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WINTER 2006 • FREE



Photo courtesy of Greg Descantes

The Juniors event set the tone for an incredible evening of racing at Marymoor Park. The 3-up battle between Rad Racers Steve Fisher, Sean Worsech and BBC's Jacob Rathe ended with Worsech (right) taking the win.

Star Crossed Thrills Huge Crowds at Marymoor

By RYAN VANDERLOOP

Camera flashes popped all afternoon and into the night as riders raced over the double barrier in front of the beer garden while DJ's spun thunderous club-style beats. The scene on September 30th was the red-carpet roll-out to the Northwest 'cross season: the 2006 edition of the Clif Bar/Hagens Berman Star Crossed Cyclocross event at Marymoor Park's Group Health Velodrome in Redmond, WA. With races starting at 3pm and extending past sunset, nearly 2,500 spectators crowded the infield, stands, beer garden, and banked corner crests of the velodrome for hours of high-energy racing.

All evening long, the place to be was the Pabst Blue Ribbon Beer Garden, strategically located in the center of the action. The racecourse wrapped around the garden on three sides, including a double barrier and the finish line. Club-style tunes pumped out of the velodrome infield inspiring the crowd and racers alike. A spirited expo style atmosphere surrounded the beer garden with frame and product raffles, snacks, and local cycling regulars like Cycle-U, Axley, and FSA. This ambiance, along with the outpouring of support from the cycling community and the spectators, makes Star Crossed a nationally recognized event.

Huge race fields assembled on the South end of the velodrome to start each race. Every time the gun went off, a dust cloud rose and the mad-dash began, often quickly stringing out the field. Select lead groups often formed quickly and broke away for the race's

duration due to the fast, twisting course set up by the organizers. Racers traveled from Utah, California, Montana, Oregon and Canada for the event. 'Cross season ignites a spark in many cyclists' hearts, and participating in a kick-off party like this one is not to be missed.

Nine categories, from Masters to Juniors to Elite, raced at Star Crossed. Over 500 cyclists competed in consistently tight pursuits. The Juniors exhibited a strategic three-up battle for the title. The Masters rode hard, never letting up, through their entire event. These high-energy battles set the tone for an exciting evening.

In the Elite women's race, commentators kept the crowd on the edges of their seats as Canadian National 'Cross Champ Wendy Simms fought off pressure from repeated attacks at the front of the race. Simms, a pre-race favorite, was thought to have a strong upper-hand in near perfect conditions, but the show really went to her challengers as they refused to give up any sort of gap. In the first two laps, Simms gained a lead. But, the Masters helped bring the women back to Simms' wheel, who also experienced mechanical difficulties, allowing a few competitors to push past her. However, she chased them down and caught the leader, Wendy Williams of the Portland River City Cycles team, with less than half of a lap to go. Leaving the rest of the competition behind, it came down to a sprint for the

See "Star Cross" on page 6

PRODUCT REVIEWS

Cool Gear to "Prepare" for 2007

By BP STAFF

With the warm, sunny days taking a well-deserved rest after an incredible summer, rain and cold have set in as they typically do in November, although maybe with a little more "enthusiasm" than usual. Most cyclists have reduced their daily/weekly mileage and are enjoying a little rest while preparing for the coming season.

Following that line of thinking, we have suggestions for your next purchase, or items you may want to add to your personal gift list to "prepare" for 2007. In this article, you will find products we reviewed, tested or found interesting and thought you would like to read about.

Clothing

One of the great aspects of cycling is the clothing. You can find just about anything and everything to both suit your humor and fit comfortably. Many

manufacturers now compete to create the best design and find the best material. But two companies, Retro Image Apparel and Solo, are bringing the glorious past to the forefront with their jerseys, while Chrome steps away from the traditional and gets you out of your spandex shorts and into casual knickers.



Retro Image Apparel

The Seattle-based company recently announced that they will now produce jerseys inspired by the greatest collection of vintage cycling memorabilia in the world - the Horton Collection. First off the production line is the 1943 Vuelta Cataluna poster, which makes for a stunning jersey.

You may have seen other Retro Image Apparel clothing without

See "Gear" on page 7

WINTER PREPARATION

Indoor Training Options

Erik Moen PT, CSCS

It's Trainer Time!

Winter can create a challenge for the endurance cyclist. Not every day in the Northwest seems appropriate for outdoor bicycling. It is tough to motivate yourself to pedal in a steady rain, or below freezing temperatures. It is also difficult to get outside for a nice ride in the dark. Yet, stimulation during the winter is crucial for the bicyclist with spring and summer riding goals. Indoor training can be as easy as 1-2-3: Realize the need for a trainer, obtain the appropriate equipment, and make sure to use it safely.

Step 1: Evaluate Your Goals

I like to project at least six months ahead when considering training goals. This allows for appropriate physical conditioning for the successful completion of many objectives. General winter aspirations for most road cyclists include maintaining endurance, increasing leg strength, minimizing body composition changes,

and re-honing pedaling skills. These goals may be accomplished with indoor training equipment.

Step 2: The Hardware

The most common form of indoor training for the cyclist is the use of a resistance stand. They generally attach to the rear hub of the bike, and apply resistance/pressure to the rear wheel to simulate riding. The main difference between stands is the form of resistance they provide. The first option is the wind-load trainer, which was the first version on the scene. Tiny fan blades on the flywheel of the machine create resistance to the motion of the roller, and thus your wheel. This type of trainer is fairly inexpensive, although it only provides one type of pressure.

Magnetic resistance followed the wind-load version, and is also still currently used. Magnets create varying levels of resistance, from easy to hard, to the rear roller. This is a much quieter option than wind-load, and is

See "Health" on page 5

2007 Seattle Bicycle Expo

Cascade Bicycle Club announced that the 2007 edition of the Group Health Seattle International Bicycle Expo is scheduled for March 10-11. Although the date changes, the location remains the same; the event will take place in Hangar 27 at Magnuson Park in Sand Point. Over 160 exhibitors are expected to showcase their products, events and organizations. The organizers are busy lining up speakers including Joe Kurmaskie (a.k.a the Metal Cowboy),

former Tour de France rider Frankie Andreu, adventurer Erden Eruc, Brett Horton, who owns one of the world largest cycling memorabilia collections, Willie Weir and more.

Again this year, attendees will be able to try new bikes in the test-ride area, enter the photo-contest (see cascade.org for details on how to enter), vote for their favorite booths, and kids under 15 can refine their riding skills in the youth zone. STP seminars and trial demonstrations will also be on the schedule.

Bicycle Transportation Alliance - Auction and Fundraiser

The Bicycle Transportation Alliance Alice Toeclip Auction and Awards is scheduled for March 2007. The Alliance is looking for auction items. Photographs, wine, jewelry, crafts, dinners, tickets to sport games or art events, weekend stays in a cottage or cabin, personal services, bikes and bike accessories, gift certificates and outdoor equipment make great donations. Nothing is too big or too small, as little items can always be combined to create fun packages. Consider making a donation of products or services to the BTA, and help support the Alliance.

If you or someone you know can help procure an item for the auction, contact Kristie Perry, at kristie@bta4bikes.org.

Another way to help raise money for the BTA is to purchase coffee.

Nossa Familia co-founder and BTA member, Augusto Carneiro, is going to help raise funds for the BTA through his coffee sales. Every pound of coffee purchased through the Nossa Familia website (www.familyroast.com) benefits BTA with a \$1 contribution.

Nossa Familia means 'Our Family' in Portuguese, and the coffee comes from Augusto's family farm in Brazil. The family has been growing coffee for over five generations, and besides winning various international awards for the quality (including the Cup of Excellence), they focus on sustainable farming practices ensuring a quality coffee that is easy on the environment and fairly traded.

Bicycle Alliance of Washington Auction

The Bicycle Alliance of Washington's 14th annual auction is now a thing of the past. Presented at the Seattle Exhibition Center, on November 4th, the soiree turned out to be a great success with more than 440 attendees raising

over \$80,000 for the organization. Thanks to all donors, bidders, sponsors and volunteers who helped make the event memorable and ensured another great year for advocacy in Washington.

Seattle Bicycle Plan Public Meetings

In June 2006, SDOT's Bicycle Program kicked off the planning process for the development of Seattle's Bicycle Master Plan. The primary objectives are to increase bicycle use and improve safety. A draft Master Plan document is expected by late December or early January.

Attend the next Bicycle Master Plan public meetings to get an opportunity to review draft

recommendation maps and hear an update on the plan.

For more information about the meetings call 206-684-3902. For more about the Bike Master Plan please visit our website: www.seattle.gov/transportation/bikemaster.htm

North Seattle

December 5th
Odd Fellows Temple in downtown Ballard
1706 NW Market St.
6:30-9:00 PM

South Seattle

December 7th
Rainier Community Center
4600 38th Ave. S
6:30-9:00 PM

Multisport Consumer Show

Real Rehab Physical Therapy and the Seattle Triathlon Club are combining their efforts to present Seattle's first multisport consumer show. The event will take place at

the Seattle Center Northwest Rooms, and will feature exhibits and presentations for beginners and elite athletes alike. For exhibitors' information contact show producer Dave Shaw at dshaw@h4consulting.com or visit www.seattletriathlonexpo.com

RACING NEWS

Reed Sprints to Silver at Australia World Cup

Jennie Reed (Kirkland, WA/Spike) provided a much-needed spark for the American squad with a silver-medal performance in the women's Keirin after three days of competition in Australia. Reed breezed through her two qualifying heats to earn a trip to the finals where she claimed the first and only medal for the U.S. Team Down Under.

Reed placed first in both of her qualifiers to set up a six-woman final that also included Olympic champion and 500-meter time trial

world record holder, Anna Meares of Australia, Elisa Frisoni (ITA), Oksana Grishina (RUS) and Dana Gloss (GER). Of the five challengers, only the 20-year-old Guo Shuang (China) was able to sprint past Reed to claim the gold medal.

Sunday's performance gave Reed her 14th-career medal in world cup or elite world championship competition, and matched her best performance in international racing since capturing a gold medal at the 2004 Manchester (Great Britain) World Cup.

US Gran Prix of Cyclocross

Kona's Ryan Trebon was crowned the overall 2006 Crank Brothers USGP of Cyclocross series champion on November 19th in Hillsboro, Oregon after placing 5th in the final event of the series. Trebon, who won the Washington leg of the series the day before in Steilacoom, saw the previous day's runner up Tim Johnson (Cannondale-Cyclocrossworld.com) claim the last victory of the season ahead of Victoria's Geoff Kabush (Maxxis), who also earned his second podium of the weekend with a third

place finish on Saturday.

In the Under 23 category, Morgan Schmitt (Hagens-Berman LLP Cycling) concluded the series with a victory following his Saturday second place finish.

In the women's division, Canadian Lyne Bessette captured the overall title after placing second in both races over the weekend. Kona rider Wendy Simms (Nanaimo, BC) took third and fourth respectively.



Photo by Bicycle Paper

LETTER TO THE EDITOR

After another superb road bike tour in Washington, I once again feel compelled to write...

I've been bicycle touring all over the world since 1981, but until my sister handed me a copy of your publication four years ago, it had never occurred to me to ride BC's neighboring

state! On your side of the border, it seems one can be confident of finding quiet scenic backroads wherever one wanders. The odd stretch on busier highway almost invariably is covered on a wide smooth paved shoulder. Maybe most pleasant of all is the riding on Puget Sound and around the Strait of Juan de Fuca. The myriad

of islands and peninsulas there just may constitute the greatest concentration of quiet seaside bicycle road miles in the entire world. And then there are extensive distances to be pedaled on segregated paved bike paths, often spectacularly located on or even over the water!

Thank you, Bicycle Paper, for enlightening

me on this wonderful discovery, and thank you, Washingtonians, for providing such a consistently pleasant bicycle environment.

Thomas J. DeMarco, M.D.
Whistler, BC

title nine It's sweater weather: are you covered?

The days are shorter, the leaves are turning and a t-shirt alone just isn't enough. It's time to add a layer and we've got you covered. Come by and check out our stores.

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An Ounce (or Two) of Prevention Could Save your Life

By JOHN DUGGAN

Over the past two years, I have investigated more than 100 bike/car incidents in the Greater Seattle area. The common thread in nearly every one is lack of awareness, often until the moment of impact. The most frequent accident involves a left turning driver who simply does not see the oncoming cyclist.

Awareness is the key. Cyclists simply do not have the mass or size of a car, and are essentially invisible to motorists. Furthermore, there are not enough bikes on the roads to make an impact. The everyday driver is not accustomed to seeing cyclists, so they are not on his/her radar. Thus, there is no heightened awareness or anticipatory thought process—"Before I change lanes, I better look over my shoulder to see if there is a cyclist to my right." Or, "Although there are no cars approaching, I better scan to check for bikes." Until there is a dramatic increase in

the number of bicycles sharing the road with cars, this automatic, reflexive thinking on the part of motor vehicle drivers will remain a distant dream.

Besides encouraging everyone we know to commute by bike, what can cyclists do to immediately raise awareness? Buy a strobe and use it as a daytime running light. I have had a small LED strobe on my bike for about a year, but until recently, I only used it at night. Motorcycles are required by statute (RCW 46.37.522) to have their headlamps on during daylight hours, and most new cars have headlights that automatically come on when the vehicle is running. The logic is simple. While daytime use of such lights does not help a cyclist or motorcyclist see any better, it dramatically increases their visibility to others.

Over the past few years, the market has been flooded with an abundance of small, lightweight

and inexpensive LED flashers/strobes. CatEye, Performance and NiteRider all sell models ranging from \$15 to \$30. These lights will run from 100 to 160 hours on two or three AAA batteries. They are simple to use, and clip onto your handlebars or helmet in seconds.

Using one of these inexpensive LED strobes during the day is the simplest and maybe the most effective thing you can do to increase your visibility during daylight hours. Ride Safely!

John Duggan is an avid cyclist and Seattle attorney who represents injured cyclists. He is a member of the Cascade Bicycle Club, Bicycle Alliance of Washington and the Washington State Trial Lawyers Association. He is also a sponsor and member of the Byrnel/Jet City Velo Cycling Team. He can be reached at 206-343-1888 or JohnD@warrenduggan.com.

NEWS

National Bike Trade-in Program

COURTESY BICYCLE NEWSWIRE

Ashland, VA - Industry trends show that most cyclists sell their current bikes when they purchase new ones. The vast majority of these are sold locally to friends and family members. Only a third are sold on eBay or through classified ads. Few people actually trade in old bikes toward the purchase of new ones.

Used Bicycle Buyer, a Virginia-based B2B buyer of bicycles and bicycle parts, is changing the way cyclists and retailers think about "used" bikes.

"When you buy a new car, you don't usually keep the one you had; you trade the current one in for credit toward the new car," said Seth Schmidt, president of Used Bicycle Buyer. "We're applying the same principle to the bicycle industry."

Consumers can log onto Used Bicycle Buyer's website (www.TradeMyBicycle.com) to find out exactly how much their bike is worth and where to find an authorized Trade-in Center. Consumers can then take their bikes to a Trade-in Center and receive instant store credit. The store credit can be applied towards a new bike,

accessories, even service.

"Fewer than 10 percent turn their bikes into a retailer when they buy a new bike," said Schmidt. "We expect to see double or triple that number in the next two years. Trade-ins are good for consumers and retailers alike. Everyone wins."

The following bike shops are recognized trade-in centers in **Washington** - Bicycle Centres, Everett; GHY bikes, Renton; Pacific Rim Cycles, Westport; Silverdale Cyclery, Silverdale; Spoke & Sprocket, Univeristy Place. In **Oregon** - Bicycles 101, Florence; Brease Bikes, Buxton; Ryders, Hillsboro; Sims Cycle & Fitness, Medford; The Bicycle Shop, Roseburg. In **Idaho** - George's Cycles, Boise & Meridian; Idaho Mountain Touring, Boise; Idaho Mountain Trading, Idaho Falls; Scott's Ski & Sports, Pocatello; Sturtevant's Mountain Outfitters, Hailey & Ketchum.

Chad Nicholz - Quick Shot

"I always feel awkward with the disappointment I seem to bring men at the grocery store. My bike shoes click and clack as I walk down the aisles. Men turn, certain it's a beautiful woman in heels... and it's just me, in spandex."



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Pedaling Good Nutrition



By Kristy Swanson
RD, CD

I love the outdoors. I also love food and baking. That may sound a bit strange coming from a registered dietitian who annually rides in the Seattle to Portland Bicycle Classic, Chilly Hilly and races the Danskin triathlon.

Whether a baker or a biker, eating a nutritionally balanced diet is important for everyone - especially for cyclists.

We all come in different shapes and sizes. We're all a work in progress. Similar to preparing for an endurance cycling event, developing and living an active and healthy lifestyle begins with a balanced approach and a commitment to stay on course even when it's tempting to take shortcuts.

Balanced Diet

A diet that includes a mix of carbohydrate, protein and fat is the best way to prepare for any physical activity, including cycling. This will provide the energy needed to fuel your body, and it will help you maintain and rebuild muscles.

A balanced diet also provides the nutrients needed for post-exercise repair. As a cyclist, choosing nutritious foods impacts your overall performance.

Research shows that diets suggested by the Dietary Guidelines and MyPyramid suffice for athletes. MyPyramid focuses on a personalized plan based on your age, sex and activity level.

Healthy eating tips:

- Select a variety of fruits and vegetables.
- Choose lean meats, and low-fat or non-fat milk and milk products.
- Pick from whole foods such as whole grains.
- Limit processed foods such as chips, cookies and sodas.

Fluid Facts - What to Drink and When

Proper hydration is important during exercise to regulate body temperature, keep cool, lubricate joints and carry waste from our bodies. Individual preference, including taste and energy needs, will effect what you choose to drink.

For most activities less than 60 minutes in duration, water is a great choice. Sports drinks give an energy boost during longer activities and are designed to replace fluid rapidly providing energy from carbohydrates. Remember to stay hydrated when working out in cold weather even though you may not think you're sweating in the cool air.

Note from Editor: For more information on staying hydrated refer to Erik Moen's article Hydration 101: Strategies for Endurance Bicycling in the 2006 Northwest Tour Guide.

Winter Nutrition Tips

As the rain falls and the temperatures drop in the Northwest, many of us ride shorter distances and don't exert the same amount of energy as we do in the spring and summer months. We go into a 'cycling hibernation' pe-

riod. When our activity level changes, we must be mindful of when and what we're eating and make the necessary adjustments.

What food should you eat during the winter riding season? Many of the same foods you'd eat in the spring and summer time work for winter, too.

Foods need to be appetizing year-round, but especially so when braving the wet, cooler temperatures. Carbs are still king and calories provide the necessary heat needed to keep our body temperatures up in the cold weather. Bananas, gels, raisins, breads, pretzels and pasta are all good examples of appetizing foods that help fuel our bodies prior to a winter ride.

Looking for an awesome post-workout beverage that warms up your insides and helps your muscles recover after strenuous exercise? Try warming up some chocolate milk for muscle recovery.

How do you avoid putting weight on during the winter months?

- Watch portion sizes, snacking and fluid intake.
- Stay away from liquid calories except for non-fat or low-fat milk, which is the easiest way to get your calcium requirements.
- When eating, it takes 20 minutes to realize how full you are. Stop eating before you feel full.
- Keep a simple food diary in the winter that charts what you're eating and when you're eating.
- Moderation, variety and whole foods are key concepts.

• Look at taking an indoor spinning class, or add cross-training or weight training to your winter exercise routine.

The bottom line, no matter what time of year, developing a healthy lifestyle is a deliberate process. Like a long race, eating right takes focus, determination and patience.

Kristy Swanson is a Seattle cyclist and Seattle Pacific University graduate with a BS in Food and Nutritional Science. She's a registered dietitian with Group Health Cooperative.

Sources:

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14th Annual Auction



Bicycle Alliance of Washington would like to thank all the sponsors, donors, attendees, and volunteers that contributed to the success of this year's auction.

The event raised over \$80,000 for statewide bicycle advocacy and education towards a bicycle-friendly Washington.



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Advocates for bicyclists and promotes cycling to build a bicycle-friendly Washington.

"HEALTH" FROM PAGE 1



By Erik Moen
PT, CSCS

often competitively priced. Next came the fluid trainers. They use hydraulic resistance to create load on the drum of the roller. Resistance depends on pedal-force, much like that of wind-load trainers. In other words, the harder you push, the

harder it pushes back.

The most recent trainer is the Blackburn Ultra (www.blackburndesign.com). It uses a centrifugal clutch to create resistance. This machine offers easy start-ups, smooth roll-outs (coasting) and relative quiet. The Ultra comes with three resistance options that are fairly easy to activate, and it is compact and easy to store.



smooth, largely variable source of resistance from electromagnetism, which is activated through a computer or "stand-alone" device. Computrainer has wonderful sources of entertainment for your workouts, including pre-made route profiles. This allows you to simulate specific challenges that may arise in future events. My personal favorite is the Morgul-Bismark course. The machine presents options for group training, and feedback on the quality of your pedal stroke. It is the most expensive option, but well worth it if you spend much time training inside.

Rollers, which have been around for a long time, offer an alternative training option. They al-

low you to actually ride your bike "free-form", typically offering only one level of resistance. Although, you can find some that offer variable

low you to actually ride your bike "free-form", typically offering only one level of resistance. Although, you can find some that offer variable

levels of magnetic resistance. The best thing that rollers teach is balance and proper pedaling. Deficiencies in either department will make staying upright a challenge. Most users have their favorite story of "coming off the rollers". They are not for the beginner, but are a valuable training tool for the more advanced rider. Track cyclists use rollers most frequently.

Yet another training possibility, spin bikes have become a popular method over the last ten years. These stand-alone indoor bicycles utilize a heavy flywheel to allow "the spin". Inertia helps ensure quick pedaling. Variable resistance comes from a brake (felt pad). Spin bikes are great for improving pedaling skills, or the ability to pedal at or over 90 revolutions per minute. My favorite spin bicycle is the LeMond RevMaster (www.lemondfitness.com). The position adjusts easily, and a wonderful display console demonstrates data such as cadence, time and heart rate.

Step 3: Attaching Your Bike

Most trainers work best with the use of a "trainer skewer". The best are usually heavy with rounded ends for easy and stable con-

nection to the trainer. This allows for a safe, non-rocking attachment. Glass and metal debris will be quick recipes for a flat, so inspect tires first. Trainers work best with clean tires. Computrainer suggests the use of isopropyl alcohol. Continental Tire makes the Home Trainer. This tire, which is inappropriate for outdoor use, is more resistant to breakdown and heat build-up. The trainer roller should be tensioned to prevent slippage under moderate load. Your tire should be inflated to appropriate levels. Utilize a front wheel block that allows your bike to be perfectly horizontal. These tips will ensure safe and comfortable utilization of the trainer.

Use of an indoor bicycle trainer during the winter will help you successfully achieve your spring and summer goals. Remember, any time with indoor training is better than none.

Erik Moen PT, CSCS practices orthopedic and sports physical therapy in the greater Seattle area. Erik specializes in work with the endurance athlete. He is nationally known for his expertise in working with the bicyclist. www.bikept.com

RACE REPORT

Racers Face Stiff Competition at the First Annual WSBA Juniors Tour

By LISA TILSON AND KRISTEN WISEHART

The WSBA Juniors Tour wrapped up its inaugural season on September 2, 2006. The RAD Racing Northwest Junior Development Cycling Team, one of the strongest Junior racing teams in the country, was the main sponsor for the series. Other sponsors included the Bicycle Paper, WSBA, Sock Guy, and Cliff Bar.



Photo by David Schilling

were also part of the Lance Armstrong Junior Olympics Race Series (LAJORS).

"The Junior's Tour was created to make the racing series more of a true statewide event," says Seattle LAJORS Director David Schilling. "It has been a great success. Over 100 kids registered for the events and raced."

Will Van Cleve, a 12-year-old RAD Racing Northwest Junior Development Cycling Team member, enjoyed the addition of the Juniors Tour to LAJORS. "It's been really fun adding all the extra races in," says Van Cleve. "I really liked the tour of Walla

Walla, it was a really fun race." Van Cleve placed 2nd overall in the Walla Walla race, and was excited to be competing at the top of his age group this year.

Van Cleve wasn't alone in his enthusiasm over the Walla Walla event. Ian Crane, who raced in the Junior A category (Men ages 17 and 18), explains "My favorite race of the junior series is the Walla Walla Stage race, which has a criterium, time trial, and a road race. This is a great race because it offers a little bit of everything-The criterium is flat and fast, the time trial has rolling hills, and the road race was rolling hills with some steep long climbs thrown into it." Crane also says he is happy with the addition of the Juniors tour, because it offers the opportunity for young riders to race against their peers.

"Some of the age groups are more competitive than others, the 15-16 [year olds] had four or five guys trying to get the championship," says Schilling. "The number of people entered keeps it much more competitive for them." According to Schilling, the first LAJORS three years ago had about 48 participants. Now, the Juniors Tour has an average of 36 entries per race.

Crane, who began as a velodrome rider ten years ago, agrees that the competition

was stiff. "In the races that I participate in, we constantly have a lead group of seven or so riders...That leads to a very interesting and fun race setting."

Participants did not have to compete in all the events, but the more they raced the better chance they had at winning the overall title. Eight champions were named:

- Men A (17/18):** Sean Worsch, Rad Racing NW
- Women A (17/18):** Melissa Blevins, L'Eole 41
- Men B (15/16):** Ryan Bibko, O Boy Oberto
- Women B (15/16):** Christina Norwich, Rad Racing NW
- Men C (13/14):** Logan Owen, Redline
- Women C (13/14):** Lauren Greenwalt Classics Cycles
- Men D (10-12):** Austin Clevenger, RunningShoes.com
- Women D (10-12):** Taylor Tyynisma, Rad Racing NW

With the general consensus being that the tour offered Junior racers a fun and exciting opportunity to show-off their racing skills, there is little doubt that it will become a well-respected tradition in Northwest cycling.

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"STARCROSS" FROM PAGE 1

line. Thinking she had another lap, Williams turned instead of crossing the finish line, giving Simms the victory with Williams in second and Sue Butler (River City Cycles) back ten seconds in third.

The main event was the Elite men's race. With the sunset, the lights of the velodrome created a prime-time atmosphere for a cast of top Northwest and national talent. Winner of the 2005 edition, Carl Decker lined up next to Canadian Geoff Kabush, as well as local favorites and past top finishers Jonny Sundt and Russell Stevenson. The race was fast and exciting as the leaders pushed a pace that would string out the field and send it splintering into packs all over the course.

A group of riders including Andy Jacques-Maynes, Carl Decker, Jonny Sundt, Chris McGovern, Dan Neyens, Morgan Schmitt, Geoff

Kabush, and Russell Stevenson broke off the front in the early laps, often looking like a freight train charging through the straight-aways and into the tight, twisting curves.

Many attempts to break away were made by various riders in the lead group, but nothing would stick until Neyens was able to shake loose. Out front, on his own for a couple of laps, his solo effort was no match for the chase group of Stevenson, McGovern, Kabush, Sundt, Decker, and Jacques-Maynes, who reeled him in with a few short laps to go. After catching him, attacks flew from all sides. In the end, it was Andy Jacques-Maynes' move that gave him the win over Decker. Kabush hung tough to finish a close third, while Chris McGovern rolled through fourth, and surging Sundt hung on to fifth. The finish was tight enough that the



Geoff Kabush leads the Elite Men's field around the popular beer garden.



The crowd gathered around the south end of the track to watch the intense action unfold.

top five were all listed at the same time. Complete results can be found at: www.hagensbermancycling.com/starcrossedcx/

Results

Men

1. Andy Jacques-Maynes (Cal Giant)
2. Carl Decker (Giant Bicycles)
3. Geoff Kabush (Maxxis)
4. Chris McGovern
5. Jonny Sundt (Hagens Berman)

Women

1. Wendy Simms (Kona)
2. Wendy Williams (River City Cycles)
3. Sue Butler (River City Cycles)
4. Rhonda Mazza
5. Bridgette Stoick (River City Cycles)

Junior A Men

- 1 Sean Worsech (Rad Racing)
- 2 Jacob Rathe (BBC)
- 3 Steve Fisher (Rad Racing)

Master A

- 1 Gallagher John (Cole Sport)
- 2 Ronnie Schmeer (Art by Opsal)
- 3 Matthew Hill (Redline)

There is still a chance to catch some cyclocross action before the year ends

Portland area:

December 3 - Kruger's Crossing, Sauvie Island, OR

Seattle area:

December 2 - Seattle CC Series #7 -

Fort Flagger State Park, WA

December 3 - Seattle CC Series #8 -

Fort Flagger State Park, WA

December 10 - Seattle CC Series Finals -

Summer, Kelly Creek, WA

December 15-17 - US Nationals - Providence, RI

BOOK REVIEW

Complete Medical Guide for Cyclists

By LISA TILSON

Andrew L. Pruitt, Ed.D, director of the Boulder Center for Sports Medicine, has created the Complete Medical Guide for Cyclists that provides riders with the tools to enjoy cycling for as long as possible. His knowledge of the sport is not matched by many in his field. He has worked with some of this generation's best cyclists, including Lance Armstrong, Bobby Julich, Marty Nathstein, Tyler Hamilton, Chann McRae and Fred Rodriguez.

"All through his career, Andy's focus has been on finding and preventing the causes of injury," says Chris Carmichael, Lance Armstrong's person coach and author of the foreword. "Above all Andy always puts his athletes first."

Pruitt's approach to injury is prevention-based. His goal is to not only find a way to target an area that is hurting the athlete, but also to prevent an injury from reoccurring in the future.

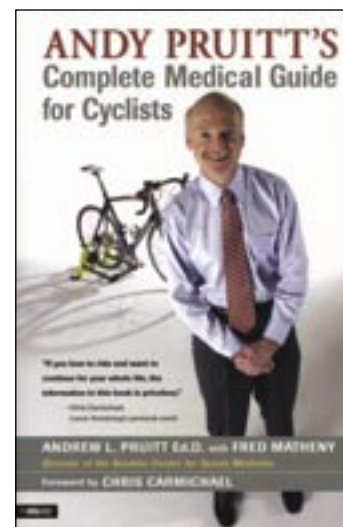
Pruitt says in the preface, "The purpose of the guide is to help all of you train injury free, ride in comfortable and powerful positions, and heal from the inevitable injury faster."

The book is conveniently divided into three sections including "bike fit", "remedies for cycling injuries" and "getting the most out of cycling." The first and last sections are easy reads and have some insightful information for riders of almost any age. The second part about injury is very specific. It is better used as a reference guide.

The book begins with an overview of bike fitting. Pruitt includes six rules to guide the cyclist to success in this area. Following his directions, Pruitt breaks down bike fit by components, which include chapters about saddle position, handlebar position, pedals, and cleats. By the end, I understood the necessary tools and strategies for bike fit, but I felt like it would have been better to have him fit me in person and use his tips as a guide later.

The "remedies for cycling injuries" part of the book can be easily navigated using the index. It is broken into body part sections. Each includes a detailed description, symptoms, causes, treatment, and alternative remedies for each injury. Useful knowledge about various cycling injuries is presented, however its format is intended to be more of a guide for treatment and recovery when you are actually injured. Pruitt not only explains in many cases how to heal the injury, but also explains why it occurred.

The author covers overtraining and recovery, weight loss, physiological testing, stretching and rehabilitation, developing a personal training program, the biomechanics of cycling and health maintenance in part three. The section also addresses aging. He recommends some healthy supplements



for older riders and has some insightful tips to keep them on the bike longer.

The last chapter of the book shows, in my opinion, Pruitt's extreme intelligence; it is the recognition of the ignorance that still exists about injuries and prevention methods. The chapter titled "What We Don't Know (But I Wish We Did!)" dives into the unknown of cycling injuries.

"I've seen nearly every cycling malady, fit problem, and traumatic injury that it's possible to incur," Pruitt says.

"But there's still a lot we don't know about how the human body and the bike work together."

The only drawback of the book is the length; some of the more interesting sections are not very long. The pertinent information is included, but interesting topics such as stretching and rehabilitation could have incorporated more topics of discussion. However, the book would be helpful to have on hand on a trip or on your bookshelf at home.

I would recommend reading through at least part one and using the rest as needed for reference. Pruitt knows what he is talking about, if he is good enough for Armstrong and Julich, he can certainly offer you some knowledgeable advice.

Any Pruitt's Complete Medical Guide for Cyclists
By Andrew L. Pruitt Ed.D.
with Fred Matheny, Foreword
by Chris Carmichael
200pp VeloPress \$18.95

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"GEAR" FROM PAGE 1

knowing it, they are easy to spot though as they showcase illustrations like PEZ, Rosie the Riveter, Cycles Gladiator and Cycles Sirius to name a few (Rosie the Riveter is the best selling and most popular women's jersey on the market!).

The hand-assembled jersey features high quality Euro Mesh fabric to wick-away moisture, a 19-inch, 3/4 hidden zipper, and three rear pockets. Any of these make a great gift for your cycling friends, or get one for yourself.

You can find the jerseys at REI and /or your local bike shop. To see the full collection go to www.retroimagejerseys.com.

Solo

Made in New Zealand, Solo clothing is inspired by the strong, simple and classic cycling jerseys of the 1950's and the 1960's as worn by the great Anquetil, Merckx and Poulidor. The company takes advantage of modern fabric to create their retro looking clothes in vibrant colors.



Tailored from Sport X Dry fabric, which features excellent moisture-wicking properties (and believe me I tested them, and I sweat a lot), the jersey's 18cm front zip has an over-sized zipper pull (which is easy to grab with gloved fingers), a customised silicon elastic waistband, three rear pockets, including one with a zipper one for safe storage of your valuables, and very comfortable and unique polycotton/lycra arm and neck bands.

Even when riding over mountain passes into the eastern portion of Washington, where a 100-degree temperature is customary in July and August, the jersey always felt fresh on my body.

Solo clothing and accessories are only available online at www.solocc.com. They are worth a look.

Primal Wear

If you are not quite into the retro look, Primal Wear may have just what you've always been looking for. You can now wear the logo of your favorite beer or rock band, or if you are simply looking to be



different with something that stands out - look no more. The company also has a full line up of kids' jerseys, featuring Curious George and Wild Things. To see the full collection go to www.primalwear.com.

Chrome

Made in San Francisco, these three-quarter length technical cycling knickers are water repellent and dry quickly. Built with breathable material (91% nylon, 9% spandex), they offer four-way stretch, are not too heavy, and are highly wind resistant. They are cut higher in the back and lower in the front for increased comfort.



Some of the features include a lightly padded moisture wicking chamois, seat cargo pockets, articulated knees, zippered fly, and belt loops. They are machine washable and dryable. Chrome is providing a lifetime guarantee against defects in materials and workmanship not due to reasonable wear and tear, and will replace any item that is found to be defective. MSRP is \$136.00.



Chrome also makes messenger bags, backpacks and a line of laptop bags. Their laptop bags are constructed of either high strength carbon fiber, or Kevlar reinforced composite materials and ballistic nylon, giving the bags a unique look. The Duma bag is fully padded and features internal divider pockets, a separate laptop sleeve, a carrying handle, and a removable shoulder strap. All laptop bags fit laptops up to 17" and carry a lifetime guarantee. MSRP: \$132.00. For more information on clothing and bags go to www.chromebags.com.



Cyclelite Jacket

If the fear of not being seen this winter keeps you away from riding your bike, we found the ideal jacket to help you get back on the road. Bright-Night USA LLC, a Bothell, Washington company, has come up with strobe-lite safety

gears for runners and cyclists. Flexible, durable and virtually weightless electroluminescent lamps (mini blue lights) are integrated into the garment, making it visible up to 1/4 mile away. It operates with two AAA batteries, which last for over 300 hours while the lights strobe twice every second. The batteries are hidden in two small pockets in the front of the jacket. Available for men and women, it comes in five different colors. The jacket itself is sturdy enough for a daily commute, and light enough for long rides. For more information visit www.stridelite.com.

Plates, Mugs and Much More

If you are in the market for new plates, mugs, a s o r t e d bowls, a tea-kettle, or a tea



mug with infuser, take a look at the Chantal Livestrong collection. For each item purchased, 10% goes directly to the Lance Armstrong Foundation(LAF) to support its mission.

The collection features the luminous yellow, which has come to symbolize courage, hope and energy to millions of people via the iconic LAF wristband. Each piece is engraved with the word "Livestrong".

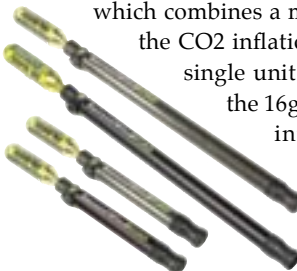
Made of ceramic stoneware, all items are oven, microwave, dishwasher and freezer safe. The hand-sanded bottoms protect tables or counters from scratching. The 19oz latte mug retains heat nicely, and it makes for a nice water mug if you don't like coffee. The snack plates measure 5" x 4", while the party plate comes in at 14" x 10". To see the collection, and for more information visit www.chantal.com.

Pumps, Rims and Packs

Genuine Innovations - SecondWind Road Hybrid CO2/Pumps

Remember the days when you had more flats than CO2 cartridges, or how difficult it was to inflate a tire to 100psi with a hand pump? Well, those days are over, you will never be left stranded again.

Genuine Innovations recently released the Second Wind road line of hybrid inflators, which combines a manual pump with the CO2 inflation technology in a single unit. When not in use, the 16g cartridge can turn into a comfortable and sturdy handle extension for the manual pump. To use



the cartridge, attach it to the other end, and twist it slightly to get the benefit and satisfaction of a quick air fill. The device is easy to use, and easy to store on your bike. It comes with a water bottle attachment.

The very light inflator comes in two sizes, 12" and 7", with your choice of material, either aluminum (AL) or carbon (CA). Available for presta valves only, the manual pumps make 120psi easy. The MSRP price varies from \$28.49 for the mini-AL to \$49.99 for either of the carbon pumps. For those concerned with weight, it varies from 69g for the mini-CA to 106g for the 12-AL - neither will slow you down, but they may keep you going!

The cartridge is made of steel, and is 100% recyclable. Once used, it can be placed in any recycling bin that accepts metal.

Hed Cycling: Mixing Art with Technology

Hed Cycling has added an artistic touch to their deep-dish carbon aero wheels. On display at Interbike were two sets of wheels in "his" graphics of skulls and red stripes, and "her" graphics of flowers and pink stripes.

The graphics are built into the rim before clear coating to ensure durability. Plans are in place for versions with different graphics. These wheels will make Hed-equipped triathlon bikes stand out in the transition areas next year.

Hed also has a new titanium spoke cyclocross wheelset that pulls the spoke straight from the rim, with the spoke nipples located at the hub flange. No j-bend on the spoke eliminates the weakest part of a wheel, which also allows for the use of super-light titanium spokes. These wheels should be a hit with Northwest 'cross racers, and the light-touring crowd. For more information: www.hedcycling.com.

Shuttle Pack

Too much gear, too little space - just take it out with Shuttle pack. If you have a roof rack and fork-mounted wheel



tray, this may be the answer to your interior space issues. This wedge-shaped cargo bag made out of water-resistant Cordura® holds 41 liters of gear, that represents enough room for

"Gear" continued on page 8

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"GEAR" FROM PAGE 7

your helmet, cycling cloths, and shoes, and you still have room for more. The inside features seven side pockets to hold and organize your smaller necessities (soap, spare parts, energy bars, etc).

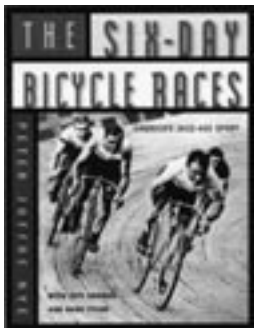
The bag is attached to the bike (any kind of bike) and the rack using padded Jettison™ straps. Its shape makes it fit nicely under the frame and reduces wind drag. Easy to clean and durable, it can also be converted into a toad back effortlessly, and the messenger-type strap makes it easy to carry around. MSRP \$90. For more information visit www.shuttlepack.com.

Books

If you like cycling history, here are two book suggestions you must put on your shopping list.

The Six-Day Bicycle Races: America's Jazz-Age Sport

By Peter Joffe Nye, Jeff Groman and Mark Tyson.



Although almost forgotten today, with the exception of a few events following a somewhat similar concept at Alpenrose and Burnaby velodromes, the real Six-Days used to be the "biggest show in town" with pairs of cyclists racing nights and days over a six-day period on steep banked indoor tracks in front of huge crowds. Each two-man team, exchanging work and rest periods off and on the track, covered thousands of miles.

First imported into the US from England, the six-day races provided more than the excitement of racing; it came with entertainment by some of the greatest names in jazz. This fascinating period, the 1920's and 1930's, is recounted through large size duotone photographs, illustrations of the era, and commentary on the stars of the time. Mostly, the book is about those that made the six-days - the highest paid athletes of the time - the cyclists.

The book also presents the behind the scenes aspect of racing, talking about the mechanics, the tracks, the crashes, or what they called "occupational hazards", rules, and the points system. It also covers the difficult times pre- and post- war. In the end, cycling, which had been an American tradition, became a subculture largely ignored by the media. In contrast, the sport continues to thrive in many European cities.

This book is the perfect item for any collector, or those fascinated with the sport and its history.

As an interesting side note, one of the co-authors, Jeff Groman, is a Bainbridge Island resident who owns a bike shop and collects bicycle-related materials. He also curates a bicycle history museum.

Van der Plas Publications / Cycle Publishing, hardcover, 224 pages with 350 duotone and color photographs. \$39.95. www.cyclepublishing.com

Cycling's Golden Age - Heroes of the Postwar Era, 1946-1967

By Owen Mulholland with a foreword from Eddy Merckx.

This book presents the heroes of post WWII through photos of the best riders of the time, as well as their jerseys, trophies, bikes, original posters, and other mementos that belonged to them before entering the Horton Collection. With his writing, Mulholland tells the story behind the trophies and jerseys, bringing the legendary riders and their "battles" to life.

When you read the anecdotes that punctuated the careers of Gino Bartali, Fausto Coppi, Louison Bobet, Jacques Anquetil, Ercole Baldini, Tom Simpson, Raymond Poulidor and Felice Gimondi, and many other great cyclists, or when you see their jerseys and images captured during the events, you really feel like you were there, on the side line, watching it happen in front of your eyes. A must have for anyone passionate about cycling history.

Velopress, Hardcover, 221 pages with over 400 cycling artifacts and photos, \$49.95. www.velopress.com

Nutrition and Supplement

100% Organic Bars

Hammer nutrition bars are a tasty alternative to the stick-to-the-roof-of-your-mouth energy bar. Using organic almond butter and organic date paste as basic ingredients, the bars come in two flavors; chocolate and almond raisin. Both provide a nice blend of protein and carbohydrates without being too sweet or dry, while using only organic ingredients. Anyone that has tried other energy bars knows what it is like to have to wash down the bar with water just to be able to swallow it. Not with these bars, they are chewy and moist, no water required.



For the past six months, I have used these bars for commuting, and on several long bicycle tours. Eating a Hammer nutrition bar is now part of my pre-ride routine, and often a healthy snack during the day. Munching on one ensures that I have enough energy to enjoy the ride without bonking. Each bar provides 220 calories. If you are looking for a nutritious energy bar, try these tasty alternatives to the run-of-the-mill variety.

Both flavors are USDA certified organic and non-dairy kosher. In addition, the almond raisin bar is certified vegan. For more information visit www.hammernutrition.com.

Gleukos

A new sports drink has entered the market. Gleukos, a Portland, OR company unveiled their new product over the summer. Gleukos is made with glucose, the body's natural source of energy. It contains a higher concentration of potassium, but lower sodium than other sports drinks.



This all-natural beverage comes in lemon, orange and punch flavors, which taste pretty good. It's easy to prepare, just mix a single packet with 16 oz of water, shake it, and you're good to go. It is available in single or bulk form. Try it during the off-season to see how your body reacts. For more information visit www.gleukos.com.

FRS

Antioxidant Energy Drink, Chews and Powder - The athlete's new source for sustained energy, health and performance. The patented



FRS formula is scientifically formulated to deliver smooth sustained energy, enhance mental focus and neutralize free radicals (which are known to cause fatigue, slow recovery and lead to long term health problems). FRS is available in three forms: a liquid drink mix (regular and low calorie), chews and powder. Those of us who tried it felt the energy boost, but we can't agree on the best flavor. You will have to figure that out on your own! For more information www.frsenergy.com.

Music

Bike Rock

Songwriter and cyclist Attila Harvath recorded the perfect training CD - Bike Rock. The CD includes songs like "Singletrack



Seduction"" "Nowhere Fast" and "Ride On" that create the perfect rhythm for training rides. In "Invisible" he talks about how difficult it is to train on a cold morning, and how he would prefer to be back home. Don't we all wish we could stay home too?

It won't make the top 100 list at any radio stations, but it will keep you pedaling for a while. To find out more, go to www.bikerockmusic.com.

OPINION

Happy Canyon Gulch, Montana (3200 miles to go to Washington DC)

By JOE KURMASKIE

A final excerpt from Joe Kurmaskie's latest book Momentum Is Your Friend: The Metal Cowboy And His Pint-sized Posse Take On America.

Every touring cyclist knows the cheap thrill of causing a controlled stampede. Bulls, horses, cattle, or bison huddled along fenced pastures near a road will take to the hoof in spooked unison with nothing more than the backspin of a freewheel and a few yelps and yee-haws. The herd will give chase in a clamor of sound, dust, and fury, posts and barbed wire keeping you safe from the mindless mob.

It's every kid's deepest cowboy fantasy and it ends in the same glorious fashion each time; with the herd pulling up short at the final fence line of a rancher's property while you emerge from this hoof-pounding stampede through billows of rising dust . . . a certified badass hero of your own little action-packed Western.

One day beyond MacDonald Pass, Montana we're riding our 14 feet of bike, trailbike and chariot trailer along a stretch of national forest service road-so remote even telephone poles haven't taken root along its edges yet-when a herd of wild horses appears behind us from over a rise.

"It's Spirit," Quinn yells.
"Stallion of the Cimarron," adds Enzo.

Even this far from civilization there's no escaping the reach of Disney references.

Our jaws drop in unison. If the world were measured in terms of wonder, ours just grew exponentially. The horses keep coming. Imagine the longest train, but this one is running on several dozen invisible tracks, no conductor in site, but somehow each animal knows where to go. Their pace quickens, the sound of pounding hooves is heroic as it grows louder, comes closer. I swallow back fear. No fences this time, and while Spirit is a stylized cartoon Mustang,

these are made of bone-crushing flesh and blood. It's hard to believe that wild horses still exist in such numbers. What's easier to wrap my head around is what will happen to us if we get caught in their path.

"Keep pedaling. And whatever you do, don't spin your freewheel," I caution Quinn, remembering a second too late that you don't tell a kid not to do something in pressure situations.

We want to believe that these are Mustangs. What I know for sure is it's humbling to be so close to graceful power in fluid motion.

We pedal at full speed in labored silence for several glorious miles, the Stangs matching our pace in what resembles flight. And when they choose, those unbridled beasts pass us as if we are standing still. I whoop and holler, sounding like a complete lunatic. The boys follow suit. The herd disappears into the landscape, leaving nothing more than a brief vapor trail of dust.

If these animals can still roam free in the West, there's a betting man's chance that we may also outpace the reach of society between here and the Atlantic.

Momentum Is Your Friend has been called "literary trifecta: part humorous travelogue, part stirring adventure and part family saga of what it means to endure a hard road to be a good Dad. Direct website purchases of the book benefit Camp Creative: "No Child Left Inside!" Joe's arts and Bike Expedition NW summer program for kids and adults. www.metalcowboy.com



Joe Kurmaskie aka Metal Cowboy will be performing excerpt from his newly release book "Momentum is your Friend" at River city Bicycles in Portland on Dec 9th at 5:30 pm and REI Downtown Seattle on December 12 at 7pm. For more information and other locations visit www.metalcowboy.com

Around the World Without a Drop of Fossil Fuels:

One Man's Epic Journey by Bikes, Boats, and Feet

BY TARYN GERHARDT GIVENCHY

For 28-year old Canadian Tim Harvey, what was once a dream of traveling across the world with only human-power promoting a sustainable environment is now a reality.

On July 1, 2004, Harvey launched his Vancouver-to-Vancouver Expedition, a 26,000-mile (42,000-kilometer) 28-month circuit of the world, without burning a drop of fossil fuel.

He has cycled, hiked, sailed, floated and rowed through some of the world's most extreme and dangerous terrain. Now, Harvey is nearing the end of his journey and will soon complete his trip to Vancouver, British Columbia.

In early November, he gave a talk and slide show presentation about his journey in Portland, OR. He has been offering presentations and media interviews across the world to raise awareness about the effects of burning fossil fuels on the environment.

It all started at the age of 25 after a trip to El Salvador, where he performed ecological work for the Canadian International Development office. When he returned to Canada, he

had a difficult time re-adjusting to the North American lifestyle.

"I had a real case of culture shock being in Vancouver. I had just come from a place where people had survived Hurricane Mitch and lost everything—and they were just getting on with their life. People in Vancouver drive everywhere," Harvey said.

Harvey, a recent graduate with a degree in English Literature from the University of Victoria, was thinking about going back to school, but instead sought real life lessons.

His goals include completing the journey without burning fossil fuels sharing his experiences and his hopes for a sustainable future by

documenting it on film, and later writing a book. He wants to promote a lifestyle free of cars—which he believes are the primary causes of global climate change.

"I had a real drive to go to the Arctic to see the communities who are on the front line of climate change, where it's heating up faster than the rest of the world," Harvey said.

His path took him from the Arctic where he rode across ice and mud, to the rivers and jungles of South and Central America, and across the vast and rugged deserts of North America.

For portions of the journey he had partners, but most of the time he traveled solo. He financed his trip through sponsorships, including Xtracycle and Norco, and freelance writing.

His adventures have been more than just athletic feats—they have also been lessons in the amazing serendipity of life and a test of his spirit. Near death experiences

were just par for the course.

For example, while floating his raft across the border of Colombia in Central America, he was arrested for an illegal river crossing. Harvey had just made it through the Darien Gap only to be arrested and detained in Panama. He emerged out of some dark wilderness, and then as the river turned, his boat was flooded with light. Soldiers with machine guns were staring down at him.

"I knew I was going illegally . . . suddenly, I was looking out in a football field with all these silhouettes with AK47s looking at me," he said.

While for some people getting arrested could have been a very unfortunate circumstance—the arrest and subsequent detainment actually saved his life. For one thing, he was able to look at a detailed map of the river system, which he would need knowledge of later. Secondly, if upon continuing down the river, he would have discovered that the waters were infested with crocodiles.

Harvey had several legs of bicycling, including treks in Europe and Central America. However, he said that the mountain biking in Russia was one of his favorite parts of the trip because of the people he met.

"These people are so into mountain biking, yet their city is frozen half the year or flooded. We rode with about 15 of them from Yakutsk—and they put us up. The joy of reaching that place was really huge," Harvey said.

He said it was difficult riding in tundra because of ice and mud, but the riding got easier as the days got warmer. For two weeks, they had to ride at night because the roads would melt in the day.

"The roads during the day were mud and disgusting. We had no choice but to go at night," he added.

While his trip is not yet finished, Harvey is excited to be close to home.

"At this stage of course,



Harvey goes off road.

Photo courtesy of Tim Harvey

now that I am not that far from home, I'm looking forward to seeing my friends and family," he said.

Harvey added that he hopes people who read about his adventure will find inspiration.

"The wonder and beauty of nature is well-worth getting out there and experience. It's impossible not to fall in love with the natural world," Harvey said, "I want to encourage people to get out and immerse themselves in nature. That's the whole key to reversing this trend of environmental decay."

"We are a planet facing a major threat of global warming. We can't wait for people to do

stuff for us," he added, "Bicycling is a way to cut emissions. It's not only great for the planet, but it brings you a sense of accomplishment, you feel great. It's your body; it's your mind. You're happier and you are doing something for the planet."

More About His Journey:

- Tim Harvey's website: www.vancouvertovancouver.com
- More information can be found Harvey has published a 5,000-word, first person account of his journey in the fall issue of *Wend Magazine*, which is available in newsstands across the West Coast.



Harvey met and rode with many people in Russia.

Photo courtesy of Tim Harvey



Photo courtesy of Tim Harvey

Fixing flats - It's all part of the trip.

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NEW ORLEANS

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 bicycle), **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 seen here.

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EVENTS

DECEMBER

Dec 8: Metal Cowboy Slide Show

Hood River, OR. Slide show presentation of Joe's new book "Momentum is your Friend". Benefits Camp Creative - "No child left inside" program. Starts at 7pm at Bowe Theatre Hood River Valley HS. Joe Kurmaskie, www.metalcowboy.com

Dec 9: Metal Cowboy Slide Show

Portland, OR. Slide show presentation of Joe's new book "Momentum is your Friend". Benefits Camp Creative - "No child left inside" program. Starts at 5:30pm at River City Bicycles. Joe Kurmaskie, www.metalcowboy.com

Dec 12: Metal Cowboy Slide Show

Portland, OR. Slide show presentation of Joe's new book "Momentum is your Friend". Benefits Camp Creative - "No child left inside" program. Starts at 7pm at REI downtown Seattle. Joe Kurmaskie, www.metalcowboy.com

Dec 31: 5th Annual Midnight Express 8k New Year's Eve Fitness Challenge

Lakewood, WA. Pierce College Main Gate, 9401 Farwest Dr SW. Flashlight is required. WA State Trail Running, Walking, & Duathlon Club, P.O. Box 39623, Lakewood, WA, 98499. 253-376-5737, www.humanmultisportpnw.org

MARCH

Mar 10-11: Group Health Seattle Int'l Bicycle Expo

Seattle, WA. Over 125 exhibits of gear, active travel, rides and more. Event presented at Magnuson Park - Sandpoint. Includes bike swap meet, test ride, feature presentations. Cascade Bicycle Club, P.O. Box 15165, Seattle, WA, 98115. 206-522-3222, www.cascade.org

RACE SERIES

Sep 24-Dec 10: Seattle Cyclocross Series

Various, WA. Series of 9 events raced around the Seattle area. Open to all categories. Overall calculated on points. First start at 9:30am. entry fee \$20, except women cat 4 and junior \$5, kids free. Race categories = age as of Dec 31, 2006. MTB without bar ends are ok. Series Finals earns double point. Race day support. Registration closed 20 minutes prior to start. Marymoor Velodrome, www.seattlecyclocross.com

MULTISPORT

Mar 31: Wenatchee Valley Du

Wenatchee, WA. Racers to complete, in order, a 3-mile run, 17-mile bike, then another 3-mile run. Both runs are an out and back format. Start at 10:00am The event will start at Confluence State Park. Brian Ropp, Wenatchee Valley Velo Club, 509-886-3873, wenatcheevalleyvelo@yahoo.com

CYCLO-CROSS

DECEMBER

Dec 2-3: Seattle Cyclocross Series #7/#8

Oak Harbor, WA. Fort Flager State Park Marymoor Velodrome, www.seattlecyclocross.com

Dec 3: Veloshop CCX/Kruger's Crossing

Portland, OR. Molly Cameron, 503-335-VELO, www.veloshop.org

Dec 8-10: National Cyclocross Championships

Providence, RI. USA Cycling, www.usacycling.org

Dec 9: Santiam Bicycle CCX

Salem, OR. CANCELLED

Dec 10: Seattle Cyclocross Series #9

- Final
Sumner, WA. Kelly Creek course Marymoor Velodrome, www.seattlecyclocross.com

Dec 31-Jan 1: New Year Revolution

Avondale, AZ. Ride Out the Old Year and Ride In the New Year. 2 different routes on 2 days as you escape to sunny & warm AZ, relax & enjoy some time on your bike! Bob Kinney, Bike 2 Bike, 689 West 3800 So, Bountiful, UT, 84010. 801-677-0134, www.bike2bike.org

FEBRUARY

Feb 24: Zion Country Early Spring Century

St George, UT. Ride to Zion National Park on a leisurely route that will allow you to relax & enjoy the awesome beauty of southern Utah. Bob Kinney, Bike 2 Bike, 689 West 3800 So, Bountiful, UT, 84010. 801-677-0134, www.bike2bike.org

Feb 25: Chilly Hilly Cycling Classic

Bainbridge Island, WA. Washington State season opener. 33-mile recreational ride around Bainbridge Island. Cascade Bicycle Club, PO Box 15165, Seattle, WA, 98115. 206-522-2403, www.cascade.org

ROAD TOURING

Dec 2-8: Hawaii

Kona, HI. Explore on foot, bike and in the water the very best parts of the big island, including many hidden spots. Ride the rolling grasslands to the High Country and cycle through banyan tree forests. 7 days. Also available: Dec 27. Bicycle Adventures, P.O. Box 11219, Olympia, WA, 98508. 800-443-6060, www.bicycleadventures.com

Dec 26-31: 50th Annual Christmas Bike Trip




San Diego, CA. Every year since 1956, bicyclists from all over the country have participated in this unusual and challenging cycling tradition. It features a 400-mile route through the mountains, desert, and seacoast of Southern California. Major fundraiser supporting the San Diego Council's Youth Education and Outreach programs San Diego Council of Hostelling International USA, 437 J St., Ste. 301, San Diego, CA, 92101. 619-939-9981, www.sandiegohostels.org

TRACK

JANUARY

Jan 2-7: Burnaby Six-Day

Burnaby, BC. Indoor six-day event. Categories A, B, C. Sprint nights and junior series included as well as event for first timers of every level. Mass start events, sprints, madison and more. Scott Laliberte, www.burnabyvelodrome.ca

-  Family Friendly Ride or Event
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UP NORTH

Put Adventure Racing on Your 2007 Agenda

By MATT USBORN

Ah, it's winter again. Not my favorite time by any stretch. The season's completed races and rides are now etched into the grey matter, altered slightly (ok, in many cases altered a lot) to make the experiences epic, and racing prowess spectacular. However, during this time of year, many dabble in the black art of cyclocross, combining Spiderman-like agility with gobs of power and daring.

Speaking of 'cross, Geoff Kabush (Maxxis) pummeled his competitors at the recent BC Cyclocross championships. Of course, he is one of those natural athletes who are good at almost every sport they try. I remember attending training camp with him several years ago: he picked up a basketball, and was almost as good at that as he is on a bike! Wendy Simms (Kona), of my native Nanaimo, BC, cleaned up

in the women's category. Yet, cyclocross is not the only source of excitement this fall.

The biggest news of late is the rise of the Mountain Bike Adventure Stage Race. Racers will venture across Vancouver Island and over to Whistler via the Mainland during the first week of July, 2007. Named SEVEN by the organizers, this event is in the same vein as the TransRockies, which consistently enjoys epic terrain and sold-out entry. Two-up teams compete against each other and the elements, while taking in odd, breathtaking views along the way. Is this the dawn of a new era in bike racing? I think so.

Mountain bike adventure racing is just plain cool! This summer, I was privileged enough to be invited to just such a race in the mountains of Pakistan. We rode

at fairly extreme altitudes and WAY out in the boonies. I've done a fair bit of racing, although never in Pakistan, but this experience was just so amazing. I even got altitude sickness during one stage as we ascended over the Busbar pass. Our pre-race briefing consisted of a few warnings; if you get hurt up there you have only two ways down, mule or Army chopper. If the weather turns bad, you only have one

option (you can guess which). The temperature dropped dramatically as we climbed, and it snowed a little at the top.

Where tactics and teams dominate road racing, this type is much simpler. With all the gossip, innuendo and long winded scandals plaguing road racing and filtering down to almost all levels of cycling, it is nice to rediscover the pure love of riding, and the challenge of racing. That is what this mountain bike race did for me.

And, it was a chance to get some really cool pictures and explore the local villages. Epic just doesn't describe it.



So, just like previous years, my off-season is filled with training plans and goals for the coming year. I'm sure that can be said by all, except the 'crossers who will be playing in the mud for a little while longer. The winter 'break' is welcome this year, and I'm giddy as a 12 year old schoolgirl at a Justin Timberlake concert to start training and racing again. One thing is certain, I am planning a few off-road mountain bike adventure races. And for a dyed in the wool roadie, who lacks any semblance of off-road handling skills, that is a big statement. The cool factor more than makes up for lacking fitness or bike handling skills for me. After all, you are out in the boonies, suffering a little (or a lot) over some epic terrain. I highly recommend that everyone try at least one mountain bike adventure race in his or her cycling career.



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More information go to: www.MetalCowboy.com

From Your Door

By MAYNARD HERSHON

Last November, my buddy Donald arrived to spend a week in the sun and ride El Tour de Tucson. One mid-week morning, we rode a mile or so to Starbucks in street clothes. I had to talk him into it; Donald would prefer to drive.

He revealed that he'd never stepped on his Speedplay pedals (the lollipop-looking ones) in street shoes, only in cleated cycling shoes. Meaning he'd never ridden in walking shorts or jeans and normal shoes, only in cycling gear.

He does not own a beater bicycle to use around town. Why would he? He doesn't ride around town. He walks on errands near his home, but he never rides to get anywhere. Every ride's a training ride, a workout.

Lots of us are like Donald. We depend on cars for transport. We do not think of bikes as ways to get around. Elsewhere around the world people by the millions use bicycles to get around. Year-round, rain, shine, they ride. We drive.

Then, I was pedaling down Mountain Avenue headed for the UofA campus to meet friends for a ride. I caught a guy at a light and said hi. He was riding an ugly, rusty recumbent that looked homemade, or at least unfinished. Sections of the frame had been liberated from a wedge, or conventional bicycle.

As we rode, I asked him about it, and he told me it'd been welded up by a local bike mechanic, a old guy in a small shop unknown to most Tucson cyclists.

The guy on the recumbent said he rode strictly for transportation and didn't have time for weekend rides, what we'd call recreational cycling. I asked him if he'd been among the 6,000 who'd ridden El Tour de Tucson a few weeks earlier.

Oh, no, he said, and asked me if I had. I did ride El Tour, I said.

He looked at me and said: "You must be a real enthusiast."

Hey, I LOOKED like an enthusiast. I had on a yellow-and-orange Giro helmet. A thermal jacket from a club in Austin, Texas with lightning bolts and sponsor names all over it. High-budget yellow-and-red cycling shoes, black tights and red Elita team gloves. I rode a gleaming racing bicycle, blue with white decals and a matching saddle.

None of that impressed him. He decided, on the basis of my El Tour ride, that I was "a real enthusiast."

What do you suppose he meant by that? There he was, going the same speed as I was in the Mountain Avenue bike lane. Did he mean that I was an enthusiast as opposed to a back-and-forth cycle commuter, a veteran of the car wars?

I guess I am a real enthusiast, but I'm no more committed than that guy on the unpainted recumbent. Hey, he rides every day. I'll bet he rides on rainy days when the nearest I get to cycling is surfing cycling web sites.

Evidently, the guy on the rusty recumbent does not think of himself as an enthusiast. He

may feel he's a utility cyclist, a commuter, not a cycling sportsman.

But he did not judge me to be an enthusiast on the basis of my clothing or equipment, about which he may have known nothing. He didn't decide I was an enthusiast on the basis of what I OWNED, but because of something I'd DONE.

And he's right. It's not about what we ride or wear. It's about what we DO. We're cyclists because we ride.

The guy who owns the most expensive gear is not the most authentic cyclist. The guy who bought the trick Italian bike with the team-issue pieces bolted on it is not the most authentic cyclist.

The guy with the Subaru Forester with the three-rail Thule rack with a Kestrel clipped in it is not the most authentic cyclist. The guy who bought the mint late-70s Masi on E-Bay is not the most authentic cyclist.

The guy riding his rusty homemade recumbent is dead authentic, for sure. He's the cyclist. Bicycle ownership is nothing. Bicycle use is everything. Riding is everything. And the riding that matters is riding INSTEAD of driving.

The people behind El Tour are urging us to ride our bikes to the event and to ride home afterward. I'd like to urge you to make pedaling your bike to and from your rides a habit. Ride from your door.

Too many of us load our bikes into or onto cars and drive them two miles to the starts of rides. Road cyclists in the old days, in the '70s and '80s, resisted that. Many couldn't afford cars or didn't want them. They believed that

"Cars Suck" as the T-shirt says.

It wasn't cool back then to roll up to ride starts in a car. It shouldn't be cool today. Nothing cool about driving a car.

Every one does it.

Driving a car doesn't set you apart. Guys who move their mouths when they read and want to show you who owns the road drive cars. Takes no brains, no class. Slobs who can't climb a flight of stairs drive cars. It's easy. Preoccupied, careless people who'd never survive a mile-long bike ride drive cars; They're safe in there with air bags and shoulder belts.

We, on the other hand, ride bikes.

Riding bikes is good for us. Driving cars is not. Riding bikes does no harm. Driving cars does major harm. Short trips wear cars out; Bikes don't care how long the ride is.

I'll bet you'd like to think of yourself, your way of life, as an example to others. I'll bet you'd like to believe that the world would be a better place if everyone did what you do. You do feel that way, don't you, especially about your cycling?

I thought so. Leave your car in the driveway. Ride your bike.



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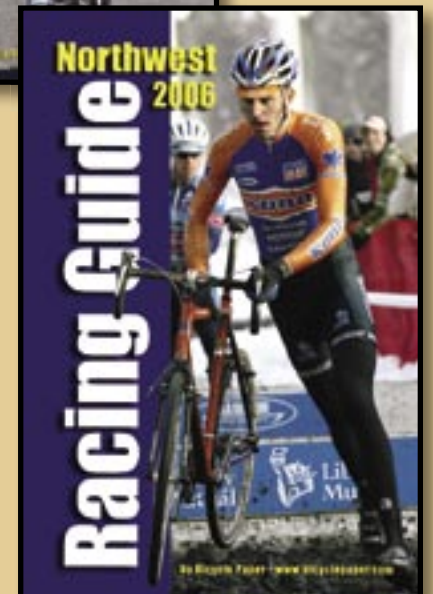
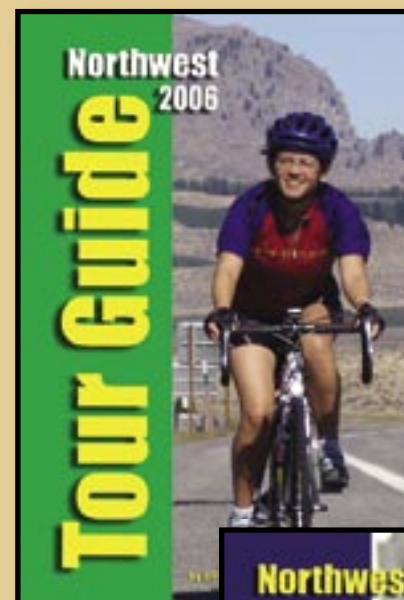
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