

Bicycle Paper

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the great bicycle conspiracy

Volume 1, Number 1

April, 1972

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THE GREAT BICYCLE CONSPIRACY is born!

What's it all about?

We must confess! We have conspired, many of us together have conspired to bring about the perfect happening. And the conspiracy has been successful . . . almost all the happy people are becoming happier . . . the bicycle is back to stay!

The Conspiracy began, as all good conspiracies probably begin, not as a full grown conspiracy, but rather as an unsteady little pedaler with nearly as much lateral, as forward, momentum. But swayingly underway, our legs got stronger, our balance better, and now we're out in the open and really pedaling to all sorts of sunny, exciting places.

The Great Bicycle Conspiracy is uproariously successful (look around at all the bikes) and yet we're still conspiring. With you! To have fun. To get together. To pass the sunshine around.

One conspiratorial thought concerns bicycle touring. We'd love to talk to you, and hear from you, about bike trips. All sorts of bike trips . . . long or short, far-away or close by, bold or easy, old or recent, and of course just plain fun trips.

Another project we'd like to talk about is bicycle camping. We think we can really get together on this one. Let's talk about camping equipment . . . fancy and homemade. And where to go and stay.

Bicycle racing? A little teamwork in this area will ease the headwinds. We can probably conspire about getting in shape, keeping in shape, and maybe prevent our getting bent out of shape.

Here's a really conniving sort of thought. What do you know about legislation that affects bicycling? That affects our bikeways? And what's happening elsewhere that makes riding more enjoyable . . . and safer. Maybe we can talk to some fellow conspirators about trails for bikes, and cleaner air.

Let's put our heads together and figure out how to make that old bike roll. Bicycle maintenance is the subject. If we get a longer

wrench, and a bigger hammer, and then all cuss and push . . .

New equipment? Where is it? What is it? How can we get it? Is it any good? We can certainly stand some discussion from the floor, and the experts, on those topics.

The Great Bicycle Conspiracy is undoubtedly going to keep growing with all these things to bring us together. And we've got other things . . . like calendars for all the area's club events including tours, races and activities.

The Conspiracy is an open kind of conspiracy. It's not in a smoke filled room. It's outside and it's very warm and friendly. And it needs all of you to help!



OUR STAFF: Every kid who ever loved his bike.

Anniversary Edition

BY CLAIRE BONIN

It first started as the Great Bicycle Conspiracy, which evolved into the Bicycle Paper. For 30 years it has been and continues to be the voice of Northwest cycling.

To celebrate this 30th year anniversary, the Bicycle Paper staff has decided to look back at the major issues and events that have shaped the face of cycling in Washington, Oregon and British Columbia. The idea is great, the concept is simple, but the execution proved to be quite a challenge for our crew.

How can you make sure you do not forget an important feature? How can you summarize 30 years of cycling coverage in a single issue?

See "Anniversary Edition" on Page 4

Some Early Season Guiding Principles

BY MICHAEL PETTY

As racing season begins, I wanted to talk about some basic training principles, which I hope will help most cyclists meet their riding goals. The guidelines hold true for folks who are just getting into cycling or those targeting a specific ride later in the year. The following are qualities that will be helpful in creating a safe and rewarding riding season.

Restful: This probably sounds strange when talking about training, but many recreational

See "Guiding Principles" on Page 12

Odyssey World Cycling Tours is Around the Bend in 2003

BY JESSICA BLAIR

Most people know how hassling organizing an extended vacation can be. Sometimes just getting the kids in the car for a weekend getaway is an ordeal. Well, imagine getting 125 bigger kids (and their bikes) in a much bigger car donning two enormous steel wings and then cycling 16,000 miles through 41 countries all over the world. Tim Kneeland & Associates (TK&A) is planning

See "Odyssey" on Page 14



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"Anniversary Edition" from page 1

We soon realized that the task was monumental, and discerned that we could not do it all. So we chose to cover five major topics in this issue, as well as carry monthly "other" topics over the entire season that we could not include in this anniversary issue.

So, we decided to cover Advocacy and had to leave out Commuting. We elected to cover Events and Competitions, as they represent a major part of our coverage and development of the sport. This forced us to postpone the coverage on the Northwest's great cyclists. Finally, we opted to go with the Clubs and the Bike Shops that have been around for as long as, if not longer than we.

We selected events and articles from thousands. Since the process of gathering articles is subjective, no one person would do it the same. The hardest part was ending the search.

The Bicycle Paper staff hopes you will appreciate this review of the past, and the memories we've conjured up for those of you who have been around for a while. As for our new readers, we trust that you will find this issue educational, as well as entertaining.



Legislation

The progression of the cyclist movement for roadway access

Early bikeway advocates concentrated mostly on promoting awareness in the legislature about the need of bikeways. Equality was the topic of advocates' angst and seemed to be always heavy in the cyclist's heart. They sought equal opportunities to use the roadways that were monopolized by motorists. They encouraged education, traffic law enforcement and of course, legislation that would erect road features equalizing the disparate usage of the streets.

August 1974: Bikeway lost due to apathy

The bikeway movement in the State of Washington suffered a setback of sorts in early July, when plans to widen Lake City Way from Seattle to Bothell were released. The work, designed and planned by the State Highway Department, was to include a bicycle route which was hastily added by the City of Seattle to alleviate one of the most dangerous riding routes in the area.

Meetings between highway officials, Seattle traffic designers, and the Lake City Community Club revealed a strong anti-bikeway attitude on the part of the Lake City businesses and citizens. Shop owners, feeling that the removal of parking would hurt their businesses, took an extremely negative approach to the bikeway in question. Some citizens felt that even with a bikeway, the Lake City Way route would be too dangerous. A "No bikes on Lake City Way" campaign was mounted by Lake City used car dealer, Tony Del Mastro.

The bikeway will not be built when the state widens Lake City Way, as a result of the negative attitude of the area concerned and the failure of cyclists to speak out for the needs of the bikeway.

April 1978: L.A.W. approves new bikeways platform

Palatine, Ill. — February 16 — The Board of Directors of the League of American Wheelmen acted to approve a new bikeways platform as recommended by its Facilities Committee and Committee Chairman Hal Munn, Alhambra, California.

The platform reads:

1. The L.A.W. believes that the bicycle is a roadway vehicle and is entitled to share public streets, roads, and highways with motorized traffic.

2. The L.A.W. believes the key to solving traffic safety problems is by the education of roadway users, and by



In Olympia, Gov. Dan Evans and State Sen. Pete Francis enthusiastically discuss the successful passage of a new bikeways bill.

Bikeways bill passes in Olympia!

Good news for bicyclists in Washington state! The state legislature has passed a bill providing for the development of bikeways!

The bill which passed was a floor re-write of a more elaborate plan, but the results are this: No less than 1/2 of 1% of motor vehicle funds (i.e., gasoline taxes) is released for the purpose of developing and maintaining bikeways within the highway rights of way. The State Department of Highways is designated to be responsible for planning and coordination of these bikeways. In some cases, cities and/or counties have the option to allow funds to accumulate before embarking on a building program. It is still too early to report any

immediate results. But in any event, routing will be starting in the months ahead! Our thanks to the many clubs and individuals who worked hard to obtain passage of the bill!

G.B.C. talked with State Senator Pete Francis, major proponent of the bill. Sen. Francis enthusiastically predicts that "... by 1975, the quality of life will be visibly different for the people of the State of Washington. I can foresee the day when people can ride bikes in cities and on highways without having to compete with cars and trucks."

Be sure to watch G.B.C. for news about upcoming legislation that affects biking.

improving the driving skills, riding proficiency and hazard awareness of motorists, bicyclists, and pedestrians. Strict and impartial enforcement of traffic laws is necessary.

3. The L.A.W. believes that conventional, standardized roadway improvements such as adequate lane and shoulder widths, smooth pavements, edge stripping, bicycle-responsive traffic signals, wheelproof drainage features, and frequent maintenance is the safest and most cost effective way to meet the needs of bicyclists and motorists. In some cases, bike lanes striped on roadways of adequate width may be helpful additions to other roadway improvements.

4. The L.A.W. supports the development of well-engineered and maintained separate bicycle path facilities in suitable locations. Separate paths are recommended where no safe and convenient public roadway exists; or to bypass barriers; as trails through scenic recreational and park regions; to enhance commuter and utilitarian trips in urban areas; or to avoid corridors of high congestion and poor air quality.

5. The L.A.W. opposes any bikeway development, plan, or policy which would deny bicyclists the full use of a public street, road, or highway.

In approving this platform, League President Jim Kehew, Camp Hill, Pennsylvania, indicated that this important statement represents the League's current position on bikeways.

The League of American Wheelmen is the nation's largest organization of bicyclists, serving nearly 12,000 activists in all 50 states.

May 1982: New bicycle bill passes legislature; Most Washington State freeway shoulders now open to bicycles

BY BOB BERGSTROM

Thanks to a battle fought on two fronts, the shoulders of most Washington State freeways are now open to cyclists.

With the March passage of Senate Bill 4460 through the Washington State Legislature, and an administrative action by the Washington State Department of Transportation (WSDOT), Washington

joins Oregon, Idaho, Montana, Utah, Nevada, California, and Arizona in allowing bicycle travel on most freeway shoulders. This action reverses a long held belief that bicycles on the shoulders of limited access highways are dangerous.

In the early 1960's, the highway lobby promoted the notion that bicyclists, like cattle and wild game, had no place on freeways. As more and more highways were reconstructed and upgraded to safer "freeway" and "limited access" status, cyclists were pushed off onto narrow secondary roads. For example, the newly built 80-foot wide shoulders on the Snoqualmie Pass Highway (Interstate 90) were closed to cyclists, and riders had to use the much more dangerous route over Stevens Pass (US 2).

Oregon led the nation by opening their freeway shoulders in the early 70's. Since then, no serious bicycling accidents have been reported. The positive Oregon experience prompted the Bicycle Action Committee of Cascade Bicycle Club into action. A lobbying effort was begun to change Washington policy.

The goal was never to open all freeways. Freeway shoulders in congested urban areas are unfit for cycling traffic; of that, everyone agreed.

In the fall of 1980, the B.A.C. met with other local bicycle clubs, and a coalition was formed to support Senate Bill 4339 in the Washington State Legislature. While the bill was well received by legislatures, time worked against the measure. The legislature got involved with the state's deepening financial crisis, and the bill died.

The next year, the battle was carried to front number two, the Washington State Transportation Commission. A lobbying effort was put together by Carl Gorski of Olympia, Bob Duffy of Bremerton, and T. Wilson of Seattle. Late in 1981, after a series of hearings, Commission secretary Dwayne Berentson agreed on a radical new policy: the freeway shoulders would all be open, except where safety considerations required closures.

(A revised) bill was passed and signed into law by Governor Spellman in March of this year.

Its major component was to establish in law the right of cyclist to use the freeway

shoulders, except in urban areas, and where other safety problems exist. But it did more: it widened the legal definition of bicycles to include folding bikes and adult tricycles, allowed bicycles to make left turns in left turn lanes, clarified bicycle operations on one-way roads by allowing bicycles to make left turns from the left side of the road, repealed the rule which required bicyclists to use an off-road path if one exists, and allowed cyclists to signal turns with either hand.

The two pronged attack had been successful. Washington's new bicycle law, together with the new Department of Transportation freeway policy is a great step forward in making bicycles an accepted form of transportation in the Pacific Northwest.

June 1982 Commentary. Cyclists have the right to use the roads; now let's remember our responsibilities

BY DAVE SHAW -

Climaxing several years hard work by cyclists around the state, SB 4460 was passed by the Washington legislature and signed into law by Governor Spellman this spring. The new law explicitly recognizes bicycles as vehicles and acknowledges that bicycles have a right to a place on the road. While the satisfaction of that victory is still warm, I want to suggest that we remember the responsibilities incurred when our rights were confirmed by the legislature.

We can hardly claim an equal place in traffic unless we agree to play by the same rules as everyone else around us. Traffic is a hectic situation, with potential conflicts literally at every turn. Traffic laws sort out the problem of who has rights to which space, at what time. By operating within the traffic code, moving with the flow of traffic, signaling turns, and stopping at traffic

signals, you communicate to other vehicle operators what you're going to do and where you're going to be. If motorists know where you are, they're less likely to hit you.

Most importantly, you communicate to other drivers that you know what you're doing and you're willing to grant everyone around you the same rights you demand yourself. That's the best way I know to guarantee yourself a place on the road; not just in the law, but in fact, every time you turn a crank.

It's important to recognize that the obligation to ride predictably affects each individual cyclist. Ten bicyclists can not be defined as one vehicle just because they are on the way to the same bakery. In a group, traffic skills tend to be forgotten in the glow of the social occasion or the hurry to keep pace. A stop sign is still an obligation for each rider to stop and yield. Being in a crowd doesn't bestow any special rights; we're still each one rider, one vehicle.

In spite of your best efforts to ride well, occasionally a motorist will drive a little too close for comfort. A near-miss incident with an automobile leaves a feeling of anger toward all motorists that lingers for days. It's possible you will ride more aggressively for the next few days.

Most people aren't really antagonistic toward cyclists. They just aren't accustomed to bicycles in traffic and don't know what to do.

It would be more useful to educate rather than retaliate. Start programs in your club to talk to non-cyclist groups, such as community councils and parent-teacher groups. Support the inclusion of cycling information in driver education material. These programs need to stress that cyclists expect to be treated like any other vehicle in traffic, for example passing with adequate clearance. This type of program, together with efforts to improve riding and traffic skills by every cyclist, will make the traffic environment more comfortable.

Cyclists and motorists can share the same streets without interference, if we respect everyone's right to be there. We as cyclists have just had our rights confirmed by the legislature. Let's accept the responsibilities as well.

July 1995. Study examines bicyclists' rights to use roads

Victoria, BC—A new study released by the Victoria Transport Policy Institute has found that bicyclists pay more road costs per mile traveled than automobile users.



Note:

Most articles selected for the 30th anniversary issue of Bicycle Paper do not appear in full; however, the sections used have been reproduced as originally printed.



Guest Columnist Dave Shaw



ILLUSTRATION BY NORMAN PITT TROSON

Competitions/ Races

The competitive cyclist's channel for pushing the limits is the bicycle race. It is the means toward self-improvement and the source of the winner's pride. It is the event that recurs often annually and is constantly in motion, beckoning racers to return and set new records and win not just trophies, but spectators' cheers.

Redmond Derby (1940)

September/October 1973.

Redmond Derby wows crowd

Bicyclists' extravaganza! The Redmond Derby brings out more than probably any other individual event in the Northwest each year. And the 1973 version proved no exception to the rule.

Parades for young bicyclists with gaily decorated bikes; several races for younger riders on single and multi-speed bikes, and an A.B.L.A. road race held spectator interest throughout Saturday, August 18.

August 1976. Redmond Derby to be 'bigger than ever'

Redmond, Washington, the little hamlet northeast of Seattle that unabashedly calls itself "the bicycle capital of the northwest," will host the 34th annual International Amateur Bicycle Derby, August 13-15.

August 1983. Doug Graham wins Oly Beer Redmond Derby

BY BARCLAY KRUSE

Hot riders, hot times: Seattle's Doug Graham, of the Puget Sound-Olympia Beer Redmond Derby beer team, was the surprise winner of the Olympia Beer Redmond Derby Criterium, July 23.

July 1987. Redmond Derby returns to yesteryear

BY KAREN B. FREE

Imagine the little town of Mayberry R.F.D. with Pa, Opie and Barney sitting on Aunt Bea's huge veranda, fanning their faces from the summer heat and swatting at an occasional fly. There's not much to do in Mayberry on a hot summer afternoon except maybe plunk a nice blade of green grass between your teeth and shoot the breeze.

Mayberry was "Midville USA." A place where country folk gathered after church each Sunday to share the week's news and usually sit down to a potluck meal.

Now take Redmond, Wash., circa late 1930s. People in this small eastside community located across Lake Washington from Seattle, were Mayberry clones. Content, just happy to be. And then in 1939,

the local high school needed football jerseys. Like a conscientious civic-minded community, a small group of citizens put their heads together to decide on a fund-raiser.

The result? Well, a bicycle race. What a great idea to have their kids compete in a 20-plus mile bicycle race around Lake Sammamish. The idea proved to be a giant hit as the Redmond Derby has gone on to become the nation's longest-running bicycle race.

A purse of \$15 that first year went to the winner. Because much of the race involved unpaved country roads, many entrants never finished. Several even got lost while others accepted tows from passing cars and local farmers in order to finish.

August 1992. Redmond Derby & Washington State Games Criterium (July 18, 1992)

Redmond, WA—This year's edition of the Redmond Derby took place on a 1/3 mile, flat, four-corner course. Riders soon realized that the short straights would mean a difficult chase for a large field. This realization led to aggressive time trial minded tactics.

August 1994. Redmond Derby Days Thomas Kemper Criterium taken by Dahlke

Excellenweather and aggressive riding made for an exciting day of bicycle racing at Thomas Kemper Soda Company Criterium, the 55th edition of the Redmond Derby bicycle race. The races were contested by over 200 of the Northwest's best riders on a flat, fast half-mile circuit in downtown Redmond.

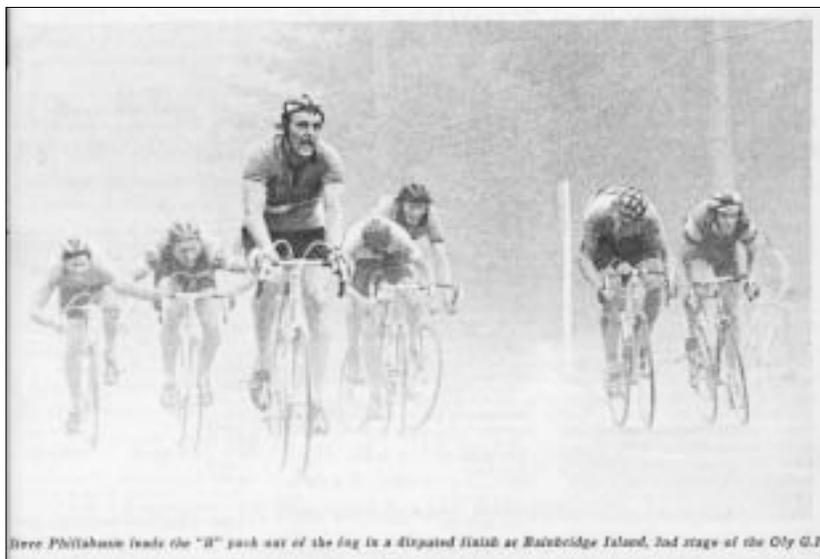
July 1998. Local event promoter raises the level of North America's oldest bicycle race

While the focus has always been on family fun, there is still some very serious racing to be had. The Redmond Chamber of Commerce together with Mead Management Group have made the bicycle race the primary focus of the re-named Redmond Bicycle Derby. The overall prize list has been increased from \$2000 to \$8000.

Volunteer Park (1967)

May 1973. Volunteer Park Criterium

Fast bike changes were the order of the day in Seattle April 8, as A & B



Bern Philabson leads the "B" pack out of the flag in a disputed finish at Rainbridge Island, 2nd stage of the Oly G.P.

class winners Bill Wilde and Doug Sigel switched bikes and still beat their toughest competition in the 6th annual Volunteer Park race.

Canadian Bill Wilde actually switched mounts three times before breaking out front with three other riders in the "A" event. Ron Hamton, George Streadwick, and Brian Keast followed Wilde across the line after thirty miles on the up-and-down course.

April 1980. Volunteer Park makes exciting opening

Some riders love Volunteer Park; others hate it. Most do both, if that's possible. It's one of those rare opportunities bicycle racers have to ride in front of large crowds, and they love that. But, catch them in a candid moment, and they'll confess the race scares the hell out of them. The course is a frightening thing to behold, with its high-speed downhill, rough pavement, and twisting backstretch. But experienced riders know it's not as dangerous as it seems.

May 1988. Goguen outsprints Tettamanti for Volunteer Park win: Canadians continue winning ways in Northwest spring classic

Tradition was upheld at the 21st annual

Wessco Blends Park Criterium, April 9. For the seventh time in the past eight years, the feature race at the Northwest's first traditional big race was won by a British Columbia rider.

May 1988. Last Volunteer Park race?

For 21 years, bicycle racers from Oregon, Washington, British Columbia and Idaho have gathered at Seattle's Volunteer Park in early April to match wheels in a race that has become a certified regional classic.

But this year's race will be the last held in the park, if Seattle Department of Parks and Recreation has their way.

On March 9, Katherine Wright director of this year's race received a letter from Virginia Swanson, director of recreation programs, advising race organizers to look for alternative sites in 1989.

"It is the department's intent to decrease the number of events that close the road in Volunteer Park," the letter read.

May 1989. A Day at the Races: Volunteer Park, 1989.

The location of this year's race was in doubt throughout the winter months. Last spring, the Seattle Parks and Recreation Department informed race organizers that the 1988 race would be the last held at



Bill Wilde wins again!

Photo by Gordon Coale

Volunteer Park. Acting parks director Bud Girtch directed the race committee to investigate alternate race sites in Seattle Parks.

The directive reflected a new Park Department policy phasing special events out of Volunteer Park, due to increasing impact on the park's environment.

This year's race director Catherine Field, together with sponsor Fred Westergaard, appealed the directive, citing the long history and tradition of the Volunteer Park race. They also cited admissions by parks staff that the annual race caused little or no environmental damage to gardens and lawns.

May 1992. Volunteer Park becomes Jaba's banquet

Contested under relentless cold rain and thunder, this edition of Seattle's oldest bike race would witness a storm in the form of one rider. Possessing the chiseled demeanor of Clark Kent, Paul Dahlke's pre-race mood gave no clues of what was to come.

Dahlke made contact with the back of the pack with several laps remaining in the race. The Jaba beast did not hesitate as he went to the front of the pack to set up for the finish.

May 1994. Gregg's Volunteer Park Criterium

BY ERIC ZUELOW

The 1994 Northwest racing season officially got underway on April 2 with the Volunteer Park Criterium.

The Category 1/2 Pro men's race was marked by the repeated attacks of the Olympic Sports/Tough team.

Almost immediately after the start, Paul Dahlke (Olympic Sports/Tough) set the stage for the aggressive racing that was to be the order of the day.

Joe Matava Memorial Race (1976)

May 1975. Did bridge conditions kill Joe Matava?

16-year-old Joe Matava died March 25 when he fell from his bicycle off the narrow bike/pedestrian path on the north side of East Channel Bridge. Joe apparently fell because debris on the sidewalk fouled his wheel causing him to lose control and spill into the adjacent 50 m.p.h. traffic.

May 1976. Keast wins Matava trophy

The traveling trophy, in memory of the junior Wheelsport rider who was killed during training last year, is an impressive coveted symbol for up and coming Northwest riders.

April 7 2001. 25th Annual Joe Matava Memorial Classic Criterium & Washington State Junior Criterium Championship

Tour de Willamette, Portland, Oregon (1979)

June 2000. Battle of the Bikes: The Tour of Willamette Stage Race

The best professional cyclists in America ventured to Eugene, Oregon, on April 11, 2000 in search of the most exciting Euro road races North America has to offer: the Tour of Willamette.

Ore-Ida/ HP Women's Challenge (1983)

June 1991. Rebel Rabdau: Top women race in Idaho

BY JOHN PRATT

Jim Rabdau isn't just spitting in the eye of the tiger; he's doing it with aplomb, including a wad of good-ole-boy chaw just for good measure.

As race director for the Ore-Ida Women's Challenge, he's going toe to toe with the Federation Internationale Amateur Cyclisme (FIAC), the international governing board of amateur cycling.

Now in its eighth year, Ore-Ida has repeatedly gone against the grain by ignoring FIAC rules on length of women's races. Last year's race, a 19-day juggernaut broke every rule in the books, and the '91 edition promises to do the same.

By having "excessive stage lengths, excessive climbing, excessive number of stages," etc., the FIAC has repeatedly refused to include the race on the international calendar, or consider it for World Cup status. This has made it politically incorrect for many European national teams to attend, even though Rabdau has courted them yearly. But the "stormin' Norman" of women's cycling has staunchly refused to water down the race for the sake of politics.

As for the FIAC's position, one only has to look back to the late Jacques Anquetil, five-time Tour de France winner. He once stated that women shouldn't be involved in the sport because there was too much "pain and suffering" in bike racing. Old values die hard.

It may seem risky to take such a stand, but the outspoken Idaho native feels the race is in the perfect position to effect a change in women's cycling.

Fall 2000. HP Extends Sponsorship of HP LaserJet Women's Challenge Cycling Race

Hewlett-Packard Company and Women's Challenge, Inc. today announced an agreement extending HP's title sponsorship



of North America's toughest cycling race through 2002. The HP LaserJet Women's Challenge, which attracts more than 120 of the world's best road cyclists, will continue to run annually in the second and third weeks of June through Idaho's rugged terrain.

The HP LaserJet Women's Challenge is generally considered the women's version of the legendary Tour de France, with riders competing for individual and team prizes worth a total of \$125,000, the richest purse in North American cycling regardless of gender. Now in its 18th year, the Women's Challenge ranks as one of the world's best races for the caliber of the field and the demanding nature of the courses.

State/National Championships

From state championships to national series championships to Olympic trials—the Northwest hosted all. Look for more on these races in subsequent issues.

Velodrome Racing

May 1987. Alpenrose tracks undergo facelift (1967)

Alpenrose, constructed hurriedly in 30 days time after Portland was awarded the bid for the 1967 National Track Championships, has never had a complete facelift, although the track has been repainted. Large sections of the track are expected to be torn up and repaired, and an all-weather retardant will be

applied to the entire track to prevent water seepage.

July 1992. The Marymoor Epic (1975)

The Marymoor Velodrome officially opened for racing in the spring of 1975. Built with funds generated from the Forward Thrust park bonds, the bill for the first stage of Marymoor Velodrome construction came in at a bargain-basement price of \$176,000. The original track lacked a railing, lights, judges' stand, or even a paved parking lot. The railing was finished in 1976, followed by the landscaped parking lot in 1977. The Velodrome's lighting system came next, in 1979. Finally, in 1986, the aging track apron was torn up and replaced with a brand new asphalt apron.

March 1992. Vancouver prepares for velodrome opening this fall (Burnaby, B.C.) (1997)

The track will be 200 meters long with a wood surface, 14-foot walls and will cost \$1.5 million to complete. Named after a famous sprinter of 25 years ago, the Harry Jerome Sports Center is described as "unique to Western Canada."

March 2001. Juan de Fuca Velodrome (Victoria, B.C.)

The Juan de Fuca Velodrome went under construction in 1993 and opened for racing in 1994. It hosted the 1994 Commonwealth Games and World Cup in 1998.



Note: Many great events, lots of coverage! The events we selected are, in our opinion, events that have shaped road racing by promoting junior development and advancing women's cycling. Some are simply "legendary." We could not do this without talking about track racing; however, we could not do it justice, so look for full track coverage in an upcoming issue.

Events/Tours

Decades later some of the Northwest's most popular events are winning thousands of riders

Bicycling events are an integral part of the cycling community today. Yet it was not always so. The prevalence of cycling events broadens just as the love of the sport. The numbers of tours and riders continually increases, as these events draw people from around the region and beyond in celebration of fitness, fellowship and fun.

STP (1979)

Seattle to Portland: "A major challenge to all"

On Saturday, June 30, cyclists from the Northwest will make history as they ride up to the Portland city hall. They will have completed an event that is unique among cycling activities, the Seattle to Portland ride.

SEATTLE TO PORTLAND is a time trial. It is a bicyclists' marathon. It is a pleasant ride through some of the nicest terrain on the west coast. It is a major bicycling challenge for all comers at all levels of ability.

The Seattle to Portland ride came into being as an attempt to answer some very specific needs within the bicycling community. There was the need for an event of sufficient appeal that it could capture public attention on a large scale. Bicycling organizations spend a good deal of money and effort in trying to broadcast the fact that the bicycle is an efficient machine. The Seattle to Portland ride will give bicyclists access to public attention while they are doing the thing they do best: riding bicycles.

There was need for an event that would bring the entire cycling community together in a common effort. The Seattle to Portland ride will do that by providing a competitive time trial for racing cyclists at the same time that it provides a challenging double century for non-competitive riders. The ride also provides an opportunity for unifying the bicycling community geographically, for, quite literally, spanning the gap between Seattle and Portland.

Finally, there was need for a major challenging event. For years, bicyclists have been treated to centuries, club rides, overnight outings, and races. SEATTLE TO PORTLAND combines the best features of all these activities and introduces bicyclists to the serious physical challenge of an endurance event.



Most who started the classic did finish. Some were stopped by equipment, others by lack of heavy weather clothing. A few were felled by our arch villain, slippery railroad tracks. All of us are now planning our strategy of "THE RIDE" next year.

July 1980. Seattle-to-Portland ride blown away this year by Mount St. Helens

BY PAUL BOYER

The Seattle to Portland ride came out second best in a showdown with Mount St. Helens this year. The organizers have decided to let discretion be the better part of valor and have cancelled the event for 1980.

The first eruption of the volcano on May 18 sent most of the problems east. The ashfall—a virtual unknown as far as its effect on the bicyclist and his machine—didn't even touch the areas of the Seattle to Portland route. The only problem as far as the ride planners were concerned was the possibility of flooding that could destroy roads and bridges in the Castle Rock area.

The second eruption shed new light on the topic, just as it shed a fair amount of volcanic ash over more than half of the Seattle to Portland route. Within three days of that second eruption the organizing committee met and decided to search for alternatives.

The obvious problem was the volcanic ash. Nobody could predict the effects that the substance might have on the riders and it seemed unwise to expose cyclists to possible health problems.

Finally, there is a question to which nobody seems to have an answer: What next? Will the mountain blow again? If so, will it be kind enough to wait until after July 1?

And so, two strikes down, the Seattle to Portland organizers decided to withdraw for 1980, and avoid the consequences that another blast from the mountain could provide. It's only temporary. There will (Is the mountain listening?) be a Seattle

ocean races, and mountaineers, the challenges of the big Himalayan peaks. For cyclists, there's S.T.P. The 192-mile Seattle to Portland ride has, since its inception in 1979, become an American classic.

It's an appeal that over 1,000 riders from all over the Western U.S. were unable to resist.

March 1990. STP's oldest rider, George Lindberg, reflects on 80 years of bicycling

BY MICHAEL ABRAHAM

I swear it was purely coincidental. It just so happened the day I called George Lindberg to arrange this interview was his birthday. His 87th, in fact. When this man says he's been cycling since way before you were born, very few can dispute him.

Let that enormity of years sink in for a moment. George was riding his bicycle across the windblown plains of Oklahoma when our doughboys went off to fight the Great War. He was riding back when the Titanic sunk to the depths of the ice-water Atlantic. In fact, he was a toddler when a couple of bicycle shop owners from the Midwest took their winged flying machine into the skies over the dunes of North Carolina.

George is somewhat of a Northwest cult hero for his exploits. Famous for standing on his head in front of large groups of people (done at an STP banquet a few years ago), reciting folksy, hand-written poems, and wearing a massive orange overcoat while riding, at 87 he is still as polite as an English butler and as fit as a youngster.

B.P.: [Y]ou've done a lot of really hard rides!

Lindberg: I've done STP four times! I did my first hundred miler just to do it. I rode to Marymoor, to Issaquah, then back and forth a time or two to Bothell, then around to Madrona to Leschi, then back, then around Green Lake, all just to add up to 100! I was 79 then. I thought that was really nice.

B.P.: George, are you going to quit cycling sometime?

Lindberg: No, I'm not. You should have asked me, "When are you going to stop standing on your head?!" I thought I'd stop at 80, but here I am at 87 and I'm still standing on my head. My wife told me a few years ago, "George, quit that or you'll get a stroke." I said, "No, I'm doing this so I won't get a stroke."

I'm 87 years old, I'm still cycling; I still haven't had a stroke. I don't intend to have one.

June 1987. STP mob will steer to safety June 19-20

Paul Zaker, STP coordinator for the popular ride, said that due to several accidents and many of the 5,000 riders not observing safe riding laws along the route last year, the issue of safety has triggered many important changes.

August 1979. Seattle-to-Portland: A "class" event all the way

BY PAUL WILLISON

Long before the white man settled in this region of North America, most long distance travel was done along the river valleys. Recently, an impressive group of "new natives" followed the rivers in a journey that took them between the two principle urban areas of the Northwest—Seattle to Portland. The group was impressive not only because of their size and the adverse weather they faced and the distance they traversed, but because they traveled by bicycle under their own muscle power.

Yet this last month over 100 "normal" citizens pedaled between Seattle and Portland in one or two days. For us, the effort was not to get to Portland. It was rather to what lay between.

to Portland ride in 1981, when the situation should be somewhat more predictable.

June 1982. '82 Seattle to Portland Classic scheduled for June 26

The first STP back in 1979 featured a U.S.C.F. sanctioned time trial category, but the event was dropped because of the complicated logistics needed to patrol the course.

August 1983. 'It was a pleasure' STP is more than an endurance contest; it's a pilgrimage through the forgotten towns of Western Washington.

BY BARCLAY KRUSE

Runners have their marathons, sailors their long distance



George Lindberg's greatest feat was his age in 1979, the last time to complete the STP ride.

30 YEARS OF EVENTS AND RIDES

April 1992. New Finish Area Planned: STP Sold Out in 4 Weeks

10,000 riders registered.

August 1999. STP turns 20: As participation shrinks, organizers move to increase service—and the riders are singing their praises!

STP registrations were purchased by 6,654 riders.

Chilly Hilly (1972)

April 1975. Chilly-hilly draws 241 riders

"Better organized zen zee rides in France! Zee hills are like zee Alps! Free hot chocolate! Mon Dieu!" proclaimed Rene Delavault, 100-miler and former French road racer.

April 1980. Chilly Hilly—Still Hilly but not so Chilly

Coming from all around Washington and Oregon, over 400 riders, a record for the ride, inaugurated the coming warmer bicycling season, many on tandems. Half way around the course, participants enjoyed a cider (and pit) stop, where many discovered what retiring from bicycling for the winter can do to once powerful bicycle legs! Faded memories of Bainbridge Island's endless hills clearly came into focus, and talk of the chili at the end of the ride took on reward status.

April 1988. Over 3,500 riders jam ferries and fill roadways on Bainbridge Island, February 28

BY BARCLAY KRUSE

Previous Chilly Hilly rides had been plagued by an

increasing number of complaints about overcrowding on Bainbridge Island's hilly, narrow roads. The Cascade Bicycle Club worked together with the Kitsap County Sheriff's Office prior to this year's event to develop plans to manage the expected throngs. A 'courtesy staff, managed by Tom Standeart, was informed of spot overcrowding problems by a radio network.

March 1989. Major event organizers develop positive strategies to manage thousands of riders

BY BARCLAY KRUSE

Safety personnel will be stationed around the hilly and narrow 28-mile loop, especially at busy intersections and on the steepest hills. Safety signs will be placed at key locations. New registration procedures on Bainbridge Island will hopefully disperse the large crowds of riders heading onto the road each time a Seattle ferry unloads.

March 1992. Chilly Hilly expects 5,000 riders

BY PAUL CLARK

With some assistance from the American Lung Association of Washington, the Chilly Hilly will have its own ferry run at 8:40 a.m. Cascade will promote donations to the Helpline House, hire the Bainbridge Police for traffic direction, place more Sanicans and add even more course marshals this year—all to make it easier for 5,000 riders to invade Bainbridge Island.

March 1997. Preparing for Chilly Hilly

BY ESTELLE GRAY

One of the really amazing things about this event is just how many cyclists can fit on one ferry at one time. The line waiting to board is not only long, it is very wide. If you want to be assured that you'll actually hook up with your friends, you might want to pick an exact spot a block away.

Greater Seattle Bicycle Expo (1989)

November 1988. First Seattle Bike Expo, Feb. 24-25

"This is a landmark event," says Mike Abraham, Bike Expo chairman. "This is an unfrictional event that will appeal to bicyclists from all walks of life. Not every rider can do STP, not everyone is interested in pedaling around the bike trail at Green Lake, and not everyone is interested in Marymoor racing. But the Expo will have



1999 Greater Seattle Bike Expo

PHOTO COURTESY OF EXPO

something for everyone, at all levels of ability or interest." Over 30 booths will be featured.

April 1990. Cheryl Marek sets Women's roller record at Seattle Bike Expo

At 3 p.m. Friday, February 23, Cheryl Marek sat down and began riding rollers for 24 hours.

"It was a challenge that hadn't been attempted, and I'm not one to shy from challenges."

As the end of the 24-hour period neared, the crowd of spectators swelled, chanting rhythmically while the cyclist began a final sprint that carried her to 500.67 miles at 3 p.m.

February 1991. Observed Trials riding displayed at Expo

He is not bringing a colorful booth, and he has no new product to promote. But Dave Danioth is coming to the 1991 Greater Seattle Bicycle Expo with something that most people can only dream of attaining a sense of balance, timing and skill that has marked him as the "best" mountain bike rider in the state.

March 1998. Bicycle Expo Season Continues

In its 10th year, the show attracted 11,500 who came to see the newest in cycling from the event's 152 exhibitors.

March 2000. Expo ignites 2000 season

The sun and mountains were shining during all 3 days of the event, attracting hundreds of bike enthusiasts to the Seattle Center, many of them arriving on two wheels.



Note: Although hundreds of events and tours have played out over the years, STP, Chilly Hilly and Expo have paved the way and become pioneers in their own right.



Shops

Bicycle shops have ridden alongside the cyclist as faithful comrades offering patrons good advice, quality equipment and event-promotion for decades. With old-fashioned good service, they sustain the needs of the cycling community. The local bicycle shop was there when your parents purchased your first bicycle with the shiny chrome handlebars, and it will still be there when your children begin learning to ride.

Angle Lake Cyclery (1954)

March 2001. Angle Lake Cyclery forgotten but not gone

BY JESSICA BLAIR

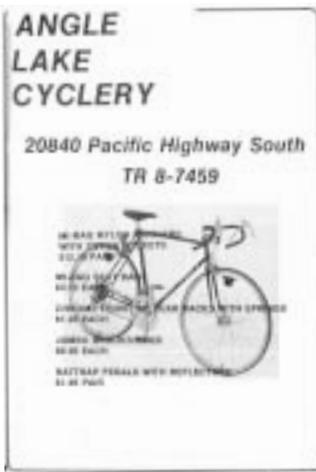
Apparently, we've ignored Angle Lake Cyclery for 30 years in coverage, but this is one tradition we plan not to keep in the 21st century.

In 1957 Dale Clark's father moved his business from the former Hudson Cars dealership to the present location on Pacific Highway, Seattle. Clark's father thought the location on the nearly empty streets optimal because it was between two burgeoning metropolises, Seattle and Tacoma.

Since the first store opened, Angle Lake has expanded to 10 stores then shrunk back to only one remaining store. Clark says that his shop was and is on the cutting edge of the industry, carrying Terry bikes, and Recumbents for decades.

"We're not afraid of things looking odd at first," Clark said.

Current location: 20804 Pacific Hwy. S., Seattle, WA



Aurora Cycle (1930)

September-October 1984. Antique bicycles, huge inventory, professionalism combine at Aurora Cycle

BY PEGGY STEWARD

The story of Aurora Cycle goes back to 1930, when owner Jim McAllister's father opened the Alki Cycle Shop in West Seattle. In the early 50's, the shop was moved to the present Aurora Avenue location. In 1952 Jim McAllister bought the business from his father, expanding the shop to include motor scooters, go karts, and lawnmowers in addition to bicycles.

Jim started his famous antique bicycle collection in 1960.

Current location: 7401 Aurora Ave. N., Seattle, WA

R + E Cycles (1973)

March 1991. New owners move into R + E Cycles

R + E Cycles in Seattle's University District no longer has an "R" or an "E." The name originated with the initials of founders Angel Rodriguez and Glenn Erickson. Erickson left a few years ago to build frames under his own label, and Rodriguez has sold the 17-year-old business to Jim and Janet Visbeek.

The sale includes the four University District Retail stores (R + E Cycles, Mountain Bike Specialists, 2nd Gear, and Seattle Bicycle Repair) as well as the custom frame shop.

Current Location: 5627 University Way, NE, Seattle, WA



Magnolia Ski & Spoke (1967)

March 2001. Time has not warped Magnolia Ski & Spoke

BY JESSICA BLAIR

Ron Fisher started working at Magnolia Ski & Spoke in 1970, shortly after the shop moved from its original Magnolia Village location. Three years later, he owned it.

Angel Rodriguez, once owner of R+E Cycles even worked for Fisher as a mechanic while his business was just getting off the ground.

Fisher's son Kyle, 25 and daughter Nicole, 26 will take the helm of the bicycle/ski shop in April as it enters a "new era." Some things, however, are still old-fashioned, that is. Magnolia Ski & Spoke hand prints all receipts and continues to do business without the help of fax machines, cash registers or computers.

"The biggest thing that sets us apart is we haven't changed," Fisher said.

Current location: 2215 15th Ave. W., Seattle, WA



Gregg's Cycles (1932)

BY PEGGY STEWARD

Winter 1983. Gregg family bicycle shop has grown with Seattle

If you lived in Seattle 50 years ago, and you wanted to spend a sunny spring day bicycling around Green Lake, chances are you visited Gregg's Greenlake Cycle and rented a bike for your outing. R.V. Gregg and his son Ralph opened the doors of the shop on Woodlawn Avenue N.E. in 1932. Ralph left the business to become a doctor, and in 1953, R.V. sold to Max Gregg, his nephew. Max continued to enlarge and expand as the bicycle boom hit in the early 70's. In 1975, Max sold to his nephew, Stan.

Current location: 7007 Woodlawn NE, Seattle, WA

Recreational Equipment, Inc. (REI) (1938)

June 1995. REI donates to Great Divide Mountain Bike Route

Missoula, MT—Washington based Recreation Equipment, Inc. (REI) has awarded the Adventure Cycling Association a \$10,000 grant to help develop the Great Divide Mountain Bike Route.

Current location: 1525 11th Ave., Seattle, WA



Velo Stores (Velocipede) (1968)

BY PEGGY STEWARD

September/October 1983. Velo Stores has come a long way since 1968.

Converting an abandoned gas station into an attractive ivy-covered shop in the Madison Park/Harrison neighborhood, the Tamura brothers quickly enlarged their base of operations in response to neighborhood demand for bicycle sales and service.

Current location: 1535 11th Ave., Seattle, WA



30 YEARS OF RETAIL SUPPORT

Redmond Cycle (1968)

July 1984. Dennis & Marie Estrin's Redmond Cycle is part of Northwest's bicycle capital

BY PEGGY STEWARD

When Redmond Cycle opened as the first bicycle shop in Redmond, the then-sleepy Seattle suburb east of Lake Washington, the

shop occupied just 900 square feet. But that tiny shop sold 1,500 bicycles in one year! With no on-site storage, all inventory had to be stored in the Estrin's house and garage. Marie remembers the endless days when they would work all day selling bicycles at the shop and go home and assemble more bikes in their kitchen in order to have inventory in the shop the next morning.

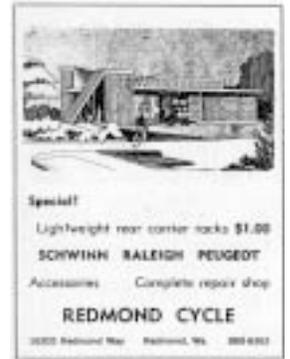
In 1973, when an abandoned gas station on Redmond way became available, Marie and Dennis cashed in on the irony of the

situation. As the gas crisis closed stations, they could (pardon the pun) recycle the station into a bike shop and promote people-powered transportation.

Current location: 16205 Redmond Way, Redmond, WA



Note: We will publish a full shop listing in an upcoming issue. Send current shop information to ensure your shop is included in the listing.



30 YEARS OF CLUBS

Clubs

League of American Wheelmen (1880)/ League of American Bicyclists

July 1975: LAW hears Davis

Bob Russell, newly elected Second Vice President of the League of American Wheelmen, recently returned from the National Convention of Bicyclists in Arlington Texas where Assistant Secretary of Transportation Benjamin O. Davis, Jr. spoke. Davis remarked that the Department of Transportation has included the bicycle in all planning for surface transportation. The DOT has also adopted a policy of promoting the bicycle as a means of transportation.

Davis closed his remarks by stating "From the DOT's standpoint, the bicycle is back and welcome."

July 1980: LAW Report: "The Next Hundred"

BY JOSH LEHMAN

No, not the next hundred miles...The next hundred years!

The League of American Wheelmen will have a new name (and, presumably, an enhanced image) within the next year. Whatever the new title, this organization will continue to serve as the national advocate of bicycling interests.

Winter 1983: L.A.W.'s Ralph Hirsch wants cyclists to join national outcry against drunk driving

BY BARCLAY KRUSE

Surely you've heard of Mothers Against Drunk Driving (M.A.D.D.). But how familiar are you with B.A.D.D. (Bicyclists Against Drunk Drivers)? Probably not very, because to this point, the organization doesn't exist.

But it may come to pass if Ralph Hirsch has his way. Hirsch, the National Legislative Director for the League of American Wheelmen, recently visited Seattle and Eugene (for the Northwest Pro-Bike conference), and high on his list of topics was the subject of drunk drivers and bicyclists. Hirsch believes it is in cyclists' interest to join the national groundswell of public opinion to crack down on drunk drivers.

May 1990: Seattle Police bike patrol featured in LAW publication

The League of American Wheelmen has published a new brochure entitled How To Get Police Onto Bicycles. The brochure concentrates on the Seattle bike program in the U.S. Some of the facts and figures quoted in the brochure:

* The Seattle program began with three officers in July 1987. After only one month, they achieved over 500 arrests in a month, roughly five times the average number of similar foot patrols.

* There are now 24 officers in the Seattle bicycle patrol. Between April and June 1989, they totaled 511 felony arrests and over 2,000 misdemeanor arrests.

Wheelsport Cycling Club (1964)

April 1972: Wheelsport Cycling Team

Wheelsport Cycling Team is the Seattle area racing club—where the really fast riders get together. Wheelsport's red and white jerseyed riders have participated throughout the West and in Canada, and at least one event is scheduled weekly throughout the year.

May 1983: 25 Candles on Wheelsport's cake

BY PEGGY STEWARD

Frank (Nashland) started the Wheelsport Cycling Team in 1962 as an informal club, "sort of a group of groupies" he says, and in the mid-70's Wheelsport's red and white jerseys were carried on the back of virtually every Puget Sound racer. Today, although there are many more racing clubs, Wheelsport still numbers 35-40 members. One of Frank's biggest thrills was having Tom Boznowski wear the red-and-white over the line as gold medallist in the Nationals in 1981.

Cascade Bicycle Club (1971)

Winter 1972-1973: Cascade's Future

BY IRA SLEASMAN

The club's constitution and bylaws were amended to change the name from Cascade Cycling Club to Cascade Bicycle Club for better identification.

April 1974: Bicycle Action Committee

A major project tackled by the B.A.C. this winter involved writing a letter to state legislators proposing changes and improvements for the state's vehicle code sections affecting bikers. One suggestion in the letter concerned itself with the problem of "motor vehicles passing bikes in the same traffic lane."

September/October 1979: Cascade Bicycle Club Active

BY DAVE SHAW

Club objectives are to promote public goodwill and understanding of the bicycle sport and foster its safe development, to encourage bicycle riding for better health and recreation by conducting regularly scheduled rides, outings, sport events, and related programs; and to promote and assist in the development of safe bicycle commuting and recreation sport.

Each year the club sponsors the 100-kilometer Chilly Hilly in February, Puget Sound Bicycle Week in May, a 100-mile century on Whidbey Island in August, and starting this year, a 200-mile excursion from Seattle to Portland.

The club was formed in 1971 with a few people interested in touring, racing and developing bike routes; and has expanded to close to 300 households participating actively in bicycling.

September/October 1983: Cascade Bicycle Club: A huge, varied, and effective organization that has kept its humanity

BY DAVE SHAW, GUEST COLUMNIST

The Cascade Bicycle Club is first of all, a bicycle club. We go on rides, hold meetings where we show slides of cycling trips, publish a newsletter with a picture of a bicycle wheel on the cover—all the things that the usual bicycle club does. But there are some aspects of Cascade that make it more than the usual bicycle club. The first is our size.

Twelve hundred is a lot of folks. What it means to Cascade is a lot of energy and many skills from which to build strong programs in varied areas.

May 1994: Cascade Bicycle Club grows to over 5,000

October 1995: Cascade celebrates 25 years at September 17 picnic

One achievement for which Cascade has received continued national attention is the 1974 construction of the Burke-Gilman trail, one of the first rails to bike trails conversions

in the United States.

The trails and their extensions provide more than 25 continuous miles of cement-surface trail riding between the Ballard neighborhood in Seattle and Marymoor Park in Redmond.

Portland Wheelmen (1971)

Winter 1973: Portland 200

The Portland Wheelmen Touring Club sponsored a double century with a century run scheduled the very next day. P.W.T.C. member, Walter Humbird, sent the following impression of the weekend of bicycling.

I started on a cold and dark Saturday morning, at five o'clock at Sauvie Island. I rode beside another club rider who had a light on his bicycle. Later when the sun came up, I could see the beautiful trees and farmland.

We rode three laps (12.5 miles per lap) on the island. Leaving for the 75-mile round trip to Rainier, I rode the Trojan Nuclear Plant. It was quite a site.

The next day, Sunday, I started the 100-mile Century at eight o'clock. I rode with some P.W.T.C. members through the whole eight laps around the island. It was a very successful ride, thanks to the Portland Wheelmen Touring Club.

March 1990: 3rd Annual Portland Wheelmen Bike Show due March 16-17

With last year's show attracting nearly 6,000 bicycle and outdoor enthusiasts, show organizers Tom Thompson and Phil Brown are expecting that number to increase to at least 10,000 this year with the increase in floor space and added number of exhibitors. This year's show, which has been moved to the top floor of Montgomery Park, is expected to be a sellout, showcasing 116 exhibitors—an increase of 40 booths from last year.

Tacoma Wheelmen (1888) (Reborn 1974)

June 1974: Tacoma Wheelmen

A newly organized bicycle club in Tacoma, Washington has assumed the name of the club that existed in the area during the bicycle boom of the late 19th century.

The Tacoma Wheelmen's Club currently counts 30 members, with committees devoted to legislation, touring and racing. Membership is open to everyone interested in bicycling.



"Guiding Principles" from page 1

riders do not consider how rest is part of their program. It may help to think of training as structured (to varying extents) blocks of work and rest meant to enhance your performance in a certain discipline. Work stresses your body's systems to increase efficiency and while doing so, slightly "tears down" these systems. Rest permits rebuilding of the systems to a higher efficiency. Training without rest is like trying to drive across country on a single tank of gas; impossible as virtually all vehicles must regularly refill their tanks. The amount of beneficial rest depends on the person, but two to three days of moderately hard riding can require one day of rest. You can rest actively with very gentle riding (60% of normal pace) of an hour or less. Passive rest would be taking the day off entirely.

Progressive: If you are setting yourself up to complete a long ride later in the season, plan progressive build up of time on the bike. Fortunately, as the weather improves it is easier to spend more time outdoors on the bike. A graph of a nice progression during the riding season would probably produce a picture like this (see chart).

The take home lesson is that if you want to improve your fitness, you must build up and stress the body in order for it to adapt. Once you have reached your desired fitness level, you can maintain it with regular riding of at least 2 times per week.

Gradual: Notice the gentle slope of the increase in riding during the spring. This is not accidental. If you want to avoid injury

and keep mentally fresh, a gradual progression (sound familiar?) is the safest route to a fun season. This winter has seen very nice weather, which can tempt folks to get out and put in some overly long rides. A cautious increase in total time or mileage would be no more than 10% per week. The starting point varies for each person and his or her goals.

Specific: I have heard this stated simply as the 30 mph rule; you will not be able to ride at 30 mph unless you prepare and practice doing exactly that. Yes, I know that most of us will not travel at 30 on a bike unless it is downhill and perhaps with a tailwind. More realistically, if you plan on averaging 20 mph during STP then you must spend time going this speed. For attaining higher speeds, it can be helpful to string together higher speed intervals during a longer ride. Rest periods between speed

intervals are at least as long as the work intervals, if not up to two times as long. Intervals are just one tool to help fine tune your fitness on the bike.

Bodies are amazing machines and will respond beautifully to training if you approach it reasonably and thoughtfully. Here's to a great 2001 riding season. Take care.



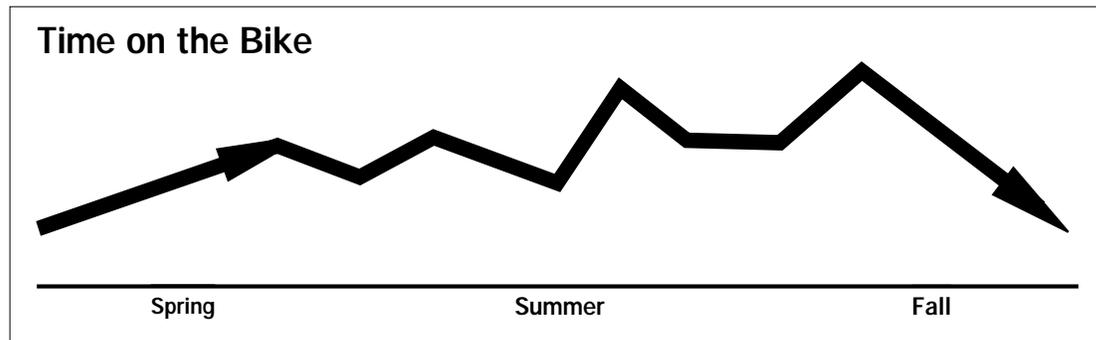
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Athletic Medicine

BY MICHAEL PETTY



REGIONALS

Regional Reports

Two Northwest cities designated "Bike-friendly"

Washington, D.C.—The League of American Bicyclists dubbed Redmond, WA and Corvallis, OR "Bike-friendly Communities." Corvallis is the first city in Oregon to receive this distinction, with bicycle commuters totaling eight percent—the highest in the state according to a 1990 census. The city contains abundant bicycle features including bike racks on buses, bike lanes and parking areas. The league commended Redmond on its bike and pedestrian facility improvements scheduled to take place between now and 2004, at an estimated cost to the city of \$700,000. Corvallis and Redmond are the 51st and 52nd U.S. cities to be recognized as being "bike-friendly."

Information for this article provided courtesy of Bicycle Retailer

Learn from the best at NWWC's spring racing skills clinic for women

Women of all ages are invited to attend

the second annual Northwest Women Cycling bike racing weekend, April 21-22 in Seattle and Redmond, Washington. The clinic will cover racing essentials including training, bike fit, riding in a pack, race strategies, bike mechanics and riding on the velodrome.

Three of the United States' most accomplished cyclists will teach the weekend clinic. Kendra Wenzel is an 11-year professional cyclist and member of the US National Team. Karen Bliss-Livingston is a road and track National and World Champion with 15 years of competitive cycling experience. Renee Duprel is a former U.S. National team member, medalist in several National and World events.

Saturday from 9 a.m. to 5 p.m. at the Seattle Sand Point Magnuson Park. Lectures, lessons, practice time and bike-fitting

Sunday from 9 a.m. to 5 p.m. Learn and practice more new skills, group ride on the East Side, track skills at Marymoor Park in Redmond. The weekend ends with a race and discussion afterward, all at Marymoor Park.

For details on the clinic, contact Heather

Johnston, heather@placearchitects.com.

The fee is \$85 for the two-day clinic and snacks. To register contact Jan Selvar at jselvar@youngdenormand.com or call 206-805-2701.

Coca-Cola begins search for 2,500 Inspirational Americans to carry Olympic flame

Lance Armstrong, three-time Olympian, is leading the 2002 Olympic Torch Relay nomination campaign. All you have to do to nominate someone is write a 50-to 100-word essay explaining why the person you are nominating has inspired you.

Nomination forms are available at participating Coca-Cola retail locations between March 1 and April 30, 2001 and online at www.coca-cola.com between March 1 and May 7, 2001.

Northwest riders shin at Redlands

Roland Green, from Victoria, BC, wearing the US Pro colors signed the best performance for a Northwest rider in

Redlands. Green won both time trial stages, wore the leader's jersey for three days and managed to finish the event in 3rd place overall.

Other noticeable performances include the 15th place overall from Victoria's Rider Hesjedal. Broadmark rider Russell Stevenson from Seattle was 25th, while his teammate Svein Turf from Langley, BC took the 38th position overall.

On the women's side, Sandy Espeseth from Victoria posted four top 10 results to claim the ninth place of the overall standings.

Tissot/UCI Mountain Bike World Cup

The UCI announced that the 3rd round of the Downhill/Dual and the 4th round of the Cross Country races of the Tissot/UCI Mountain Bike World Cup originally scheduled on 7-8 July 2001 in Whistler (CAN) have been moved. The new venue for this triple event is Grouse Mountain (CAN). Grouse Mountain is located 30 minutes from Vancouver city centre.



Welcome to the Pacific Northwest's most comprehensive bicycle calendar

All events are listed chronologically within their respective sections: **Events** (clinics, expositions, lectures, etc.), **Off-road Racing** (competition featuring single-track, cyclocross and other off-road riding), **Off-road 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).

To conserve space, we've chosen to run web sites only on events where both web sites and e-mail are available. 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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BMX Racing

Apr 13-Oct 28: McCollum Park BMX Racing. McCollum Park, WA. Race every Saturday and Sunday from April to October. Sign up between 10-11 a.m. Membership \$45, Entry fee \$10. Memberships and Snohomish County release form required to be on the track. Pick them up at McCollum Park BMX, Char Ayres, Snohomish County Parks & Recreation, 600 128th St. S.E., Everett, WA, 98204. 425-485-3461, mcollumpark.bmx@gte.net

Events

Apr 8: Ridge to River Relay. Wenatchee, WA. 20th annual. Starts at top of Mission Ridge: Nordic ski, Alpine ski, run, bike, ends with water leg where participants canoe or kayak to Wenatchee. Teams of 2 to 6 or solo. Susan Fresse, Ridge to River Relay, P.O. Box 3961, Wenatchee, WA, 98807. 509-662-8799, www.r2r.org

Off-road Racing

Apr 1: Battle in Seattle, WIM #1. South Seacac Park, Seacac, WA. 400 participants. Cross-country racing for all ages and ability levels. Gino Lisiecki, Round and Round Productions, 418 E. Pacific, Ste 6, Spokane, WA, 99202. 509-455-7657, www.roundandround.com

Apr 1: OSU Critérium. Corvallis. Damian Schmitt, 541 7540073, schmitt@osu.orst.edu

Apr 1: Sagebrush Single-Track Series. Kennewick, WA. Finley Hills AL Colburn, 509-736-1331, www.geocities.com/finleyfliers.

Apr 7-8: BC Cup #1 - Barf Bash 5. Nanaimo, BC. Cross-country and downhill racing. Peter Sinclair, BC, 250 758 7907, peter@teampuke.com

Apr 7: Kings Valley Road. Bend, OR. Scott Goldstein, 541-343-4833, shg@bit.ly-bit.com

Apr 8: Mudslinger. Klamath Falls, WA. Damian Schmitt, 541-752-7397, schmitt@osu.orst.edu

Apr 21-22: The Beacon Bomber, WIM #2. Spokane, WA. Cross-country and downhill racing for all ages and ability levels. Gino Lisiecki, Round and Round Productions, 418 E. Pacific, Ste 6, Spokane, WA, 99202. 509-455-7657, www.roundandround.com

Apr 22: Cascade Chainbreaker. Bend, OR. 2001 OBRA off-road Series. Cross-country. Sally & Marcel Russenberger, 442 N.W. State St., Bend, OR, 97701. 541-389-3295 or 541 389 4224, Salbend@bendable.com

Apr 28: Big K MTB Festival. Oakridge, OR. Mitch LaMoure, The Bicycle Shop, 1217 N.E. Walnut, Roseburg, OR, 97470. 541-957-1020, www.mcsi.net/frameam/

Apr 29: Bear Springs. Mt. Hood, OR. Oregon MTB Racing Series. Cross-country. Petr Kakes, OR, 503-272-0146, jlogan@skibowl.com

Series Races

May 9-Sep 5: Tuesday Night Track Training. Marymorn Park, Redmond, WA. Marymorn Velodrome Association & Puget Sound Cycling Club. Training is free with waiver. Must have taken an MVA track class or have at least a Cat 4 USCF track license. Ethan Megines, Marymorn Velodrome Association, 206-675-1424

Mar 17-Aug 26: Northwest Women's Cycling Series. Washington. 13 events in various locations around Washington. Look for the mention "Counts for NWWC Series" in individual event description. Heather Johnston, NWWC, 206-284-5407, www.bikeride.com

Apr 1-Aug 26: WIM MTB Racing Series. Various locations. Gino Lisiecki, Round and Round Productions, 418 E. Pacific, Ste 6, Spokane, WA, 99202. 509-455-7657, www.roundandround.com

Apr 3-Sep 25: PIR. Portland, OR. Circuit. Jeff Mitchem, 233-3636, jeff@digwest.com

Apr 5-Sep 27: Alpenrose Weekly Series. Portland, OR. Thursday night series. Mike Murray, OBRA, 503-661-5874, www.obra.org/

Apr 8: Estacada Time Trials. Oregon. Candi Murray, OBRA, 4318 S.E. 8th Ct., Gresham, OR, 97080. 503 667 6220, www.obra.org/

Apr 10: PIR. Portland, OR. Circuit. Jeff Mitchem, 233-3636, jeff@digwest.com

Apr 10: Tuesday Night Road Race Series at SIR. Kent, WA. See series info. Tracy Jolly, 206-322-0072, tljolly@seattlemortgage.com

Apr 11-15: Tour of Willamette. Eugene, OR. 4-day stage race. Wednesday criterium. Larry Smith, Oregon State Cycling Assoc., 541-953-8937, TW2000@veloski.com

Apr 12: Seward Park Cycling Series. Seattle, WA. Critérium. See series info. David Douglas, Event Promoter, 4207 S.W. Hill St., Seattle, WA, 98116. 206-932-5921, www.pazovelo.com

Apr 14: Seward Park Spring Classic. Seattle, WA. Critérium. \$15. 8-mile loop inside Seward Park with one 120-degree turn and 100-yard hill. David Douglas, Event Promoter, 4207 S.W. Hill St., Seattle, WA, 98116. 206-932-5921, www.pazovelo.com

Apr 17: PIR. Portland, OR. Circuit. Jeff Mitchem, 233-3636, jeff@digwest.com

Apr 17: Tuesday Night Road Race Series at SIR. Kent, WA. See series info. Tracy Jolly, 206-322-0072, tljolly@seattlemortgage.com

Apr 19: Seward Park Cycling Series. Seattle, WA. Critérium. See series info. David Douglas, Event Promoter, 4207 S.W. Hill St., Seattle, WA, 98116. 206-932-5921, www.pazovelo.com

Apr 21: Fish Creek. Calgary, AB. Garth Marken, AB, 403 246 4836, marken@cadvision.com

Apr 21: Tahuya-Seaback Tahuya. Tahuya, WA. Ethan Megines, Lake Washington Velo, www.buchanangc.com/lwelo/1st

Apr 21: Tahuya-Seaback-Tahuya Road Race. Marymorn Park, Redmond, WA. Regional Classic Road Race. Spectators are welcome (free). Ethan Megines, Broadmark Capital Cycling Team, 206 675 1424, www.broadmarkcycling.com

Apr 21: U of O Weekend. Portland, OR. Jim Anderson, 503-975-8229, sparky@teletop.com

Apr 21: U of O Weekend. Portland, OR. Circuit. Jim Anderson, 503-975-8229, sparky@teletop.com

Apr 22: Guacamole Grande. Fallbrook, CA. 10, 20, or 50-mile rides beginning and ending at Fallbrook High School. Guacamole and chips at all rest stops with live DJ and BBQ at finish line. Free shuttle bus to and from Avocado Festival every 30 min. Rides start 7:30, 9 and 10 a.m. Randy Ice, 12300 E. Washington Blvd. Suite W, Whittier, CA, 90606. 562-943-9440, www.bikesoc.or

Apr 22: Schwalbe Peninsula Trophy Road Race. Victoria, BC. Straight Up Cycles, 2652 Quadra St., Victoria, BC, 250-4801944, pleask@mailhost.wic.com

Apr 24: PIR. Portland, OR. Circuit. Jeff Mitchem, 233-3636, jeff@digwest.com

Apr 24: Tuesday Night Road Race Series at SIR. Kent, WA. See series info. Tracy Jolly, 206-322-0072, tljolly@seattlemortgage.com

Apr 26: Seward Park Cycling Series. Seattle, WA. Critérium. See series info. David Douglas, Event Promoter, 4207 S.W. Hill St., Seattle, WA, 98116. 206-932-5921, www.pazovelo.com

Apr 28: Fish Creek. Calgary, AB. Road Race. Garth Marken, Biciport, AB, 403-246-4836, marken@cadvision.com

Apr 28-29: Tour of Walla Walla Stage Race. Walla Walla, WA. Tour of Walla Walla stage race & collegiate omnium. All categories, including 2 juniors & 2 women USCF cats. Time trial, Road race & crit. All-noon, hillier road race course. Same popular 6-corner bumpy downtown criterium. Pre-reg required, but it's easy just call or send your name & category. Pay when you get here. Counts for NWWC series. Women's coaching clinic following the race. Steve Rapp, 701 Boyer Ave., Walla Walla, WA, 99362. 509-527-8724, www.wallawalla.com/nwcc.htm

Apr 28: Warp Speed Time Trial. North Vancouver, BC. Jonathan Wornell, Soliton Cycling Club, 604-415-5891, jonathan.wornell@acterna.com

Apr 29: BC Classic Critérium. Langley, BC. Escape Velocity, 2964 W. 8th Ave., Vancouver, BC, V6K 2C1. 604-888-5779, www.escapevelocity.bc.ca

Road Races

Apr 1: Estacada Time Trials. Oregon. Candi Murray, OBRA, 4318 S.E. 8th Ct., Gresham, OR, 97080. 503 667 6220, www.obra.org/

Apr 1: Sagebrush Sunday. Portland, OR. Time Trial Mike McLackin, 541 382 9253, mike@hutchsbicycles.com

Apr 3: PIR. Portland, OR. Circuit. Jeff Mitchem, 233-3636, jeff@digwest.com

Apr 5: Seward Park Cycling Series. Seattle, WA. Critérium. See series info. David Douglas, Event Promoter, 4207 S.W. Hill St., Seattle, WA, 98116. 206-932-5921, www.pazovelo.com

Apr 7: 33rd Annual Volunteer Park Critérium. Seattle, WA. Critérium - registration \$16, \$21 for Pro 1-2. Day off add \$5 Dan Norton, 206 324 7304, www.geggscycles.com

Apr 7: 4th Annual 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. Oregon Cup. Pro 1, 2, 3, 4, 5, Women, Master 35+, Cat 3 max. for Masters. Approx. \$1500 cash prize. Must be OBRA members. \$20 pre-reg. if postmarked by April 3. \$25 day of. Reg. opens 8:30 a.m. closes 10 min. before event. Start times TBA. Scott Goldstein, Classic Events, 2290 Corinthian Ct., Eugene, OR, 97405. 541-343-4833, sgoldstein@mail.bit.ly-bit.com

Apr 8: Boat Street Critérium. 1007 Boat St. 2nd Annual. Entry Fees: Pro 1,2 \$30. Category 3 & Pro 1,2,3 women \$27, Cat 4,5 & Cat 4 women \$23, Masters \$25, Children under 12 race free. No pre-registration or late fees! Call or visit our Web site for more info, and on-line registration. Field limits! 30-minute course. Women's clinic following race. Counts for NWWC series. Robert Trombley, Robrace Productions, 4327 4th Ave. N.E., Seattle, WA, 98105. 206-634-9403, www.recycleclycles.com

Apr 14-17: Tunisia Odyssey: Eden to Oasis (Southern Circuit). Tunisia, Africa. Diverse culture & beautiful landscapes of coastal and Sahara zones of southern Tunisia. Wondrous array of people, architecture, culture & landscape. 95 percent paved roads, hills. 750K, 470 miles. Cost: \$1190 plus airfare. David Mozer, International Bicycle Fund, 4887 Columbia Dr. S., Seattle, WA, 98108-1919. 206-767-0848, www.ibike.org

Apr 16: Rando Ride Series. Lower Mainland, BC. John Bates, BC Randonneurs, 604-528 2081, www.randonneurs.bc.ca

Apr 16-28: Tunisia Odyssey: Historic North (Northern Circuit). Tunisia, Africa. Extraordinary concentration of archeological, cultural & religious sites. Magnificent countryside. Lifestyles ranging from traditional to ultra modern. Paved roads, long hills. 500K, 310 miles. Cost: \$1190 plus airfare. David Mozer, International Bicycle Fund, 4887 Columbia Dr. S., Seattle, WA, 98108-1919. 206-767-0848, www.ibike.org

Apr 21: 50K, 75K Ride. Fort St. John, BC. Start 10 a.m. Routes: the 50K goes to Altony and back; the second one runs to MP 73 of the Alaska Highway and back. Part of the BC Peace Region Randonneurs Series. Wim Kok, 250 785 4589, wkok@nbc.bc.ca

Apr 22: 200K. Lower Mainland, BC. Also available: 50K, 100K and 150K. Start 7 a.m. from Surrey Sports & L.C. Tour Fleetwood, Tsawwassen, Ferndale, Abbotsford (or shorter variations). Dan McGuire, Bob Marsh, 16555 Fraser Hwy., BC, 604-942-3235

Apr 22: 26th Annual Daffodil Classic. Orting, WA. 4 great routes and mileage for every ability, 20, 50, 70 & 100 mile routes. NEW Fun Ride is a flat 15-mile option. Delicious food at rest stops. Experience some of Pierce County's finest pastoral scenery at the base of Mount Rainier. Pre-reg: \$15 (person), \$35 (family) until 4/11, \$12 T-shirt. Limit 2,000. Footfalls Trail fun ride (pre-reg fee). On-site reg: 7 a.m.-noon. Orting Elem: \$18, \$40 \$15 T-shirt. Fun Ride \$5 adult, \$2 child. Fund-raiser for: Tacoma Wheelmen's Bicycle Club helmet's program, advocacy efforts, rides and more. Jan Bramel, Tacoma Wheelmen's Bicycle Club, P.O. Box 112078, Tacoma, WA, 98411. 253-759-6984, http://www.tbwc.org

Apr 22-27: Hawaii—6 Day. Hilo, Hawaii. Highlights: Kilauea Crater, Mauna Loa Volcano, Kona Coast. Designated: Beginner to advanced. Bicycle Adventures, P.O. Box 11219, Olympia, WA, 98508. 360-786-0989 or 800-443-6060, www.bicyclesadventures.com

Apr 27-29: Fleche N.W. Mark Thomas, 13543 160th Ave. N.E., Redmond, WA, 98052. 206-612-4700, www.seattlerandonneur.org

Apr 28: George's Bakery, North Bend, WA. 50 miles Bob Freeman, 425-888-3577

Apr 28: 300K. Vancouver Island, BC. Start 6 a.m. from Parkville. Tour Lake Cowichan, Mill Bay Stephen Hinde, BC Randonneurs, 250-245-4751, www.island.net/~randos/index.html

Apr 28: 300K Ride. Vancouver Island, BC. Start Oak Bay at 6 a.m. Tour Oak Bay, Sidney, Duncan and Sooke. Stephen Hinde, BC Randonneurs, 250-245-4751, www.island.net/~randos/index.html

Apr 29: 75K, 100K Ride. Fort St. John, BC. Wim Kok, 250 785 4589, wkok@nbc.bc.ca

Apr 29: Skagit Valley Tulip Ride. Stanwood. 50 mile flat. Starts at Stanwood Middle School. Don Hayes, 425-774-4203

Apr 29: Sunnyside Sports Anniversary & Bike-a-Ro-Breakfast Ride. Bend, OR. A quality pancake breakfast followed by a 25-mile road ride west of Bend. Start at 9 a.m. - Cost \$5. Susan Bonacker, Sunnyside Sports, 930 N.W. Newport Ave., Bend, OR, 97701. 541-382-8018, www.sunnysidesports.com

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Note: Many great events, lots of coverage! The events we selected are, in our opinion, events that have shaped road racing by promoting junior development and advancing women's cycling. Some are simply "legendary." We could not do this without talking about track racing; however, we could not do it justice, so look for full track coverage in an upcoming issue.

"Odyssey" from Page 1

another world cycling tour for 2003, but this time it will be on a smaller scale and under a different name.

The tour's debut logo, Odyssey 2000, went with the passing of last year's pseudo-millennium hype. Odyssey World Cycling Tours is a modified version of last year's tour, which is broken into 12 stages. Rather than buying the trip as a whole, cyclists may choose to ride as many or as few segments as they wish, or spread rides out over the tours offered in 2005, 2007 and 2009.

"People will be more motivated to do a segment," Kneeland said. When considering the mountainous terrain of the globe, "the goal is very diluted by time and the enormity of the task."

Other changes also are in the works. Mileage has been reduced significantly, from about 80 miles per day to less than 65 for most segments.

Elbert Pence, of Kenmore, was the oldest rider on the Odyssey Tour at 80 years of age. He agreed that some of the scheduled rides were longer than he would have preferred, but he pedaled every day-until nightfall some days when he had to be picked up by the sag wagon.

"My knees are kind of out of cartilage," he said. "I couldn't pump going uphill. One funny thing-I lost an inch in height." Pence admits, however, that he is not a lesser man for having biked around the world.

"I had the feeling, you know, I feel like I'm 60 again," Pence noted. "The ride was great for that. I know that."

Although pedaling up the rugged hills of Norway and over the parched cobblestone of Rome is a physically taxing activity, Kneeland reported physical training is not the key to an enjoyable ride-it is attitude.

"The primary place to prepare is in the mind," he noted. "A person has to be ready to go."

Riders should try to keep an open mind and be realistic about their expectations, Kneeland said. Rain can cause a mental hurdle that can quickly turn a positive attitude sour. A 100-day drizzle greeted Odyssey 2000, making the first leg of the tour mentally straining. Rider Bruce Tiebout had a profound revelation about his own temperament during this time.

"I realized it's not the cycling that makes the trip great-it's me," Tiebout mentioned. "I just decided to have a better time."

From then on, Tiebout's trip was topnotch, and he envisioned a small part of the Northwest in almost every corner of the world.

"The easiest way to describe [Norway] is the San Juan's with bridges," he imparted.

Similarities might have been apparent, but the differences from the states, obvious. Cyclists absorbed a true representation of the globe's land, architecture and cuisine: Local communities prepared the cyclist's meals.

"When there's a chicken head on your plate, you know it's China or Vietnam," Kneeland remarked. "The goal is to embrace the world as it is and adapt to it."

The Transkei, a region up the East Coast in a province called the Eastern

Cape of South Africa, proved to be the most memorable visit for last year's tour group. Odyssey 2000 heard a song in its honor sung by a local choir, and received a special message from Nelson Mandela himself: "Good luck with the cycling group!"

At least from 2003 on, luck will no longer play a role in hygiene. Last year, the plumbing was not always reliable, so showers were not always guaranteed. In response, TK&A will have 10 showers already in place when the 2003 tour rolls into Europe, China and South Africa.

Each rider will also have his or her own locker for the entire year, so he or she will no longer have to wade through a veritable sea of gym bags just to retrieve a toothbrush.

Additionally, every new Odyssey rider will be paired with a veteran Odyssey rider who will act as a coach to the newcomer. TK&A is concentrating much effort on hiring a supportive staff for Odyssey World Cycling Tours.

It may all sound complicated, and it is, Kneeland reported. He first got the idea for Odyssey 2000 while doing several charity cross-country rides in 1987. In 1993, he picked up some maps and began preparing routes for the largest around the world bicycle tour in history.



Kneeland said he hopes to put Antarctica on the agenda strictly for sight-seeing purposes, so the tour will touch all seven continents.

"Not a lot of adventures could be greater," Kneeland said.



Getting a leg up, through cycling

BY ALLISON MARKIN

Put a kid on a bike, and you may just start her down the path to success.

Just one of the reasons why educators around the world are turning to Sprockids, an education program developed by BC teacher Doug Detwiller. The Sprockids motto, "a two-wheeled approach to building self-esteem," speaks for itself. The program is designed to motivate and involve kids in learning their schoolwork, learning about themselves and learning about the environment.

Detwiller, who teaches in Gibsons, BC, developed the program eleven years ago after his first mountain bike race.

"I was so nervous, really intimidated, but the kids around me were so positive, there was great camaraderie. I thought that this was something really special, so I took it back to the classroom," says Detwiller.

The first time he asked his students if they wanted to come out to the trails and learn about mountain biking, 200 kids showed up. From there, Sprockids has evolved into a program that has been completed by more than 10,000 students. More than 350 groups and organizations are involved with the program, from North America to Scotland

to South Africa to Singapore.

Sprockids may teach kids basic bike skills, but it's much more. The multi-tiered approach helps students discover their potential while integrating their "indoor" classroom subjects with mountain biking.

Math, for example, can be explained using the hands-on model of a bike. Ask a student to explain rates and ratios, an abstract concept, by giving an example: take them to a bike and show them the ratio of one pedal turn to the number of times the wheel goes around. Calculate power ratios to go up a hill, and speed ratios to go down.

"It can really tie to everything," says Detwiller. Gears were developed in ancient Mesopotamia. The factories where bikes are now manufactured spawned from the Industrial Revolution.

But the program isn't just for kids looking to get better grades or learn more about history. It attracts students who need study skills, but who may also need a personal boost.

"Mountain biking is something that touches the fringe kids, the little hellraisers who might fall through the cracks in the system. It lets them be part of a group, they feel like they belong," says Detwiller.

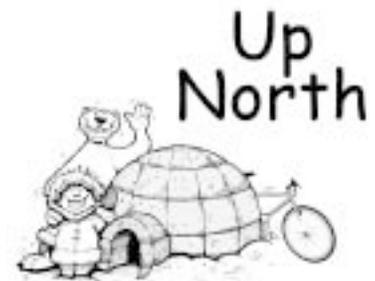
As student Jakub Kania says on the Sprockids Web site, "I was taught to be responsible...the program affects so many young kids positively."

The Sprockids kit, which includes a learning outcomes booklet, lesson plans, an instructional manual and a CD ROM, costs \$75 (CAN) and isn't just for teachers - parents and other adults can use it too. IMBA has gotten in the game and is now the Sprockids distributor in the U.S.

"Mountain biking is really for everyone, it touches people from every generation," says Detwiller. "It's not just for the elite. No matter what your skill level, you can experience it."

For the second year, Detwiller is organizing Trailfest in Gibsons. In its inaugural year, 900 people came out to build about 30 kilometers of trail. Students, teachers, parents and even administrators took part.

"The kids learn about the environment, and they are its biggest advocacy group. Someday they may want to bring their kids here. It's their legacy."



So while they're building trails and riding on them, the Sprockids students are pedaling towards a good education and an even better future.

Note:
The Sprockids mission statement is: *Through the sport of mountain biking, young people will have the opportunity to develop the skills and values that will guide them throughout their lives and enable them to successfully reach their full potential.*

For more information or to order a Sprockids kit, visit www.sprockids.com, where you'll find Doug Detwiller's contact information, or contact Judd De Vail at IMBA by calling 1-888-442-IMBA.



Speaking Up, the Sequel

BY MAYNARD HERSHON

Last issue, I wrote about speaking up, asking for what you want on training rides. I said that when two people ride in a rotating paceline, they're a partnership, each person helping the other by taking a turn in front.

If you let yourself become exhausted or dropped, you can't help. It's too late. You waited too long to protest the pace. You didn't speak up, didn't take care of yourself. Now you can't take a turn, can't help anyone.

Please, I asked readers, speak up if you're about to be dropped. Speak up if you're drafting someone and you're going faster than you can comfortably go.

In a rare moment of inspiration, I compared that action to speaking up in a relationship, rather than silently letting things happen, then suffering the results. Speak up, I said. Don't be embarrassed, don't be shy. Speak up.

The day after I wrote that piece, I ran into three cyclists at a cafe. They'd finished their ride; I was waiting for friends to begin ours. I'd heard one of them, a local coach, give a talk days earlier about cycling technique.

Assuming he'd be interested, I mentioned my piece about speaking up.

A 50-year old woman cyclist at the cafe table said she couldn't do that, couldn't ask for what she needed.

"I was raised with four brothers," she said.

I was struck by that comment. I don't know that I ever use events that happened 40 years ago to explain why I can't do something today. Do you do that?

If you hear yourself doing that, simply saying, "Oh, I can't do that because in the '60s or '70s this-or-that happened," please ask yourself: Is everything that ever happened to you still happening? Is it ever over?

If you've been suffering in silence on your bike because of events that happened long, long ago in a galaxy far, far away, try this: Imagine you're someone else when you're on the bike, someone proactive, someone

LOUD. Han Solo maybe. Speak up. It'll work for ya.

This is a fact: Other people cannot read your mind. They cannot anticipate your acts or know your intentions. So - if your group has been doing the same thing for miles, going the same speed in the same direction, there is the reasonable expectation that it will continue to do so.

If you want to do something different, please announce that you are going to do it, whatever it is. Again: If you do not wish to continue to do what you have been doing, you have to alert those around you. They depend on you to do so. Their safety depends on your doing so. My safety may depend on your doing so.

Last Saturday, I rode with a group of about eight, mostly women. We rode in a double paceline on quiet roads south of Tucson, away from the maniac traffic in town.

We'd just turned a corner. As I learned later, the two front riders decided to move to the back of the group. I understand there was some confusion about how to accomplish that. Sadly, the individual who was most forceful was wrong.

That person told the rider on the right front, who'd had the good sense to move right to drop back, to move left instead, across the front wheels of the two riders immediately behind him.

Probably a little confused, without a word, without accelerating slightly, he moved left, across the wheel of the woman behind him. She slowed to keep from hitting him.

The woman behind HER could not avoid her rear wheel, hit it and fell down, boom, cutting a finger, whacking her helmet on the road and banging up her bike a bit. She got up, wrapped her finger in a clean handkerchief and knocked her brake lever straight. Back on the bike in moments. Brave woman.

Remarkably, when she got rolling again, she was not concerned with discovering what

the hell had happened in front of her, causing her to fall.

She was not concerned with making sure it did not happen again.

She only wanted to soothe the potentially hurt feelings.

She was concerned with making sure the woman she'd hit from behind (the instant before she crashed) was not upset. Not your fault, she told her. Don't fret about it. I'm okay. These things happen.

That attitude is sweet; It may be typically feminine and it may be part of the job description of a social worker or nurse or other care-giver. It is not the attitude that will keep crashes from happening.

Most crashes are preventable. Bikes broken in crashes are useless and expensive to repair or replace. Broken bones are far worse. We have to educate the people who hold our physical safety in their hands, the people we follow, four inches back, while they think about, well, who knows what they think about.

Everyone says education is key, communication is vital, but no one wants to say anything. Shhhh. No one wants to speak up, to sound like an authority by saying: Hey, that crash shouldn't have happened. Let's do that thing differently from now on, whattaya say?

No one learned a damn thing from that crash. There was no communication and no education.

Because no one talked about the right way to do it, no one learned how to get off the



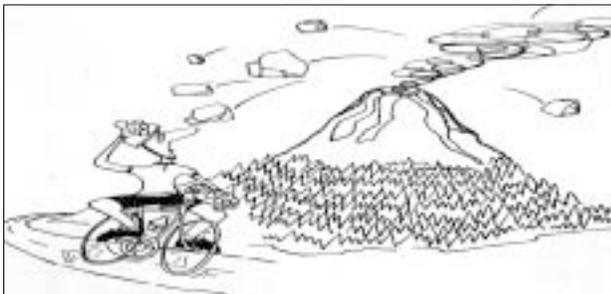
front of a side-by-side paceline. No one was reminded that bikes don't have brake lights, that you have to tell people inches behind you that you're slowing abruptly - or they will hit your bike and fall down.

No one tried to analyze why the crash happened. Finding a cause might mean learning that someone made a mistake, and that would be unthinkable. Easier to think about an occasional crash than to point a finger at someone and say,

Hey, how 'bout doing that differently the next time. It'd be safer that way.

That'd be speaking up, wouldn't it?

Speaking up seems easy when you're reading about it on this page. Listen on your rides. Let me know how much education and communication actually happens.



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