known as Knapp, but equally deserving of Grande’s exhortations — careens into earshot and Grande’s cheering resumes: “Ok, make it hurt!”

“When I watch Dale race, he’s always working really hard,” Grande says, hopping from foot to foot to keep warm. Her voice resonates with admiration for her winning peer on the men’s side of Northwest cyclocross. Knapp’s name is well known in the Northwest bike racing community; Grande’s isn’t, but soon will be.

Practice is wrapping up and most people are already heading homeward — couch and remote control-bound. But Grande is still on the course 20 minutes after her own workout has finished, tirelessly offering encouragement to the last few riders laboring past her outpost under the long shadows of Highpoint’s field lights. When the last rider has gone by, Grande will help gather the flags and cones and load them into her truck ready to set-up the next practice later in the week. Only then does her cyclocross night end.

In this demanding sport of cyclocross, where camaraderie and mutual support go a long, long way, seeing an athlete yelling herself hoarse for every rider at a practice session is beyond the norm, even given the rabid Northwest cyclocross community’s support of their own. Add to this a steady dose of “make it hurt” and “you can do it” cheering at weekend races (when she isn’t racing) and a role as “den-mother” on the Redline junior racing team, and Grande is busy before she even climbs on her own bike.

Local elite cyclocross riders have a history of giving back to their sport in the Northwest, from Tim Rutledge and Dan Norton’s race promotion to Dale Knapp’s junior racing squad, but Grande is the clear-cut leader in lending praise and encouragement.

Certainly no one would fault Grande for taking an early exit from her cheerleading duties on this raw evening to catch up on some well-deserved rest. Instead, going with what has served her well so far in this sport, Grande does just the opposite and gives everyone else her all.

She wouldn’t have it any other way.

New to the sport

“I didn’t anticipate so many people so into the scene,” Grande remembers from her first days riding cyclocross. “The people are probably the second reason why I race cyclocross, with all the support, the friendly people.”

Before she could begin to help other people improve, Grande had to learn the sport herself. Until last year, the diminutive former cross-country runner had never ridden a cyclocross bike, a relative neophyte to bike racing: she only starting riding mountain bikes in 1995 at the urging of a friend. Learning to jump on and off a ‘cross bike was the first order of business. Rumors

of a “cross-country runner” circulated in the cyclocross community when Redline signed a relative unknown to join a race-proven Katie Blincoe as the second woman on their prestigious racing team for the 1997 season. Who was this Grande, anyway?

Grande’s petite figure cuts a wide swathe through the cyclocross field. As the cycling equivalent to baseball, cyclocross favors riders coordinated enough to run, ride and hurdle barriers. Grande’s talents in these areas have shone brightly with a steadily accumulating list of victories. A blond ponytail braid, bright smile and wide eyes lend to Grande’s cheerleader-esque image, but it is her tireless dedication in motivating each and every exhausted racer to give their all — from the anonymous to the famous — that illustrate her oft-overlooked and perhaps greatest strength.

Unfortunately for her, and the riders laboring through practices with only their heavy breathing for company, Grande’s cyclocross career got off to a slow start due to a leg injury. She limped around the first month of practices, using the down time to hone her technique as the Northwest’s foremost motivational cyclocross speaker.

Grande finally arrived on the scene as a bona fide winner with a convincing romp to victory in Seattle’s Supercup race in November 1997. Grande’s ‘cross skills continued to grow, culminating in a fifth place at a horribly cold and muddy national championships and overall victory in the Supercup Series.

And that was her first year. So this was Grande!

Off and running

What makes Grande’s success in cyclocross so startling is how fast she has climbed the ranks to become one of the top racers in the country. Most top cyclocross riders have pedaled for years, but Grande relied on her skills as a cross-country runner to carry her through the learning curve, which, as it turned out, was a sharp rush to the top. Grande’s training once consisted of six days of running and one day of riding, a schedule that has changed only somewhat to this day.

From the ninth grade, Grande was a runner. The team spirit and endorphin rush of the “runner’s high” made running an easy choice for the gifted athlete. Competing in cross-country at the University of Puget Sound, she twice finished in the top 10 at the collegiate national championships. Only a steady stream of injuries proved to be the downside to her running career. Time spent healing led Grande to think about a career helping other people recover. Today, in what seems a perfect career match, Grande works as a physical therapist.

“I didn’t ever think I’d be going to the Olympics as a runner!” Grande laughs. “Riding was great, because I didn’t get injured like running.”

Her background as a runner goes a long way toward explaining her natural aptitude towards ‘cross. And, when it comes down to it, it’s the number one reason she races: pain.

“You know it’s going to hurt, but it’s so rewarding when you’re done and you survived,” Grande says, summing up a feeling any ‘cross racer can relate to at the end of a race.

It was as a runner that Grande learned to



Ann Grande clears an obstacle during the NW Cup race series.

PHOTO BY BRENT SOBERBERG

deal with race pain. “You could never coast, you were always pushing fast, almost throwing up when you were running.” Cross-country running races typically last 15-18 minutes, just long enough for a person to feel ready to die. Perhaps all cyclocross riders should take a turn on a cross-country course before coming back to the relative ease of a ‘cross race!

And during the middle of the race when the pain is at a crescendo and the urge to roll off the course into the brush to gasp mouthfuls of lovely oxygen in private is at its greatest, what does Grande do to combat the agony?

“When it hurts really bad — the running, the riding — I close my eyes and kind of sleep, or rest for about five seconds. I talk myself through it. I just repeat, “The faster you ride, the faster you’re done.”

And ride fast she has. Maybe Grande has felt some pain, but the rest of the women’s field has certainly felt more. Grande has torn up the field in every cyclocross race she has entered, from regional Seattle-Metro and Northwest Cup races to two national Supercup series races. This summer she finished in the top 20 of the NORBA mountain bike circuit, including a 12th place in the NORBA race at Deer Valley, Utah. Given the ease in which she has obliterated the rest of the women’s field in races, Grande would

seem a shoo-in for a podium finish at the national cyclocross championships in Boston.

Grande, however, is reluctant to talk about her chances in the national championships to be held in December. There is little question that she has been the most accomplished woman cyclocross racer in the country this season.

Her teammate Katie Blincoe, the masters national cyclocross champion last year, isn’t shy about laying odds on Grande’s chances. “Yeah, she’s so good. She’s going to win everything this year. Last year I think if she hadn’t been injured her technical skills would have gotten a lot better. Now she’s just flying!”

The tactful Grande offers a diplomatic response, unwilling to revel in the wake of her recent success: “I show up thinking that winning would be a nice bonus, but I never say I’m going to win. I’ll try my best. I hate to predict how I’ll do at the nationals: Let’s say I’ll do better than last year, closer to the front. I just want to be fast!”

But in the larger scheme of things, how far Grande goes isn’t as important to her as how far everyone else can go.

“It’s inspiring, seeing all these people who probably won’t be number one, and they know that, but they try just as hard and deserve to be recognized. I like to help people improve themselves.”



Ward Griffiths Benefit Ride Recap

BY JEFFREY NACHTIGAL

Ward Griffiths, one of the top women racers in the Northwest, recently was diagnosed with breast cancer and has been undergoing chemotherapy. On October 3, a Ward Griffiths benefit ride saw over 300 cyclists roll out from Leschi under the lights of local news cameras on a ride around the south end of Lake Washington, raising over \$4,000 in donations. A benefit ride in Portland organized by Rydeen Stevens raised another \$1,000. So far, over \$6,000 has been raised to help defer Ward’s treatment costs.

Jenny Shahan played a role in organizing the Seattle ride and donation program. “It’s really something to see a group of very

serious, competitive athletes open their hearts and their pocketbooks to support one of their own. Lots of caring and concerned bike racers and riders, some who knew Ward and some who didn’t, e-mailed and called. The generosity of the bike racing community was overwhelming.”

On the road, keep your eyes peeled for a Kona ‘cross bike with 38 x 25 gearing that will carry Ward through winter convalescence. As she puts it, “The road to fitness shall be a long but interesting one.” Ward has also been sighted at local cyclocross races, cheering like a European ‘cross fan with metal pot and spoon in hand.



RESULTS

Mid-Season Cyclocross Report

BY JEFFREY NACHTIGAL

La Niña has been on fall siesta in the Northwest. Not one race has been held under rainy skies, leaving some leading 'cross aficionados looking to the weather gods for a little more moisture to bring out high quality mud. Dale Knapp (Control Tech), Loren Hanson (Control Tech), Jon Sundt (Redline-Jogmate) and Ann Grande (Redline-Jogmate) have stamped their national-level talent all over the Northwest Cup and Seattle-Metro series races. Training has evolved into a new, back-to-back format during the week, noticeably stepping up the intensity of local races.

On the national front, Dale Knapp notes that the overall level of competition has also risen dramatically. "The concentration required to remain a factor in these races has gone up considerably." Knapp, of course, is one of the main reasons everyone else has had to work harder to remain a factor.

Sundt and Hanson have joined Knapp to form a trio of elite contenders from the Northwest. Each have taken top-five placings in the Supercup Series, battling the Saturn juggernaut of national champion Mark McCormick and Bart Bowen who have won the first two races. In fact, Hanson mentions motivating himself by envisioning the Saturn team on his wheel: "I tried to push

the run up like I had Bart Bowen and the other Saturn shirts on my wheel. I'm sure I was a sight with crap coming out of my nose and foaming at the mouth!"

Behind the triple national threat, the competition for top 20 placing in regional races has been fiercely competitive. Jed Sheckler, Steve Jensen and John Flack have consistently placed high in the standings, challenging the leaders and subduing pressure from the ranks behind them. There is no doubt that the overall quality of the men's "A" field has risen dramatically over the past year.

Grande, of course, has been the cream of the women's crop nationwide. She easily won the first Supercup in Boston, and powered away from Canadian national cyclocross champion Chrissy Redden to win the second race in Chicago. Riding consistently, Josie Beggs has made the most of Ann Grande's travels to national races to vault to the lead in the women's category, with Lora Heckman slowly gaining ground. Katie Blincoe is finding mid-season form, as demonstrated by a fifth place at the most recent Supercup race.

Heckman and Blincoe will be threats for high placing at the national championships, to be held at Fort Devens, Boston this year.

The Supercup shifts West after flat races

in Philadelphia, a good thing for Northwest riders who favor hilly, running courses.

"Those (Supercup) races are so hard you never get to rest. You just hope you have good form so you can hurt long enough to finish. After the second lap I thought I was done, but I hung on," commented Jon Sundt, whose late race attack in the Chicago Supercup opened the door for Knapp to place second. As for the pair of Seattle Supercup races? "We're going to kick their butts," Sundt says without hesitation.

"I feel great, and we've still got two months until nationals, so you never know," said Masters racer Tim Rutledge after his second-place to Gunnar Shogren at the second Supercup in Chicago. The pair raced to a winning gap of more than two minutes over third place, boding well for Rutledge's chances at a second national title to go with the one he won in 1996.

In the men's "B" field at Seattle-Metro races, Pat Bentson, David Henson and Jonathan Cullom have waged a fierce battle for the lead of the series, with each taking at least one victory. The 17-strong Junior "A" field has seen Toby Swanson open the season with three straight wins



PHOTOS BRENT SOBERBERG

(Clockwise from top) Loren Hanson, Jonathon Sundt and Tim Rutledge.

to lead Bryce Huck and Aaron Menenburg.

Race placing aside, Pat Bentson will happily remind anyone who cares to listen that "it's all about having fun!"



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Listen To Me

BY MAYNARD HERSHON

When I started this piece, it was going to be about how everything's gone bad. About how open and hungry for knowledge I was when I started riding — and how defensive and unresponsive today's cyclists are.

Hey, they just don't want to listen. Five of us had just done a weekday morning ride. We'd had mid-ride clashes of opinion about group technique. Two guys, one in high school, the other maybe in his mid-40s, wanted to push the pace a bit.

Each would come to the front and up the speed a mph or so, until he hung himself out there maybe 20 yards in front of the other four.

Once, I rode ahead and asked the high school kid to look back. When he did look back, I figured, and saw no one on his wheel, he'd realize he'd become a solo rider. He was no longer contributing to the paceline.

Also, he was depriving the last leader of the rest he needed, making the tired guy chase. My explanation fell on reluctant ears.

I wasn't going but 18 mph, the kid said. That's the speed we'd been doing for miles. I'm not into dropping people.

It isn't, I explained, a simple matter of miles per hour. You adapt to your partners as you ride.

He did not understand. He wanted to ride 18 mph, not to listen to me.

Only a few miles later, my friend Lane took the trouble to explain to the other rabbit, the older one, that the idea was to

keep the group together. Not to keep the pace as high as the strongest could tolerate.

That guy, too, went to science to strengthen his argument. He took the cyclometer off his bars and held it in an outstretched hand: Exhibit A.

We're only averaging 16.5 mph, he said. How much slower do you want to go? Lane tried to explain his stay-together concept, but the guy didn't want to listen.

It is curious, don't you think, that both guys went right to their cyclometers for support. What do they think we did before Avocet? How did we know how fast we were supposed to go?

Anyway — no one wanted to listen to Lane or me. Frustrated, I decided to complain in print. I'd write about my early riding years, before cycling went to hell in a hand basket.

I began by explaining how cycling journalist Owen Mulholland took me under his wing and showed me how road cycling worked. I was grateful, I wrote. Anyone could see there was a lot to learn. It could take forever. Not many people had it figured out.

Mulholland didn't explain cadence and spin. He simply told me to buy a gear cluster like his, a pretty typical (at the time) 14-22 five-speed. Sit on my wheel and watch my chain, he said. Use the same gear I do.

So that's what I did. I didn't have a problem with any of it. I didn't think: Whatta nazi. Where does this guy get off, telling me what to buy and what gear to use? Does he think I was born yesterday?

I had none of those thoughts. I sat happily at the feet of the master.

Now, I wrote, it's all changed. There are no masters at whose feet to sit, not here in

my town, no old racers whose opinions anyone cares about at all. Only strength is respected. Only high cyclometer numbers.

I admit, I wrote, that it's easier today to self-learn about cycling, easier than when you had to read hard-to-get British magazines, or manuals clumsily translated from Italian.

Now, I wrote, you can read your choice of several magazines. You can watch videos. You can buy books or borrow them from a library. You can learn how to train, eat, corner, set yourself up on the bike.

But you can't learn everything from books or magazines. Some aspects of road cycling, paceline etiquette and technique, are best learned on the road, from riding friends.

In order to learn, I went on, you have to listen. You have to admit there are things you don't know, that someone may have a better idea. Is that so difficult? Must be, I wrote, warming to my subject. No one's learning anything here.

Why? No one wants to listen. The few cycling elders around are merely watching, unwilling to try to help "experts" with one year on the bike.

You can't fault those elders. After the second or third time a relative old-timer makes a suggestion to a newer rider, and that rider comes back with an argument, the old-timer decides it's not worth the trouble.

I wondered for a paragraph what Owen

Mulholland would have done. What if I'd told him I was hanging 20 yards in front of the paceline because my cyclometer read 18 mph and I felt 18 was the appropriate speed?

Hey, I was off and running, writing about how great it was then, how crummy it is now. How willing we were to listen and learn....

Then I remembered that, on that ride, the older rabbit guy, who works in a bike shop, mentioned to me that my front tire was installed wrong way 'round. The tread chevrons are facing the wrong way, he said.

Looking down, I thought I'd just take the wheel off, reverse the skewer and remount it. The guy said correctly that

my cyclometer magnet would be on the wrong side if I did that.

A few miles later he spoke to me about my chain. It's squeaking, he said. I'd lubed it two days before, but I'm old; often I can't hear the squeak.

In truth, without my glasses I can't really see the directional arrow on the tire either. Later, when I put on my glasses I found that the tire was on the rim backwards. I took it off and reversed it.

But I wasn't graceful about hearing that stuff from that guy. I wasn't pleased to have screwed up so publicly. I didn't want to listen.



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- Conveniently Located in Pioneer Square •

206-623-5311 800-824-6215

WALTER WARNER COSTELLO THOMPSON & EAGAN PS

CLASSIFIEDS

The Bicycle Doctor, convenient, professional mobile at your home repair service. Since 1990. Kenny at (206) 789-7336.

1998 Rodriguez Custom Road Bike ~51cm~ Campagnolo Veloco components ~650 Mavic rims, Shimano triple crank ~Excellent condition \$1850.00 OB0 # (425) 454-8268.

Ti Cycles Skookum Full Suspension frame with a Manitou Ti Fork, Sun Ringle Wheels, Sram 9.0 components. All top of the line. Retail \$3500 asking \$1200 like new (253) 857-3002 Gig Harbor.

Trek T-200 Road Tandem, 62cm-56cm, Bar ends, all Shimano XT components, ridden 700 miles, Paid \$2300 asking \$800 (253) 857-3002.

Cannondale T700, 58cm, 21 speed, Shimano 525 pedals, \$500, excellent condition (425) 277-2852.

CINELLI - 1963: Black 25", chrome lugs, fork. Campi drive train, hubs, brakes, seatpost. TA triples. 700C Super Champion rims. Brooks seat. \$1900. Bob (503) 289-2637

SAMPSON KALISPELL Titanium 54cm frame with Look Carbon Fork, Shimano 105 STI, Mavic Cosmic Pro Aero Rims, Conti Tires, Sampson Cranks World Class BB, Fiite Saddle, \$1500 Scott (253) 274-1162.

Lemond Titanium Mountain Bike, 22" XT Ringle Hubs, Cook Cranks, All Top End, Lots of Ti Components 23lbs with out Pedals, #1200, (208) 699-3706.

67cm Ritchey Road Bike, Classic early 80's built by T.R. Ultegra 7 speed, Dura Ace Crank, Mavic Hubs, Low Miles, \$1300, (208) 699-3706.

Barracuda A2E, 1995 LX 24 spd., Tange Ultimate cro-moly, Mag 21, grip shift, extras. Like new. New \$1200, now \$730. (253) 804-4237.

Classified Advertisement Order Form

.45	.90	1.35	1.80	2.25	2.70
3.15	3.60	4.05	4.50	4.95	5.40
5.85	6.30	6.75	7.20	7.65	8.10
8.55	9.00(min)	9.45	9.90	10.35	10.80

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

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

Bicycle Paper
www.bicyclepaper.com

12420 Gibson Road
Everett WA 98204

Fax: (425) 438-9031
Email: editor@bicyclepaper.com
Phone: (425) 355-9322

Bicycle related messages only. 45 cents per word. \$9.00 minimum. Ads must be received in written form (no ads will be taken by phone) and pre-paid in full. Phone number counts as one word, street number as one. Ads must be signed and include a return address (need not be published in ad.) Please use the order form above, one word per space. If more space is needed, use a blank sheet of paper, but continue to count words as 45 cents per word. Please type or print legibly. DEADLINE: the 10th of the month preceding the next issue date.

1999 Readers' Survey

**Mail in this survey today
and you will be entered
in a drawing to win two
1999 STP registrations at
the Greater Seattle
Bicycle Expo Feb 19-21
at the Seattle Center.**

Cycling & Recreational Sports Habits

Please check all the areas of cycling
you participate in:
(Check as many boxes as applicable.)

- commuting
- mountain biking
- organized rides
- recreational touring
- duathlons/triathlon
- road racing
- mountain bike racing
- legislative/politics
- ultra-marathon or 100 mile-plus cycling
- bicycle travel

What is your prime cycling interest?
(Check only one box.)

- recreational touring
- road racing
- track racing
- mountain bike racing
- duathlons/triathlons
- commuting
- mountain biking
- legislative/politics
- ultra-marathon or 100 mile-plus cycling
- human powered vehicles (HPV)
- bicycle travel

Besides bicycling, which sports do members of
your household participate in?
(Check as many boxes as applicable.)

- inline skating
- jogging/running
- team sports
- swimming
- hiking/backpacking
- camping
- rowing
- cross-country skiing
- downhill skiing
- weight training
- kayaking/canoeing
- golf
- spectator sports
- aerobics

How likely are you, in the next year, to take a
professionally-guided cycling tour? (Circle one)

very likely somewhat likely not likely

Have you taken a cycling trip in the past 12
months or do you plan to take a cycling trip in
the next 12 months? (Circle one)

Yes No

How many bicycles do members of your
household own? (Circle one.)

1 2 3 4 5 6 or more

What types of bicycles do the members of your
household own?
(Check as many boxes as applicable.)

- touring bicycle
- commuting bicycle
- road racing bicycle
- track bicycle (fixed gear)
- mountain bike (ATB)
- tandem
- children's bicycle
- human powered vehicle (HPV)
- children's bicycle

How much have you spent on cycling in the
last 12 months? (Circle the correct numbers)

accessories	\$20	\$200	\$400
lighting system	\$50	\$200	\$400
clothing/helmets	\$50	\$400	\$800
tires/tubes/wheels	\$50	\$400	\$800
components	\$50	\$100	\$200
frame/fork	\$200	\$1000	\$2000

What kinds of overnight accommodations have
you used and what kind would you consider
using in the future? (Circle one)

- motels/hotels
- bed & breakfast inns
- camping

Reading Habits and Opinions

How many people (including yourself) read your
issue of *Bicycle Paper* each month? (Circle one)

1 2 3 4 5 6 or more

Which sections of *Bicycle Paper* do you and
members of your household read each month?
(Check as many boxes as applicable)

- Events calendar
- Classified advertising
- Touring/recreational cycling articles
- Racing articles
- News and feature stories
- How-to articles
- Athletic medicine articles
- Columns
- Event results
- Commercial display advertising
- Cycling-event advertising

On average, how many days per week do you
bicycle during the prime Northwest cycling
season of March through September? (Please
circle one.)

1 2 3 4 5 6 7

What cycling products did members of your
household purchase in the last 12 months or plan
to purchase in the next 12 months? (Check as
many boxes as applicable.)

Bicycles:

- touring bicycle
- commuting bicycle
- road racing bicycle
- track bicycle (fixed gear)
- mountain bike (ATB)
- tandem bicycle
- recumbent bicycle
- children's bicycle

Accessories:

- helmets
- tires
- saddle/seat
- vehicle-bicycle rack
- seat/handlebar bag
- panniers
- hydration system
- "clipless" pedals
- cycle computer
- bicycle lock
- lighting system
- cycling trainer
- exercise bike
- cycling guide book
- children's trailer
- cycling tent

Clothing:

- Cycling shoes
- Cycling shorts
- Cycling jersey
- Cycling gloves
- Rain gear
- Cycling tights

Please fill out the following confidential
demographic data for your household.
(Please circle or check your answers)

Sex: Male Female

Age: Under 18 18-24 25-34 35-49
 50-64 65+

Marital Status: Married Single

Education:

- grade school
- high school graduate
- college graduate
- post-graduate work

Occupation:

- professional
- homemaker
- clerical
- retired
- craftsman
- sales
- managerial
- service
- student
- laborer
- military

Home Income:

- Under \$20,000
- \$20,000 to \$35,000
- \$35,000 to \$50,000
- \$50,000 to \$80,000
- more than \$80,000

Computers

(Please circle or check your answers)
Do you own a computer?

Yes No

How many times a week do you visit the world
wide web?

1-3 3-7 7+

Have you visited the Bicycle Paper's web site
at www.bicyclepaper.com ?

Yes, recently Yes No

**Want to win two 1999 STP
registrations? Mail this completed
survey to Bicycle Paper Survey,
12420 Gibson Road, Everett, WA
98204 or fax to (425) 438-9031**

**Thank
You**