

# BICYCLEPAPER

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WINTER 2004 • FREE

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Photo courtesy of Redline Bicycles

A new trend at Interbike 2004 - Muscle bikes or Chopper bikes. For the bike industry, this looks to be the next hot commodity at school bike racks across the country. Redline Bicycles introduced Rain City Chopper at the show.

## What's New and Exciting for 2005?

By LAURA MOEN

The bicycle industry's 2005 product lines are packed with innovative and creative items that offer something for everyone. The industry show, called Interbike, was presented last October and showcased what could be called "glimpses of the future". Here are some noteworthy items from the show.

### The LIVESTRONG wristband

The impact Lance Armstrong has had on cyclists and people in general cannot be underestimated. His widespread recognition and popularity means that more people are riding bicycles at all levels. Lance has also touched the everyday person with his fight against cancer. All kinds of people, from professional and Olympic athletes, to bakers, kids on the street and even presidential candidates are wearing the LIVESTRONG wristbands. The LIVESTRONG yellow wristband is a symbol of hope, courage and perseverance. It is a tribute to Lance's inspirational fight against cancer and a fundraiser for the Lance Armstrong Foundation. Their popularity has prompted other groups to copy the concept with different colored wristbands.

To order your LIVESTRONG wristband go to [www.livestrong.org](http://www.livestrong.org). Allow 3 to 4 weeks for delivery.

### Cruiser Bikes

Electra is a cruiser bike company that is at the top

of the comfort game. They offer Townie bikes with "flat foot technology". Townies are a combination of cruiser and recumbent bicycles. They are designed so that every rider can touch the ground with "flat feet". It is a comfortable, easy to ride bicycle.

The owner of Electra believes that, for many, the fear of bicycles is related to a fear of not being able to touch the ground when seated on the bike. The bicycles they designed feel safer. In that respect, they have the potential to open up cycling to a whole new audience-people who learned to ride a bike when they were 6 years old, but have not ridden since they were 12.

Electra bicycles are fun and fashion-minded. The company uses art, fashion, and functionality as their guide when designing new bikes.

According to their website, "fashion, music, textures, colors, metals, ergonomics, lifestyles, and memories are just some of the elements that bring to life a new work of art to be enjoyed over and over." Electra's whimsical colors and designs are sure to be a hit with anyone and everyone this season.

Electras are just cool. The Deluxe, Hawaii, and Betty are becoming classics and the Eight-ball chopper and Pink Fink are great for easy riding. These bikes are reasonably priced which practically makes them an accessory. Most Electras are in the \$280 to \$700 price range.



See "What's New" on page 6

▶ Feature

## The Importance of Winter

By ERIK MOEN

Winter is a very important time for the bicyclist. Attention to the details of winter training has large pay-offs for the spring and summer seasons, regardless of ability level or bicycling discipline. Some cyclists tend to disregard training during this time because of darkness, cold temperatures, or precipitation. However, the importance of winter training becomes clear when one examines the potential benefits of such training in three categories - mental, physical and equipment-related.

### Mental

Winter is an important time to reflect upon your past season and ponder your next set of bicycling goals. They should include short- and long-term items. Short-term goals are measurable and controllable. Long-term goals are the result of the efforts made to complete your short-term goals. For example, setting a goal of losing 10 pounds by July 2005 is long term. Short-term goals that might make the long-term goal achievable would be: the inclusion of bicycle commuting three days a week, substi-

tuting water for sodas, and consulting a dietician.

Less intense and structured training is a crucial part of winter preparation. During that period, training should include weight-bearing exercises, such as walking, running, hiking and skiing, as a variation to the regular cycling routine. If bicycling is your primary annual activity, you should plan to maintain a minimum of two to three cycling workouts a week during the winter months.

### Physical

Winter should start with a visit to your physician for an annual physical examination to check blood chemistry, cardiac function, body composition and individual medical abnormalities and risks.

If all the exercising you do is centered around riding a bicycle, you will lose body balance. "Chronic" or regular bicyclists have great aerobic engines and leg strength but become "de-conditioned" in ways that are incompatible with normal body functioning. Loss of flexibility (joint and muscle), loss of core-strength,

See "Health" on page 7

▶ Feature

## My Front Brake Is My Friend

By SYLVIE ALLEN

This article is all about how to set up your brakes in order to brake safely. This is my favorite lesson to teach because once people figure it out... they can conquer steeper slopes than they ever thought possible! The first part of this article will talk about brake types and set up, and the second part will cover braking and descending techniques.

There are many different kinds of brakes out there. The most common these days, when you're buying a good quality bike, are the hydraulic disc brakes. You will also find V-Brakes and mechanical disc brakes, which also work well but are not as reliable as the hydraulics. I hope you will never find cantilever brakes - if you do, then you've just dated yourself back about 10 years!

### Positioning the Brake Levers

The first thing you should do to your brakes is to have them set up especially for you. Brake levers come from the factory set up for "man" hands, and guess what, we don't all have size large hands, so keep reading!

For a proper set up, start by loosening the bolts that hold the brake lever and shifter onto your bar. Once loose, place the edge of your hand on the outermost part of your grip. Wrap your fingers around the bar except for the index finger. Move the lever and shifter down towards the center of the bar until your index finger is resting near the end of the lever. Braking with your finger near the end of the lever will give you more "leverage" and therefore more power. Plus, having just one or two fingers on the

See "Braking" on page 5

## IMBA Awards 100 REI/IMBA Outdoor Stewardship Toolkits

COURTESY IMBA

Mountain bike groups coast-to-coast will soon receive an unprecedented boost for their volunteer trail work projects, as a result of a financial and gear grant from Recreational Equipment, Inc. (REI), announced by the International Mountain Bicycling Association (IMBA).

For the second consecutive year, IMBA and REI will award outdoor stewardship toolkits to select mountain bike clubs nationally for the purpose of building and maintaining trails. This year's \$45,000 REI grant nearly doubles the amount of last year's award, and increases the number of toolkits from 50 to 100. Each toolkit contains components to enhance on-the-trail volunteer efforts.

IMBA's network of 500 affiliated clubs and 32,000 individual members perform an estimated 1 million hours of volunteer trail work every year. These new outdoor stewardship toolkits will motivate clubs to organize even more volunteer projects.

Toolkit recipients were selected based on need and merit.

The following Northwest clubs will be receiving the REI/IMBA Outdoor Stewardship Toolkits in 2004:

- Disciples of Dirt Mtn Bike Club, Eugene, OR
- Molalla RiverWatch, Molalla, OR
- Barlow Trail Association, Rhododendron, OR
- National Coast Trail Association, Portland, OR
- Portland United Mtn Pedalers, Portland, OR
- Central Oregon Trail Alliance, Bend, OR
- WHIMPs, Ferndale, WA
- Columbia Area MTB Advocates, White Salmon, WA
- Snoqualmie Valley Trails Club, North Bend, WA
- Backcountry Bicycle Trails Club, Seattle, WA
- Island County Trail Council, Oak Harbor, WA

To view the full list of grant recipients, program information and a toolkit photo, visit [www.imba.com](http://www.imba.com).

## USA Cycling License Fees and Insurance Coverage for 2005

GERARD BISCEGLIA, USA CYCLING CEO

USA Cycling, always strive to keep down costs to members and promoters while providing as much support as possible. Further, we will not compromise our commitment to provide the most comprehensive insurance coverage for our members.

As most of you know, insurance costs are rising rapidly in every area. Bottom line-the loss rate for injuries incurred during the 2004 racing season exceeded our premium by more than 150% resulting in an increase of approximately \$500,000 in our insurance premium. This increase is caused by a number of issues including more claims, higher medical costs and an increase in the number of rider-members who use USA Cycling insurance as a primary policy. Our policy is designed to be secondary coverage.

In order to deal with this escalating issue, we will be taking the following steps in 2005 to cover the cost of this dramatic increase to our insurance:

1. One-day license price will increase from \$5 to \$10. To not do this would mean that our annual members would be subsidizing our non-members.

2. The deductible for riders using the USA Cycling policy as primary coverage will increase from \$2000 to \$5000. For members who use this policy as secondary coverage, the deductible will stay at \$1000.

3. The cost for a primary license will increase from \$50 to \$60. Add-on licenses will increase from \$25 to \$30. Other changes include the International Licenses increasing to \$150 and the junior license will cost \$30.

While we regret having to increase our license fees, we hope you understand that this decision is based solely on the ever-rising cost of insurance. I also hope that with the steps we have taken regarding one-day licenses and non-insured riders we can get this issue under better control.

The insurance provided by USA Cycling has never been intended to provide primary coverage. We have been proactive in addressing this issue as well. We are working with an insurance company to offer competitively priced insurance that can be purchased by riders to protect them from experiencing excessive personal costs and to help cover the majority of the deductible under our policy. We hope to be rolling out this new program in the near future.

## Cyclo-cross News

### Knapp Receives Nomination To Worlds Team

Ann Knapp (Des Moines, WA.) received her nomination to the U.S. World Cyclocross Championship Team after her overall victories in the Crank Brothers U.S. Gran Prix of Cyclo-cross Series.

Ann Knapp may have won the first event in Portland, but Gina Hall (Ashland, OR) placed second and then won the next race - making her Knapp's strongest threat. Hall gained a substantial lead on Knapp in the first weekend, but it didn't last long. Knapp claimed not one - but two victories in the second weekend and took over the series lead. She went on to win the Beacon Cyclocross, but still hadn't clinched the series just yet, as Hall was only 30 points behind going into the final race. The final event saw Knapp take her fifth win out of six total races, and finally stake her claim on the overall title.

### Nationals Set For December

An exciting season of domestic 'cross racing will conclude with the presentation of the USA Cycling Cyclo-Cross National Championships

in Portland, OR. Slated for Dec. 10-12, the finest 'cross racers in the U.S. will come together at the Portland International Raceway to compete for 23 stars and stripes jerseys.

Many Northwest riders are considered as top contenders for the event. Ann Knapp (Des Moines, WA), winner of the US Grand Prix of Cyclo-cross, and Gina Hall (Ashland, OR) will lead the women's field, while the men's Grand Prix winner, Ryan Treborn will be challenged by Barry Wicks (Corvallis, OR), Jonny Sundt and newly crowned Washington State Champion Russell Stevenson.

At the end of the weekend, 23 individual titles will have been awarded to elite, junior, masters, collegiate, and U23 riders. One college team will earn the distinction of National Collegiate Team Champion.

For a full schedule and more details, go to <http://www.usacycling.org/events/2004/cx/>.



Gina Hall

## Speak Up for Bike Trails and Paths in the Portland Area

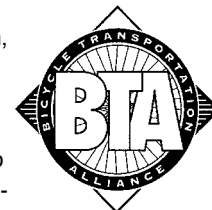
COURTESY BICYCLE TRANSPORTATION ALLIANCE

There are several projects under consideration that benefit bikes in this round of Metropolitan Transportation Improvements Program (MTIP) funding. The MTIP reflects how federal transportation dollars are allocated to projects around the Metro region. The competition is fierce for these funds. Portland area residents are asked to provide their input and speak up for better bike lanes, paths and more. Deadline for submitting your comments is December 6th.

Some of the projects under consideration, which BTA feel are most important, include:

Sellwood Bridge, Springwater Gap, Marine Drive gaps, Trolley Trail (to Milwaukie), Beaverton Powerline Trail, East Burnside bike lanes, Cornell Road bike lanes, "MapQuest for bikes", Multiuse trail studies (Lake Oswego to Mil-

waukie, Sullivan's Gulch, Tonquin Trail, Mt. Scott - Scouter's Loop Trail), Willamette Shoreline Trail (Sellwood Bridge to Lake Oswego), SW Capitol Highway: Multnomah Blvd to Taylor's Ferry SE Tacoma Street



To make your voice heard, go to [www.metro-region.org](http://www.metro-region.org) or [www.bta4bikes.org](http://www.bta4bikes.org) and click on the project that interests you to find a full description. Comments can be submitted directly on the website or email [trans@metro-region.org](mailto:trans@metro-region.org), fax (503) 797-1911 or write to

Metro, Regional Transportation Planning, 600 NE Grand Ave., Portland, OR 97232-2736

This represents our biggest opportunity to get funding for bike projects. Your action is needed to help us secure funds.

For more information visit [www.bta4bikes.org](http://www.bta4bikes.org)

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Bill Bryson on a bike. - Boston Globe

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# Celebrating 25 Years of Indoor BMX Action



By Joshua Hicks  
Bicycle Paper  
Editorial Intern

Remember when BMX racing became truly popular in the late 1970's? If you were a full-blown enthusiast, or even just a curious kid looking to try the up-and-coming sport, your best option was probably heading out to a batch of woods and trying to catch some air off the small rises on a trail.

If you were really motivated and just a bit on the innovative side, you and a few buddies might have built a ramp in your driveway or grabbed rakes and shovels and manipulated a nearby dirt lot into a small track.

Perhaps you don't remember the 70's. Maybe you weren't born until the 80's—an era when hair bands and BMX racing were reaching their heyday, and excitingly cheesy movies like "Rad" were the products of a marriage between these relatively new phenomena.

Even during the height of BMX popularity, most devotees were still hard pressed to find a track unless they were willing to travel hours away or they lived in southern California, the birthplace of BMX racing.

It shouldn't be surprising, then, that when Peninsula Indoor BMX was in danger of disappearing off the face of the earth in 1985, Mitchell Raich asked his dad if he was planning to buy the track. After all, when the organization that has been running the only track in the Seattle area is being sold without any takers, it's a problem. And part of a dad's job is to take care of problems, right?

Mike Raich was taken aback when his 15-year-old son asked him if he planned to buy the

organization.

"At first, I just told him that I hadn't even thought of it," Raich said. "Then he asked if he would have to stop racing if someone didn't buy the corporation."

That notion did not sit well with Raich, and it prompted him into action. After discussing things with his wife, he ponied up the money, and his family bought Peninsula Indoor in January of 1986.

"Back in those days, the nearest other track was three hours away," Raich explains.

Now, there are at least 36 tracks in the Northwest, but thanks to the Raich family, Peninsula Indoor stands proud as the oldest indoor racing venue in the region, with 25 years under its belt.

In one way or another, Raich has been involved with Peninsula Indoor since it first began running events in 1980, and he has been principal officer of the non-profit organization since the day he bought it.

Being the principal officer entails a host of responsibilities that range from serving as the track operator to making sure that all the bills are paid for, acting as a liaison between the organization and the bike associations so that race results get recorded. He also oversees the building of the track each weekend, which is done on Saturday mornings before the first races take place. The whole process takes six hours, five tractors, one thirteen-year veteran of track design, and a slew of men with shovels and rakes who are willing to devote a morning to moving dirt.

"It's like kids playing in a dirt pile," Raich ex-

plains. "You get a group of guys out there moving dirt with tractors and tools and they're just having fun by getting something accomplished. There are creative juices that flow any time you build something."

Running activities as a state-registered non-profit organization out of BF Arena in Port Orchard, WA since 1980, the track has had its fair share of famous faces from the cycling world ride through.

Gary Ellis Jr. raced at the track as an adolescent. By the time he returned as an adult, he was the first person ever to win back-to-back world championships while also being ranked #1 by both the American Bicycle Association and the National Bike League.

In the late 80's and early 90's, Eric Carter raced at Peninsula Indoor, and then moved on to mountain bike dual and 4-cross racing, where he became the world's top-ranked rider. In 1999, Carter was the Dual World Cup Champion and last season he won the UCI World Cup and World Championships for 4-cross. Carter keeps in touch with his BMX roots by racing in the winter to enhance his mountain bike skills.

"Eric helped spread the word about the track," Raich said. "After he came back to race with us, people started coming from all over the country. They knew the racing to be good and competitive because Eric told them so. There's always been some bumping and thumping going on in there, and a tough competitor can really get into it."

You can join a Peninsula Indoor BMX race by registering for one of the track's events, which are run every Saturday and Sunday from November 6, 2004 until March 6, 2005. All events are single point races requiring ABA membership. For more details, call (206) 246-2661 or, on race days, (360) 876-5773.

## NEWS

# Comment on Draft SDOT Plan

This is your chance to tell the Seattle Department of Transportation (SDOT) what you think is important to be included in the Transportation Strategic Plan.

The SDOT has been distributing a Draft Transportation Strategic Plan Feedback Form, which can be downloaded at: [www.seattle.gov/transportation/tsphome.htm](http://www.seattle.gov/transportation/tsphome.htm) (scroll half way down the page). This one page form includes

seven statements for respondents to rate on a least-to-most-important scale.

One statement refers to how the city should expand the bicycle network in order to encourage more people to bike, even if it could take away street space from other travel modes. Other statements concern allocation of funds.

Comments are due December 15th. Please take some time to submit your comments prior

to the due date.

If you have questions, call Pauh Wang with SDOT at 684-8562



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No Charge for Initial Consultation

# Hand Cyclists and the Bike Community—Like Birds of a Feather



By Joshua Hicks  
Bicycle Paper  
Editorial Intern

If the old adage that cycling is for everyone is true, then hand cyclists prove it.

Loosely defined, cyclists are people who want to power themselves by riding a cycle of any type. Closely associated with that definition is the goal-oriented mentality that most cyclists share.

Hand cyclists fit this definition perfectly. The majority of hand cyclists are people with disabilities who seek recreational and competitive outlets.

Perhaps the most well known example of a hand cyclist is Mike Utley, who was paralyzed in 1991 while playing right guard for the Detroit Lions. Remember the thumbs up he gave a silenced, anxious crowd while being taken off the field on a stretcher? That simple action epitomized Utley's unflappable strength and optimism.

Regardless of his hopefulness, one had to wonder what a person in Utley's shoes could possibly do to fill the void that was created when his burgeoning career was stripped away at a moment's notice. How would he find an outlet for his competitiveness and the incredible work ethic that had helped him earn so much in life?

The answer, for Mike, was simple—he would use the assets that made him an NFL success to find a cure for spinal cord injuries (SCI). He would enjoy an active life, regardless of whether or not he could ever walk again.

Since being diagnosed with SCI, Utley has brought his game to an absolute height. He started immediately after his injury by founding the Mike Utley Foundation, an organization

dedicated to finding a cure for spinal cord injuries, by providing financial support for selected research, rehabilitation and education on SCI.

Through this foundation, Utley organizes a long list of charity events that helps raise money for a cure. One such event is the annual Dam2Dam Thumbs Up Bike Tour in East Wenatchee, Washington.

"I've done a lot of different fundraisers in my time, but biking has worked the best because it seems to be an activity for everyone," Utley said. "It's accessible, and it allows people to set all kinds of different goals that help them feel accomplished."

Utley not only puts on events such as Dam2Dam, but he, along with about 30 other disabled athletes, rides in them as well.

"It's important that I be out there so people

see that this is not all about lip service," Utley said. "People need to see me out there leading by example. The best way for people with SCI to be prepared for a cure is to stay healthy and physically active. If I do it, then other people will see that it is not only possible, but rewarding and fun."

If leading by example is a priority, then Mike is doing a great job of achieving that goal. His injury made him a C 6-7 quad, meaning that he lost at least partial use of all four of his extremities. By working adamantly at a training and rehabilitation regimen, Mike has regained the use of his hands, wrists, and fingers, and, in 1999, he even took his first step since the injury.

It is Utley's persistence that has allowed him to stay just as active, if not more active, than the average person. With dogged determination, he has allowed himself to enjoy physical activities including scuba diving, kayaking, water skiing and even skydiving. Determination is a trait that he wants to demonstrate and pass on through events like Dam2Dam.

Even if a cure for SCI is never found in Mike's lifetime, he still believes in the benefits



Ryan and Dave Bahm, pose with Mike Utley and Tom Zylstra at the Dam2Dam event benefiting the Mike Utley Foundation for spinal cord injury research.

of being active.

"I may never walk again, but I'm going to have a great life," Utley said.

Asked if accessibility has been an issue for him in the realm of recreation, Utley said, "Where there's a will, there's a way. Anything that is accessible to persons without disabilities is accessible to people who have SCI. You earn what you get. I've learned that as an athlete. If you don't work hard for a position, you don't get it."

In 2005, Utley's goal is to ride at least 25 miles—certainly no small feat considering that he relies solely on the strength of his arms and his will. Another goal is to raise at least \$100,000 for the foundation, which means he will need more cyclists than ever before.

Those who register for the Dam2Dam Tour (scheduled for September 24, 2005) offer

valuable support for the Mike Utley Foundation. They also get a chance to pedal along with a host of inspirational cyclists. Tim Patterson, who rode from the Twin Towers to the Pentagon in honor of the victims of 9/11, and Craig Blanchette, who is a nationally recognized cyclist, often join participants, coaching them and carrying on friendly conversations.

Aside from Utley, there are less famous examples of disabled cyclists who ride with a serious mission. Take Tom Zylstra, for example. In October of 2003, Zylstra was hit by a car while riding his road bike along a picturesque country road. The accident fractured his left tibia and tore most of the skin off from behind his knee.

Consequently, Zylstra was unable to ride his road bike for an extended period of time while his fractured leg healed with the help of a titanium rod.



Zylstra rode 70 of the 154 miles of the 2004 RAMROD event. He'll be back on Mount Rainier on July 28, 2005 along with other hand cyclists.

After a relatively brief rehabilitation period, he was told that he could ride again. Zylstra, who has been an avid cyclist since he was just 8 years old, was excited to get back into the swing of things. He trained hard for two months and prepared to compete in a road race in central California. He felt no discomfort in his left leg.

Zylstra rode passionately in that race, placing respectably and feeling fine afterwards. He even gave a talk about his experience at a banquet on the night of the event.

Two days later, he was experiencing excruciating pain in his leg. The slight but persistent pressure of riding on the road had refractured his tibia.

He would have to go under the knife once again, this time to have his leg rebroken and to have a larger titanium rod placed in his tibia. Doctors told him he might not ride again until late 2005.

"I was depressed," Zylstra said. "I had done all this work to come back, and I had been looking forward to the summer so much."

Zylstra considers himself a classic road cyclist who thrives on the sport as a means of accomplishing goals and enjoying the freedom of the outdoors.

"From the moment I started riding, it's always been my preferred mode of transportation," he said. "I don't know what I'd replace it with."

Following his second surgery, Zylstra strug-

gled with that very question of what to replace his passion with. After trying several options, he began to search the internet for alternatives. That is when he found hand cycling.

"It made my summer go from something that was going to be bleak and depressing to one of the best summers of my life," Zylstra explained.

He was once again able to focus on meeting goals, exploring country roads, and enjoying the freedom of cycling. By July 2004, Zylstra was riding in RAMROD as the first ever hand-cyclist to participate in the event. He cycled roughly half of the 154-mile distance before finally considering his mission accomplished.

Meeting his goals not only meant cycling 70 miles, but also raising awareness for disabled cyclists. The way Zylstra sees it, 750 riders participated in the event, and, within a short period of time, everyone of them had passed him. In theory, each of those riders is now cognizant of the fact that hand cycling exists.

"The ratio of how many people are physically challenged compared to how many disabled cyclists you see on the road is wrong," Zylstra said. "You don't think twice about seeing a road cyclist. That's how I want people to view hand cyclists. I want people to see that there are options for people with disabilities."

Zylstra's case is unique amongst hand cyclists because he is not permanently disabled. Nonetheless, he plans to be a hand cyclist for the rest of his life. In the future, he will still participate in RAMROD with a hand cycle. His goal is to get other hand cyclists to participate in the event and to ride with them as far as they can go before switching to his road bike to complete the tour.

When you take a look at their lifestyles, Zylstra, Utley and all the other hand cyclists out there have something in common that goes beyond the type of bike that they ride. It has to do with their outlook on life, their desire to live active, healthy lives, their proactive stance on healing, their constant pursuit of goals, and their willingness to persevere. These are traits that unite them with the cycling community as a whole.

For more information about the Utley Foundation and Dam2Dam tour visit: [www.mikeutley.org/](http://www.mikeutley.org/)

► "Braking" from page 1

lever will let you hold onto your bars with more strength and control.

After moving the lever, look at the position of your finger on it. Is your finger even touching the lever, or is the lever right under your first knuckle? Ideally, your brake lever should be just under your first knuckle so that you don't have to reach for your brake in a panicky moment, thus wearing out your hands (and your nerves!).

The levers can be dialed in closer to the bar with a little 2 mm (usually) screw that winds out. This will make a world of difference to your riding, since you can now ride comfortably with your finger resting on the lever correctly.

Before tightening up the bolts on your levers and shifters, check that they're at a comfortable angle. You don't want to have to reach down to get to your brakes. Have them at a natural angle from the top of your shoulders to your hands. If you still have questions, bring the bike to your local shop for some advice.

**Using the Brakes**

Now that your brakes are set up, let's talk about how to use them properly. The first basic

rule is to always ride with a finger resting on your lever - making you ready for anything that comes your way.

Have you ever been taught to never use the front brake? If so, someone just wanted to see you skid your way down the slopes! In reality, your front brake provides 70% of the braking power and your rear brake does the rest. So while going down any slope you should be using more front brake than rear.

Another important rule is to always keep the wheels rolling. A locked wheel will only put you in the ditch or over the bars. This is where you need to learn about "feathering" or "dragging" the brakes. This means gently applying pressure to the brakes just before their "threshold". Another term!

A threshold is basically a locked wheel. You'll get the most braking power by braking just before the threshold is reached.

Try the following... Find a gentle slope and go down as slow as you can without skidding - using only the rear brake, then only the front brake, progressing to slightly steeper

slopes, as you feel comfortable. This will show that you can go a lot slower while using only the front brake, and you'll often skid when using just the rear brake. So, have I convinced you that the front brake is your friend yet?

Now, use this method on all of the trails you ride. Listen to your bike - if you hear skidding at the rear, then apply more front brake - gently! There are a few places you want to release your front brake (remember to keep the wheels rolling), they are: transitions on descent or drop, rolling over an obstacle on a descent, and the apex of a sharp corner. These are just short moments where you would gently release the brake then gently reapply the pressure.

On the trail, looking ahead is key. Finding safe places to brake where you won't slide out on some roots, and slowing down before a descent instead of panicking in the middle of it, will increase your riding pleasure.

One last thing (even though there's so much more!) is your body position on the bike. Too much weight on the front wheel and we all know where we'll end up! So, as the slopes get steeper, or you start braking harder, you need to gradually move your hips back behind the saddle to maintain



Photo Courtesy Sugo! Dirt Series

Slowing down before a descent instead of panicking in the middle of it, will increase your riding pleasure.

the neutral position. Bring them back quickly whenever there's a transition in a descent or the ground levels off. A lowered seat makes this a lot more comfortable! Keep your heels down and maintain a strong forward leg. This is called your bracing leg and this position will prevent you from crumpling forward as gravity wants to suck you down the hill.

Remember, the front brake is your friend, but show it some respect!

Sylvie Allen is from Whistler, BC. She is a manager and coach for the Sugo! Dirt Series. Sylvie is the 2002 Canadian National Downhill Champion and a five-time member of the Canadian National Downhill Team.



Photo Courtesy Sugo! Dirt Series

Positioning your brake levers correctly will add to your braking power.

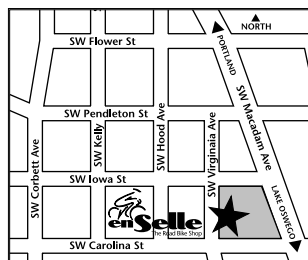


**THE INCREDIBLE MERCKX CARBON MXM IS NOW IN PORTLAND!**

The MXM is simply GORGEOUS — beautiful GOLD lettering on a charcoal carbon frame — or try the flashy Merckx Team SC that won the renowned 2003 Paris-Roubaix Road Race. With famous Century Geometry developed by Merckx, that is noted for stability and comfort, the bikes' performances will equal their looks.

And speaking of looks, outfit yourself with the latest **European cycling clothes**, also seen on the Pro Peleton

riders. You won't need your passport at **enSelle**, The Road Bike Shop, it will just feel like you've been transported to a specialty road bike shop in Europe.



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*Through your contribution as donors, attendees, sponsors and volunteers more than \$65,000 was raised at this year's auction for statewide bicycle advocacy and education.*

*The Bicycle Alliance of Washington would like to thank all of you for your continuous support and for making the auction such a grand success.*



► "What's New" from page 1

## Shoes

Specialized has a perfect shoe to cruise on your Electra. The Specialized Sonoma fits men and women well and is reasonably priced at \$75. The shoe has a lace up with a Velcro tab for a more secure fit and features a smooth, walkable rubber sole with a recessed SPD/Time cleat pod. The Sonoma shoe may be used on a platform- or clipless-style pedal.

## Clothing

If you are looking for upper body clothes that are functional and versatile, check out the Adidas Adistar CP wind jacket and the Gore Phantom Plus jersey.

The Adistar CP wind jacket is a perfect complement to the Northwest weather conditions. This lightweight 100% polyamide climate proof jacket fits closely and still has the versatility of your most basic jacket. Windproof and water resistant, the zip-off sleeves make this

piece a must. It looks great as a vest or a jacket and it avoids the Star Trek vest look when you zip off the sleeves. In my opinion, this is the perfect two-in-one garment people have been looking for.

Finally! Gore Bike Wear has a jersey that will suit the needs of the Northwest riders for six to nine months of the year. The Gore Windstopper N2S (Next to Skin) Phantom Plus is a windproof water resistant jersey and comes in a blue or grey color. This piece is fabulous as a stand alone windproof long sleeve jerseys but it has the added feature of zip off sleeves to



turn itself into a short sleeve wind proof jersey. This can be worn from September all the way through June in this part of the country. If only it did not need to be washed, it could be the only jersey a rider would need until summer.

## Helmet

Giro is offering Lance Armstrong's gold helmet in 2005 - a perfect gift for the cyclist who has everything. The company produced only 2004 Gold Atmos 6 helmets (to mark Lance's sixth Tour de France win), which are made available worldwide. One of them is Armstrong's own and he wore it on the last stage of the 2004 Tour de France.

The Atmos has an innovative "rib cage" system made of carbon fiber subsections and weighs 256 grams. The \$299.99 price tag for your own replica of this helmet makes it almost a buck a gram.

However, this is a small price to pay for a part of cycling history! The Atmos is also offered in a matte black and six other colors with a Helmet Pod traveling case for \$189.99.

Bell Helmets introduced the popular Metro helmet late last year and plans a

2005 release of a more affordable counterpart called the Citi. The Citi comes in five great colors. This helmet is universally sized, has reflective tape and a rain gutter visor with mirror compatibility. It takes on the "Quadrophenia" scooter-riding fashion sense as well as the commuter. The Citi has a sleek and conserva-



tive look all at once. It is a great helmet for the fashion-minded commuter and will go well with any cruiser bicycle.

## Triathlon Gear

Triathlon competition and participation has been gaining momentum in the Northwest with the inception of the Women's Danskin Triathlon. Many companies such as Sugoi, Pearl Izumi, Tyr, Zoot, Craft and De Soto are set to release great gear next season.

A newcomer to multi-sport is Descente. Best known for its top notch

cycling gear, Descente has put forth a simple yet fantastic line for 2005. Most pieces are made from Aero XT fabric. XT fabric is dimpled and form fitting. These attributes are aero and hydro-dynamic. Every Descente item will tolerate training and racing. The tops and shorts are priced reasonably and stay true to Descente's classy style. One special feature in the women's aero-XT triathlon suit is that it zips up the back for easy entry.

The best values in triathlon shoes this season are the offerings from Specialized and Shimano. The coolest shoe however, is offered by Diadora-a company well known for its quality and creativity. Diadora's Iron Heart shoe has all the bells and whistles. Its Multipled Carbon sole creates the stiffness of carbon in all the right

places. It has one large strap with a tab that holds the shoe open for quick entry. The coolest feature of the shoe is the loop on the inner arch, which allows the rider to temporarily tape the shoe to the



crankarm so the shoe remains in the horizontal position. This helps with a super quick transition from swim to bike.

## Kids Stuff... at Last

SpongeBob is stronger than ever. Descente will carry a new SpongeBob SquarePants kid's jersey just in time for the release of the movie. The first jersey was a hit and this one is sure to be a great addition to any kid's collection of SpongeBob memorabilia. Don't worry, an adult-sized SpongeBob jersey with last year's kid design is also available.

Pearl Izumi is getting into the kids scene this year with a few Sesame Street jerseys. Kids and parents with their trailers, trail-a-bikes and tandems will look great sporting images of the Cookie Monster and Oscar the Grouch.

There were many more new and exciting products at Interbike. From cool chopper



bikes to prototypes for illuminated clothing, you could find something to satisfy everyone. Visit your favorite bike shop to find out more on what the bicycle industry is coming up with in 2005, and start filling up some Christmas stockings. Happy shopping and happy trails!

Laura Moen has worked in the bike industry for 13 years as the Soft Goods Product Manager/Buyer at Gregg's Cycles. She has been a Lance fan for 12 1/2 years. Currently, Laura is a Merchandising Consultant and Independent Sales Representative in the bike, run and outdoor industries. She can be reached at [lauram444@hotmail.com](mailto:lauram444@hotmail.com)

# Hot New Redline Products

## Redline Bicycles Introduces "Rain City Chopper"

Every year at the annual INTERbike show, there is a "hot ticket" item that most of the industry jumps on. Call it the Band Wagon effect.

Last year, it was carbon fiber everything. Two years before that, it was aluminum fold-up scooters. And without a doubt, this year's INTERbike show saw the resurgence of Muscle Bikes. Call them Choppers; call them what you want. For the bike industry, this looks to be the next hottest commodity at School bike racks across the country.

Practically every major bike manufacturer

was showing off production or proto-type Choppers. While Felt won the award for most incredible 1-off Project bikes, REDLINE was said by many to have won the blue ribbon for "Best Production Bike of Show." Of all the choppers shown -- from Giant to Nirve, to Felt or Phat, Schwinn to GT/Dyno, the "Rain City Chopper" by Redline was the only bike to utilize a belt drive train. And to most dealers gathered around

the bike, gawking with wide eyes, the belt drive system was the frosting on a first-class cake.

Other unique features found on the Rain



Photo courtesy of Redline Bicycles

City Chopper were the 6061 Alloy frame with tubbed dropouts, Fork-n-Bar combo, with hidden inner cables on both, and front and rear disc brakes by Tektro. The rear wheel was a 20 x 4.25, with a radial laced 24" wheel up front with a solid alloy thru-axle. All black with red pin striping, and a custom tank up top, had the bike dealers and Chinese tourists with cameras lined up to get a closer look.

To get this chopper right in the design stage, Redline teamed up with a local chop-shop in South Seattle's grunge-influenced industrial section. Although reluctant at first to "sell out" with advice and design work, Bruno Anderson at Rain City Choppers finally caved and was crucial in creating a realistic replica. By the time the final sample was finished, the fine folks at Rain City gave their full approval for the project and leased Redline their name.

Although the Redline choppers won't be in stock until March of 2005, plenty of dealers were quick to place pre-orders for the bike. At a predicted retail price tag of \$999, the salesmen at Seattle Bike Supply are concerned that we won't have enough in stock to fulfill the consumer demand.

For more info on the contributors behind the Redline Chopper - check out: [www.raincitychoppers.net](http://www.raincitychoppers.net)

## Redline Carbon Fiber Road/Cross Fork

Redline Bicycles is here. Here to save the World from overpriced carbon fiber forks.

The new '05 Conquest Carbon Forks retail for under \$200, and come in two models: one with disc tabs and one without. At 714 grams, the tabless carbon beauties will barely tip the scale. The models with disc tabs weigh in at 778 grams. Keeping in line with their reputation of providing quality bikes at an affordable price point, Redline's carbon fork is sure to be a big hit with both the 'cross world, as well as the road crews around America. Available at your nearest Redline Dealer right now.



Photo courtesy of Redline Bicycles

## Aurora Light from Princeton Tec

By JOSHUA HICKS  
BP EDITORIAL INTERN

In terms of versatility, the Aurora bike light, manufactured by Princeton Tec, leaves nothing to be desired. As part of a new line of seven lights launched by the company, this particular light retails for \$29.95, but you might not have guessed it based on everything that the product offers.

With the Aurora, Princeton Tec has taken everything you could expect out of a versatile light and multiplied it.

Do you like an easily adaptable device? You can multiply the Aurora's adaptability by three. The light has an easily mountable quick release feature that allows you to snap it onto a handlebar mount, a helmet mount, or even a head strap, all of which are included in the package. With its multi-attachment

accessories, the Aurora is not only useful as a bike light, but also good for camping and other outdoor activities.

Do you like a variety of different light output modes? You can multiply the Aurora's light output options by three as well. The high output mode offers approximately 50 hours of burn time, the medium mode offers 110 hours, and the low mode offers around 160 hours. Not extraordinary by any means, but certainly worth points in the versatility department.

The Aurora has, you guessed it, three L.E.D.s bulbs configured in a triangle pattern so that the light shines with an even, nearly shadowless beam. You can also choose between a slow blinking and a fast-blinking option that makes you clearly visible in situations where your awareness and your defenses have to be at their best.

The only minor drawback to the Aurora is the

sophisticated switch that allows you to change lighting modes. While it is great that just one button can do so much, it is difficult to figure out exactly how to use it without reading the tiny instruction booklet with a magnifying glass. If you're the type who hates to read directions, it might take a little more time than you would prefer to figure out that pressing and releasing the button within one and a half seconds is the only way switch from mode to mode. If you hesitate and hit the button a second too late, then the light turns off. This isn't exactly rocket science, but it is perhaps more complicated than it needs to be, and it can lead to problems if you're adjusting on the fly.

Aside from that, the Aurora is a fantastic buy. Its luminescence and its adaptability make it perfect for commuting or camping and good enough for night training or late evening trail riding. With most AAA batteries, it weighs less than 3 ounces, so aside from the bright beam projected in front of you, you'll hardly notice it's there. For a modest price, the light provides



a lot of bang for your buck and gives you top-notch versatility.

Visit their website at [www.princetontec.com](http://www.princetontec.com) for more information.

## WalkyDog-Give it a Try

Bice SRL, an Italian company is introducing WalkyDog to the American market. The product allows people to bring their four-legged friends safely on a ride, while keeping both hands on the handlebar and the dog on a leash.

The product is made of a sturdy aluminum, relatively lightweight hollow bar that easily attaches to the seat post or seat tube using a two-part jaw mechanism. Inside, large springs create the shock-absorbing system, which links to the leash. To fit the size and strength of the dog, one can easily add or remove springs, which adjust



the tension as well as the length of the cord. A simple release mechanism transforms it into a normal leash.

It takes no time for a dog used to being around bikes to get comfortable with the new system. After a short session, both rider and dog get the hang of it. If the dog is afraid of bikes, the sound of squeaky brakes or likes to pull on the leash, it may take a few short rides before everyone settles in.

All in all, WalkyDog is a cool way to combine walking the dog and going for a ride.

For more information, visit [www.brice-srl.com](http://www.brice-srl.com)

## Chariot's SideCarrier for Bicycles

Sidecars are not just for motorcycles anymore. They are for children and bicycles too.

The Chariot SideCarrier is a totally new, innovative, lightweight and high-performance way to transport a child, ages one to four (max 55 lbs), on a bicycle. Instead of riding behind a parent as they would in a trailer or in a behind-the-saddle carrier, the child sits right beside mom or dad.

Safety wise, the child is surrounded by a lightweight yet sturdy aluminum frame, which is very stable due to its extra-low center of gravity. Most importantly, the SideCarrier travels right next to the rider and is in constant sight, thus the cyclist can adapt their riding style more easily than with a bike trailer. Due to its clever design, the SideCarrier, is about the same width as a two-child bike trailer, even with the bike attached. In addition, the rider will notice that the bicycle is able to lean through turns and that bumps and dips are handled just



as easily, without concern about the SideCarrier ever tipping over.

The Chariot SideCarrier mounts to most bikes with the company's patented hitch, that allows for virtually instant separation and joining of the bike and carrier without tools. It is available in bicycle stores and sporting goods retailers. Suggested retail price: \$400.

For more information visit: [www.chariotcarriers.com](http://www.chariotcarriers.com)

## HEALTH

► "Health" from page 1



By Erik Moen  
PT, CSCS

eccentric muscle function, and loss of bone density are some examples.

Flexibility and strength balance, or lack there-of, are best assessed by a physical therapist. A physical therapist with specific

knowledge of bicycling can assess your specific deficits in strength and flexibility, and help define an exercise program to restore normalcy or suggest ways to improve performance for next season.

Winter is best known for base training. Aerobic training is exercises that will make you sweat, while allowing you to either carry on a conversation or sing to yourself. Large amounts of anaerobic training during the winter

will detract from your higher level of function when the weather is sunny and warm.

### Equipment

Winter is the time to be critical of your cycling comfort, or discomfort. Remember that the bicycle is accommodating in its fit, and the body is adaptable. The bicycle can be modified to meet your comfort and efficiency requirements relatively easily, while body adaptations take time.

Considerations of new bikes, aero-positions, saddles, stem-lengths, pedals, and shoes should be planned and done during

the winter. Often times, your projected seasonal goals will drive your new equipment and bike fit needs. Winter training is best suited to

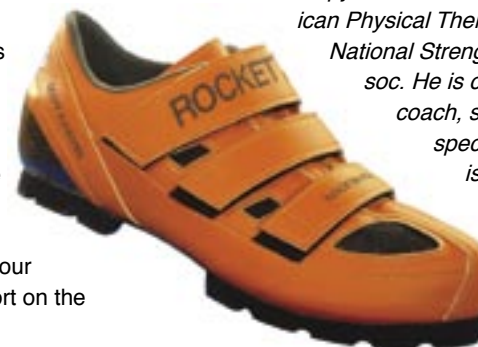
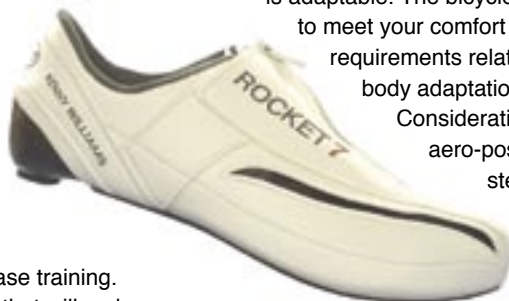
allow your body to adapt to those changes.

My favorite equipment consideration of the winter is the Rocket7 shoe ([www.Rocket7.com](http://www.Rocket7.com)). Rocket 7 is a fairly new bicycling shoe company based in Puyallup, WA. They are making great shoes for road, mountain, triathlon and track/velodrome bicycling. They are the shoes of choice of local speedster Kenny Williams and Canadian off-road sensation Geoff Kabush.

Rocket7 shoes have many desirable features such as weight, or lack there-of, durability, custom sizing, and custom foot-bed. These are all important elements when you are attempting to improve your performance and comfort on the bicycle.

The things you do during winter do indeed count. Small details add up in improving your cycling comfort and efficiency. Your holistic approach to the inclusion of bicycling in your life will allow for cycling to be a valuable life-long activity for health and wellness.

Erik is the director of Pro Sports Club Physical Therapy - Seattle. He is a member of the American Physical Therapy Assoc., USCF, and National Strength and Conditioning Assoc. He is certified as an elite cycling coach, strength and conditioning specialist. His clinical expertise is bicycling biomechanics and treatment of bicycling-related injuries. Erik may be reached at 206-292-3826 or [emoen@proclub.com](mailto:emoen@proclub.com)



# Tick, Tick, Tick...

By JOE KURMASKIE

Tick, tick, tick... splash.

After sunset on chilly January nights, the rhythmic cadence of sprinkler heads dousing the orange groves can be heard from Ocala to Apopka, Florida. It whispers through Sandy Pines and pitches across miles of palmetto flats, sounding just enough like the spin of a freewheel to catch the ear of a cyclist.

To farmers, with their profit margins and livelihoods sunk deep in the soil of those groves, it's the wet, lonesome song of last resort, a hopeful symphony of salvation.

Interesting fact about orange trees. One good freeze can kill the fruit deader than a Kennedy boy's love interest. You know, that free spirited girl who just happened along for a joy ride to the lake with a future senator.

One frost and you might not get those refreshing slices, sweet wedges, smoothies, or pulpy glasses of vitamin C in the morning. A few hours of frigidity and all that's left on the limb is death. That's why farmers coat their fields with water when the thermometer threatens to dip into the danger zone. On the surface, and for those who slept through eighth grade Earth science, such a plan makes no sense, casing something in ice to keep it from freezing.

But then, nature's tricky like that.

If you happen to be pedaling a loaded bicycle too late on a January evening in search of a quiet spot to camp, you might get to ponder the science of it all up close and personal. Lean over the handlebars watching water reach freezing halfway down an orange, then shimmer, glitter and morph into ice. To me, the fruit appeared like green and orange orbs locked inside the syrupy glass of hundred year old window panes. I was so lost in this graceful cocooning ritual, that when a gentleman stepped out from behind a row of trees to my left, it was my turn to freeze. But not for long. The man who'd just scared the bejesus out of me let a faint smile form between the trenches of hard work etched into his face. I relaxed and pointed to a wet orange just above eye level.

"This gonna save them?" I asked, affecting the posture of someone on a school field trip to the museum.

"Like Jesus to a sinner on Sunday morning," replied the old farmer, my dungaree wearing docent. He scanned the grove and seemed satisfied with the way the cloaking process was progressing.

"It works that well, eh?"

The farmer offered a slight head twitch that could have represented a nod or a shake depending on one's angle.

"Well, sinners always have the rest of the week at their disposal."

Good point. Even so, he seemed pretty relaxed for a man with his entire professional life on the line. He pulled an orange from off of the closest tree. It was iced over like some sort of misshapen sherbet Popsicle. A pocketknife appeared from an unseen region of his wardrobe, and in one practiced move the farmer halved the fruit. Sure enough, when he handed it over, the inside was as pure and protected as I once felt in my childhood home - spinning in my pajamas to the songs of the Irish Rovers while a Pittsburgh snow storm raged on the other side of the windowpanes.

He nodded while the slightest hint of a smile crept in. "Makes me think that nature should be enough religion for anybody."

We traveled the grove together. I pedaled while he ambled about, stopping from time to time for a spot inspection of the treatment he'd given the oranges. We spoke of my travels and his family. When the farmer offered me a warm bed in the bunkhouse, I declined, explaining that my tent provided plenty of protection on a night like this, and it was already set up back in the grove.

When morning light hit the grove, I poked my head out of my hole and noted that the tent fly was coated in a solid layer of ice, a mist from the sprinklers had drifted down and mingled with morning dew. I'd stayed warm and dry the whole night through.

Hey, if it can work for Tropicana's Best, why



not a wayward two wheeled traveler willing to burrow down in one of nature's icy coated wombs.

Tick, tick, tick... splash.

Joe Kurmaskie is the author of the Random House bestseller "Metal Cowboy: Tales From The Road Less Pedaled" and "Riding Outside The Lines; Internationals Incidents And Other Misadventures With the Metal Cowboy". For more info: [www.metalcowboy.com](http://www.metalcowboy.com)

FEATURE

# Brodie Infinity - The Great White North's Winter Pick

By SHANE BIRLEY

Flipping through past articles of Up North, I decided it might be good to write about a product for beginner cyclists. Having only returned to cycling myself in 2003, I wanted to show off some local Lower Mainland bicycle manufacturing talent and possibly make some non-riders into cyclists!

British Columbia is full of local bicycle makers with big name companies like Rocky Mountain, Norco, and Brodie Bicycles.

For this article, I settled on checking out a commuter bicycle - an easy one to try for new cyclists. So, off to Reckless Bicycles store to see what Brodie had to offer. I owned a Brodie years ago and liked everything about it. I wondered if I would still be amazed.

I waltzed into the store and asked a store clerk to show me a bike.

"Hi, I want to see the coolest bicycle you have. Something by Brodie, and it must have a high-coolness factor," I said.

"The Brodie Infinity," the clerk replied.

"Really?" I said.

"Yes, the Brodie Infinity is the best out of the box solution for riding in Vancouver. The best bang for the dollar."

He looked at me with confidence and started walking towards the bicycle display models, heading straight for a white bicycle. The first thing I noticed was the brakes and the frame. I was amazed at how smooth the frame looked, and I was excited to see the bike had a hydraulic braking system.

The clerk told me that, out of the box, the Brodie Infinity shows off sleek frame lines and a bountiful set of accessories to make any rider happy. With a metallic white finish, the usual tapered welds are smooth and each tube appears to flow into the next. I hadn't seen this on too many bicycles before and found it to be a nice touch. The geometry of the frame is standard style, but provides a lot of strength and absorbs a lot of road bumps. Of course, this bicycle is designed with pavement in mind, but the strength and Maxxis Detonator tires allow for some light off road excitement.

As I mentioned, what immediately caught my eye was the Shimano BR-M525 disc braking system on both the front and the back. The Brodie Infinity comes stock with this hydraulic system and provides solid braking in all kinds of weather. This is a smart system for the wet Vancouver climate. One thing worth mentioning about disc brakes on bicycles is the grim reality

**Specs**

**Frame sizes:** 50/53/56/59cm

**Front Fork:** AC-A5151 / Cromolly w/disc mount / Cromolly drop out

**Front/Rear Brake:** Shimano BR-M525 Hydraulic with SM- RT61 Disc Rotor

**Chainring:** Truvativ Elita 30-42-52T

**Cassette:** Shimano Tiagra CS-HG50 - 9 speed / 12-25 T

**Rims:** Sun CR-18, black, 32H

**Tires:** Maxxis Detonator 700x28C wire bead

**Front Derailleur:** Shimano FD-R443

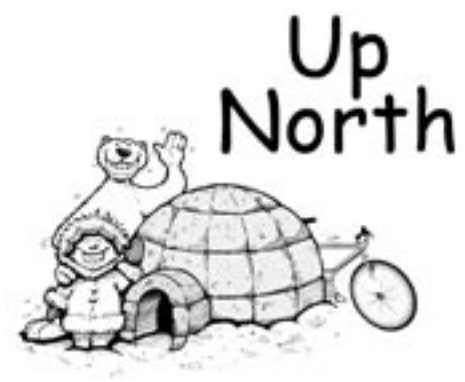
**Rear Derailleur:** Shimano Tiagra

that their theft value increases. The chances of robbery, if left unattended, quadruple. A sad reality in the Lower Mainland and, especially in downtown Vancouver, is approximately 40% of bicycles purchased are stolen within the first twelve months.

The rest of the bicycle accessories are good standard quality parts. Velo grips, a Kalloy flat handle bar with an all Shimano gear and shifting system. The pedals are SHIMANO PD-M505 with cleats on one side and flat side on the other. It is a good feature to have and is the most common stock pedal out there in recent years. There are no surprises on this bicycle. It makes for a good solid product.

The Infinity has a street price of \$1,399 Canadian (\$1150 US) which might be priced high for some to manage. Yet, with a little research in the Lower Mainland market, I was able to find some new and used Infinity bicycles for as low as \$1,000 (\$825 US). With all of the great features and, combined with some strength and comfortable durability, the Brodie Infinity is a good value. Don't forget to purchase a lock to protect your investment.

The Infinity has been a solid Brodie line for a number of years. The bicycle is a clean, solid bicycle, and the quality of the product makes it a good buy for any beginner or serious rider. It rides well, handles well, and as a commuting bicycle there is no question that this bike will do it with style and comfort. The Infinity will get



you to work and back and still allow you to take a few light trails along the way.

If Brodie is not your cup of tea, check out Rocky Mountain Bicycles new line of 2005 models. Visit their website for details regarding their new RC commuter line.

Norco's 2005 Comfort line of bicycles features three styles for commuters and are worth a look at Norco's website. Also view the Comfort Hybrids. The same experience as the regular Comfort line but added strength for extended touring.

For More Information  
 Brodie Bicycles - [www.brodiebikes.com](http://www.brodiebikes.com)  
 Rocky Mountain Bicycles - [www.bikes.com](http://www.bikes.com)  
 Norco Bicycles - [www.norco.com](http://www.norco.com)

# Breathing 101: A Primer For Cyclists

By **PATRICK WELCH**

SPECIAL TO BICYCLE PAPER

*"There are powers inside of you, which, if you could discover and use, would make of you everything you ever dreamed or imagined you could become."* – Orison Swett Marden, 1850-1924, American Author, Founder of Success Magazine

In my work with athletes as a Corrective Exercise Specialist, the most common dysfunction I come across is the inability of the individual to breathe properly. While there are many reasons, too varied to discuss here, the prevalent one is most certainly the physical adaptation to a posture predominant to the sport a person trains for and competes in. And cycling is at the top of the short list for sports that hold an athlete in a fixed position for prolonged periods of time.

Next time you get together with your training partners for a ride, take a moment to look at the posture of your fellow riders and see if they don't appear as if they were preparing to be punched in the stomach—sunken chest, head and shoulders pushed forward and an upper back that shows an excessive outward curve. All of these are signs that the body has lost its

natural position and adapted to the loads it has been subjected to over time. These postural misalignments will have a significant impact on how effectively the athlete can get oxygen in and out, a major consideration for any competitor in an endurance event.

## The Mechanics of Breathing

Before we get to the exercises that will put you on the path to better breathing, let's review a little basic anatomy/biomechanics. No, don't skip ahead! I promise to keep this simple and short.

The lungs are positioned within the ribcage with half their mass in front of the midline dissecting the torso and half their mass lying behind. The ribs are connected to the sternum in front and the spine in the rear. To fully inflate the lungs the ribs need to move, if the osseous attachments are faulty because of poor alignment, performance is compromised. This postural alignment is critical and we will discuss how to improve this a bit later in the article.

### Did you know...

If the surface area of the lungs of an average person was laid flat, it would cover a tennis court.

To assess whether your ribs are moving properly, start by facing a mirror. Take a deep breath. Do the muscles of your neck stand out and your shoulders rise straight up? Not a good start. Now place your hands across the ribs at the sides of your torso. When you inhale the ribs should expand out and rise slightly. Imagine the movement of a bucket handle as the rib articulates between its attachments to the sternum and spine. The lower most ribs should "flare out" towards the end of full inhalation. This is "part one" of healthy rib movement. "Part two" requires an observer to check whether your torso is expanding front to back. Most people breathe into the region of the chest, not realizing how much area is filled by the lungs behind the midline of the torso. Remember, the neck muscles should not be recruited until the very end of inhalation and only under extreme efforts. They should never be the first muscle group firing.

If you are like most people, your ribs are not moving properly to allow you to access all of your respiratory potential and you cannot maintain good posture because the necessary muscles fatigue easily.

## Improve your Breathing

Performing the following routine on a daily basis will lead to enhanced performance in a

very short time. Before you begin practicing these movements, or any other for that matter, keep in mind that what you are really training is your nervous system. Using the analogy of a musician learning a new composition, move slowly and deliberately until your brain knows all the "notes" before increasing the tempo.

So start with a mobilization technique to loosen the tight areas and follow that with a strengthening exercise to tighten the loose, weak muscles.

## Standing Thoracic Mobilization

Begin standing with arms outstretched. Rotate arms so that the palm of each hand is aligned perpendicular to the floor, with one thumb facing up and the other down. Position the head facing toward the hand that has the thumb pointing down. Keep the jaw horizontal as you slowly change positions by rotating the head and arms to the opposite side. Push gently into the tension barrier presented by the neck

muscles while maintaining alignment throughout the neck and shoulder complex. As you warm up, gently extend the length of the neck and arms and reduce the outward curve of the thoracic spine. Do only as many reps as you can comfortably perform in the beginning with the goal of achieving the prescribed amount over time. Remember to breathe naturally! (See caption for prescription).

This mobilization can be performed multiple times during the day as needed.

## Prone Cobra

Lying prone with arms extended palms down by your sides, actively draw in the abdominals below the belly, hold this contraction and lift the shoulders and head from the floor while maintaining their relative alignment (don't lift the chin up). Pull the shoulder blades together and toward the feet as you externally rotate the arms. Keep the feet on the floor and be mindful of not over-recruiting the lumbar erectors. The neck should remain long. Hold proper alignment for the



Photos by Patrick Welch

**Suggested reps and tempo: Hold the peak contraction for 10 seconds, lower the upper body back to the floor, rest for 5 seconds and repeat 6 - 10 times.**

prescribed duration (See caption above).

This exercise is best performed at the beginning of the day and may be repeated at a lower intensity in the evening.

*Editor's note: Due to space restriction, not all the photos that go with the exercises could be printed, if you would like a copy, send your request to: [chekprac@msn.com](mailto:chekprac@msn.com). Put Bicycle Paper in the subject line.*

*Patrick Welch is a CHEK Practitioner practicing privately in the greater Seattle area and provides holistic instruction in corrective exercise & the metabolic typing nutritional protocol. He can be contacted at 206-769-4170 or [chekprac@msn.com](mailto:chekprac@msn.com)*



Photos by Patrick Welch

**Suggested reps and tempo: Take three seconds to turn head from one side to the other. Repeat 10-15 times each side.**

## Gearing up for the 2005 Season



## WE'RE HIRING!

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- Ability to work in a deadline-oriented environment.
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If interested, please send a cover letter and resume to Jay Stilwell, Publisher at [jay@seattlepub.com](mailto:jay@seattlepub.com).

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# Welcome to the Pacific Northwest's Most Comprehensive Bicycle Calendar

All events are listed chronologically within their respective sections: **Events** (clinics, expositions, lectures, etc), **Camps, Multisport** (events that include cycling as part of the competition), **Series** (competitions where cumulative point standings are awarded), **BMX, Cyclo-cross, Mountain Bike Racing** (competition featuring single-track and other off-road riding), **Mountain Bike Touring** (rides featuring single-track and off-road riding), **Road Racing** (bicycle competition), **Road Touring** (road rides of various distances and for any type of bicycles), **Track** (velodrome-type events).

To conserve space, we've chosen to run web sites only on events where both web site and email are available. If you are an organizer and your event is not listed, or if the information listed changes, contact us and we will gladly update the calendar. Please send your event information in the same style and format as seen here.

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## EVENTS

### JANUARY

**Jan 13-15: I am God: Cycling India**  
Seattle, WA. What is the proper response when a 13 year-old boy confides in you that he is a deity? What should you order for dinner while spending a night in jail? Willie Weir takes you on a humorously bumpy ride through the subcontinent on a bicycle loaded down with every travel fear imaginable. Shows at R+E Cycles. Thursday-Saturday nights at 7p.m. Tickets are \$5 in advance and \$7 at the door. R+E Cycles, 5627 University Ave. NE, Seattle, WA

**Jan 20-22: Fear and Hospitality: Cycling South Africa**  
Seattle, WA. What are Chuck Norris and Dolly Parton doing together in tribal South Africa? Come find out as actor and columnist Willie Weir spins the tale of this epic bicycle journey through South Africa six months after the fall of apartheid. Location: R+E Cycles. Thursday-Saturday nights at 7p.m. Tickets are \$5 in advance and \$7 at the door. R+E Cycles, 5627 University Ave. NE, Seattle, WA

**Jan 27-29: Love, War and the Bicycle: A Journey Through the Balkans**  
Seattle, WA. War, sickness, romance, crime, adventure! While UN troop trucks and tanks rolled along Bosnia's highways, Willie Weir cycled into Sarajevo and beyond into Serb controlled Bosnia. From the mountains of Slovenia, to the back roads of Albania, Willie encountered this volatile region and a woman who would change his life forever. Find Willie Weir at R+E Cycles. Thursday-Saturday nights at 7p.m. Tickets are \$5 in advance and \$7 at the door. R+E Cycles, 5627 University Ave. NE, Seattle, WA

### FEBRUARY

**Feb 3-5: So Close and Yet So Far: Cycling Cuba**  
Seattle, WA. In 1998 Willie Weir pedaled off on a 2,000 mile bicycle journey throughout the forbidden island of sugarcane, cigars and socialism. Experience three months of adventure; from breaching national security at a nuclear reactor, to a wild, bizarre and unforgettable Christmas Eve ... all on a prototype bicycle. Location: R+E Cycles. Thursday-Saturday nights at 7p.m. Tickets are \$5 in advance and \$7 at the door. R+E Cycles, 5627 University Ave. NE, Seattle, WA

**Feb 10-12: The Bad Road: Cycling Turkey**  
Seattle, WA. What do you do when you have a 3-month bicycle journey planned in Turkey and a week before you leave U.S. troops invade Iraq? If you are radio commentator and travel columnist Willie Weir ... you go anyway. Come take a journey down some "bad roads" in this amazing country. Location: R+E Cycles. Thursday-Saturday nights at 7p.m. Tickets are \$5 in advance and \$7 at the door. R+E Cycles, 5627 University Ave. NE, Seattle, WA

**Feb 18-20: Advil Outdoor Adventure Show and Bike Expo**

Vancouver, BC. 300 exhibitors, exciting show and competition - mountain bike challenges, trials demos, Big Air Jam. Dave Cox, www.outdooradventureshow.ca

**Feb 19-20: Group Health Seattle Int'l Bicycle Expo**

Seattle, WA. Third largest consumer bike show in the nation. 145 exhibits of gear, active travel, rides and more. This year's event presented at Magnuson Park. Scott Marlow, Cascade Bicycle Club, PO Box 15165, Seattle, WA, 98115. 206-522-3222, www.cascade.org

**Feb 20: Seattle Bike Swap**

Seattle, WA. New location at Magnuson Park Hanger #30. New and used cycling related equipment and clothing. Blow-out prices. 95 independent sellers. Open from 9:00 a.m. to 3:00 p.m. Call to reserve your selling space or visit the swap for great deals. \$35 for standard space, \$60 for delux. David Douglas, Event Promoter, 4207 S.W. Hill St., Seattle, WA, 98116. 206-932-5921, www.pazzovelo.com

## RACE SERIES

**Nov 13-Feb 13: Abbotsford Indoor BMX & 4X**

Abbotsford, BC. BMX races and MTB 4X races held on same days. 4X races will follow Cycling BC MTB rules. Eight riders to a moto. Track under 1000 ft long. Format may vary according to number of riders. All ages male and female on BMX bikes and cruisers. 4X riders must use mountain bikes. Last day of each block ends with a Dash 4 Cash for the fastest timed run. Gary Harder, 32470 Haida Dr., Abbotsford, BC, 604-853-4563, www.abbotsfordbmx.ca

**Feb 27-Mar 27: Escape Velocity Spring Series**

Langley, BC. Road races in various locations around the lower mainland. Saturday and Sunday through March. Best way to jump start your season with the 9 race extravaganza. Great courses, friendly atmosphere, basic amenities, and on the rivet racing starts Feb 27. Race distances for road events will vary in length from approximately 50 km to 140 km respectively for our categories C, B, and A. Distances will increase for each category as the series progresses. Byron Dawson, 604-888-5779, www.escapevelocity.bc.ca

### MARCH

**Mar 5-19: Mason Lake Road Race Series**

Mason Lake, WA. Near Shelton. Three Saturday race series. 12-mile loop around Mason Lake. Rolling hills, no major climbs. Register day of race only. David Douglas, Pazzo Velo, Seattle, WA, www.pazzovelo.com

## BMX

### DECEMBER

**Dec 4: Dirt Jam #1**

Port Orchard, WA. Peninsula Indoor. Located in B-F arena, Mike Raich, 5867 Dogwood Rd, Port Orchard, WA, 98366. 206-246-2661, www.gobmx.com

**Dec 4-5: Port Orchard, WA**

Peninsula Indoor BMX. Indoor racing. Track is built on Saturday morning, torn down Sunday pm. Located in B-F arena Mike Raich, 5867 Dogwood Rd, Port Orchard, WA, 98366. 206-246-2661, www.gobmx.com

**Dec 11-Jan 2: Abbotsford Indoor BMX / 4X**

Abbotsford, BC. BMX races and MTB 4X races held on same days. No race on Dec. 13-16, 20-21, 23-25, 27-30). See Race Series for details. Gary Harder, 32470 Haida Dr., Abbotsford, BC, 604-853-4563, www.abbotsfordbmx.ca

**Dec 11: Dirt Jam #2**

Port Orchard, WA. Located in B-F arena Mike Raich, 5867 Dogwood Rd, Port Orchard, WA, 98366. 206-246-2661, www.gobmx.com

### JANUARY

**Jan 15-23: Abbotsford Indoor BMX / 4X**

Abbotsford, BC. BMX races and MTB 4X races held on same days. 4X races will follow Cycling BC 4X MTB rules. No race on Jan. 17-18, 20. See Race Series for details Gary Harder, 32470 Haida Dr., Abbotsford, BC, 604-853-4563, www.abbotsfordbmx.ca

### FEBRUARY

**Feb 6-13: Abbotsford Indoor BMX / 4X**

Abbotsford, BC. BMX races and MTB 4X races held on same days. No Feb. 7-8, 10. Don't miss Wentings Cycle Dash for Cash on the 13th. Gary Harder, 32470 Haida Dr., Abbotsford, BC, 604-853-4563, www.abbotsfordbmx.ca

**Feb 13: Wentings Cycle Dash 4 Cash**

Abbotsford, BC. End the indoor season with the highest payouts for the timed runs. Cash for fastest time. Gift certificate fastest amateur and younger classes.

## CYCLO-CROSS

### NOVEMBER

**Nov 28: Emerald City CX Series #7**  
Steilacoom, WA. http://marymoor.velodrome.org

### DECEMBER

**Dec 5: Emerald City CX Series #8 - Series Finals**

Seatac, WA. North Seatac course. http://marymoor.velodrome.org

**Dec 10-12: U.S. National Cyclocross Championships**

Portland, OR. The best cyclo-cross riders in the nation gather in Portland for three days of incredible racing. All categories. Portland International Raceway. Brad Ross, 503-246-7338, www.crosscrussade.com

## MOUNTAIN BIKE RACING

**Dec 11-Jan 2: Abbotsford Indoor BMX / 4X**

Abbotsford, BC. BMX races and MTB 4X races held on same days. No race on Dec. 13-16, 20-21, 23-25, 27-30). Races on Dec. 18th and Jan. 1st are part of a 4X series. See Race Series for details. Gary Harder, 32470 Haida Dr., Abbotsford, BC, 604-853-4563, www.abbotsfordbmx.ca

### JANUARY

**Jan 15-23: Abbotsford Indoor BMX / 4X**

Abbotsford, BC. BMX races and MTB 4X races held on same days. 4X races will follow Cycling BC 4X MTB rules. No race on Jan. 17-18, 20. Race on Jan. 15th is the final of 4X series. See 4X series for details Gary Harder, 32470 Haida Dr., Abbotsford, BC, 604-853-4563, www.abbotsfordbmx.ca

### FEBRUARY

**Feb 6-13: Abbotsford Indoor BMX / 4X**

Abbotsford, BC. BMX races and MTB 4X races held on same days. 4X races will follow MTB rules. No Feb. 7-8, 10. Gary Harder, 32470 Haida Dr., Abbotsford, BC, 604-853-4563, www.abbotsfordbmx.ca

### MARCH

**Mar 6: Blazing Saddles Chili Ride**

Spokane, WA. Winter MTB festival. Fun mountain bike race for non-competitive and competitive enthusiasts. Free chili and beverages. Wendy Bailey, Round & Round Productions, 418 E Pacific, Suite 6, Spokane, WA, 99202. 509-455-7657, www.roundandround.com

## ROAD RACING

### FEBRUARY

**Feb 5: Twilight Ice Criterium**

Bend, OR. 20-lap race around the parking lot of the Swampy Lakes cross country ski area (15 miles west of Bend on Cascade Lakes Hwy). Challenge = at night, on ice. All entry fees go back in prize money. Studded tires recommended, headlights helpful. \$5 entry fee. Hutchs Bicycles, 725 NW Columbia, Bend, OR, 503-382-9253, www.hutchsbicycles.com

**Feb 27: Escape Velocity Spring Series #1**

Langley, BC. See race series for details. Byron Dawson, www.escapevelocity.bc.ca

### MARCH

**Mar 5-6: Escape Velocity Spring Series #2/3**

Langley, BC. See race series for details. Byron Dawson, www.escapevelocity.bc.ca

**Mar 5: Mason Lake Road Race Series #1**

Mason Lake, WA. See Race Series for further information. David Douglas, Pazzo Velo, www.pazzovelo.com

**Mar 6: Ice Breaker TT**

Auburn, WA. This is the same 10-mile course of years past, on Green Valley Rd., near Flaming Geyser State Park. The first rider will start at 9:00 a.m.; your number will indicate your start time. New Juniors and Masters categories this year. Registration day of race only. \$15, Juniors \$10. Erik Olson, Seattle Velo, 425.644.7216, www.seattlevelo.com

**Mar 12-13: Escape Velocity Spring Series #4/5**

Langley, BC. See race series for details. Byron Dawson, www.escapevelocity.bc.ca

**Mar 12: Mason Lake Road Race Series #2**

Mason Lake, WA. See Race Series for further information. David Douglas, Pazzo Velo, www.pazzovelo.com

**Mar 13: Elma Flats Road Race**

Elma, WA. More info at a later date. Jack Broadhead, www.pazzovelo.com

## ROAD TOURING

### JANUARY

**Jan 1: Polar Bear Ride**

Bend, OR. Road ride with a twist. Distance based upon morning temperature e.g.30 degrees,30 miles but no more than 60. Meet at Hutchs on 3rd St. side at 10 a.m. Hutchs Bicycles, 820 NE 3rd St., Bend, OR, 503-382-6248, www.hutchsbicycles.com

### FEBRUARY

**Feb 27: Chilly Hilly Cycling Classic**

Bainbridge Island, WA. 33 mile recreational ride around Bainbridge Island. 3,500 participants. David Douglas, Cascade Bicycle Club, PO Box 15165, Seattle, WA, 98115. 206-522-2403, www.cascade.org

### MARCH

**Mar 5: SIR 100 km Populaire**

WA. Location to be determined. Mark Thomas, Seattle International Randonneurs, 13543 160th Ave NE, Redmond, WA, 98053. 206-612-4700, www.seattlerandonneur.org

**Mar 12: McClinchy Mile Bike Ride**

Arlington, WA. Three loops of easy riding on Centennial Trail, challenging hills and fast flatlands for 20 to 43-mile distances, combined loops for metric or McClinchy Century. Foodstops, map, ride support. Kristin Kinnamon, BIKES of Everett, PO Box 5242, Everett, WA, 98206. 360-658-2462, www.bikesclub.org

**Mar 12: Solvang Century and Half Century**

Solvang, CA. 100 or 50-mile scenic ride in Santa Ynez Valley. Expo, BBQ, live DJ and raffle at finish line. Rated in top 10 centuries by Bicycling Magazine twice since 1983. Randy Ice, Randy Ice, P.T., C.C.S., PO Box 9065, Brea, CA, 92822. 562-690-9693, www.bikescor.com

## TRACK

### JANUARY

**Jan 7-9: BVC Race Series**

Burnaby, BC. Indoor track racing. Great racing action. See web site for schedule. Gordon Ross, 604-290-0020, www.burnabyvelodrome.ca

## Be listed in our 2005 Annual Calendar issue

- Submit your event listing by **December 30th**
- Add it online - go to [www.bicyclepaper.com](http://www.bicyclepaper.com), calendar section
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# 2005 Northwest Racing and Tour Guides

Submit your event information for the 2005 NW Racing and NW Tour Guides.

Help us highlight your event - send a description to [editor@bicyclepaper.com](mailto:editor@bicyclepaper.com).

Information for the Racing Guide should include course profile details, how to finish, place or win in your event, usual weather conditions or things riders should know.

For the Tour Guide include rider services information along with course description.

Racers - submit your picture and racing resume including: numbers of years of racing, team, hometown strengths and weaknesses and goals for the season.

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**BICYCLEPAPER**



## Fast Shorts

By MAYNARD HERSHON

At Christmas time, I'll have been riding for three decades. Gosh. I learned so much the first two or three years - those years remain especially vivid in my memory. I was SO green. Everyone else had been riding forever - or so it seemed. They had class. I had no clue.

They had cool clothing and gear. I had tacky stuff I'd seen reviewed in bike magazines. They had virgin wool Sergal or MoadSport outfits from Italy. Titanium plates stiffened the soles of their Sidi shoes.

I had saggy shorts, mid-calf cotton socks and cheap Detto Pietro shoes, floppy as house slippers. They had Masis, Eisentrauts and Colnagos. My neo-pro ('70s-speak for entry-level) Raleigh was undistinguished. The components were unremarkable.

I joined a club, rode, listened and watched, learning whatever I could. I tried to ride with good cyclists whenever possible. Most people were gracious, I'm happy to say, but a few guys looked down their noses at my Raleigh and me. Neither of us measured up.

The cool people remembered that they'd been green too, perhaps not that long ago. They treated clumsy new riders, like me, well.

Others, who were trying to pass as classy, accomplished or seasoned, invariably pointed out my faults. And - you could not fail to notice - always bought conspicuously "fast" gear.

Those guys were sure the stuff they bought was fast, but it wasn't. It was "fast." The heavily hyped gear promised big performance but didn't deliver. Despite the hype, that gear didn't make them faster on hills or flats. It didn't make them better bike-handlers.

They were good (but not great) riders before they bought it - and good (but not great) afterward. The engine remained the same: the same good but not great rider.

Trick cycling gear is fun but it isn't fast, it's "fast." And merely owning it impresses no one. Guys still try, though. Just as they did in the '70s, some guys need to buy their way to superiority in specific, carefully chosen ways, ways so subtle the non-cyclist might never notice. Three decades have passed, nothing has changed...

In the '70s a few "bucks-up" guys bought Assos or Vittore Gianni clothing, good stuff. Both brands were upscale and classy, never flashy. So if you wore Assos or Gianni, only the local cycling "elite" noted the coolness of your "fast" team-embroidered shorts.

You'd succeeded: you impressed the group you longed to embrace as your peers.

That high-budget clothing, while no doubt durable and comfy, was disappointingly not all that fast. Often the very cyclists wearing those prestige pro-team shorts found their stylishly clad derrieres drifting off the back on Saturday mornings. Maybe those shorts were slow after all. Is that possible?

In the '70s most cool bikes and all the cool parts were Italian. There was only one brand of snob-approved "fast" parts, Campagnolo, familiarly called Campy but often referred to by affectionate nicknames like Cramp-and-go-slow, or Camp Granola.

Most US riders pronounced Campy, "Campy," except for a few "elite" cyclists who'd been to the UK or met someone who had. They said "Campag."

Those guys also knew how to say "toe clip" in Italian. They knew Campy part numbers, and used them in conversations at parties. They left those parties early to get home to the dog-eared, grease-stained pages of their Campy catalogs.

Alas, none of that knowledge helped them up the hills. I watched many Campy aficionados struggle on steep sections. Many, coincidentally, also knew the Italian names for various wines, pastas and sauces. Perhaps there was a connection. Or maybe those Campy parts

were (dare I say it?) slow...

There was an extra-elite, by the way, a tiny group of Campy-haters who would use any other (European) parts brand to avoid supporting the Wizard of Vicenza, as they called Mr. Campagnolo. They found immense satisfaction in having snubbed the snobs.

"We're not fooled," you could sense them saying. "We see through the hype and cachet. We choose to use appallingly bad French parts rather than that solid, dependable, perfectly acceptable popular stuff. Anyone can ride bikes equipped with Campy, SunTour or Shimano parts, even people working for blue-collar wages. Ugh."

Often, you'd see those visibly superior folks stopped on the shoulder of the scenic route. They'd be trying to unlock severe kinks in their chains, or they'd be whacking their chain rings back into flatness with roadside rocks.

You'd hear them braking on descents, their fine French center-pulls shrieking like a thousand Parisian fingernails on a thousand Parisian chalkboards.

When those French parts worked perfectly, (Bastille Day and maybe one other weekend day per year) they were rare and refined, but not all that fast. "Frenchified" bicycles and their riders often slid noisily off the back as the Saturday ride proceeded - at what seemed to most of us to be a moderate pace. What a shame, no?

In the '70s, before indexing and eight, nine or ten-cog clusters, you could use any old chain with any chain-rings or cogs. Most of us used Regina or Sedis chains, as I recall. There were a few expensive lightweight chains, with hollow pins or holes in the side-plates. Some were made of exotic materials; titanium comes to mind.

And there were aluminum and later titanium cogs you could buy and use temporarily - until they wore out or broke. Oh, but they were "fast" while they lasted.



A style-less, but thoroughly functional Sedis chain sold for about six dollars, a Regina maybe nine. A titanium chain weighed less but had a regrettably short life. It sold for \$100, enough to buy tires, bananas and pancake mix to last all summer long.

Used (as they so often were) with quick wearing, lightweight freewheel cogs, those naughty titanium chains skipped and jumped when they should have meshed. That had to be irritating.

Despite the expense, the agony and their brief service lives, trick chains did not appear to be successful (fast). Ti chains especially were expensive and exclusive, no doubt: "fast."

Alas, they just weren't fast. What a disappointment that must have been to guys who stepped up and bought them - instead of Michelins, bananas and Aunt Jemima mix.

Today the confusion is gone. Thanks to years of development, race testing, advanced metallurgy and computer-generated designs, cyclists worldwide agree that certain brands and models of bikes, clothing and parts are genuinely superior. They're for-sure fast, not merely "fast." Fast.

There is no agreement, however, as to which brands and models they are. Sucks, huh?

## CLASSIFIEDS



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Recumbent Tandem! Side-by-side tandem recumbent built in 1999, only 300-400 original miles. Geared separately for two riders (21 each, Shimano), central joystick steering, toe clips, 60-lb capacity pack between back tires, rear wheel racks, headlamps, rear flashers. Really something special. See Just 2 Bikes website, the new models sell for \$4300+, you can have this great green machine for \$2500 - will hold for Christmas. Juanita 503.312.6781

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## NEWS

### New Inner Tubes Dispenser

Aaron's Bicycle Repair has come up with a new innovative idea on what a vending machine should offer. Located at the entrance to the shop it dispenses items such as inner tubes, patch kits, energy bars and gels, road tools and a seat bag. The machine is accessible 24 hours, 7 days a week.

According to the storeowners, the vending machine should be great for cyclists heading out of town early or racers that need a tube the night before a race.

Products purchased from the machine are a little more



expensive, but only enough to cover the cost of the machine and sales tax.

"On busy days people just needing a tube can use the machine instead of waiting in line at the check stand," Goss says. "As far as we know, we are the first bike shop in the USA to sell tubes in a vending machine."

If you are in need of a tube after business hours or just want to check out the new dispenser go to Aaron's Bicycle Repair located at 6521 California Ave SW in West Seattle.

## Want to buy, sell, or get the word out?

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