

Bicycle Paper

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FALL '99

American cyclocross comes of age

From 1996 to today, Pacific Northwest 'cross riders have begun to make a mark in Europe

BY JOHN GALLAGHER

So I'm visiting this bike shop, and I'm sitting in the repair area, drinking coffee and talking to the mechanics. The talk turns to cyclocross and we spend some time discussing the local riders and their hopes for the new season. We discuss the incredible showing by American riders at the last World Championships in Poprad, Slovakia. One of the shop owners declares matter-of-factly that U.S. 'cross racers are "a force to be reckoned with."

(See "Cyclocross" on page 4)

Bicycling for change

Round-the-world cyclist raising eyebrows for a million bucks

BY AMY POFFENBARGER

Imagine that today is January 1, 2000. OK. So it's the new millennium and all, what are you going to do today? Nurse your hang-over? Watch a football game or two? How about a bike ride — a really, really loooooong bike ride, say for the next 12 months?

(See "Change" on page 7)

Meet at Cafes

BY MAYNARD HERSHON

Perhaps you read the fake Kurt Vonnegut commencement speech that circulated around the inet this past year. Here's my road-cycling version, NOT a fake and not as focused on sunscreen.

(See "Cafes" on page 11)



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Chris Pike surges through a difficult spot during one of the Seattle-Metro Cyclocross Series Races in Stellacoom, WA.

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OPINION

Shakeup in Portland's Bike Program

BY MIA BIRK

Editor's note:

In the following note, Mia Birk, Portland Bicycle Program Manager, describes her concerns about the city's decision to eliminate the bicycle program and "disperse" the bicycle and pedestrian activities throughout the Portland Department of Transportation. Karen Frost-Macey of the Bicycle Transportation Alliance, describes the move as potentially visionary; however the BTA plans to watch and measure the progress of the department.

On the eve of my departure, officials with Portland's Office of Transportation (PDOT) announced their intention to eliminate our renowned Bicycle Program.

Why slash this highly successful and popular program? According to an internal memo, the goal is to disperse bicycled pedestrian and traffic calming activities throughout the PDOT.

A "bicycle modal specialist" will be the sole remaining bicycle-specific position. A multi-modal project management group will handle bikeway projects. Customer service specialists in traffic operations will take maintenance requests. Parking control staff will service bicycle parking and locker rentals. Finally, a new 'travel management' division will focus on education and outreach efforts that encourage residents to choose non-auto transportation modes.

It remains to be seen how these changes will affect Portland's bicyclists. Long-time Bicycle Advisory Committee member Rick Browning has three major concerns. First, bicyclists will have to rely on the good intentions of the projects managers, many of whom now seem indifferent to bicycle transportation. "Can you imagine setting up a highway engineering department 80 percent staffed with engineers who don't drive?" asks Browning.

Second, cyclists will lose the accountability that came with a clearly defined program and budget. Third, today's four bicycle positions collapse into one that has no budget, staff or power. When the existing staff leave, PDOT won't have jobs that attract bicycle expertise.

In sum, he believes "the organization that made us the national leader in bike and pedestrian planning is being switched to the same ineffective bureaucratic structure as Des Moines, Iowa. They don't have a bike program either."

Vic Rhodes, the Director of PDOT, stresses that the new structure, by mainstreaming bicycles, is intended to strengthen rather than weaken PDOT's commitment to bicycling. He believes this is a progressive, not regressive, change and that the outcome should make staff throughout PDOT into bicycle experts.

As the former Bicycle Program Manager, my feelings are mixed. I'm convinced that PDOT's managers do take bicycles seriously and sincerely want to make the new structure work. I like the idea of further infusing all of PDOT with the bicycle ethic. But I worry that eliminating this energetic program will slow the momentum of the last few years.

And I wonder if non-bicycle focused staff will have the motivation and experience to effectively handle the variety and volume of daily issues.

Portland cyclists should let PDOT know how they think this new structure is working. Since the City Council is ultimately responsible for this decision, please direct your comments to Commissioner Charlie Hales.

Portland's Bicycle Program may be a part of history, but it's a history of which we should all be proud.



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FEATURES

"Cyclocross" from page 1

Here's the punch line. This shop I'm visiting is in the Netherlands, one of the powerhouses of world cyclocross. This shop sponsors racers with impressive credentials, racers who expect to be riding at the front of big races, and the people in the shop are not laughing when I tell them I'm an American cross fan. How did American cross earn international respect? I want to tell a part of the story that comes from The Northwest.

In December 1996, a team from Washington State traveled to Europe to race 'cross. They left Seattle after the 1996 Cyclocross Nationals at Seatac Park. While their friends in the Northwest 'cross community were enjoying an end-of-season rest, these racers drove an increasingly non-functional rented van from race to race. And during one of the coldest winters in recent memory, they were racing and learning. They were not the guys to beat, but they were in local races, finishing respectably against the home-grown competition.

I had the good fortune to travel with the team during their last three weeks on the road. I worked with Craig Udem as his mechanic during the domestic season and I was looking forward to working the pits in Europe. When we joined up the night before the World Cup race in Heerlen, the Netherlands, the weather was just warming up. The riders had been able to get by without bike changes up until then, but the race morning was wet and muddy.



PHOTO BY SCOT FILLON

Cyclocross offers challenges both on and off the bike.

I was amazed at the speed riders like Dutchman Adri van der Poel were carrying through the mud as they passed our pit, and when Belgian Marc Janssens attacked on the last lap, he accelerated like he was in the last corner of a criterium.

We had lots of time in the van to discuss what everyone was learning. Jonathon Sundt was impressed with how little emphasis the Europeans placed on classic technical form. While U.S. riders pored over Simon Burney's cyclocross book and practiced graceful dismounts, the Euros were dismounting "Cowboy Style", because, while not as pretty, it was faster.

The next stop was Wetzikon, Switzerland. This race is the Boston Marathon of 'cross races, second only to the the World Championships. It features a notoriously scary descent, but lots of very fast riding on roads and paths. (In fact, it wasn't until I spoke with Craig regarding this article that I realized that the still photos we'd been poring over for years took away the impression of speed. The old photos give the impression that cyclocross is a test of toughness and slogging, when actually it's a test of toughness, slogging, and extreme speed).

The USCF delegation had arrived. This group included the officials and coach, as well as a group of riders who had flown over to do Wetzikon and Worlds. We met them in the dining room at their hotel.

Unlike World Cups and the Worlds, where enclosed pits are assigned, Wetzikon is total chaos. Each team stakes out its own spot in the pit area. By the time the USCF mechanic and I had shown up to set up our pit, all the front row places were taken. We set up just behind the big hitters. We had nine riders to handle, and I was the only mechanic who'd ever worked a cross pit. Guessing that the new guys would be jet-lagged, freaked out, and unable to handle the descents with their skinny clinchers, I guessed I'd have two laps to manage nine riders before guys started getting lapped and pulled from the race.

Of course, first I had to find a place to change bikes. I spotted a small yellow Colnago being held by two Italians on the front row. Luca Bramati's crew! They would be out of the way before we needed to change bikes (in fact, Bramati won that day). Once they changed bikes, I would step into their place and call for bikes based on what we heard from a radio-equipped coach up the course a bit.

One of the newcomers who didn't last too long was Tim Johnson. He was a nice-enough kid, but he was in over his head. Come to think of it, most of the Americans were in over their heads. Wetzikon featured a nasty, steep, off-camber descent with a ditch half-way down it. The ditch was deep enough to swallow a front wheel with ease, unless you found one of the two six-inch wide lines through it. The other option was to run the descent collarbones and go a little slower. None of our riders finished Wetzikon.

Maybe you have seen the videotape of the '97 Worlds in Munich. Did you see Craig's crash on the icy, off-camber descent of death? How about eventual winner Pontoni's? In the practice days leading up to the Worlds I saw defending World Champion Adri Van der Poel slide to the bottom of that same descent. Walking the course, watching famous riders crashing all over the place, I was glad I didn't have to race on that course.

The Espoirs raced on Saturday. The two Californians, Damon and Justin, were the best U.S. finishers. Tim finished pretty far back, but he finished.

Sunday was the big day. A World's course is longer than normal, to give as many riders a chance to avoid being lapped until the last lap, and thus get an official placing. The main pit was 1km from the Olympic Stadium where the Start/Finish was. (I still have my May 1985 issue of Winning Bicycle Racing



PHOTO BY SCOT FILLON

Cyclocross had its beginnings in Europe, and is gaining popularity in the Pacific Northwest.

FEATURES

Illustrated, with its coverage of the '85 World Cross Championships in Munich. I remember thinking how exotic, how impossible cyclocross looked. I mean, they're racing on ice!

I didn't need a translation to understand the excitement in the announcer's voice when Pontoni and Bramati came by the pit, then a Spaniard, then Dutchman Wim de Vos.

The first American was Jed Fox, from Ashland, Oregon. Jed had spent the entire season racing with a team based in Switzerland. Earlier, he had graciously shared his knowledge of the ins and outs of the pro 'cross scene, including how to warm up, and how to use the facilities provided by the promoters.

Next was Dale Knapp. Dale wasn't having the day he had dreamed of. He was going to place higher than his last time at Worlds, but not as high as he had wanted. It would take Dale two more tries to have a Worlds with which he would be satisfied.

Jan Weijak and Kevin Merrigan came through. Jan had been US 'cross champion on several occasions, including winning the Nationals at Seatac in 1993. Jan had raced in Munich in 1985 for his native Poland as an amateur. Kevin was from California, and the ice and snow were hard to get a handle on. Craig was a few places back from these two, but instead of moving up as the race progressed, he began to slide back. The bike changes began to tell the story, as twice I replaced wheels wrecked in crashes.

Then it was over. Daniele Pontoni had

won the World Championships. That evening during the team "wrap-up" riders expressed their frustration at the minimal support for American 'cross racers. The coaching staff, who I think had gotten used to bringing over groups of starry-eyed cross racers, implied that Americans would never compete on the same level as the Europeans. But when a coach asked the group if any of them would dare to specialize in cyclocross, Tim Johnson immediately said yes.

I didn't realize it at the time, but while many of the U.S. team members were grateful to have survived Munich, Tim Johnson and Dale Knapp came away determined to return and race with distinction. At the next Worlds in Denmark, Tim finished 10th in the Espoir race, the best finish ever by an American. (A Junior I'd never heard of, Matt Kelly, finished 11th that year.) Dale had a disappointing race, especially because he'd raced so well all season.

Last year it finally happened. Tim got Bronze in the Espoirs, on a treacherous course. Dale finished 23rd, finishing ahead of superstars like Luca Bramati. Junior Matt Kelly, who may well be the Greg Lemond of Cyclocross, took gold.

It will never be the same. Americans can, with enough talent, dedication, and courage, race cyclocross in Europe with distinction.

John Gallagher is the owner of Bikefit, a shop specializing in custom fitting, custom bikes, and cyclocross. Contact John at Bikefit@materialpost.com.

Cyclocross Schedule

Sep 18: Trek Barr Cyclocross Clinic. Billings, MT. Chris Nurre, 406-248-1511.

Sep 19: JogMate Seattle-Metro Cyclocross Series #1. Olympia, WA. Jerry Baker, 206-675-1424.

Sep 19: Trek Barr Cyclocross Clinic. Bozeman, MT. Carl Strong, 406-586-6264.

Sep 26: JogMate Seattle-Metro Cyclocross Series #2. Steilacoom, WA. Jerry Baker, 206-675-1424.

Oct 10: SuperPrestige #1. Helena, MT. Geoff Proctor, 406-449-8401.

Oct 10: JogMate Seattle-Metro Cyclocross Series #3. North Sea Tac, WA. Jerry Baker, 206-675-1424.

Oct 24: SuperPrestige #3. Missoula, MT. 406-549-2453.

Oct 27: JogMate Seattle-Metro Cyclocross Series #4. Steilacoom, WA. Jerry Baker, 206-675-1424.

Oct 31: JogMate Seattle-Metro Cyclocross Series #5. South Sea Tac, WA. Jerry Baker, 206-675-1424.

Oct 31: SuperPrestige #4. Billings, MT. Chris Nurre, 406-248-1511.

Nov 7: SuperPrestige #5.

Nov 7: JogMate Seattle-Metro Cyclocross Series #6. South Sea Tac, WA. Jerry Baker, 206-675-1424.

Nov 7: Montana Cyclocross Championships. Bozeman, MT. Carl Strong, 406-586-6264.

Nov 14: SuperPrestige #6. Missoula, MT. Jeff Crouch, 406-542-5050.

Nov 14: JogMate Seattle-Metro Cyclocross Series #7. North Sea Tac, WA. Jerry Baker, 206-675-1424.

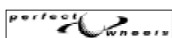
Nov 20: JogMate Seattle-Metro Cyclocross SuperCup. Marymoor Velodrome, Redmond. Jerry Baker, 206-675-1424.

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

Nov 28: JogMate Seattle-Metro Cyclocross Series #9. North Sea Tac, WA. Jerry Baker, 206-675-1424.

Dec 6: Washington State Cyclocross Championship. Olympia, WA. Jerry Baker, 206-675-1424.

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REGIONAL REPORTS AND RESULTS

Women's Intro To Bike Racing Training Rides

Beginning Saturday, September 11 at 3 p.m., there will be a series of 5 training rides that will cover all the basics of racing, in a safe and supportive environment. These rides are for women only and the first 4 rides will be teaching basic group riding and technical skills, while the 5th riding will be a criterium seminar, where you'll get to practice racing under the guidance of a UCSF-certified coach. The cost for the October 9th seminar is \$3.00, to cover coaching fees.

These rides start from the Mercer Island Park & Ride. The Mercer Island Park & Ride is located at 80th Ave SE & N Mercer Way. If you are planning to attend, please RSVP via email to: mailto:wcwahl@madronasoft.com.

Sound Transit and bicycles

This forum will serve as an update on the Sound Transit bicycle program. To be discussed is the overall plan, access issues and design improvements. Additional topics to be covered include: station/vehicle bike accommodations and station plans, regional express plans with new routes and planned facilities, and the Link Light Rail with initial station plans. This forum will be held on Thursday, September 30, 1999 at 6:30 to 9pm at the Mountaineers Building, Tahoma Room 300 Third Avenue West, Seattle.

Raleigh chosen as the official bicycle for the Odyssey 2000

Kent, WA
Raleigh U.S.A. Bicycle Company of Kent, Washington will provide Odyssey 2000 with 250 Raleigh R300 Special Edition aluminum touring bicycles. These bikes will be specially outfitted for Odyssey 2000(r) with upgraded componentry, a shock-absorbing suspension seatpost and an adjustable stem. To commemorate this event a distinctive "Official Bicycle of Odyssey 2000(r)" insignia has been designed for these bicycles. "The reputation of Raleigh bicycles is unsurpassed in reliability and comfort," says Karen-Ann Sutter, vice-president of Tim Kneeland & Associates, Inc. (TK) the producer of Odyssey 2000(r). "A dependable and comfortable bike is extremely important for Odyssey 2000 participants because they will cumulatively ride almost five million miles during the 366-day event."

Last bicycling mailman trades in his wheels.

Longview, WA
Norvin Peer has been delivering the mail by bicycle for 30 years. Peer would ride his 70 lb. government-issue bike everyday on his 5-mile mail route. Now the US Postal Service has decided that it is more efficient if Peer trades in his bicycle for a truck. The Postal Service cites that delivering mail by truck is far more cost-effective and better serves postal patrons. With this transition



A stage race is one of the many events at the Winthrop Mountain Bike Festival in the Methow Valley.

ends an era and Peer has the distinction of being the last bicycle mail carrier in the Northwest.

City ranks high for bicycle theft.

Portland, OR
Kryptonite, a bicycle lock manufacturer has come out with its top 10 cities for bike theft. Portland was ranked number nine after Austin, TX and before Miami, FL. Kryptonite used their guarantee claims to develop this list and to track crime trends for the country.

Northwest Mountain Bike Pioneer dies on racecourse.

Sand Point, ID
Dave Moffitt, considered by many as one of the founders of mountain biking in the Northwest, was struck and killed while riding

his bike at Schweitzer ski resort. Dave was doing a test run of a downhill course he had designed for the Washington, Idaho, Montana (WIM) series race that was held on Aug 14 at the resort. As he raced down the course, he was struck by a Toyota pickup coming around a blind corner. The road where the accident happened was closed to automobiles without a special permit. A permit had been granted to a film crew for the making of a Toyota truck commercial. Considered a freak accident, the promoters of the WIM race series decided to hold the race despite the tragedy in honor of David Moffitt.

A fund has been established by Round and Round Productions, promoters of the WIM race series. Contributions can be sent C/O Round and Round Productions, 418 E Pacific, Suite 6A, Spokane, WA 99202 or call (509) 455-7657.



Jim Treviso Memorial Race Series

Cannondale Cross Country Race
July 25, 31, Aug 1 1999; Mt. Hood Skibowl
Beginner
Men 19-27: 1. Philip Lewallen, 2. Kevin Stolle, 3. Steven Cimmiotti; Men 28-44: 1. Mike Meier, 2. Steve Porter, 3. Anthony Pennington, DNS Douglas Hanson; Men 45+: 1. Ron Prouty, 2. Stephen Getlin; Men Clydesdale: 1. Darren Smith; Women 19+: 1. Ellen Ulrich
Junior Olympic
Men 13-14: 1. Elliott Sherburne, 2. Casey Norgard, DNS Ryan Brown; Men 15-18: 1. Joe Griffith, 2. Eric Good, 3. Sean Robertson, 4. Adam Wilkinson, DNS Mike Brown; Men 17-18: 1. Ben Lancaster, 2. Justin Prouty, 3. Jacob Straight
Sport
Men 13-18: 1. Spencer Paxson, 2. Joey Dengel, 3. Eli Scarborough-Wie; Men 19-27: 1. Jesse Selman, 2. Dusty Miller, 3. Eric Gibson, 4. Motohiko Yoshida, 5. Corey Omery, 6. Matt Hoquin, DNF Doug Ollendore; Men 28-34: 1. Tore Pitkanen, 2. Jeffery McConaughy, 3. Tim Samuels, 4. Wade Goff, 5. Mark Rasmussen, 6. Tracy Graves, 7. Justin Couch, DNS Bryan Orrico; Men 35-44: 1. Sean Olmstead, 2. Jim Niece, 3. Damien Dupree, 4. Fred Paxson, 5. Russ Staples, 6. Daniel Robertson, 7. Scott Pennell, 8. Damon Yoo, 9. Jim Kiselevski, DNS Phillip Champoux; Men 45+: 1. Jim Goss; Men Clydesdale: 1. Brad Tymchuk; Women 19+: 1. Robyn Fuchs, 2. Renee Pype, 3. Melissa Edwards, 4. Evelyn West, DNS Stephanie Uetrecht
Expert
Men 13-18: 1. Joshua Vanschoonhoven, 2. John Griffith; Men 19-34: 1. Barry Wicks, 2. Scott Smith, 3. Jason Lewis, 4. Derl Miller, 5. Brian Cimmiotti, 6. Lee Armstrong, 7. Billy Kemper, 8. Andy Abero, 9. Greg Arians, 10. Phillip Maarten, 11. Cary Miller, 12. John Davidson, DNF Brian Smith, DNF Maarten Gelpke, DNS William Irving, DNF Thomas Carr, DNF Shannon Skovirt, DNF Don Dock; Men 35-44: 1. Rich Cramer, 2. Gregg Strome, 3. Troy Tucker, 4. James Wellington, 5. David Ulrich; Men 45+: 1. Patrick Coughlin
Pro
Men Elite: 1. Erik Tonkin, 2. Jonathan Myers, 3. John Gorman; Women Elite/Exp: 1. Jessica Cortell, 2. Deneen Tripplett; Women Elite/Exp 35+: 1. Kim Birge-Pitkanen

Jim Treviso Memorial Race Series
Fat Tire Farm Downhill Race
July 25, 31, Aug 1 1999; Mt. Hood Skibowl
Beginner
Men 13-18: 1. Dylan Robinson, 2. Phil Delisle; Men 19-27: 1. Adam Herrick; Men 28+: 1. Tony Moss, 2. Kure Kil, 3. Carl Robinson; Women: 1. Julie Reilly
Sport
Men 13-18: 1. Nick Walker, 2. Josh Pratt, 3. Danny Swan, 4. Gordy Anderson; Men 19-27: 1. Brian Worthington, 2. Mike Paulino, 3. Joey Krom, 4. Marty Graf, 5. James Dehasty, 6. Steve Williams, 7. Bret Chafee, 8. Michael Risner, 9. Joshua Kemp, 10. Todd Lanstrum, 11. Cedar Kyes; Men 28+: 1. Vince Rogers, 2. Jeff Smeltzer, 3. Ken Troubridge, 4. Mark Emery, 5. Todd Olson, 6. Mike Rinmon, 7. Roy Layton; Women: 1. Brittany Griffith, 2. Carrie Cleston, 3. Summer West, 4. Tiffany Ayres; Hardtail: Mens Sport/Beginner: 1. Drew Conn, 2. David Florendo, 3. Eric Good
Expert
Men 13-18: 1. Peter Lauer, 2. Brett Luelling, 3. Justin Graybeal, 4. Duncan Coppard; Men 19-27: 1. Darren Young, 2. Jim Johnston, 3. Brian Merritt, 4. Dan Coughlin; Men 28-34: 1. David Richmond, 2. David Florendo, 3. Mike Edward, 4. Alex Criss
Women: 1. Kristina Ricotta

Erik Stenson, 6. Victor Tranelis, 6. Cameron Henderson, 7. Braden Harrison; Men 19-34: 1. Ethan Mutoli, 2. Levi Hall, 3. Derek Oliver, 4. Jim Kari, 5. Jeff Greenwood, 6. Tony Howard, 7. David Barton, 8. Brad Delzer, 9. Rob McCarthy, 10. Jeremy Ellison, 11. Mark Fitzpatrick, 12. Jeff Marsh, 13. David Richmond; Men 35+: 1. Jeff Broadwell, 2. Bill Calder, 3. Mike Edward, 4. Timothy Murnane, DNF John Gurney
Pro
Men Elite: 1. Jim Johnston, 2. Darrell Young, 3. Brian Merritt, DNF Shane Fogarty; Women Elite/Expert: 1. Kristina Ricotta, 2. Lynn Ott

Jim Treviso Memorial Race Series
Arrow Racing Dual Slalom Race
July 25, 31, Aug 1 1999; Mt. Hood Skibowl
Men 13-18: 1. Peter Lauer, 2. Erik Stenson, 3. Nick Walker, 4. Justin Graybeal
Men Pro/Exp: 1. Darrell Young, 2. Jim Johnston, 3. Brian Merritt, 4. Duncan Coppard
Men Sport/Begin: 1. David Richmond, 2. David Florendo, 3. Mike Edward, 4. Alex Criss
Women: 1. Kristina Ricotta

1999 Dusterslingers
Bend, OR
Pro/Expert
Senior Men: 1. Craig DeMars, 2. Steve Larson, 3. Bob Brady, 4. Eric Sheagley, 5. Ruben Markstrom, 6. Trevor Norland, 7. Greg Zadow, 8. Brian Cimmiotti, 9. Scott Smith, 10. Cole Varber; Veteran Men 35 to 44: 1. Troy Tucker, 2. Jerry Horton, 3. Marcel Russenberger, 4. Scott Yount, 5. Russ Hill, 6. Scott Seaton, 7. Michael Nyberg, 8. Jim Lindsey, 9. Daniel Nelson, 10. James Wellington; Master Men 45 & Over: 1. David Waber, 2. Dan Caldwell, 3. Patrick Coughlin; Women: 1. Nicole Gingles, 2. Helen Grogan, 3. Shavna Kruger, 4. Sarah Tonna, 5. Tracey Walker
Sport
Junior Men 14 & Under: 1. Marty Cahill; Junior Men 15 to 18: 1. Daylin Melhore, 2. Miles Graydon, 3. Ian Egittis, 4. Alex Farnand, 5. Joey Dengel, 6. Brook Kary, 7. Trevor Coolidge, 8. David Robinson, 9. Mark Creelman, 10. Derek Mamoyas; Senior Men 19 to 34: 1. Damian Schmitt, 2. David Roth, 3. Nick Brandt, 4. Kevin Gorman, 5. Dan Dobry, 6. Galen Norgard, 7. Dusty Miller, 8. Kevin Skenczik, 9. Eric Kytoia, 10. Scott Agnew; Veteran Men 35 to 44: 1. Sean Olmstead, 2. Dave Magness, 3. Dan Packman, 4. Mike Ryan, 5. Ray Shaffer, 6. Michael Whitney, 7. John Sorlie, 8. Charles Hildreth, 9. Kevin Banach, 10. Tracey Wilson; Master Men 45 & Over: 1. Bob Sonnenburg, 2. Art Coolidge, 3. Daryl Allosa; Senior Women 19 to 34: 1. Carolyn Bahrmann, 2. Mary Staben, 3. Karen Larsen, 4. Jennifer Stouli, 5. Mika Tsangas, 6. Kori Kunz, 7. Becky Walter, 8. Christina Veverka, 8. Cindy Thompson; Veteran Women 35 to 44: 1. Andrea Sharer, 2. Pam Reid

Beginnling
Junior Men 14 & Under: 1. Allen Douglas, 2. Garrett McLean, 3. Matt Wax, 4. Mark Leckband, 5. Robert Given, 6. Daniel Leckband; Junior Men 15 to 18: 1. Joe Meridith, 2. Tom Segal, 3. Barret Fisher, 4. Christian Schmidt, 5. Jerod Michael, 6. Ben Deumling, 7. Sean Robertson, 8. Chris Sandmell, 9. Matt Peterson, 10. Daniel Kerchick; Senior Men 19 to 34: 1. Mark Anderson, 2. Mike Meier, 3. Bill Lawlor, 4. Heath Love, 5. Don Ferguson, 6. Michael Ball, 7. Roderick Bautista, 8. Pete Basso, 9. Ben Harris, 10. Jon Eisner; Veteran Men 35 to 44: 1. Andy Voorhis, 2. Paul Galloway, 3. Eric Bryant, 4. Bob Bennett; Master Men 45 & Over: 1. Rick Gregory, 2.

Mike Schubert, 3. Gil Ormerod, 4. Paul Stevinson, 5. John McLean, 6. Kim Wenger, 7. Stephen Getlin; Junior Women 15 to 18: 1. Megan Quigley; Senior Women 19 to 34: 1. Alycia Cohen, 2. Kim Fawcett, 3. Heather Paris, 4. Lisa Belden; Veteran Women 35 to 44 (Unofficial): 1. Sarah Pace, 2. Lisa Magness, 3. Nancy Sorlie; Clydesdale: 1. Darren Smith, 2. Richard Newsome, 3. Doug "Hammer Hog" Hines; Single Speed: 1. Joseph Marek, 2. Don Person, 3. Jason Singleton, 4. Ignacio Moore

1999 Return on the Jedi
Final Results
Expert
Junior Men 18 & Under: 1. Aaron Brooks, 2. Luke Deavers; Senior Men: 1. Ryan Stora, 2. Craig DeMars, 3. Bob Brady, 4. Scott Smith, 5. Trevor Norland, 6. Bear Perrin, 7. Cole Varber, 8. Jim Fischer, 9. Brian Cimmiotti, 10. Ruben Markstrom; Veteran Men 35-44: 1. Greg Strome, 2. Jerry Horton, 3. Brent Gibson, 4. Dan Sather, 5. Terry Drownover, 6. Kim Alexander; Masters Men 4.5 & Over: 1. David Waber, 2. Gary Campbell; Women: 1. Anna Vacca, 2. Jessica Cortell, 3. Robyn Fuchs
Sport
Junior Men 14 & Under: 1. Marty Cahill; Junior Men 15 to 18: 1. Trevor Coolidge, 2. Ian Egittis, 3. Jake Keener, 4. David Robinson, 5. Tim Carter, 6. James Howard, 7. Brook Kary DNF; Senior Men 19 to 34: 1. David Roth, 2. John Raedeke, 3. John A. Davidson, 4. Tyler Pinard, 5. Nick Brandt, 6. Steve West, 7. Nelson Hayes, 8. Eric Osborn, 9. Nick Skenczik, 10. Travis Chapin; Veteran Men 35 to 44: 1. Shawn Jensen, 2. Sean Olmstead, 3. John Lockman, 4. Ray Shaffer, 5. Michael Whitney, 6. Nathan Hobson, 7. Mike Orem, 8. Michael Dunn, 9. Daniel Robertson, 10. Glen Skelton; Masters Men 45 & Older: 1. Dave Lind, 2. Art Coolidge, 3. Bill Gasow, 4. Craig Skortman, 5. Daryl Allosa; Women 19 to 34: 1. Mary Staben, 2. Carolyn Bahrmann, 3. Korena Larsen, 4. Marjolein Schat; Veteran Women 35 to 44: 1. Karen Brooks, 2. Cecce Carter

Beginnling
Junior Men 14 & Under: 1. Andy Brooks, 2. Joshua Michel; Junior Men 15 to 18: 1. Joe Meridith, 2. Barret Fisher, 3. Jason Cambrel, 4. Ryan Ries, 5. Nathan Hadden, 6. Brenda Mitchell, 7. Sean Robertson, 8. Jordan Hudson; Senior Men 19 to 34: 1. Peter Malik, 2. Bernard Frensaugh, 3. Charles Oldham, 4. David Mizelle, 5. Lionel Rose, 6. Chris Glatte, 7. Michael Ball, 8. Jon Norstadt, 9. Noah Emage, 10. Jacob Farley; Veteran Men 35 to 44: 1. Paul Galloway, 2. Bob Bennett, 3. Eric Bryant, 4. Rich Graber, 5. Peter Tamashiro, 6. Craig Austin, 7. Tom Hoffman, 8. Michael Provost, 8. Mark Lasing, 10. Glenn Gumaer; Masters Men 4.5 & Over: 1. John Schwendener, 2. Rick Gregory, 3. Roby Bennett; Women 19 to 34: 1. Melyssa Glatte, 2. Kim Fawcett, 3. Angela Griffith; Veteran Women 35 to 44: 1. Angela Rose-Lane, 2. Sarah Pace; Clydesdale: 1. Mark Pine, 2. Bart Qualis; Single Speed: 1. Jason Singleton

Washington State Hillclimb Time Trial Results
Saturday, August 28, 1999; Crystal Mountain, WA
Junior
Men 13-14: 1. Devin Schweikart; Men 15-18: 1. Tyler Farrar, 2. Matt Shoeks, 3. Sam Williams, 4. Dave Williams, 5. Tony Biagrove, 6. Finn Keough, 7. Aaron Verries; Junior Men 17-18: 1. Trevor Mays, 2. Andrew Spurling
Masters
Women 60-64: 1. Louise Taylor; Women 40-44: 1. Kathleen Wellsfry; Women 35-39: 1. Martha Walsh, 2. Gina Kavesh,

Armondos; Women 30-34: 1. Heather Marrs; Men 65-69: 1. Victor Gilliland, 2. Syd Merrons 3. Richard Sessler; Men 60-64: 1. Dick Finch, 2. Lawrence Baum; Men 55-59: 1. James Wagner, 2. Garth Oksness; Men 50-54: 1. Stephen Foster 2. Avelin Tacon, 3. Bob Crawford, 4. Jeffrey Patterson, 5. Mark Johnson, 6. Rabas Jirt, 7. Cliff Roberson; Men 45-49: 1. Mark Farsdahl, 2. Alistair Lockett, 3. Phil Holman, 4. Jeff Barth, 5. Ken Cameron, 6. Conrad Krick, 7. Dan Burman, 8. Steve Jones, 9. Jeff Katzer; Men 40-44: 1. Dave Hall, 2. Marc Brown, 3. Tom Atkins, 4. Paul Muraugh, 5. Ken Dammand, 6. Chris Gulick, 7. James Mays, 8. Rick Knowles, 9. Russ Lehman, 10. Tim Shervik; Men 35-39: 1. Greg Klein, 2. Randall Nordturs, 3. Paul Johnson, 4. Brad Laesch, 5. Mike Fadich, 6. Paul Bozich, 7. Mike Shmickich, 8. Todd Anderson, 9. Charles Cordy; Masters Men 30-34: 1. David Mazzurella, 2. Jason Bethel
Category 4 Women: 1. Michele Conrad, 2. Wendy Wahl
Category 2 Women: 1. Sara Graham, 2. Wanda Howitt
Category 1 Women: 1. Leigh Fallowood, 2. Maria Ende
Category 5 Men: 1. Todd Coplan, 2. Jim Landoff, 3. Travis Kuhn, 4. Neil Casserly, 5. Tim Tyree, 6. Bryan Chapin, 7. Randall Marrs, 8. Kam Marashi, 9. Andrew Hudson, 10. Jeff Nettles
Category 4 Men: 1. Trevor Kosa, 2. Alan Petrie, 3. Mike Skoglund, 4. Barry Rothblat, 5. David Sawyer, 6. Daniel Liberator, 7. Alan Willey, 8. Ted Hohl, 9. Nick Aderso, 10. Rick Greenwalt
Category 3 Men: 1. Brian Rickenberger, 2. Steve Crosier, 3. Tim Ellis, 4. Pat Miller, 5. Bill Parrish, 6. Jason Dougherty, 7. Alexander Sticker
Category 2 Men: 1. Mick Walsh, 2. Don Wesley, 3. Erik Spurling, 4. Beau Whitehead, 5. Troy Critchlow, 6. Pablo Espinosa, 7. Michael Pruitt
Category 1 Men: 1. Bruce McCallum, 2. Doug Carlton, 3. Kerry Farrell, 4. Kenny Williams, 5. Richard McClung, 6. Michael Endo, 7. Chris McGovern, 8. Shane Savage

Nissan Xterra Whistler Summer Session
Aug. 27 to Sept. 6; Whistler BC, Canada
Stage 1: Nelson Village Fat Tire Criterium; August 27, 1999
Pro/Women: 1. Amber Chorney, 2. Sylvie Allen, 3. Claire Townsend; **Pro Men:** 1. Lucas Curran, 2. Scott Ross, 3. Chad Miles; **Expert Men:** 1. Ricky Federar, 2. Peter Odegaard, 3. Shaun Greenaway
Stage 2: Technical Time Trial (7.85 km); August 28, 1999
Pro/Women: 1. Amber Chorney, 2. Sylvie Allen, 3. Christine Platt; **Pro Men:** 1. Chad Miles, 2. Lucas Curran, 3. Jason Shorter; **Junior:** Expert Men: 1. Ricky Federar, 2. Jaime Douglas, 3. Ben Sigston
Stage 3: Mixed Criterium; August 29, 1999
Pro Women: 1. Amber Chorney, 2. Eron Chorney, 3. Kiara Bisaro; **Pro Men:** 1. Chad Miles, 2. Lucas Curran, 3. Carter Hovey; **Junior Expert Men:** 1. Jaime Douglas, 2. Ricky Federar, 3. Ben Sigston
Stage 4: Cross Country; August 30, 1999
Senior Pro-Elite Women: 1. Amber Chorney, 2. Nikki Kassel, 3. Christine Platt; **Senior Pro-Elite Men:** 1. Marc Sonntag, 2. Chad Miles, 3. Lucas Curran; **Junior Expert Men:** 1. Jaime Douglas, 2. Ricky Federar, 3. Peter Odegaard

Final Results - Overall Winners
Pro/Women: 1. Amber Chorney, 2. Christine Platt, 3. Kiara Bisaro; **Pro Men:** 1. Chad Miles, 2. Lucas Curran, 3. Jason Shorter; **Junior Expert Men:** 1. Jaime Douglas, 2. Ricky Federar, 3. Peter Odegaard



"Change" from page 1

Well, if your name is Lisa Morgan, or you're one of the other 250 bicyclists joining the Odyssey 2000(r) bandwagon, you'll probably be right up there in front, leading the Tournament of Roses Parade in Pasadena — the starting line for this epic 20,000-mile excursion around the world. For Morgan, this ride is more than an odyssey in adventure, it will be the ride of a lifetime in honor of a lifetime friend.

An energetic, vivacious woman, Sally Morris had fought a winning battle against breast cancer for over 10 years. She was a wife, a mother, and a good friend. Needless to say, it shocked her family, and Lisa Morgan, when the evil disease returned in late 1997.

"This is really serious," Morris had told Morgan one evening over the phone from her home in Portland.

"I will do whatever it takes to help you," Morgan responded. "You are the strongest person I know. You can beat this."

Six weeks of treatment in Seattle left Morris physically and emotionally drained yet optimistic about her recovery. Her will to live had always been strong. Between her regimented radiation treatments, Morris spent many hours reflecting on the meaning of life, her life. She wrote her thoughts down and called it "My Life Possibilities," which were discovered after her death.

Searching for Meaning

"In her struggle, Sally gained a certain clarity about life and what 'the good life' really meant," Morgan says. And while Morgan was relieved that her dear friend was out of pain, "I felt so let down when she died," Morgan says.

It was months before Morgan came to terms with her friend's death, which had caused her to question her own life's goals and reevaluate what it meant to truly live. About a year after Morris had made that

fateful phone call, Morgan was struck by a crazy, yet inspired, idea.

"I was so excited I immediately began contacting my friends," Morgan says. "I realized then and there, in the middle of another restless night, that I could do something that embraced life and honored my friend at the same time," Morgan says. "I decided to ride in the Odyssey 2000(r) bike ride and use it as a vehicle to raise a million dollars for breast cancer research in honor of Sally's life."

Morgan's friends, Roxi Dixon and Judy Timson, both from Portland, loved her idea and committed themselves to helping her meet her million dollar goal. Together, the three women formed a fundraising team and called it Life Possibilities.

Making Waves

Life Possibilities began as a humble group of women enthusiastic about making a ripple in the fight against breast cancer. Today, four months away from the starting date of the Odyssey 2000(r) event, Life Possibilities is now a fund-raising, awareness-raising machine. There are over 40 women and men who now volunteer umpteen hours of personal time to help promote the Life Possibilities' cause and gather funds, of which 100 percent will be donated to funding breast cancer research. Any money spent on printing T-shirts, press kits, solicitation letters and the like, are all funded by donated materials or from Morgan's and her volunteers' pockets.

Morgan is funding her year-long bicycle expedition completely independent of Life Possibilities. Corporate sponsors, as well as men and women, from all across the country, have come forth to support Life Possibilities. A professional web development team has even donated a web site to track Morgan's journey, the funds being raised, and to provide an abundant amount of information about the team and its goals.

A Dollar a Day

The Fred Hutchinson Cancer Research Center, (the Hutch) a world-renown, independent, non-profit institution, has established the Life Possibilities Fund in loving memory of Sally Morris. All moneys raised by Life Possibilities will go directly into this fund, which will go directly to pilot, cutting-edge, breast cancer research studies — an integral part to finding a cure for this unforgiving disease.

In fact, one million dollars is enough to sponsor over 40 such studies, since the average cost per study is \$25,000. This money will lead to grant money, too, so the original one million will serve as powerful seed



Sally Morris and her grandchildren. Sally was the inspiration for Lisa Morgan's cycling odyssey.

money leading to millions of dollars in grant money and eventually a cure for breast cancer. Estimates claim that one in every nine women from ages 30 to 65 will be diagnosed with breast cancer. The American Cancer Society estimates that in 1999 about 175,000 new cases of invasive breast cancer will be diagnosed among women in the United States. Of that total, it is predicted that 43,300 women will die from breast cancer. In fact, an estimated 1,300 cases will be diagnosed among men.

Lisa Morgan and Life Possibilities are pedaling their cause long and hard to change the course of statistics so that no other woman will have to sacrifice her life to this disease.

"If everyone reading this article were to give up a latte' a day and donate the money, we could all help find a cure for breast cancer and save a life," Morgan says. "Our goal is to get 2,000 people to donate a \$1 a day for the year long bike trip for a total of \$365. This would get us to \$730,000 and well on our way to the million dollar goal. We all have the power to make a difference!"

To date, Life Possibilities has raised about \$35,000 already. If you'd like more information about Life Possibilities, or would like to help them reach their goal with a donation, you may contact them via their web site at www.lifepossibilities.com or by sending a check to Life Possibilities Fund c/o the Fred Hutchinson Cancer Research Center 1100 Fairview Ave. N LY-120, Seattle, WA 98109. Checks should be made payable to "Life Possibilities/FHCRF".



Sally Morris' Life Possibilities

Love given and received

Boundless joy

Perfect health and boundless energy

Being with and loving my husband Ron, my children, and all my family

Enjoying nature with time to be outdoors gardening, walking, hiking, and picnicking

Work that is fulfilling and helps other people

Co-workers who respect and cooperate with me

An abundant living

A home which is beautiful and welcomes all my family and friends for fun and loving times together

Freedom and time and money to travel for pleasure and to visit family

Peace and joy in all my daily activities

Letting go of all past guilt, mistakes, and heartache



Lisa Morgan in training for her Y2K round the world ride.

OPINION

Getting officialdom to pay attention to bikes

BY GORDON BLACK

For the recreational rider, hopping a Washington State Ferry as part of a bike ride adds to the pleasure. Ferries serve islands and areas that either don't have road connections or roads that represent long detours for a bike rider. Ferries also serve a growing group of riders who combine a ferry ride with a bicycle commute to get to work. I include myself here in the ranks of bike-ferry commuters who regularly cross Puget Sound to pursue a living in the Big City.

In the six years I have been making the journey from Bainbridge Island to Seattle, the number of other bike commuters has risen substantially. On summer days, there are between 20 and 40 riders on each of the popular early morning and early evening crossings. Even in the gloom of winter rains, there are several dozen bike commuters on the commuter ferry runs. These riders are predominantly men, but also women, across a range of ages, occupations and, naturally, bike ownership. There are \$2000 custom

bikes, old Schwinns, mountain bikes, folding bikes, road bikes, even a recumbent or two.

One advantage of bike commuting on the ferry is this: there's always room for you and your bike. The same can't be said for car drivers, who may have to queue for up to an hour to ensure they'll get their automobiles on the desired ferry. On the busiest morning and afternoon runs, cars are always left sitting on the dock.

Washington State Ferries recently introduced three \$80 million ferries on cross-Sound routes. The largest vessels operated by the state ferry system, the Puyallup, Tacoma and Wenatchee were introduced without any thought to carrying an increasing load of bicycles. A boat designer and a naval architect who are cyclists even suggested how racks could be added to the ferries during construction for a modest amount. The ferry service architect refused to consider these additions, saying it was too late to make changes. In fact, one vessel had been partially built and the other two had not yet been started.

So, it was a case of relearning the ropes for bike commuters when the new ferries came into service. The ropes being the dozen or short pieces of nylon twine provided as the sole means of securing bikes to the ferries for the trip.

Bicyclists could live with this oversight. But on June 21 they were confronted with

an additional sign that the ferry service did not place much importance on bikes. That's the day Washington State Ferries introduced a new loading policy for bikes - one that forced any rider not present when a ferry began to load to wait until after all the cars had loaded. Worse still, those riders were then required to stow their bikes at the rear of the vessel and wait for all the motor vehicles to unload.

It was a call to arms of sorts for bike commuters. Their reaction and subsequent organization to campaign against the new loading policy may have surprised ferry system management. After two meetings, lots of e-mail and letters to legislators and others, a compromise agreement was reached. It's less than what bicyclists had before June 21, but it is more than they had after that date. Under it, ferry crews retain an open lane to the front of the vessel for a second wave of arriving riders. The last riders on-board still have to stow their bikes at the rear but they get to unload after the first two batches of cars.

Bicyclists are pushing for further refinements, and this time ferry system managers are listening, and cooperating.

And the reason for the policy change in the first place? Allegations of damaged cars. How many you ask? Well, according to the insurance claims manager for the ferry system, two claims have been paid out, one is pending and one was refused. \$1600 in



PHOTO BY ECLIPSE PHOTOGRAPHY

Who needs bike racks? A couple pieces of rope work just fine...

total claims attributed to damage caused by bicyclists since 1996. Neither of the two paid claims was even for the Bainbridge Island-Seattle route.

An old journalist friend of mine would often say: don't let the facts get in the way of a good story. In this case, the ferry system seems not to have let the facts get in the way of a new policy.



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March 11-17, 2001

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Seattle, WA to Asbury Park, NJ
June 4 to July 21, 2001

West Coast International Bicycle Classic™
Victoria BC to Tijuana Mexico
Sep. 17-Oct. 13, 2001

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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

- Oct 9-9: TiCycles Racing Team training seminar, Seattle, WA. Joel Friel, the Guru of training for cycling and triathlons is coming to Seattle! Joe is the author of several books such as *The Cyclist's Training Bible*. All day seminar is \$20 in advance or at the door. Seattle REI meeting rooms, 9:30 AM. Tim Purcell, (206)286-9221.
- Oct 12-12: Bicycle Alliance Advocacy Workshop. Gregg's Greenlake Cycle. Topics include: keeping trails open, lobbying for bike lanes and bike friendly roads. Also a discussion on your rights as a cyclist. Space is limited to 25 people. Marty Pluth, Gregg's Greenlake Cycle, 7007 Woodlawn Ave NE, Seattle, WA, (206) 523-1822.
- Nov 6: Bicycle Alliance of Washington Annual Auction. Arctic Dome Room, Seattle, WA. Washington State's premier bicycle auction for cycling advocates. Fabulous auction items, support, education and the bicycle alliance's legislative agenda. Barb Culp, Bicycle Alliance, PO Box 2904, Seattle, WA, 98111. 206-224-9252 or 206-224-9252

Mountain Bike Racing

- Sep 17-19: Oregon State Championship. Mt. Hood Skibowl, OR. Fri - Training; Sat - Downhill & Dual Slalom; Sun - X-Country. 503-272-0146 Sep 18-18: Kettles Krank. Coupeville, WA. Cross country race at Fort Ebe State Park (Kettles Park). 75% single track, 25% double track/ fire road. Moderate terrain, technical sections. Approx. 15 miles. IMBA sponsored. Men's and women's expert, sport and beginner. \$20, limited entries. Andrew, Outdoor Recreation Center, Coupeville, WA, (360) 257-2434.
- Sep 19: Deadman's Gulch Challenge MTB. MT. 406-728-5790.
- Sep 25: Cheakamus Challenge. Squamish to Whistler. 970-871-0038/after August 15th - 604-898-2588.
- Oct 1-3: 13th Annual Methow Valley Mtn. Bike Festival. Winthrop, WA. 3 day mountain bike event includes circuit race, catered lunch rides, downhill races (kids and adults), salmon dinner, bike rodeo, cross-country races (kids and adults). MVSTA, P.O. Box 147, Winthrop, WA, 98862. 509-996-3287 or 509-996-3287
- Oct 1-3: AMBC West Region. Mt. Hood Skibowl, OR. Fri - training; Sat - Downhill & Dual Slalom; Sun - X-Country. Take your studded tires out again. 503-272-0146.

Mountain Bike Touring

- Oct 1-3: 13th Annual Methow Valley Mtn. Bike Festival. Winthrop, WA. 3 day mountain bike event includes circuit race, catered lunch rides, downhill races (kids and adults), salmon dinner, bike rodeo, cross-country races (kids and adults). P.O. Box 147, Winthrop, WA, 98862. 509-996-3287 or 509-996-3287.
- Oct 2-2: Alpine Designs 4th Annual Fall Bike Rally. Sandpoint, ID. A fundraiser for the North Idaho Bikeways and the Ponderay BMX track. Rally includes 3 separate group rides for all ages and abilities. Following the ride there will be a ramp riding show, trials demonstration, bike information fair and maintenance clinics. Andy Feuling, 800-263-9373
- Oct 9-11: Winthrop Washington MTB Tour. Winthrop, WA. 604-576-9767, Contact prior to September 25.

- Oct 9-10: Bend's Big Fat Tour. Bend - Mt. Bachelor, OR. Petr Kakes will be helping Paul Thomsberg with these challenging rides. Last year was a blast. This one is excellent closure to MTB season. Paul Thomsberg, 541-383-2243, (fax) 541-383-2243 or 541-383-2243.
- Oct 25-Nov 8: Mail: Sahel Journey. Africa. David Mozer, International Bicycle Fund, 4887 Columbia Drive South, Seattle, WA, 98108-1919. 206-767-0848 or 206-767-0848.
- Nov 6: Solvang Prelude. Solvang, CA. 25, 50, or 63 miles. \$28 before 10/15/99. Time: 7:30 a.m. Randy Ice, SCOR Cardiac Cyclists Club, P.O. Box 9065, Brea, CA, 92822. 562-690-9693 or 562-690-9693
- Nov 9-22: Guinea: People-to-People. West Africa. David Mozer, International Bicycle Fund, 4887 Columbia Drive South, Seattle, WA, 98108-1919. 206-767-0848 or 206-767-0848.
- Nov 23-Dec 6: Ghana: People-to-People. Africa. David Mozer, International Bicycle Fund, 4887 Columbia Drive South, Seattle, WA, 98108-1919. 206-767-0848 or 206-767-0848

Multisport

- Sep 26: The Big Hurt. Port Angeles, Washington. Kristi Agren, North Olympic Peninsula Visitor & Convention Bureau, 1-800-942-4042.

Series Racing

- Sep 18-18: Trek Barr Cyclocross Clinic. Billings, MT. Chris Nure, 406-248-1511 Sep 19-19: JogMate Seattle-Metro Cyclocross Series #1. Olympia, WA. This fast course is characterized by many Fairground buildings to be ridden around and through. Riders will encounter pavement,hardpacked fields, gravel, sawdust, and a trip through the rodeo corral which should be quite muddy. There are two run-ups per lap, and a dozen dismounts. Race day registration only Jerry Baker, 206-675-1424
- Sep 19-19: Trek Barr Cyclocross Clinic. Bozeman, MT. Carl Strong, 406-586-6264.
- Sep 26-26: JogMate Seattle-Metro Cyclocross Series #2. Steilacoom,WA. This less technical course favors very powerful riders. A long grinding climb comes just before a major 100+ foot run-up. Many laps are the order of the day on this short course. Race day registration only Jerry Baker, 206-675-1424.
- Oct 10-10: SuperPrestige #1. Helena MT. Geoff Proctor, 406-449-8401.
- Oct 10-10: JogMate Seattle-Metro Cyclocross Series #3. North Sea Tac. Site of the 1994 and 1996 US National Championships, this twisty, technical course features steep run-ups, deep mud slogs, and about 8 dismounts per lap. Race day registration only Jerry Baker, 206-675-1424
- Oct 24-24: SuperPrestige #3. Missoula. 406-549-2453.
- Oct 27-27: JogMate Seattle-Metro Cyclocross Series #4. Steilacoom,WA. This less technical course favors very powerful riders. A long grinding climb comes just before a major 100+ foot run-up. Many laps are the order of the day on this short course. Race day registration only Jerry Baker, 206-675-1424.
- Oct 31-31: JogMate Seattle-Metro Cyclocross Series #5. South Sea Tac. New to the Seattle-Metro Series, South Sea Tac is described as a very 'Belgian' course. Expect thick mud bogs, deep sand pits and plenty of it all. Race day registration only Jerry Baker, 206-675-1424
- Oct 31-31: SuperPrestige #4. Billings. Chris Nure, 406-248-1511.
- Nov 7-7: SuperPrestige #5.

- Nov 7-7: JogMate Seattle-Metro Cyclocross Series #6. South Sea Tac. New to the Seattle-Metro Series, South Sea Tac is described as a very 'Belgian' course. Expect thick mud bogs, deep sand pits and plenty of it all. Race day registration only Jerry Baker, 206-675-1424 Bozeman. Montana Cyclocross Championships Carl Strong, 406-586-6264
- Nov 14-14: SuperPrestige #6. Missoula. Jeff Crouch, 406-542-5050
- Nov 14-14: JogMate Seattle-Metro Cyclocross Series #7. North Sea Tac. Site of the 1994 and 1996 US National Championships, this twisty, technical course features steep run-ups, deep mud slogs, and about 8 dismounts per lap. Race day registration only Jerry Baker, 206-675-1424.
- Nov 20-20: JogMate Seattle-Metro Cyclocross SuperCup. Marymoor Velodrome, Redmond. Jerry Baker, 206-675-1424.
- Nov 28: BC Cyclo-Cross Series. Fort Langley, BC. 604-538-6415.
- Nov 28-28: JogMate Seattle-Metro Cyclocross Series #9. North Sea Tac. Site of the 1994 and 1996 US National Championships, this twisty, technical course features steep run-ups, deep mud slogs, and about 8 dismounts per lap. Race day registration only Jerry Baker, 206-675-1424.
- Dec 6-6: Washington State Cyclocross Championship. Olympia, WA. This fast course is characterized by many Fairground buildings to be ridden around and through. Riders will encounter pavement,hardpacked fields, gravel, sawdust, and a trip through the rodeo corral which should be quite muddy. There are two run-ups per lap, and a dozen dismounts. Race day registration only Jerry Baker, 206-675-1424.

Road Racing

- Sep 18-19: Eugene Celebration. Eugene, OR. Race A gradual longer climb and a shorter, steeper climb. Remainder of course consists of rolling, country roads. Cat 3, 4, 5 Mens, Masters 35+, Women Cats 1-4. Race begins at the Elmira High School; opens 7:00am and closes 15 min. prior to posted start times: Jim Anderson, 503-636-6422 or 541-349-9270.
- Sep 25: Pear Blossom Road Race. Medford, OR. Ed Garfield, 127 Ashland Ave, Medford, OR, 97504. 541-772-1393 or 541-772-1393.
- Sep 26: Jean Chinn Hillclimb. Medford, OR. Dana Dandy, Southern Oregon Cycling Assoc., P.O. Box 903, Ashland, OR, 97520. 541-488-2453 or 541-488-2453.
- Oct 3: Western MT Hillclimb Champs. Missoula, MT. 406-721-1776.

Rides & Tours

- Sep 18-Oct 3: Canyons of the Southwest 16 days. Cedar City, Utah. All women 16 day tour of Zion, Grand Canyon, Bryce, Capital Reef National Parks and Grandstaircase/Escalante and Cedar Breaks National Monuments. Trip price of \$1780 includes 16 nights lodging and most meals. Full van support. 659 miles. Woman Tours, Box 931, Driggs, ID, 83422. 800-247-1444 or 800-247-1444
- Sep 18-21: Willamette Valley Tour. Eugene, OR. 4 day, 184-mile loop. Gentle valley terrain, 4 winery visits, covered bridges, historic towns & antique stores. Some challenging optional routes available. Full support, all breakfasts/dinners plus hearty snacks. SAG, mechanical support, maps & route marking, baggage transport, ride leaders. Lodging package \$450, Camping \$300. Paul



A rider catches air at last year's Whistler Summer Session.

- Kemp, Pathfinders, P.O. Box 210, Oakridge, OR, 97463. 800-778-4838 or 800-778-4838.
- Sep 18-20: Trek Tri-Island. Seattle to Victoria. Seattle to Victoria through the San Juans. 3 days, 135 miles. Fully supported. Limited to 700. \$50 registration fee & \$350 in fundraising. Rice benefits the American Lung Association of Washington. Caroline Hughes, American Lung Association of WA, 2625 Third Ave, Seattle, WA, 98121-1213. 800-732-9339 or 206-441-5100.
- Sep 18-25: Oregon Crater Lake Tour. Eugene, OR. 8 day tour. Highlights: Aufderheide National Scenic Byway; Mckenzie Pass; Crater Lake rim; the Umpqua River. Designated: Intermediate to advanced cyclist. Free brochure available. Bob Clark, Bicycle Adventures, P.O. Box 11219, Olympia, WA, 98508. P.O. Box 11219, Olympia, WA 98508. 360-786-0989 or 800-443-6060. www.bicyclesadventures.com or 360-786-0989.
- Sep 18: Autumn Cycling Classic. Marblemount, WA. Formerly known as the Jan Selvig Century, 114 miles & 7,300' climbing. Also 100 & 50 mile loops. \$40, pre-registration only. Marshall Will, Aurora Cycling Club, 5602 224th Place SW, Mountlake Terrace, WA, 98043. 8602 224th Place SW, Mountlake Terrace, WA 98043 or 360-652-0653.
- Sep 19: 20th Annual Autumn Century. Spokane, WA. 25, 62 & 100 mile scenic rides on rural roads with mechanical & sag support. Maps, shirts, great food & more cookies than you can eat. All routes have some climbing with several challenging hills on 62 & 100 mile courses. Steve Sausser, Spokane Cycling Club, P.O. Box 62, Spokane, WA, 99210-0062. 509-922-7249 or 509-922-7249
- Sep 25-26: Tour des Lacs. Spokane to Coeur d'Alene & back. 2 day cycling tour offering a variety of mileage and route options. Boat cruises available. Includes meals, t-shirt and luggage handling. From \$55. Gino Lisevski, Round and Round Productions, 2704 South Stone Street, Spokane, WA, 99223. 509-455-7657 or 509-455-7657
- Sep 25-27: Trek Tri-Island. Seattle to Victoria. Seattle to Victoria through the San Juans. 3 days, 135 miles. Fully supported. Limited to 700. \$50 registration fee & \$350 in fundraising. Rice benefits the American Lung Association of Washington. Caroline Hughes, American Lung Association of WA, 2625 Third Ave, Seattle, WA, 98121-1213. 800-732-9339 or 206-441-5100.
- Sep 26: Peach of a Century. Chemeketa Community College, Salem, OR. Choice of Full Century (100 miles) or Metric Century (100km). Checkpoints will have food, water, sports drink and rest rooms. A sag vehicle will sweep both courses at day's end. Mel Lucas, Salem Bicycle Club, P.O. Box 2228, Salem, OR, 97308. 503-364-2068 or 503-364-2068
- Oct 2: Manastash Metric Fall Colors Tour. Ellensburg, WA. Public Safety Building, 2nd & Pearl. 7:30-9am. 32 or 62 mile loops — flat to rolling hills along Yakima River Valley. Sag & food provided. \$10 pre-registration & \$12 day of ride (\$15/\$17 for tandems). Ruth Ann Stacy, Manastash Metric Fall Colors Tour, 661 Strang Road, Ellensburg, WA, 98926-9075. www.ellensburg.com/~stacy/ or 509-925-4536
- Oct 3-10: Hawaii Tour. Hilo, Hawaii. 6 & 8 day tours available. Cycling highlights: Kilauaea Crater rim ride; 30 miles descent down Mauna Loa Volcano; Kona Coast; Ironman bicycle route. Designated: Beginner to advanced. Free brochure available. Bob Clark, Bicycle Adventures, P.O. Box 11219, Olympia, WA, 98508. 360-786-0989 or 800-443-6060. www.bicyclesadventures.com or 360-786-0989
- Oct 3: Kitsap Color Classic. WA. 16-65 mile options. Season-closing event beginning in Edmonds or Kingston with loops through northern the Kitsap Peninsula. Revamping post-ride barbecue. Leslie Blaine, Cascade Bicycle Club, P.O. Box 31299, Seattle, WA, 98103-1299. 206-522-BIKE or 206-522-2453.
- Oct 18-23: California Vineyards. Healdsburg, CA. For all women. 6 day tour from the vineyards of Sonoma and Napa Valleys to the breakers at Bodega Bay on the Pacific coast. Trip price of \$1190 includes 5 nights lodging, 3 dinners, lunches and 5 breakfasts. Full van support. 231 miles. Woman Tours, Box 931, Driggs, ID, 83422. 800-247-1444 or 800-247-1444.
- Oct 24-29: 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. Bob Clark, Bicycle Adventures, P.O. Box 11219, Olympia, WA, 98508. P.O. Box 11219, Olympia, WA 98508. 360-786-0989 or 800-443-6060. www.bicyclesadventures.com or 360-786-0989.
- Oct 25-30: California Vineyards. Healdsburg, CA. For women over 50, a 6 day tour from the vineyards of Sonoma and Napa Valleys to the breakers at Bodega Bay on the Pacific coast. Trip price of \$1190 includes 5 nights lodging, 3 dinners, lunches and 5 breakfasts. Full van support. 231 miles. Woman Tours, Box 931, Driggs, ID, 83422. 800-247-1444 or 800-247-1444.
- Nov 7-12: 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. Bob Clark, Bicycle Adventures, P.O. Box 11219, Olympia, WA, 98508. P.O. Box 11219, Olympia, WA 98508. 360-786-0989 or 800-443-6060. www.bicyclesadventures.com or 360-786-0989.
- Nov 21-28: Hawaii Tour. Hilo, Hawaii. 6 & 8 day tours available. Cycling highlights: Kilauaea Crater rim ride; 30 mile descent down Mauna Loa Volcano; Kona Coast; Ironman bicycle route. Designated: Beginner to advanced. Free brochure available. Bob Clark, Bicycle Adventures, P.O. Box 11219, Olympia, WA, 98508. P.O. Box 11219, Olympia, WA 98508. 360-786-0989 or 800-443-6060. www.bicyclesadventures.com or 360-786-0989.
- Dec 5-12: Hawaii Tour. Hilo, Hawaii. 6 & 8 day tours available. Cycling highlights: Kilauaea Crater rim ride; 30 miles descent down Mauna Loa Volcano; Kona Coast; Ironman bicycle route. Designated: Beginner to advanced. Free brochure available. Bob Clark, Bicycle Adventures, P.O. Box 11219, Olympia, WA, 98508. P.O. Box 11219, Olympia, WA 98508. 360-786-0989 or 800-443-6060. www.bicyclesadventures.com or 360-786-0989.



ATHLETIC MEDICINE

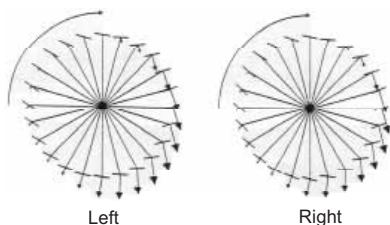
To Spin or Not to Spin... That is the Question.

ERIK MOEN PT, CSCS

Pedal cadence inevitably comes up in bicycle-talk. What's too fast, what's too slow? Ninety revolutions per minute (rpm) always keeps coming up as an accepted goal. Why 90rpm? An acquaintance of mine was attempting to ride at the traditionally accepted 90rpm and found it very difficult. "How can anyone do that? Why should anyone do that?" Chris Boardman, in setting the Hour Record, pedaled at least 140rpm for the entire event. That is a significantly higher number than 90rpm. The average person I observe on Seattle's Burke-Gilman Trail pedals a lot slower than 90rpm. Why does that occur? How does this all tie into Sports Medicine? Well,...it's all very simple. A summarization of three scientific papers (*) will help shed light on the cadence issue.

Economy of Pedaling

A study analyzed pedal rpm versus percentage of VO2Max at given workloads. They found that cyclists pedaling a slower cadence (to a point) for a given workload operated at a lesser percentage of their VO2Max. This means that there is a lesser aerobic demand for a given workload by pedaling slower. This may be why we see people wanting to pedal at a slow rate.



Left

Right

Selection of Pedal Cadence, Trained vs Untrained Cyclists

A second study analyzed selection of pedaling cadence in trained cyclists, trained runners, and an untrained group. Each group was to perform a ride at a given level of resistance. The untrained group selected lower cadences to accomplish these tasks at the different levels of resistance. Both the trained cyclists and the trained runners chose significantly higher pedaling cadences consistently. The cyclists chose slightly higher cadences than the runners. Both trained groups chose cadences near 90 rpm to complete different levels of resistance.

Joint Moments

A biomechanist and his lab did computational modeling of the lower extremity during the pedaling of a bicycle. They found a significant decrease in joint moments in the pedaling range of 90-105rpm. Joint moments speak to how much compression and shear a joint (such as a knee, hip, or ankle) experiences during a pedal revolution. This fact alone may be why trained cyclists naturally select higher cadences. A sort of self preservation. Some may consider this almost Darwinian.

Positive Implications for the Cyclist

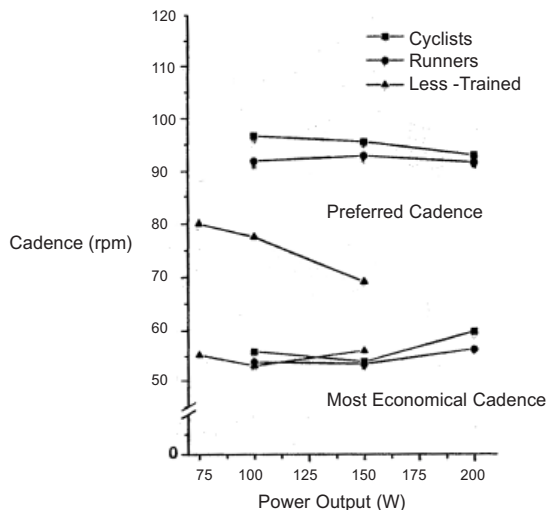
1. Pedaling at a higher cadence demands a higher level of aerobic fitness. This is not a bad thing. I assume that is why you are on your bike in the first place.
2. Pedaling at higher cadences creates lower joint moments. This leads to longer life of your joints. This is a good thing.
3. Pedaling at higher cadences requires neuro-muscular adaptation. This means practice, which means you have to go ride your bike. Oh well....
4. Pedaling at higher cadences allows for quicker alteration of speed. This may mean the margin you narrowly miss with a motorist who has run a traffic signal. This may mean you are able to outrun that killer

poodle.

Selection of cadence is a personal thing. No two people should have to pedal at the same rate. Pedaling at higher cadences takes skill and aerobic fitness. I think it is well worth learning for several reasons.

A word of warning, pedaling at higher cadences could potentially increase the chance of overuse injury for those with improperly fit equipment. Take the opportunity to ensure that your equipment is properly fitted prior to any changes in training.

(*) If you would like references to these papers, please call, mail, or email your request to Erik Moen PT, CSCS Lynnwood Physiotherapy Associates, 6101 200th St SW, Ste 208, Lynnwood, WA 98036. Phone 425-775-0642, FAX 425-775-0579, or email PT479@juno.com



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OPINION

"Cafes" from page 1

RIDE fat tires, at least 24mm wide.

Skinny tires are a trick, a way for bike manufacturers to make their new road bikes look "fast." Narrow, 19mm tires may look speedy, but they are in every way inferior to fatter ones in use.

Skinny tires provide a smaller envelope of air between rim and road. They don't protect your rims as well as fat tires do. When you flat, you have to struggle to stuff the new or patched tube into a narrow tire casing.

Worst, skinny tires promote frequent, obnoxious compression ("snakebite") flats. Happens like this. Something on the road whacks the wheel. Could be a rock or pothole or a sharp pavement edge. If you're lucky you don't dent your rim and trash it. You do get an instant flat tire.

When you get your inner tube out, you see the two close-together holes that give that kind of puncture its name. Fat tires nearly eliminate those flats. You can get one on wide tires but you have to work at it.

If you weigh more than 160 say, or you're a new rider and tend to hit stuff in the road, please ride fat tires. They don't cost more. There's no performance difference you can sense, no difference I've ever seen quantified in ads. They may even roll better.

Fat tires do a better job doing what tires do. They grip the road better and follow its contours better, "handle" better. They absorb more shock, lessening the beating your hands and body take from the road.

Don't believe me? Notice the savvy old-timers in your club or on your weekend rides. Check out their tires. Fat, eh?

PUMP your tires often. Use a floor pump, NOT your frame pump, especially if it's a mini-pump. I pump my tires maybe twice or three times a week, my buddy

Tim pumps his before every ride.

He weighs 175 and uses 120 psi in both tires. I weigh a feathery 160 and use 100 front, 110 rear. Exact pressure isn't as important as consistent pressure. If you ride with low pressure you will get snakebite flats even if you use wide tires.

MEET for rides at a cafe, not at someone's home. EVERYone wants the ride to meet at HIS home, duh, but ancient wisdom suggests a coffee shop.

If you get to the cafe on time or five minutes early and none of your riding buddies do likewise, you can sip your capp and watch the locals at play. Some locals may be cute. Time will pass effortlessly, even pleasantly.

If you meet at the corner of Lonely Street and SportUte Highway, and you get there on time or five minutes early, time will not pass pleasantly.

You will stand there in your cycling shoes grinding your teeth for a geologic age. Time will stop. You will become sad, then depressed, then suicidal.

You will reflect on the meaninglessness of your brief life and the eternity you will spend in the grave. THAT eternity will not seem as long as the eternity you are spending waiting for your buddies.

By the time they appear (last-minute phonecall, doncha know) you will loathe the sight of them, inconsiderate creep lowlifes. Your ride is ruined, your day is ruined, your life is white ash blowing away in the morning breeze.

Meet at cafes.

REST. If you work hard, work out hard, and ride hard, you will feel virtuous. You will get fit and ride better for a while. You will think you are having fun.

Then your body will begin to complain. It should complain: You beat it up every day and nearly never give it a break. Your relentless house-of-cards fitness program will fall apart. It will take you weeks or months to recover.

You will no longer be having fun.

Here's the truth. Your body will get stronger and more efficient ONLY if you rest.

You're thinking: This warning is for other folks, not you. You're far from oversteering your body.

You don't work out nearly as hard as that guy you see on the leg-press machine, nor do you ride as many miles as what's-his-name, Bruce, who's training for Boston-



Montreal-Boston. You don't swim as many laps as Robin, who's going to Hawaii. Jeez, she's skinny.

They're real athletes. You're just a part-timer.

But you work full-time. You've a spouse or significant other. You have other stresses, other responsibilities. You're not a pro athlete fresh out of school, life light on your shoulders, nothing to think about or do but your sport. Call mom and dad every week.

Lighten up. Take days off. Ride easy, spin low gears a couple times a week.

Sleep as much as you can. Don't ride if you don't feel like it.

AFTER rides, get out of your cycling shorts and into the shower, and try to eat something. I'm telling you these things partly as a reminder to myself to do them. I'm terrible at both.

Because I'm terrible at the one, I get occasional saddlesores, pimples on my bottom where my legs join my butt. They don't turn awful, but they are a nuisance. I get 'em if I violate the first rule in the last paragraph. Don't sit around in your cycling shorts after the ride. Even if I do.

This post-ride food explanation is gonna be real scientific: Try to follow it. Ready? Always eat something in the hour right after your ride. That way you'll replenish the glycine or gasoline in your bloodstream or spleen or whatever.

If you do that, eat right after rides, you'll recover better and sooner and be able to do another brutal mega-miler tomorrow like that guy Bruce is doing. Faster, maybe.

Don't forget the sunscreen.

Oops, this is for The Bicycle Paper up in the Pacific Northwest. Forget the sunscreen. Remember the rest though.

CLASSIFIEDS

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Davidson Discovery Tandem with Phil Wood hubs and bottom bracket, rear rack, fenders. Excellent condition \$1500. Call (425) 745-9755.

Santana Ciliantru Mountain Tandem - \$1750, also **Burley Piccolo Trail-a-Bike** - \$275. Bob (425)868-5774.

Rodriguez Stellar womans 49cm, 21speed ShimanoRSX components, Terry Liberator Saddle, custom designed, hardly used, extras \$930. (206) 439-0449 or judew@deviod.net.

Publishing Help Wanted Seattle Publishing needs an additional sales representative on a part-time to full time basis. Applicants need to have good phone skills, and to be detail-oriented while handling multiple projects. They should also be computer literate, and have an upbeat attitude. Company provides full-service publishing for print and internet projects. Call Paul Clark at 425-355-9322. Send resume and cover letter, Attention Personnel, Seattle Publishing, 12420 Gibson Road, Everett, WA 98204 or email to paul@seattlepub.com.

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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

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

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 is your name and address?

name

street

city/state/zip

phone

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

Clothing:

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

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

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?

0 1-3 3-6 7+

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

Yes, recently Yes No

Thank You!