

Bicycle Paper

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MARCH '99



In Cogs We Trust: A guide for dedicated cyclists

BY GORDON BLACK

Long before the first daffodil pokes through the soggy soil to announce spring, other seasonal rituals begin to take place in the Northwest. In bicycle-owning households from Port Angeles to Pocatello, chains have been cleaned, brake pads renewed, frayed cables replaced and removal of fenders momentarily considered (but ultimately dismissed).

(See "In Cogs We Trust" on page 3)

Klein moves production to the Pacific Northwest

BY TARYN GERHARDT

It's barely light outside on a cold and wet Northwest winter morning and bicycle designer and builder Gary Klein is up and ready for a mountain bike ride. Donned in black rubber barn boots, rain pants and yellow-lensed glasses, he's prepared for a wild and wet ride.

(See "Klein Moves Back" on page 11)

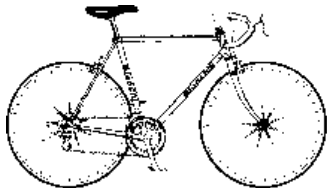
The Return of Sally Hildt

BY EVERETT JAMES

In case you were wondering what became of Sally Hildt, wonder no more: the talented, hard-working wheel builder and former owner of The Magic Spoke is back, and you can find her plying her trade at Seattle Cycles.

Sally started The Magic Spoke, her full-service repair shop, in May of 1984, and after fourteen-plus years of running the business she needed a change, so she closed her shop and took a one-year sabbatical.

(See "Sally Hildt Returns" on page 12)



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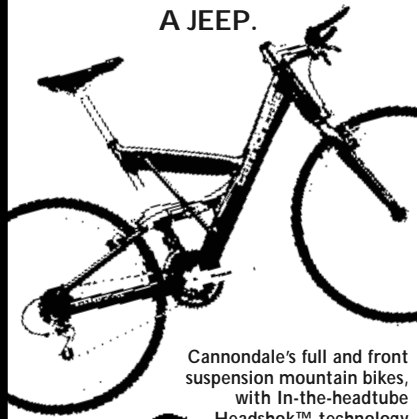


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Bicycle Paper

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PHOTO BY ERNIE GRILLO
**Sheila Grillo climbing
Sunrise on Mt. Rainier.**

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OPINION

"In Cogs We Trust" from page 1

No matter that there's still eight feet of snow on the Cascades and wind-chills sufficient to bond skin to metal, the opening of the bicycle season has approached and nothing short of apocalyptic floods, Labradorian ice or earthquakes will prevent the true-believers from wheeling their cherished steeds on to the open road in the coming weeks. The more religious among them propose canonization of the chemists who bestowed upon them warming synthetic fabrics that allow comfortable year-round cycling pleasure. There's rumored to be a shrine high on Rainy Pass dedicated to St. Lycra, The Warm (Yet Breathable).

The most important publication for the dedicated followers of cycling was last month's release of the annual Cycling Calendar. To them, it is their Torah, their Koran, their Bible. It will be pinned on walls, copied, scanned and even committed to memory. It also invokes conversations among total strangers (once they are confirmed as loyal followers), create friendships and even romantic associations. Certainly, it will occupy the free moments of thought, of daydreams that followers squeeze into lives occupied by work, families and fantasy browsing of the Bike Nashbar catalog.

There are key events that the dedicated must participate in to retain (and even el-

evate) their status in the Loyal Order of the Spoked Wheel (motto: In Cogs We Trust). Appearance and participation is virtually considered mandatory at the following events:

Chilly Hilly

A last-Sunday in February ritual, this event is ground zero for the dedicated. The ride

is also known in some circles as the First Gasp, to reflect the cold air reaching lungs that have been exercise-deprived for four months.

Daffodil Classic

A prized event by those followers who obtained Chilly Hilly entry forms but upon inspecting their bikes in the basement made a disheartening discovery - two flats and a freewheel soaking in cleaning fluid. Goes under the moniker of Gun-Rack Classic, due to the high level of pickup trucks in this area so equipped.

McClinchy Mile

Considered an initiation rite by veteran followers. They lure newbies (slang for innocent, new riders) to this ride saying that it's a short, social ride, then make them hang the rear wheel of the only follower who stripped off his fenders in January. Veterans know it as the Laugh a Mile Ride; newbies call it Mud Splat.

Outspokin'

BY GORDON BLACK

Seattle to Portland

This is the debutante's ball of bicycling. Just gotta go. True-believers tackle it in one day, rising at dawn and returning as an early evening sun glows over Interstate Five. Many followers secretly hate how big this ride has become and old-timers are often heard reminiscing about the good old days when it consisted of just a few hundred purists. Known universally by its letters STP.

RAMROD

This ride attracts the breakaway followers who have tired of STP and want to achieve a higher level of cycling purity. Very little is seen of RAMROD riders, since all their free time is spent in training. Children of RAMROD devotees are indoctrinated at an early age about the special mission of mommy/daddy taking part in RAMROD. Nicknames of the ride can't be printed here but references to the breaking of parts of the human anatomy are common.

RSVP

This is the kickback cruise from Seattle to Vancouver, the antidote to a season of bicycle worship, when followers give themselves permission to relax a little and have a good time at the end of the ride. Naturally, they impose a two-beer limit. But while the "casuals" are partying, the zealots are out on the road. They tackle the little known RAPID (Ride Around the Peninsula in Defiance), in which the goal is a circumnavigation of US 101 in 24 hours or less, logging trucks and motorhomes permitting.

CORRECTIONS

Bicycle Paper apologizes to its readers and to the forty-three events that were listed in our Annual Calendar under the wrong date. Please find these events listed below, printed as an excerpt to be kept with your copy of the Annual Calendar. As always, future issues will have the current month's schedule as well as the next two subsequent months, with new events and updates constantly added.

Mar 18: Ridge to River Relay. Wenatchee, WA. 19th annual, designed for recreational & expert athletes. Starts at top of Mission Ridge, participants Nordic ski, then Alpine ski, followed by a run, then bike, and ending with a water leg where participants canoe or kayak to Wenatchee. Teams of 2 to 6 or do the 35-mile challenge solo. 509-662-8799.

Mar 28: Snohomish Road Race. Snohomish, WA. Road race at Flowing Lake Park. 20. Rolling 11 mile loop on country roads with small steep rollers. 206-932-5921.

Apr 3: Volunteer Park. Seattle, WA. 206-932-5921, pazzo@accessone.com, www.pazzoelo.com.

Apr 4: Barf Bash 3. Nainamo, BC. 250-756-0058, peter@teampuke.com.

Apr 4: BC CUP #1* Squeaky Classic Road Race. Fort Langley, BC. 604-646-6660, akozlows@wbc.bc.ca.

Apr 10: Seward Park Spring Classic. Seattle, WA. 15. 8 mile loop inside Seward Park with one 120 degree turn and 100 yard hill. 206-932-5921.

Apr 11: Gerick Cycles Kelowna Criterium. Kelowna, BC. 250-868-3007.

Apr 18: Gary Fisher Race For the Trails #1. Broadway Cyclepath Vanier Park Enduro. Vanier Park, BC. 604-683-7278, lorihash@axionet.com.

Apr 19: Atomic Vernon Road Race. Vernon, BC. 250-545-4969.

Apr 24: Texana Rice Time Trial. North Vancouver, BC. 604-597-7735, dougpreston@bc.sympatico.ca.

Apr 25: Gary Lunde Road Race. Sooke, BC. 250-595-1937, redmango@idm.com.

Apr 25: Bellingham Criterium. Bellingham, WA. 206-292-5141.

May 2: Up and Over Road Race. Victoria, BC. 250-595-1937, nistinas@idm.com.

May 8: Yakima Road Race - Washington Championships. Yakima, WA. 206-292-5141, http://users.ewa.net/sagecycle.

May 15: Sprockids Youth Challenge. Gibson, BC. 5-18 years of age, events start at 4 AM. 604-886-0772, ddelwiller@s46.bc.ca.

May 16: Gary Fisher Race for the Trails #2, The Ridge Classic XC. Belcarra, BC. 604-683-7278, lorihash@axionet.com.

May 29: Dairy Queen Downhill. Campbell Mountain, BC. 250-493-0686.

May 29: BC High School Invitational MTB Championships. Grouse Mountain, BC. 604-985-3181.

May 30: Gary Fisher Race for the Trails #3, LifeCycles Veddar Mountain Revival. Veddar Mountain, BC. 604-683-7278, lorihash@axionet.com.

May 30: BC CUP #3* Bastion Square Cycling Grand Prix. Victoria, BC. 250-360-2453.

Jun 6: 17th Annual Peninsula Metric Century. Gig Harbor or Southworth, WA. Rolling terrain of South Kitsap & North Pierce Counties. 20, 50, 70, 100k & 100 mile routes (100 mile has 6,000 feet elevation change). 15 (person) & 35 (two adult family) (12 & 30 before 6/1). Great food, mechanical support & map. Limit 1,000 riders. 253-566-1822.

Jun 12: Leavenworth Road Race. Leavenworth, WA. 20. 13 mile loop with relatively flat roads. One major climb back to the finishing stretch. 206-932-5921.

Jun 12: Torque Baby. Cranbrook, BC. 250-426-6171, gerick@berlink.bc.ca.

Jun 13: Rainier Ale Metric Century (17th Year). Seattle, WA. Bicycle Alliance Passport Ride! 20, 53 & 77 mile loops. Rainier Brewery start & finish (3100 Airport Way). Flat plus one hill, two rest/food stops, great food, on STP route. Bicycle riding is optional. 10 before June 5th, 12 day of ride. 206-522-3701.

Jun 13: Granny Gear Grind. Comox Lake, BC. 250-339-7011, lbjack@comox.island.net.

Jun 13: Mt. MacPherson Challenge. Revelstoke, BC. XC Race and Kids Race 250-814-0090.

Jun 13: Dave Lyman memorial Classic. Port Moody, BC. 604-937-DAVE.

Jun 13: Washington State TT Championships. Roslyn, WA. 206-292-5141.

Jun 13: Single Sock Criterium. Vancouver, BC. 604-733-3964, vbc@intergate.bc.ca.

Jun 20: Seward Park Summer Classic. Seattle, WA. 15. 8 mile loop inside Seward Park with one 120 degree turn and 100 yard hill. 206-932-5921.

Jun 20: 12th Annual Kelowna Classic. Kelowna, BC. 250-763-9213, atwell@wkp.com.

Jun 20: Gary Fisher Race for the Trails #4. John Henry Poker Challenge. North Vancouver, BC. 604-683-7278, lorihash@axionet.com.

Jun 23: Pacific Sport International Mountain Bike Criteriums. Squamish, BC. 250-744-3583, cycling@ampsc.com.

Jun 23-27: Pacific Sport International Mountain Bike Stage Race. Mt. Washington/Squamish. 250-744-3583, cycling@ampsc.com.

Jun 26: Woodville Circuit Road Race. Woodville, WA. 4301.

Jul 4: 24th Annual Joe Matava Memorial Classic & WA State Jr. Championships Criterium. Burien, WA. Promoted by the WheelSport Cycling team. 6 corner, flat, fast criterium. All categories, masters and juniors. Also free children's races. (253) 852-4946, DBACHMAN@LIBERTYCONTROLS.COM.

Aug 15: Point-to-Point. Mt. Washington, BC. 250-384-3801.

Sep 3: Whistler Criterium. Whistler, BC. 250-655-5245, cbonin@pacificcoast.net.

Sep 4: BC CUP #7 Provincial Time Trial Championships. Whistler, BC. 250-655-5245, cbonin@pacificcoast.net.

Sep 5: Pemberton D'Arcy Road Race. Whistler, BC. 604-932-3958.

Sep 25: Cheakamus Challenge. Squamish to Whistler. 970-871-0038/after August 15th - 604-898-2588.

Nov 28: BC Cyclo-Cross Series. Fort Langley, BC. 604-538-6415.

Neck Pain in Cyclists

BY MAXINE WEYANT, M.D.

Neck pain is a common complaint among cyclists, whether they ride for competition, recreation or transportation. The body positions required for cycling are hard on the neck, and the constant muscle tension required to sustain these positions while also maintaining control of the bike places the upper body at risk for muscle strains, pinched nerves, neck and back injuries.

When we ride a bike, our upper back and shoulders are rounded forward and our neck is extended back so we can look forward. This position is most extreme with drop handlebars but even occurs with upright handlebars. At the back of the neck are a number of delicate joints and ligaments that scrunch together when you tilt your head back. This position also narrows

especially in mountain biking. Mountain bikers, like equestrian jumpers, are constantly adjusting their muscle tension and center of gravity, striving to maintain a balance between a posture and grip that's relaxed enough to absorb impact and maintain speed, yet tight enough to avoid whip-lash motions of the head and neck, and maintain vigilance and control on rough terrain.

While genetic, anatomic, and other individual variables can affect one's vulnerability to overuse injuries, improper bike fit, technique and training errors (trying to do too much too soon) are often the cause. Handlebar modifications, padded gloves, frequent changes of hand positions and riding mostly on the brakehoods are strategies that reduce the likelihood of neck and upper back injuries as well as upper extremity tendon and nerve damage. Striving to maintain a flat back

down. Arch the upper back frequently and try to widen and stretch the front of your chest. Stretch the muscles above your shoulder blades by reaching one arm behind your back, touching the back of your fingers to the opposite shoulder blade. Even while cycling in a crouched position, you can unload the upper body by pulling in your lower abdominal muscles tightly at intervals.

Before and after cycling, gently stretch your neck and back. Relieve the tightness and discomfort in your upper back and neck by lying on your back with your knees bent. In this position, you can also roll up and down on top of 2 taped-together tennis balls, placed so that each ball sits on either side of your spine. This massages those tight ridges of muscles between your shoulder blades and spine that are frequently responsible for neck pain and headaches.

Maintain an upper-body strength and conditioning program, and watch your posture as you work out. Resistance training should focus on endurance (higher reps and lower weights) rather than bulk (fewer reps at higher weights). Abdominal muscle strength is crucial for core trunk stability and keeps us from transferring too much

weight onto our arms as we ride.

Be kind to your neck in your daily activities. Lighten your backpack or purse and avoid carrying a pack on one shoulder. If you work at a desk or computer, change positions frequently and don't slouch. Avoid propping the telephone between your neck and shoulder. If your neck bothers you a lot, use a neck roll with your pillow or buy a cervical support pillow.

While these tips are common knowledge to most experienced cyclists, consulting an expert coach or trainer who can help analyze your technique and training schedule can be especially helpful. If you have neck, shoulder or upper extremity symptoms associated with cycling that don't clear up with rest or keep recurring despite appropriate modifications, see your physician.

Occasionally, x-rays and more elaborate testing are necessary to evaluate the problem but most of the time a prescribed, focused course of physical therapy is all that is needed.

Maxine Weyant, M.D. is a Sports Medicine Physician. Her Seattle office is at 801 Broadway, Suite 1000, Seattle, WA 98122, phone: 206-292-7550. Her Mercer Island office is at 3236 78th Ave. SE, phone: 206-232-6116.



Training should focus on endurance (higher reps and lower weights) rather than bulk (fewer reps at higher weights)

"The vibrations and jarring from the terrain can also take their toll on the neck, especially in mountain biking."

the small openings on each side where the spinal nerves exit and, over time, can damage or irritate those nerves, causing pain, numbness, tingling or weakness. Symptoms can be felt in the neck, head, back or arm. As we age, the structures in our neck are even more vulnerable to injury, and the nerve openings become even smaller. Some people have great difficulty tolerating drop handlebars, and some experts recommend that people over 35 or 40 avoid them altogether.

The vibrations and jarring from the terrain can also take their toll on the neck,

while riding is also important, especially in racing, but one's ability to do so can be hampered by improper bike fit. Properly adjusting seat tilt, seat fore and aft positioning, and making sure bike measurement parameters are suited to your body can often alleviate neck and arm symptoms and reduce the amount of forward flexion in the upper back.

While cycling, if feasible and safe, try to selectively rest and stretch your upper body. Sit back frequently to take some of the weight off the arms. Stretch the back of your neck by gently bending your head

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REGIONAL REPORTS

The biggest news entering the cycling season is Oregon's secession from USA Cycling. With a chunk of other states also distancing themselves, what moves will the governing body make? So far they've installed toll free phone and fax numbers (888-405-RACE and 877-527-RACE, respectively) and have pledged future support for our top Cyclocross competitors in Europe. For Oregon's side of the story, see Mike Murray's essay on page three.

Speaking of big, the Cascade Bicycle Club has kicked off the season in grand fashion. The Greater Seattle Bicycle Expo opened its doors for three days for the first time and welcomed 11,500 attendees. A perennial hit, it finally got some of the local media attention it deserves, getting coverage in the *Post-Intelligencer* and on the KIRO and KING television stations.



David Michael Anthony in Anchorage, Alaska last month.

Much of that coverage was due to Olympic hopeful David Michael Anthony, who pedaled into Seattle toting an 900-pound trailer from Anchorage after hauling it there from Florida. Crazy or not, Anthony - other than having a really cool name - has enough adrenaline and motivation to make any self-help tape a best seller. Even greater, though, is his compassion: outside of one heck of a training ride, he's raising money to fight hunger. Since all his supplies are donated, all funds sponsoring his adventure go directly to a variety of hunger relief organizations. Such unique determination earned him Expo's Most Creative Award. If you want to sponsor the next leg of this incredible itinerary (which is currently heading south down the coast), call 1-800-486-4792. You can also send e-mails directly to David at david_anthony@hotmail.com.

SCHWINN

Other Expo awards went to the Schwinn Cycling and Fitness booth for the People's Choice Award (moral of the story: give away a lot of cool stuff - Platypus should get an honorable mention) and to Spencer Technology/Fusetek for the Class Act Award: a Redmond start-up who makes custom wheels that utilize fiberglass to decrease wear and thus increases longevity - something I have a hunch you'll hear about more in a future Innovator's Northwest.

On the topic of class acts, Dave Douglas has proved that the 20th Annual Seattle to Portland Bicycle Classic is in good hands. He didn't have much luck in his rookie venture as Ride Director: construction on both last year's route and at Portland State University created a fair amount of adversity to overcome. So far not only has there been a safe route negotiated with the Washington Department of Transportation and a new Finish Line at Cathedral Park, but this year's registration fee has gone down and there is no rider limit this year.



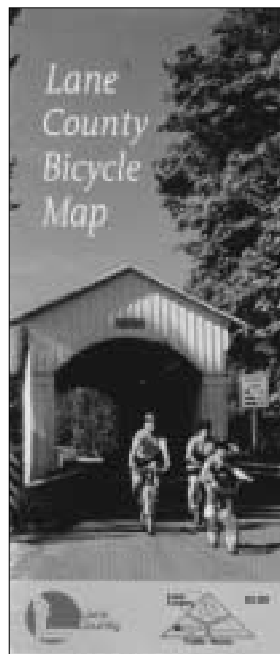
If you're looking for a new ride, though, CBC is introducing RAW! For the first time this year. The Ride Around Washington tour is already creating a buzz with its route traversing Highway 20 from Puget Sound to Newport on the Washington/Idaho border. Organized by CBC and STP veteran Marshall Brown, the ride is boasting a new route every year with approximately 250-300 riders - what better way to explore Washington? Call CBC at (206) 522-BIKE or see their web site at www.cascade.org for more info.



Wondering what happened to last year's STP Ride Director Steve Daviess? He's the Ride Director for another new ride: Bicycle Washington '99. "A 7-day tour on some of our least traveled roads," the ride starts and ends in Spokane with overnight stops in Newport, Ione, Kettle Falls, Republic, Wilbur and Davenport. Your \$495 benefits the Bicycle Alliance of Washington and includes three meals a day, hot showers, entertainment, luggage transport and full on-road support. Don't expect this ride to feel like a freshman ride, though: in addition to Mr. Daviess, Dave Shaw is doing logistics - the same person who did logistics for last year's Ride for a Reason and who helped create what is now known as the American Lung Association's Big Ride (as well as coordinating STP's Finish Line since 1991). Call 1-877-224-9252 or visit their web site at www.bicyclealliance.org to register and/or for more information.



Swagman's locking knobs increase your bike's security.



The cover of the full-color Lane County Bicycle Map.

If you're looking to go out on your own or to plan a casual weekend ride, though, contact Chris Henry at Lane County Public Works at 3040 North Delta Highway, Eugene, OR 97408-1696, or call (541) 682-6900. For \$3 each and your address they'll send you a copy of their recently published Lane County Bicycle

Map. It's more than just a relief road map, though: the full color, 37.5 x 24-inch publication includes photos, points of interest, cycling activities, steepness grades, market locations, parks and even eleven selected bike routes. It marks shoulder bikeways, shared roadways and multi-use paths that are color-coded for traffic volume and shoulder width.

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Of course, in most cases you need a way to get your bike there. Swagman - 1-800-469-7924 or www.swagman.net - has just made the security for your bike carrier much better. They now offer locking knobs that fit their three- and four-bike racks. They've also released hitch stabilizers designed to prevent receiver draw bar movement, finally eliminating annoying hitch rattle.

Both of which will come in handy to get you to the Klamath Rails-to-Trails Third Annual National Trails Day Event. The celebration is intended to promote - and many times introduce - the OC&E Woods Line State Trail to the public. The trail is the longest linear park in Oregon, with the main line running 64 miles from Klamath Falls to Bly, and the Woods Line branches off at Beatty 34 miles to the Sycan Marsh. The June 6th event will include mountain biking, equestrian events and a nature hike, but you don't have to wait until then to enjoy the area's volcanic caldera (known as Devils Garden), double railroad switchback, scenic vistas of the Sprague River Valley and the Winema National Forest. Call (541) 884-3050 or e-mail sevigym@oit.edu to find out more.

A quick dabble into the zine world: Kickstand #5 is out. For a few stamps or a dollar or two donation to 923 E John #103, Seattle, WA 98102 you can get your own copy of a fine independent publication straight from the bowels of Seattle's bike messenger culture. Or you can whine about how poor you are and e-mail pilder@ix.netcom.com and beg for a free copy.




Seattle's bike messenger endeared Kickstand.

Finally, a last minute note: Bicycling has closed its California office, causing the release of long-time editor Geoff Drake, who years ago worked in Seattle bike shops before a three-year stint as editor of VeloNews. The former Bicycle Paper writer joined Bicycling in 1988.



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Available at the following locations:

Washington	Redmond
Alpine Hut	425-884-7669
Call Joe's	253-854-1151
Call Joe's	360-253-2420
Call Joe's	253-927-2943
Sport Shack	253-445-8090
Sport Shack	509-926-8599
Sport Town	509-993-8788
Ti-Cycle	509-888-4232
R & E Cycles	509-334-1813
	206-624-9697
	206-523-1384

Blaine	Missoula
Sport Shack	208-882-6138

Also Available Online and by Mail Order

Website Retailer: www.performancetrike.com • Mail Order: Personal Best Nutrition (800) 705-9199

CALENDAR

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 Racing** (competition featuring single-track, cyclocross and other off-road riding), **Offroad Touring** (rides and spectator events 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), **Track Races** (competition in the velodrome) and **Multisport** (events that include bicycling as a part of the competition).

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

Mar 6: Alice B. Toelclips Awards. Portland, OR. Party held to honor businesses, organizations & individuals who help promote cycling in their community. P.O. Box 9072, Portland, OR 97207.

Mar 13-14: Portland Bike Show. Portland Rose Quarter, OR. Annual event showcase & sale. New products, manufacturers & retailers. 50,000 square feet. Tours, clubs & more. 206-248-8430.

Mar 28: Old Bike Swap Meet and Show. Kent, WA. 11th Annual. 8am to 1pm. Antique/Classic Bicycles at the Kent National Guard Armory, 24410 Military Rd. Over 50 vendors and 300 bicycles last year. 206-364-0922.

Apr 18: Aurora Cycle Recumbent & Tandem Fair. Aurora Cycle, Seattle, WA. Representatives from several major manufacturers will be on hand to answer questions and offer advice. Learn riding techniques, technical product information and test riding. Noon to 5pm. FREE. 206-783-1000.

May 2: 7th Annual Padden MTN Pedal. Lake Padden Recreation Area, Bellingham, WA. Cross-country, Trials, FREE kids rodeo & Fun Race. 360-738-3728.

May 8: Grants Pass Bike Fair. Grants Pass, OR. All Sports Park. Competitive & non-competitive rides, safety inspections, product displays and demonstrations. 541-471-9239 (days).



Mountain Bike Racing

Mar 14: Frozen Dirt Challenge MTB. Missoula, MT. 406-728-5790.

Apr 4: Barf Bash 3. Naniamo, BC. 250-756-0058, peter@teampuke.com.

Apr 10: Finley Hills Challenge, WIM #1. Tri-Cities, WA. 400 participants. Cross-country racing for all ages and ability levels. 509-455-7657.

Apr 11: 14th Annual Mudslinger. Corvallis, OR. Cross-country. 1999 Oregon Off-Road Series #1. Same course as last year and will include a cross-country race, poker ride & kid's race (tentative). 541-754-3752.

Apr 11: Barking Spider. Nampa, ID. Part of the 1999 Wild Rockies "Unplugged" Mountain Bike Series. Cross-country. 208-342-3910.

Apr 18: Chainbreaker. Bend, OR. 1999 Oregon Off-Road Series #2, cross-country. 541-389-3295.

Apr 18: Gary Fisher Race For the Trails #1. Broadway Cyclepath Vanier Park Enduro. Vanier Park, BC. 604-683-7278, lorihash@aionet.com.

Apr 24: Big K Mountain Bike Festival. Roseburg, OR. 1999 Oregon Off-Road Series #3, cross-country. 541-957-1020.

Apr 25: 8th Annual Beartrax & Beeswax Race. Tahuya Forest near Belfair, WA. Single Track Minds Cycling Club presents the longest standing classic mountain bike race in WA state with an average of 400 participants. 253-565-5124.

Apr 25: Blue Mountain Challenge MTB. Missoula, MT. 406-543-3331.

May 1-2: Chelan MTB Festival, WIM #2. Chelan, WA. Cross-country & downhill racing for all ages and ability levels. 509-455-7657.

May 2: Spring Thaw. Ashland, OR. 1999 Oregon Off-Road Series #4, cross-country. 541-482-8704.

May 2: Dick Blee Memorial MTB #1. Billings, MT. 406-652-1202.

May 2-Jun 13: Dick Blee Memorial MTB Series. Billings, MT. 406-652-1202.

May 2: 7th Annual Padden MTN Pedal. Lake Padden Recreation Area, Bellingham, WA. Cross-country, Trials, FREE kids rodeo & Fun Race. 360-738-3728.

May 8: Hammerfest '99. Errington/Parksville, BC. 250-752-3445, jhoward@qb.island.net.

May 9: Coast Hills Classic. Newport, OR. 1999 Oregon Off-Road Series #5, cross-country. 541-574-0327.

May 15-16: Boneshaker MTB Bash, WIM #3. Winthrop, WA. Cross-country & Downhill racing for all ages and ability levels. 509-455-7657.

May 15: Sprockids Youth Challenge. Gibson, BC. 5-18 years of age, events start at 10 AM. 604-886-0772, ddetwiller@sd46.bc.ca.

May 15-16: NORBA Championship Series #1. Big Bear, CA. 604-737-3137.

May 16: Race at Reehers. Forest Grove, OR. 1999 Oregon Off-Road Series #6, cross-country. 503-234-9273.

May 16: Coast Hills Mtn. Bike Classic. Newport, OR. Part of the 13 race ORBA series. 8, 18 & 28 mile rolling cross-country courses. Awesome singletack, fast descents & challenging climbs. Fundraiser for high school mtn. bike club & honor society. 541-574-0327.

May 16: Gary Fisher Race for the Trails #2. The Ridge Classic XC, Belcarra, BC. 604-683-7278, lorihash@aionet.com.

May 22-23: Klamath Heat. Klamath Falls, OR. 1999 Oregon Off-Road Series #7. Downhill 5/22 & cross-country 5/23. 541-882-1001.

May 22-23: Bordertown Challenge. Oasis, NV. Part of the 1999 Wild Rockies "Unplugged" Mountain Bike Series. Cross-country & downhill. Nevada State Champs. 208-342-3910.

May 22-23: SUNLIGHT BC CUP XC#1. Snowden Slug Slam. Campbell River, BC. 250-286-6340, lemings@island.net.

May 29: Dairy Queen Downhill. Campbell Mountain, BC. 250-493-0686.

May 29: BC High School Invitational MTB Championships. Grouse Mountain, BC. 604-985-3181.

May 29: 4th Annual Action Quest '99. Summerland, BC. 250-494-0341, www.rideactionquest.com.

May 30: Hutch's Hustle. Bend, OR. 1999 Oregon Off-Road Series #8, cross-country. 541-389-3295.

May 30: Gary Fisher Race for the Trails #3. LifeCycles Veddar Mountain Revival. Veddar Mountain, BC. 604-683-7278, lorihash@aionet.com.



Mountain Bike Touring

Mar 31-Apr 13: Tunisia Odyssey: Eden to Oasis. Tunisia.

Diverse culture & beautiful landscapes of coastal and Sahara zones of southern Tunisia. Wondrous array of people, architecture, culture & landscape. 485 miles, 90% paved roads, hills. \$1190 plus airfare. 206-767-0848.

May 1: Ride Around Clark County. Clark County, WA. 3 beautiful & challenging rides, 34, 65 & 100 mile loops & a new 18 mile casual ride. Entry to win a Coleman camping package or a Coleman entry level spa to all pre-registered (prior to 4/19/99) participants. 360-892-8765.



PHOTO BY ECLIPSE PHOTOGRAPHY

Mountain Biking in Washington State.

May 22: Reach the Beach. OR. 1-day fundraising tour to Oregon coast for families, friends & corporate teams. Fully supported with medics, mechanics, communications, food, water & post-ride BBQ. Start from Portland, Salem, Amity, Corvallis or on mountain bike from Grand Ronde. 503-246-1997.



Multisport

Mar 6: Winter Triathlon. Winthrop, WA. Bike, Ski, Run. Road bike or Mt. Bike 10K, X-country ski 20K, Dirt road run 12K. 509-996-2886.

Mar 18: Ridge to River Relay. Wenatchee, WA. 19th annual, designed for recreational & expert athletes. Starts at top of Mission Ridge, participants Nordic ski, then Alpine ski, followed by a run, then bike, and ending with a water leg where participants canoe or kayak to Wenatchee. Teams of 2 to 6 or do the 35-mile challenge solo. 509-662-8799.

Apr 3: Double Pole Paddle Pad. Bozeman, MT. Alpine ski run (5K), cross-country run (5K) and 10 mile bike. Call for more information. 406-587-2445.

May 15: U.S. Bank Pole Pedal Paddle. Bend, OR. Individuals, pairs or teams (up to 7 people) alpine ski, xc ski, bike, run, paddle and sprint from Mt. Bachelor to Drake Park. 541-388-0002.



Road Racing

Mar 3: Volunteer Park Critrium. Volunteer Park, Seattle, WA. The traditional season opener bike race, 30 years running. 206-783-5439.

Mar 6: Mason Lake Road Race #1. Mason Lake, WA. Road race series at Mason County Park. \$15 per race. Rolling 13 mile loop around Mason Lake. No major climbs. 206-932-5921.

Mar 7: Tour de Dungeness. Dungeness West Sequim, WA. Tour de Dungeness is a bicycle road race series. Dungeness Recreation Area 3/7, 3/14 & 3/21. \$20 (\$18 earlybird). \$1 WSBA. Bill Rowland at 360-457-8069.

Mar 7: Banana Belt Series '99 #2. Hagg Lake, OR. 503-236-4712.

Mar 7: Escape Velocity Spring Road Race Series. Vancouver, B.C.. Six race series. 604-733-6947.

Mar 13: Mason Lake Road Race #2. Mason Lake, WA. Road race series at Mason County Park. \$15 per race. Rolling 13 mile loop around Mason Lake. No major climbs. 206-932-5921.

Mar 13: So. Oregon Time Trials #1. Medford, OR. Three race series: 3/13, 3/20 & 3/27. 541-488-2453.

Mar 13: Missoula Training Series #1. Missoula, MT. 406-542-9114.

Mar 14: Tour de Dungeness. Dungeness West Sequim, WA. Tour de Dungeness is a bicycle road race series. Dungeness Recreation Area 3/7, 3/14 & 3/21. \$20 (\$18 earlybird). \$1 WSBA. Bill Rowland at 360-457-8069.

Mar 14: Banana Belt Series '99 #3. Hagg Lake, OR. 503-236-4712.

Mar 14: Escape Velocity Spring Road Race Series. Vancouver, B.C.. Six race series. 604-733-6947.

Mar 20: Mason Lake Road Race #3. Mason Lake, WA. Road race series at Mason County Park. \$15 per race. Rolling 13 mile loop around Mason Lake. No major climbs. 206-932-5921.

Mar 20: So. Oregon Time Trials #2. Ashland, OR. Three race series: 3/13, 3/20 & 3/27. 541-488-2453.

Mar 20: Escape Velocity Spring Road Race Series. Vancouver, B.C.. Six race series. 604-733-6947.

Mar 20: Missoula Training Series #2. Missoula, MT. 406-543-6177.

Mar 21: Tour de Dungeness. Dungeness West Sequim, WA. Tour de Dungeness is a bicycle road race series. Dungeness Recreation Area 3/7, 3/14 & 3/21. \$20 (\$18 earlybird). \$1 WSBA. Bill Rowland at 360-457-8069.

Mar 21: Piece of Cake Road Race. West of Halsey, OR. 24th annual, original course in central Willamette Valley. Exit #216 on I-5. 541-349-9270.

Mar 21: Escape Velocity Spring Road Race Series. Vancouver, B.C.. Six race series. 604-733-6947.

Mar 27: So. Oregon Time Trials #3. Ashland, OR. Three race series: 3/13, 3/20 & 3/27. 541-488-2453.

Mar 27: Escape Velocity Spring Road Race Series. Vancouver, B.C.. Six race series. 604-733-6947.

Mar 27: Frozen Flatlands Road Race. Spokane, WA.

Mar 28: Snohomish Road Race. Snohomish, WA. Road race at Flowing Lake Park. \$20. Rolling 11 mile loop on country roads with small steep rollers. 206-932-5921.

Mar 28: Escape Velocity Spring Road Race Series. Vancouver, B.C.. Six race series. 604-733-6947.

Mar 28: SRP Circuit Race. Spokane, WA.

Apr 3: Volunteer Park. Seattle, WA. 206-932-5921, pazzo@accessone.com, www.pazzo.com.

Apr 3: Missoula Training Series #3. Missoula, MT. 406-543-6177.

Apr 4: BC CUP #1* Squeaky Classic Road Race. Fort Langley, BC. 604-646-6660, akazdows@wcb.bc.ca.

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CALENDAR

Apr 8-Aug 26: Seward Park Cycling Series. Seattle, WA. Criterium every Thursday night. \$8 per night. .8 mile loop inside Seward Park with one 120 degree turn and 100 yard hill. 206-932-5921.

Apr 10: Kings Valley Road Race. Near Corvallis, OR. A rolling course perfect for the strong man/woman. 19.5 mile loop on good to excellent roads. Perfect tune-up for the Tour of Willamette. 541-343-4833.

Apr 10: Seward Park Spring Classic. Seattle, WA. 206-932-5921.

Apr 10: Kings Valley Road Race. Corvallis, OR. 503-741-0313.

Apr 10: Missoula Training Series #4. Missoula, MT. 406-542-9114.

Apr 11: Vashon Island Circuit Race. Vashon Island, WA. Road race at Reddings Beach Rd. \$20. 3 mile circuit with a 7% 1/2 mile climb each lap. 206-932-5921.

Apr 11: Gerick Cycles Kelowna Criterium. Kelowna, BC. 250-868-3007.

Apr 13: Seattle International Raceway Series. Kent, WA. Tuesday night road race series at SIR. Sponsored by SunDog. Every Tuesday Night @ 7pm. Groups: Cat 1, 2, 3; Cat 4, 5; Masters 35+. 206-322-0072.

Apr 13-18: Tour of Willamette. Eugene, OR. 503-293-6505.

Apr 17-18: RAD Road Race Series. Richland, WA. .

Apr 19: Atomic Vernon Road Race. Vernon, BC. 250-545-4969.

Apr 20: Seattle International Raceway Series. Kent, WA. Tuesday night road race series at SIR. Sponsored by SunDog. Every Tuesday Night @ 7pm. Groups: Cat 1, 2, 3; Cat 4, 5; Masters 35+. 206-322-0072.

Apr 24-25: Pear Blossom/Woodrat. Medford, OR. 541-772-1393.

Apr 24: Texana Rice Time Trial. North Vancouver, BC. 604-597-7735, dougpreston@bc.sympatico.ca.

Apr 24: Tahuya-Seabeck-Tahuya Road Race. Tahuya, WA. .

Apr 24-25: Northwest Collegiate Champs. Bozeman, MT. 406-994-2167.

Apr 24: Rocky Mountain Roubaix. Missoula, MT. 406-543-6920.

Apr 25: Gary Lunde Road Race. Sooke, BC. 250-595-1937, redmango@idmail.com.

Apr 25: Bellingham Criterium. Bellingham, WA. 206-292-5141.

Apr 25: Walla Walla Road Race. Walla Walla, WA. .

Apr 27: Seattle International Raceway Series. Kent, WA. Tuesday night road race series at SIR. Sponsored by SunDog. Every Tuesday Night @ 7pm. Groups: Cat 1, 2, 3; Cat 4, 5; Masters 35+. 206-322-0072.

May 1: S&S/McCormick Woods Omnium. Port Orchard & Longbranch, WA. Circuit Race, Time Trial & Road Race. \$45. 3 mile flat circuit race, 5 mile flat tt, 10.5 mile loop road race with 1k hill. 206-932-5921.

May 1: Caleb Pike Road Race. Victoria, BC. 250-384-8805.

May 1: Comox Valley Downtown Criterium. Courtenay, BC. 250-339-9758, cvcc@mvms.ark.com.

May 2: Up and Over Road Race. Victoria, BC. 250-595-1937, redmango@idmail.com.

May 2: Northern Rockies Road Race. Drummond, MT. 406-549-2453.

May 3: Masters & Women PIR. Portland, OR. Bi-weekly race series. 503-636-6422.

May 4: Seattle International Raceway Series. Kent, WA. Tuesday night road race series at SIR. Sponsored by SunDog. Every Tuesday Night @ 7pm. Groups: Cat 1, 2, 3; Cat 4, 5; Masters 35+. 206-322-0072.

May 4: PIR. Portland, OR. Race series. 503-636-6422.

May 5: Juan de Fuca/Victoria Wheelers Wednesday Night Series. B.C.. Wednesday night races. 250-595-BIKE.

May 8: Yakima Road Race - Washington Championships. Yakima, WA. 206-292-5141, http://users.ewa.net/sagecycle.

May 8: Coaltown Classic. Nanaimo, BC. 250-748-6457, sevco@seaside.net.

May 8: Eden Int'l NeoClassic. Great Falls, MT. 406-761-7021.

May 11: Seattle International Raceway Series. Kent, WA. Tuesday night road race series at SIR. Sponsored by SunDog. Every Tuesday Night @ 7pm. Groups: Cat 1, 2, 3; Cat 4, 5; Masters 35+. 206-322-0072.

May 11: PIR. Portland, OR. Race series. 503-636-6422.

May 11: Adidas World Tuesday Night Championships. Victoria, B.C.. Tuesday night races. 604-733-6947.

May 12: Juan de Fuca/Victoria Wheelers Wednesday Night Series. B.C.. Wednesday night races. 250-595-BIKE.

May 15-16: Mutual of Enumclaw Stage Race. Enumclaw, WA. 206-621-3245, TiCyclesPC@aol.com.

May 16: Rehearsal Road Race. Oregon City, OR. 503-632-6030.

May 17: Masters & Women PIR. Portland, OR. Bi-weekly race series. 503-636-6422.

May 18: Seattle International Raceway Series. Kent, WA. Tuesday night road race series at SIR. Sponsored by SunDog. Every Tuesday Night @ 7pm. Groups: Cat 1, 2, 3; Cat 4, 5; Masters 35+. 206-322-0072.

May 18: PIR. Portland, OR. Race series. 503-636-6422.

May 18: Adidas World Tuesday Night Championships. Victoria, B.C.. Tuesday night races. 604-733-6947.

May 19: Juan de Fuca/Victoria Wheelers Wednesday Night Series. B.C.. Wednesday night races. 250-595-BIKE.

May 21-23: Columbia Plateau. Eastern Oregon. 503-231-0236.

May 22-24: BC CUP #2* BC Classic Stage Race. Langley, BC. 604-733-6947, www.escapaveLOCITY.ca.ca.

May 22: Spokane River Road Race. Spokane, WA.

May 23: Beaverton Criterium. Beaverton, OR. 503-257-6244.

May 23: Hammerfest Road Race. Spokane, WA. .

May 25: Seattle International Raceway Series. Kent, WA. Tuesday night road race series at SIR. Sponsored by SunDog. Every Tuesday Night @ 7pm. Groups: Cat 1, 2, 3; Cat 4, 5; Masters 35+. 206-322-0072.

May 25: PIR. Portland, OR. Race series. 503-636-6422.

May 25: Adidas World Tuesday Night Championships. Victoria, B.C.. Tuesday night races. 604-733-6947.

May 26: Juan de Fuca/Victoria Wheelers Wednesday Night Series. B.C.. Wednesday night races. 250-595-BIKE.

May 29-31: Twin Rivers Stage Race. Lewiston, ID. .

May 30: Larch Mount Hill Climb. Portland, OR. 503-245-9878.

May 30: BC CUP #3* Bastion Square Cycling Grand Prix. Victoria, BC. 250-360-2453.



Road Touring

Mar 13: Chinook Sh-Sh-Shiver. Yakima, WA. 9am registration, 10am start. 100, 50 & 25 km. Mostly flat outnry backroads with a few gradual inclines. Water, restrooms, snacks, sag, showers. Waterbottle for \$15. (w) 509-248-5393.

Mar 14-20: Wheeling Hawaii '99. Hawaii. Kona to Kona around the Big Island. 256 miles with nights in Volcano Village & the coastal towns of Punaluu, Hilo, Honokaa & Hawi. Most afternoons allow time to snorkel & swim and one day is set aside to explore Hawaii Volcanoes National Park. 800-433-0528.

Mar 20-21: Harrison Hot Springs Tour. Harrison Hot Springs, BC. 604-873-0320, Contact prior to March 06.

Mar 21-26: Golden California Tour. Santa Barbara, CA. 6 day tour. Cycling highlights: Vineyards of the Santa Ynez Valley, Montana De Oro State Park, Big Sur. Designated: All levels. Free brochure available. P.O. Box 11219, Olympia, WA 98508.

Mar 25: Sunnyside Sports Anniversary & Bike-a-Roo Breakfast Ride. Bend, OR. A quality pancake breakfast followed by a 25 miles road ride. Starts at Rimrock Riders Club House. \$5. 541-382-8018.

Mar 31-Apr 13: Tunisia Odyssey: Eden to Oasis. Tunisia. Diverse culture & beautiful landscapes of coastal and Sahara zones of southern Tunisia. Wondrous array of people, architecture, culture & landscape. 485 miles, 90% paved roads, hills. \$1190 plus airfare. 206-767-0848.

Apr 24: Gulf Island Tour. Gulf Islands, BC. 604-872-7586, Contact prior to March 19.

Apr 11-16: Golden California Tour. Santa Barbara, CA. 6 day tour. Cycling highlights: Vineyards of the Santa Ynez Valley, Montana De Oro State Park, Big Sur. Designated: All levels. Free brochure available. P.O. Box 11219, Olympia, WA 98508.

Apr 12-24: Tunisia Odyssey: Historic North. Tunisia. Extraordinary concentration of archeological, cultural & religious sites, 280 miles, paved roads, long hills. \$1190 plus airfare. 206-767-0848.



PHOTO BY STEVE STRICKLAND COURTESY OF ALAN.

A Trek Tri-Island participant riding off the ferry dock.

Apr 17-Jul 9: Trans America Millenium Tour. Yorktown, VA - Florence, OR. All women 85 days from Yorktown, VA to Florence, OR. No camping, ride at a leisurely pace. Mostly motels with some hostels. Full van support. 4,245 miles. 800-247-1444.

Apr 18: 24th Annual Daffodil Classic. Orting, WA. Voted Best Century of WA by Bicycling Magazine in 1998! 20, 50, 70 & 100 mile routes. \$15 (person) & \$35 (two adult family) (\$12 & \$30 before 3/7). Great food, mechanical support & map. Limit 2,000 riders. 253-566-1822.

May 1-Oct 31: San Juan Islands 6 Day Tour. La Conner, WA. Departs every Sunday May-October. Highlights: La Conner; Lopez Islands; Orcas Island; San Juan Island. Designated: all abilities. Free brochure available. P.O. Box 11219, Olympia, WA 98508.

May 1: Ride Around Clark County. Clark County, WA. 3 beautiful & challenging rides, 34, 65 & 100 mile loops & a new 18 mile casual ride. Entry to win a Coleman camping package or a Coleman entry level spa to all pre-registered (prior to 4/19/99) participants. 360-892-8765.

May 1-2: Galloping Goose. Vancouver Island, BC. 604-251-1230, Contact prior to April 17.

May 2: Monster Cookie Metric Century Bicycle Ride. State Capitol Mall, Salem, OR. Recreational ride through backroads to Champoege State Park and back. Entry fee is for map, rider ID# & checkpoint services. Full-service checkpoints including toilet facilities along the route. Snacks, fruit & refreshments will be available 503-390-9558.

May 2: Camano Climb. Stanwood, WA. 50 miles scenic loop around the perimeter of Camano Island or a 35 mile short course. 8805 Cedarhome Drive, Stanwood, WA 98292, (360) 629-6415.

May 8: 17th Annual Historical Lewis County Bicycle Ride. Chehalis, WA. 20, 46, 72 & 100 mile courses. Register/start between 7-9:30am. Start/finish at Stan Hedwall Park. Food/drink/rest stops, course map, marked course, narrative & sagwagon provided. Quiet back roads, century-old landmarks & (weather permitting) views of Mt. St. Helens & Mt. Rainier. 360-740-1135.

May 8: Skagit Spring Classic Bicycle Ride. Burlington, WA. Starts at Bayview Elementary School. 25-100 mile options. 360-826-5511.

May 8: Grants Pass Bike Fair. Grants Pass, OR. All Sports Park. Competitive & non-competitive rides, safety inspections, product displays and demonstrations. 541-471-9239 (days).

May 8-9: Scenic Tour of the Kootenai River (STOKR) '99. Montana. 5th annual ride. 2-day tour in remote northwest Montana (just 3 hrs northeast of Spokane). Limit: 250 riders. 5/8: 98 mile loop into the Yaak or 45 mile option up Lake Crik. 5/9: 40 mile loop along the river to Lake Kootanusa. \$40, benefits local Habitat for Humanity affiliate (who provides goodies, soup & pie along the way!) 1020 Idaho, Libby, MT 59923.

May 8: The Rhody Tour Metric & Half-Metric Century. Haines Place Park & Ride Lot, Port Townsend, WA. 32, 44 & 64 mile options. 3 food/water stops, grocery/convenience stores along route, SAG, route map. Proceeds to help provide helmets for kids and to the Bicycle Alliance of Washington. P.O. Box 681, Port Townsend, WA 98368.

May 9-14: Golden California Tour. Santa Barbara, CA. 6 day tour. Cycling highlights: Vineyards of the Santa Ynez Valley, Montana De Oro State Park, Big Sur. Designated: All levels. Free brochure available. P.O. Box 11219, Olympia, WA 98508.

May 15-16: 29th Annual Tour of the Swan River Valley. Missoula, MT. Scenic tour of two valleys nestled in the mission and swan mountains. 230 miles, 600 riders, gradual climbs on paved 2-lane highway. Entry forms sent March 21. Send business-size SASE. P.O. Box 8903, Missoula, MT 59807.

May 16-21: Hawaii Tour. Hilo, Hawaii. 6 & 8 day tours available. Cycling highlights: Kilauea Crater rim ride: 30 mile descent down Mauna Loa Volcano; Kona Coast: Ironman bicycle route. Designated: Beginner to advanced. Free brochure available. P.O. Box 11219, Olympia, WA 98508.

May 16: Santa Fe Century. Santa Fe, NM. 2100 riders, 25, 50, 75 & 100 mile routes. 6 food stops. Sag support. \$15, includes water bottle, rider number, maps, route marking. Shirts & wind breakers available with advance order. 885 Camino Del Este, Santa Fe, NM 87501.

May 22: Reach the Beach. OR. 1-day fundraising tour to Oregon coast for families, friends & corporate teams. Fully supported with medics, mechanics, communications, food, water & post-ride BBQ. Start from Portland, Salem, Amity, Corvallis or on mountain bike from Grand Ronde. 503-246-1997.

May 22-24: Three Rivers. Lytton, Lilloet, Cache Creek. 604-576-9767, Contact prior to May 8.

May 23: No Frills Century. Redmond, OR. 100 & 65 mile routes between Redmond, Madras & Prineville. Start at Redmond City Park. \$10. 541-382-8018.

May 23-28: California Redwoods Tour. Eugene, OR. 6 day tour. Cycling highlights: Avenue of the Giants; The "Lost Coast," a secluded road along the coast. Designated: All levels. Free brochure available. P.O. Box 11219, Olympia, WA 98508.

May 29-31: Northwest Tandem Rally. Corvallis, OR. Come enjoy the roads & hospitality of the mid-Willamette Valley for the 13th NWTR. Send SASE for registration form to Mid-Valley Bicycle Club, P.O. Box 1373, Corvallis, OR 97339-1373, or see www.mvbc.com. For lodging call the Corvallis Convention & Visitor's Bureau at 800-334-8118.



Series Races

Mar 2-Sep 7: Tuesday Night Racing. Marymoor Park, Redmond, WA. Races every Friday by the Marymoor Velodrome Association & Puget Sound Cycling Club. Training is free with waiver signing. Must have taken an MVA track class or have at least a Cat 4 USCF track license. 206-675-1424.

Mar 6-20: Mason Lake Road Race Series. Mason Lake, WA. Road race series at Mason County Park. \$15 per race. Rolling 13 mile loop around Mason Lake. No major climbs. 206-932-5921.

Mar 7-21: Tour de Dungeness. Dungeness West Sequim, WA. Tour de Dungeness is a bicycle road race series. Dungeness Recreation Area 3/7, 3/14 & 3/21. \$20 (\$18 earlybird). \$1 WSBA. Bill Rowland at 360-457-8069.

CALENDAR

Mar 7-28: Escape Velocity Spring Road Race Series. Vancouver, B.C.. Six race series. 604-733-6947.

Mar 13-27: So. Oregon Time Trials. Medford & Ashland, OR. Three race series: 3/13, 3/20 & 3/27. 541-488-2453.

Mar 13-Apr 10: Missoula Training Series. Missoula, MT. 406-542-9114.

Apr 1-Sep 30: Alpenrose Weekly Series. Alpenrose Velodrome, Portland, OR. Weekly track series. 503-661-5874.

Apr 8: Seward Park Cycling Series. Seattle, WA. Criterium every Thursday night. \$8 per night. .8 mile loop inside Seward Park with one 120 degree turn and 100 yard hill. 206-932-5921. pazzo@accessone.com, www.pazovelo.com.

Apr 10-Aug 29: WIM Mt. Bike Racing Series. WA, ID, MT. Downhill, cross-country & dual events. 509-455-7657.

Apr 11-Sep 5: 1999 Oregon Off-Road Series. Oregon. Cross-country, downhill and dual slalom races. 541-349-9270.

Apr 13-Aug 31: Seattle International Raceway Series. Kent, WA. Tuesday night road race series at SIR. Sponsored by SunDog. Every Tuesday Night @ 7pm. Groups: Cat 1, 2, 3, Cat 4, 5; Masters 35+. 206-322-0072.

Apr 15: Seward Park Cycling Series. Seattle, WA. Criterium every Thursday night. \$8 per night. .8 mile loop inside Seward Park with one 120 degree turn and 100 yard hill. 206-932-5921.

Apr 22: Seward Park Cycling Series. Seattle, WA. Criterium every Thursday night. \$8 per night. .8 mile loop inside Seward Park with one 120 degree turn and 100 yard hill. 206-932-5921.

Apr 29: Seward Park Cycling Series. Seattle, WA. Criterium every Thursday night. \$8 per night. .8 mile loop inside Seward Park with one 120 degree turn and 100 yard hill. 206-932-5921.

May 3-Sep 13: Masters & Women PIR. Portland, OR. Bi-weekly race series. 503-636-6422.

May 4-Sep 7: PIR. Portland, OR. Race series. 503-636-6422.

May 4-Aug 31: Adidas World Tuesday Night Championships. Victoria, B.C.. Tuesday night races. 604-733-6947.

May 5-Aug 25: Juan de Fuca/Victoria Wheelers Wednesday Night Series. B.C.. Wednesday night races. 250-595-BIKE.

May 6: Seward Park Cycling Series. Seattle, WA. Criterium every Thursday night. \$8 per night. .8 mile loop inside Seward Park with one 120 degree turn and 100 yard hill. 206-932-5921.

May 12-Sep 8: Wednesday Night Racing. Marymoor Park, Redmond, WA. Races every Friday by the Marymoor Velodrome Association & Lake Washington Velo. \$12 for Cat 4, Women, Junior and Master racers. Spectators are welcome (free). 206-675-1424.

May 13: Seward Park Cycling Series. Seattle, WA. Criterium every Thursday night. \$8 per night. .8 mile loop inside Seward Park with one 120 degree turn and 100 yard hill. 206-932-5921.

May 14-Sep 10: Friday Night Racing. Marymoor Park, Redmond, WA. Races every Friday by the Marymoor Velodrome Association. \$12 for Cat 1/2. Cat 3 and women. Spectators are welcome: \$3 (\$10 for family). 206-675-1424.

May 20: Seward Park Cycling Series. Seattle, WA. Criterium every Thursday night. \$8 per night. .8 mile loop inside Seward Park with one 120 degree turn and 100 yard hill. 206-932-5921.

May 27: Seward Park Cycling Series. Seattle, WA. Criterium every Thursday night. \$8 per night. .8 mile loop inside Seward Park with one 120 degree turn and 100 yard hill. 206-932-5921.



Track Racing

Mar 2: Tuesday Night Racing. Marymoor Park, Redmond, WA. Races every Friday by the Marymoor Velodrome Association & Puget Sound Cycling Club. Training is free with waiver signing. Must have taken an MVA track class or have at least a Cat 4 USCF track license. 206-675-1424.

Mar 9: Tuesday Night Racing. Marymoor Park, Redmond, WA. Races every Friday by the Marymoor Velodrome Association & Puget Sound Cycling Club. Training is free with waiver signing. Must have taken an MVA track class or have at least a Cat 4 USCF track license. 206-675-1424.

Mar 16: Tuesday Night Racing. Marymoor Park, Redmond, WA. Races every Friday by the Marymoor Velodrome Association & Puget Sound Cycling Club. Training is free with waiver signing. Must have taken an MVA track class or have at least a Cat 4 USCF track license. 206-675-1424.

Mar 23: Tuesday Night Racing. Marymoor Park, Redmond, WA. Races every Friday by the Marymoor Velodrome Association & Puget Sound Cycling Club. Training is free with waiver signing. Must have taken an MVA track class or have at least a Cat 4 USCF track license. 206-675-1424.

Mar 30: Tuesday Night Racing. Marymoor Park, Redmond, WA. Races every Friday by the Marymoor Velodrome Association & Puget Sound Cycling Club. Training is free with waiver signing. Must have taken an MVA track class or have at least a Cat 4 USCF track license. 206-675-1424.

Apr 1: Alpenrose Weekly Series. Alpenrose Velodrome, Portland, OR. Weekly track series. 503-661-5874.

Apr 6: Tuesday Night Racing. Marymoor Park, Redmond, WA. Races every Friday by the Marymoor Velodrome Association & Puget Sound Cycling Club. Training is free with waiver signing. Must have taken an MVA track class or have at least a Cat 4 USCF track license. 206-675-1424.

Apr 8: Alpenrose Weekly Series. Alpenrose Velodrome, Portland, OR. Weekly track series. 503-661-5874.

Apr 13: Tuesday Night Racing. Marymoor Park, Redmond, WA. Races every Friday by the Marymoor Velodrome Association & Puget Sound Cycling Club. Training is free with waiver signing. Must have taken an MVA track class or have at least a Cat 4 USCF track license. 206-675-1424.

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Apr 22: Alpenrose Weekly Series. Alpenrose Velodrome, Portland, OR. Weekly track series. 503-661-5874.

Apr 27: Tuesday Night Racing. Marymoor Park, Redmond, WA. Races every Friday by the Marymoor Velodrome Association & Puget Sound Cycling Club. Training is free with waiver signing. Must have taken an MVA track class or have at least a Cat 4 USCF track license. 206-675-1424.

Apr 29: Alpenrose Weekly Series. Alpenrose Velodrome, Portland, OR. Weekly track series. 503-661-5874.

May 4: Tuesday Night Racing. Marymoor Park, Redmond, WA. Races every Friday by the Marymoor Velodrome Association & Puget Sound Cycling Club. Training is free with waiver signing. Must have taken an MVA track class or have at least a Cat 4 USCF track license. 206-675-1424.

May 6: Alpenrose Weekly Series. Alpenrose Velodrome, Portland, OR. Weekly track series. 503-661-5874.

May 11: Tuesday Night Racing. Marymoor Park, Redmond, WA. Races every Friday by the Marymoor Velodrome Association & Puget Sound Cycling Club. Training is free with waiver signing. Must have taken an MVA track class or have at least a Cat 4 USCF track license. 206-675-1424.

May 12: Wednesday Night Racing. Marymoor Park, Redmond, WA. Races every Friday by the Marymoor Velodrome Association & Lake Washington Velo. \$12 for Cat 4, Women, Junior and Master racers. Spectators are welcome (free). 206-675-1424.

May 13: Alpenrose Weekly Series. Alpenrose Velodrome, Portland, OR. Weekly track series. 503-661-5874.

May 14: Friday Night Racing. Marymoor Park, Redmond, WA. Races every Friday by the Marymoor Velodrome Association. \$12 for Cat 1/2. Cat 3 and women. Spectators are welcome: \$3 (\$10 for family). 206-675-1424.

May 18: Tuesday Night Racing. Marymoor Park, Redmond, WA. Races every Friday by the Marymoor Velodrome Association & Puget Sound Cycling Club. Training is free with waiver signing. Must have taken an MVA track class or have at least a Cat 4 USCF track license. 206-675-1424.

May 19: Wednesday Night Racing. Marymoor Park, Redmond, WA. Races every Friday by the Marymoor Velodrome Association & Lake Washington Velo. \$12 for Cat 4, Women, Junior and Master racers. Spectators are welcome (free). 206-675-1424.

May 20: Alpenrose Weekly Series. Alpenrose Velodrome, Portland, OR. Weekly track series. 503-661-5874.

May 21: Friday Night Racing. Marymoor Park, Redmond, WA. Races every Friday by the Marymoor Velodrome Association. \$12 for Cat 1/2. Cat 3 and women. Spectators are welcome: \$3 (\$10 for family). 206-675-1424.

May 22: May Track Race. Alpenrose Velodrome, Portland, OR. 503-244-4866.

May 25: Tuesday Night Racing. Marymoor Park, Redmond, WA. Races every Friday by the Marymoor Velodrome Association & Puget Sound Cycling Club. Training is free with waiver signing. Must have taken an MVA track class or have at least a Cat 4 USCF track license. 206-675-1424.

May 26: Wednesday Night Racing. Marymoor Park, Redmond, WA. Races every Friday by the Marymoor Velodrome Association & Lake Washington Velo. \$12 for Cat 4, Women, Junior and Master racers. Spectators are welcome (free). 206-675-1424.

May 27: Alpenrose Weekly Series. Alpenrose Velodrome, Portland, OR. Weekly track series. 503-661-5874.

May 28: Friday Night Racing. Marymoor Park, Redmond, WA. Races every Friday by the Marymoor Velodrome Association. \$12 for Cat 1/2. Cat 3 and women. Spectators are welcome: \$3 (\$10 for family). 206-675-1424.

May 28: Madison Plus Track Meet. Victoria, BC. 250-474-8687 ext.2280, www.gwa.bc.ca.

May 29: Points Races. Alpenrose Velodrome, Portland, OR. 503-657-0568.



Wind, rain and road racing at the last Alki Criterium.

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WE ACCEPT:

Klein moves production back to the Pacific Northwest

He's riding his newest design, the fully-suspended, carbon fiber Klein Mantra. His little yellow dog, Carly, runs alongside and joins the adventure through the lush canopy of the Capitol Forest near Olympia, Washington.

Gary Klein, president of Klein Bicycle Corporation, is doing what he loves and living a dream — riding and building bikes that people want to ride. He's spent the last 20 years building his business up from a student project in a basement to a corporation that dominates a high-end market niche.

"I like to make stuff that people want and you don't have to make a gazillion of something," Klein said.

Out of a factory in Chehalis, Wash., Klein runs a corporation that ships bikes around the world. It is one of the premier manufacturers of aluminum bikes in the country.

In the shadow of Mt. St. Helen's, Klein creates the prototypes for the newest racing designs and looks at ways to improve the performance of bikes that are used by pros and recreational cycles alike.

Three years ago, Trek Bicycle Corporation, one of the largest bicycle manufacturers in the country, bought Klein. The merger allowed the company to increase their sales nationally and doubled their distributorship to 60 countries.

At the same time, mountain bike sales across the country increased dramatically, as did the participation in mountain bike races.

"Aluminum frames have become more popular in the last couple of years, especially with mountain biking and racers using aluminum bikes in the Tour De France. It's a no-brainer on weight savings," Klein said.

Klein was especially prepared for the jump because he was already producing

lightweight, cutting edge bikes. More mountain bike racers turned to Klein's 22 to 29.9-pound aluminum bikes, which are several pounds lighter than their steel counterparts. As a result of the higher demand and other reasons, most of Klein's bike production went to the Trek plant in Waterloo, Wisconsin. Klein said while some of the production was moved, he was still able to keep most of this 85 employees.

Klein said the move was a mixed blessing for the company. While it allowed for more distributorship and marketing and they gained a solvent-free powder coat paint process, the overseeing of day-to-day operations, such as testing and quality checks, was lost.

"We lost a cache with enthusiasts when we moved production to Waterloo," Klein said.

Because the Pacific Northwest is known for great mountain and road riding, it only made sense to have the bikes made where

they can be tested on some of the most challenging conditions, Klein said.

For this reason and several others, including the overloading of the Wisconsin

plants, Trek this year sent the production of all Klein bikes except one back to Chehalis. Trek will make only one model, a carbon fiber, fully-suspended mountain bike, the Mantra, which will retail for about \$4,000.



Gary Klein chatting with an employee at the production plant in Chehalis, Washington.

At the same time, Klein picks up the manufacturing of Trek's 1999 aluminum road bike. Klein also added a few more welders to the staff. He said his factory is especially unique because it does many things that set it apart from other manufacturers.

For example, the manufacturing involves a more intricate forming process, and they also do more metal manipulation and precision frame alignment.

"It's all those little details. Every person in the plant is quality control," Klein said. It also helps that many of his engineers are riders.

"You can make a good judgment on something," Klein engineer Kurt Hall said. "Being a rider helps you tell for yourself. If I say 'I wouldn't want to ride that,' than I wouldn't want anyone else to. It gets tossed out."

How Klein Came To Be

What started out as a student project at Massachusetts Institute of Technology has become his way of life for Klein.

During his days as a student at MIT, Klein was not only interested in engineering, but he was also into bicycle racing. He and a few friends started experimenting with aluminum so they could produce a lightweight bike. Klein was attracted to aluminum because it was a relatively inexpensive material that has numerous design possibilities. Soon they were making high-performance aluminum bikes and selling them and slowly the business took off.

After the university told them they had to find another place for their business, Klein eventually moved to the Chehalis area from California to expand his fledgling company, Klein Bicycle Corporation. In the early days it was a very tough existence, he said. He

was one the first builders in the world to use aluminum frames, when everyone else used primarily steel.

Now, with the lean years behind him, Klein bikes are known for their lightweight size, high-performance designs, aerospace grade materials, and strict attention to detail. His bikes are used by bike racers around the world and any athlete that wants a high-performance bike.

Riding Klein bikes are mountain bike racer Rishi Grewal, who placed 2nd overall in a recent NORBA championship, and Karren Kurreck, who was the 1997 Pro Women's Road Race champion. Both are members of Klein-sponsored teams.

Because Klein loves to ride in all conditions and weather, he naturally strives to make bikes that he would want to ride. He says he wouldn't want anyone to ride something that he wouldn't ride himself. It is this philosophy of quality over quantity and pure love of the bike that has made his business grow.

"Klein is a bike that the customer has done a lot of research on. People who are riding them know what they are doing and know what they are looking for," Falcone Schwinn Bike Shop manager Dave Pettibon said. "Klein makes no attempt to be medium range and it's state-of-the-art only."

But Klein is not only a good business man, engineer and designer, he's also a family man. Between work and riding, he especially enjoys spending time with his wife and two daughters. In fact, he became a somewhat of a local celebrity after dancing the part as "Ginger" in the local ballet company's production of "The Nutcracker."

It's this combination of good humor, astute business sense, and design talents that has allowed Klein to expand and adapt with an ever-changing market.



Klein proudly displaying his namesake.

PHOTO BY TARYN GERHARDT

CALENDAR

"Sally Hildt Returns" from pg. 1

In her career as owner/mechanic at The Magic Spoke, Sally generated quite a loyal following of bicycle enthusiasts. Actually, Sally has become a wheel-building legend in the Puget Sound region because of her friendly can-do attitude and her extensive knowledge of bicycles. When asked what she enjoys most about wheel building, Sally explained, "I get a real feeling of satisfaction and pride from building quality wheels, and it actually has a calming and relaxing effect on me."

Sally says the biggest advantage to ordering custom-made wheels is "flexibility," explaining that the requirements for off-road mountain bike wheels are much different than for touring bike wheels. The main variants in wheel building are "spoke tension, placement of the spokes around the rim, and the number of spokes installed." By using different combinations of rims, hubs, and spokes to build the wheels, Sally can create the ideal combination for the customer.

She has built wheels for athletes such as 1994 Olympic team member David Nicholson, and it's likely that David would have won a medal in Barcelona had he not suffered an injury shortly before the games. Such reputation and expertise has her building up to fifty wheels per month.

When she's not working, Sally likes to take her road bike for a spin - it sports a Fondriest frame, Campagnolo components, and Mavic rims. She also rides a mountain bike with road tires on it. She enjoys taking her Springer Spaniel Henrietta Wiggins (Retty for short) to dog agility events.

Sally's been working at Seattle Cycles since the beginning of this year, and you can find her there five days a week, Tuesday through Sunday. So if you're planning on getting some new wheels for your bike, or a new bike for your wheels, stop by Seattle Cycles and talk to Sally Hildt. You won't be disappointed!

Seattle Cycles can be reached at (206) 285-2800.



PHOTO COURTESY OF SALLY HILDT

Seattle Cycles can be reached at (206) 285-2800.

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Oregon chooses secession from the United State Cycling Federation

BY MIKE MURRAY

Most of the road, track and mountain bike races in Oregon in 1999 will not be sanctioned through USA Cycling, nor its affiliate organizations USCF or NORBA. Similar movements are occurring in California, the Rocky Mountain States and the Midwest. How did this come about? What does it mean to individual bike racers? How will it affect the future of bicycle racing in the US?

The 1999 season

The Oregon racing schedule remains very active. There are currently nearly 140 days of road and track racing in 1999. Of these events only a total of 16 days of racing, represented by four events, are currently planning on sanctioning through USCF. The remaining events will obtain their liability insurance through a program set up by the Oregon Bicycle Racing Association (OBRA). Most of these events will be the familiar races that have been on the schedule in the past: weekday events at PIR, Mt. Tabor and Alpenrose, and weekend events like Banana Belt, Piece of Cake, the Duet Classic, The State Championship events, etc. There are some new events planned like the Alpenrose Challenge. Also new for 1999 is a series of mountain bike events, a minimum of 15 days of racing.

The events that do not have a USCF sanction will not require riders to be members of the USCF, but it will be required that riders be members of OBRA. Membership in OBRA can be purchased for \$15/year. There is a \$5 charge if the member needs both road cloth numbers and a mountain bike number plate. Single day membership is available for \$5. Membership is free for junior riders. A no cost membership is available for riders with an out of Oregon address that allows participation in events but does not provide other membership benefits (mailing of flyers, race numbers, cycling publication subscription, participation in the BAR, etc.). The OBRA events

will have assigned officials, designated racing rules, road signage, race equipment — all the same things that riders are accustomed to seeing at races, regardless of sanctioning body.

How did this come about?

Many people, both race organizers and individual members, have been dissatisfied with the level of service that they have seen from USA Cycling, the USCF and NORBA. Many have felt that the focus of these organizations has been primarily on the elite level riders, who represent only a small percentage of the membership, and that the needs of the majority of the members have been ignored. The benefits to the individual member are pretty much just the ticket to get in and the subscription to Bike Racing Nation. Race organizers, in exchange for their participation, receive liability insurance needed to run their events. There are some other benefits: use of USAC logos, race listing in BRN, etc., but these are items small in value.

The largest benefit that most members have seen has been through the District Representative program. The District Reps have assigned officials, coordinated schedules, performed rider categorization changes, assisted new race organizers, been the contact point for government organizations, organized the State Championships...the list goes on and on. For several years, despite strong negative feedback from the membership, there has been a movement to remove the District Reps and replace them with Regional Representatives that would be responsible for a five-state area. This finally happened for most of the country in 1999 and is planned for the Northwest for 2000.

The move away from sanctioning through USA Cycling reflects the feelings among race organizers that the level of service has dropped below the critical point and that the cost of participation in USAC sanctioning far exceeds the value of the services received. The OBRA insurance program provides the race organizer with the necessary insurance and at a lower cost. Since insurance is the only tangible benefit that the race organizer receives, once it is replaced the arguments for USAC sanctioning become fairly weak.

Is this a good thing?

As with most changes there are pluses and minuses. The fact that there is now competition in the market will hopefully lead to changes at USA Cycling that will provide more services to the membership. On the other hand, the monopoly previously enjoyed by USAC allowed for uniformity of rules, rider categorization, single memberships, etc. Local organization, however, allows changing programs to meet local needs.

What about the future?

There is movement to reorganize the structure of USA Cycling to allow local control and still maintain uniformity of rules and reciprocity of membership. There is also some movement towards creating a completely new and separate organization that will unite the various racing organizations for the same purpose. At this point it is very unclear where these efforts are headed.

It appears inevitable that there will be more and more organizations running bicycle racing outside of the umbrella of USAC. Some will be individual race organizers, some will be statewide or regional organizations. Although I think that USAC could have made changes earlier that would have prevented this, the cat is now out of the bag. Enticing races back to USAC participation will be much more difficult now that they have seceded than it would have been to appease them from leaving in the first place.

USAC needs to recognize that their shop is on fire. Membership is decreasing and numbers of events are decreasing. This will lead to a decrease in revenue. Dropping revenues will make it more difficult to provide service to entice participation. Drastic changes are needed to reverse current trends. Although local organizations can continue to run local racing, it requires a national organization to promote bicycle racing nationwide. OBRA may be able to preserve bike racing in Oregon, but if racing collapses nationally, it will eventually affect Oregon negatively.



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Spotlight on Matt Houle

BY EVERETT JAMES

Are you thinking about putting together a new bicycle? Possibly sizing a new frame? Maybe getting that frame custom-painted and outfitted with high-performance components? Maybe you're just not sure of exactly what you want and you're investigating your options?

Well, the man with your bicycle answers is Matt Houle, owner of Bicycle Specialties,

his own cycle-building business, which he runs from the basement of R+E Cycles on University Avenue.

Matt's involvement in the world of bicycles goes back a ways. He first acquired his bicycle passion when he was a kid enrolled in Junior Achievement, and it wasn't long before he landed his first job as a mechanic at a local retail shop. Early in his career Matt worked as a mechanic and quality control person at the Raleigh factory in Seattle, painted for the Klein company, worked out of a neighbor's garage, and then worked as a framebuilder for Davidson Manufacturing at Elliot Bay Cycles for over five years.

One day Matt realized that he wanted to be his own boss, so he leased the paint shop in R+E's basement and launched Bicycle Specialties. A couple of years later, R+E owner Estelle Gray asked Matt if he would take over and run the frame shop, and he enthusiastically agreed. So Matt has been working out of R+E Cycles for over five years now, and he knows his way around a bicycle as well as he knows his way around his shop.

Matt took me on a tour of the frame/machine and paint shops and introduced me to his assistant machinist and painter. As we toured the shops, I was impressed with Matt's knowledge of machine work, painting and bicycle systems in general, as he seemed capable of building almost anything. Next we went upstairs and Matt

showed me how he gathers the necessary specifications for a custom cycle.

First he takes the rider's measurements on a tall, stand-up device called a fit tower. He then feeds these measurements into a computer program that calculates the correct frame dimensions. Then Matt uses a "fit bike" to determine the correct frame measurements for the rider, draws a blueprint from the measurements

using a graphic design program, and begins building the frame.

The frame tubes are cut, drilled and otherwise machined to specifications and then Tig welded together. Matt then fillet-brazes the joints, or uses body filler to give the frame a clean, smooth-flowing appearance. Although Matt works exclusively with steel frames at present, he is currently enrolled in an aluminum fabrication class to expand his capabilities. The final stop before assembly is the paint shop, and this is where the bike's character is applied — and what character!

Although all of the paint jobs in R+E's showroom are beautiful, my two favorites were the Steelhead and the Tiger striped. Matt created the Steelhead paint job for a model of the same name, and it sports the glossy colors of the renowned Steelhead trout. From the emerald green with black dots of the upper frame to the white scaled pattern of the lower, this paint job rivals the beauty of the famous fish! Matt built and painted the Tiger Striped bike for Shan Rayray, who placed first in two cycling events (500 meter & Matched Sprints) at the Nike Games and the Masters World events. Not only was the paint job beautiful, but Shan was able to reduce her event time by sixteen seconds over the course of a season.

Another very cool paint job that Matt does is called the "shape-fade" style, because

Innovators Northwest



PHOTO COURTESY OF R+E CYCLES

Bicycle Specialties framebuilder and owner Matt Houle.

of the many duplicate shapes of paint that appear to separate or break away from a solid color mass and flow along the frame onto a background of another color until they terminate. Although many different shapes can be used in a shape-fade job, Matt showed me a bicycle that featured the Trillium shape, which is the logo shape of R+E Cycles.

When I asked Matt about his proudest bicycle-building accomplishments, he didn't let me down. He first showed me the awesome R+E 25th Anniversary Tandem bicycle which was hanging in the showroom, which he built and painted. Matt produced ten of these anniversary models and each one has its production number on the frame, as well as a brazed-on R+E head badge. He also

created and built the first 8-Ball tandem/single frame, which originally separated into eight separate sections. Now it is common for frames to separate into any number of sections, but the original 8-Ball name stuck, and it applies to many tandem/single bikes. If you're new to collapsible frames, they're connected by S&S quick disconnect couplers, which allow the bike to be quickly disassembled and packed into a box or case for transport.

Of all of Matt's bikes, his most impressive creation has got to be his "Six-Pack Single," a compact single bike that features six S&S couplers and 20-inch BMX wheels. Matt can break this bike down in 12 minutes, reassemble it in 14 minutes (airing-up included), and it fits in a case you could pack onto a bus. For more information on this incredible bike, check out sandsmachine.com (the S&S Machine Web site).

For more information or to see Matt's work up close, stop by the R+E Cycles shop at 5627 University Way NE in Seattle. You can also call them at (206) 527-4822 or e-mail them at RodTandem@aol.com.

CLASSIFIEDS

Pinarelli Frame 49 cm with bars, stem, seat, B.B., Brakes circa 1983 Columbus Azelle, Red over Chrome all in Good Condition, \$125.00 Firm, 425-771-9128.

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BY MAYNARD HERSHON

An alternative weekly newspaper in my town runs a regular column about cycling, written by one of the guys who often rides our morning rides.

He writes about ride routes he enjoys. He writes about training ride etiquette and our responsibility to be nice to each other. Sometimes he writes about working in a retail bike shop. He does a great job.

Recently he wrote about bike frame materials: steel, aluminum, carbon fiber and titanium. At work, he must hear the same questions over and over from customers. So he wrote a two-column, bike-frame buyer's guide, a map through the maze of hype, claims and counter-claims.

I guess that's good. I don't mean I'm unsure of the truth of what he says. I'm sure he has informed opinions, but I'm not sure about making material choice seem more crucial than it already does.

I think he should have attached a note to each column, saying: I provide this information for the consumer, but the distinctions I'm describing don't matter much at all. Buy a bike you can afford in a color you like.

This frame material business is not only not crucial, it's a bloody nuisance. It makes a thicket of bike buying. What if you bought a bike made of the wrong material?

I'm about to make statements you will not want to believe. I have a lot to overcome just to get you to listen.

Think of the sheer volume of hype you have heard and read about frame material. Think of talk about this tube versus that tube, this material versus that. Think of the hushed tones you've heard used by people speaking of carbon fiber and titanium.

It's light, it's stiff, it's resilient. It climbs better. You can fix it. It lasts forever. It rides better. It won't rust. It won the Tour.

Some of what you've heard and read is hype from folks who want to sell you a bike frame, or to sell frame materials to framebuilders. Some of what you've heard is BS from guys who should have lives but have bike parts instead.

Some of the ad copy is written by agencies in which no one rides. That copy is repeated as gospel by folks desperate to believe that cycling speed is for sale. Folks who want to believe they won't have to train if they merely buy some miracle widget.

Advertising people are paid to convince you that frame material choice is important, crucial maybe. Those people are often really, really good at their jobs.

If they're successful, if they convince you that there are differences — differences a sensitive cyclist like you can perceive and appreciate — they can sell you what they offer.

Congratulations, they'll say. You're absolutely correct. As you've so astutely perceived, there are differences, and our material is the best. Buy it.

Money will change hands. That's the object of the exercise.

Maybe you think your life would be enhanced immeasurably by getting rid of that junk you've been riding and replacing it with a clearly superior carbon fiber Trek. Or a clearly superior titanium Ti-Cycle. Or a clearly superior steel Davidson. Or a clearly superior aluminum Klein.

The biggest change in your life will be to your AMEX balance. Two weeks of riding and the new unit will be "just your bike." You'll go precisely the same pace as before. New material, same old cyclist.

If there were a "fastest bike," its maker would advertise that fact. Have you seen ads or tests with stopwatch figures or radar gun readings proving that one bike is faster than another? No? Curious, isn't it?

The process is no different among car makers, computer makers, clothing makers or whomever. Chevy and Ford do it, and I don't care. Sony and RCA do it, too. I still don't care.

When bike makers and bike people do it, I care.

All the hype takes the focus away from bike riding, the enjoyment of an hour or a few hours out on a bike. It switches the focus to bike buying, making it seem daunting indeed.

Imagine sifting through all the hype and hysteria, finding the perfect bicycle, made of

the perfect material, the bike you'll have forever. What crap.

Bike companies know they are not going to make you a fulfilled guy or gal when you buy their latest product. They may not even believe the material or construction method is better for the cyclist who'll own it.

The material or method may be easier at the manufacturing level. It may result in a perfectly adequate bike that costs less to make or can be built economically in the States or in Asia, or doesn't destroy machine tools or pollute the workplace.

That's what the manufacturer knows. You won't hear that. You don't meet those people. You don't read their thoughts. What you hear and read and perhaps repeat will come from the nice ad folks.

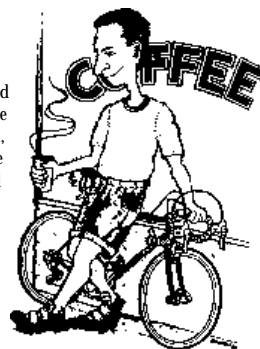
Ad folks want you to believe that the bike outfit scoured the world for the best material, period, and the best construction method for that material, period — cost be damned. So the ads will say, or suggest.

Again, none of that is different from any other industry. But this is Bicycle Paper and we, those of us who make the paper and those of you who read it, care about bicycles. We care about bicycle riders, we encourage bicycle riding, we love bicycle riding.

Nevertheless, we talk about bike parts and bike frame materials. We raise the ante so that folks with "impossibly obsolete" steel seven- and eight-speed bikes may not even show up for rides for fear they'll be laughed out of the park.

We confuse the bicycle consumer so badly. I'm afraid he or she will say: Hey, the hell with this. It's too much work educating myself to make a smart bicycle purchase. I'm buying a video camera.

Should I get a titanium one?



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