

Arkel's seat bag (top left), Waterford Gunnar CrossHairs (top right) and Cy-fi wireless speaker for bike (bottom row).

By TAI LEE, BRITTANY SCHOOLEY AND CLAIRE BONIN

Cycling manufacturers never stop coming up with and developing new ideas or improving on some already available. Other industries are also trying to grab bicyclists' attention with new gadgets that they hope you will find indispensable. In preparation for the upcoming holidays and the new 2008 season, our staff has identified some products that range from practical and comfortable to "feel good" and wireless.

One Bike to Do *Almost* Everything

The Waterford Gunnar CrossHairs manages to fill a well-overlooked void in the cycling industry, namely: What bike would you get if you could truly only have one?

With its steeper headtube, shorter fork rake, and low bottom bracket, the CrossHairs mimics the ride and feel of a road bike. However, its cantilever brake bosses, flat crown fork, and longer chainstays allows one to run tires up to 38mm wide plus fenders.

Waterford has a long-established reputation for crafting great steel bikes. With their Gunnar brand they emphasize value without skimping on the quality. The CrossHairs comes with Waterford's OS2 tubing, which is a large-diameter, thin-walled version of True Temper's "air hardening" OX Platinum tubing also used by Waterford for its custom bikes. The value comes from less-expensive TIG-welded construction and standardized sizing and paint.

All these technical details add up to an incredible riding bike. A quick ride through Pike Place Market's old brick roads proves the CrossHairs's incredible ability to soak up broken pavement. The OS2 tubing keeps the bike's weight down while providing solid ride qualities. The flat-crown lugged

fork, with traditional bent legs, creates the effect of a softer, larger tire, without the increase in weight and rolling resistance.

The CrossHairs isn't the bike you could do everything on, but it's the one you could do most things on. Fast group rides, 'cross racing, gravel trails, centuries, commuting, and light touring are all well within reach of this bike's capabilities.

Frame and fork retail for \$1,025. For more information: www.GunnarBikes.com

Cy-fi—Hi-Fi for Your Bicycle

The dilemma of using headphones while biking is no longer an issue with Cy•fi's new wireless bicycle speaker for iPods—the first of its kind. Cy•fi, Hi-Fi for your bicycle, was introduced at the Interbike Show in Las Vegas, Nevada last September, and is the perfect reason for music-loving cyclists to be excited. The portable speaker can be easily mounted onto a bike's handlebars, and allows riders to listen to their favorite tunes while maintaining awareness of traffic.

The initial idea behind this design was to let cyclists listen to their music without the danger of headphones, and to offer an easily accessible speaker with the highest sound quality. Cy•fi gives riders a different day-to-day biking experience by eliminating earbuds, so the neighboring bicyclists, pedestrians, and even drivers may hear what's playing.

Riders like Jeff Lotman, CEO of Global Icons and founder of Cy•fi, won't have to compromise their love of music while biking anymore—they can have both at the same time! Lotman, who is a devoted bicyclist, understood the importance of being aware of his

CHALLENGE

Kevin Chong: Pushing the Limits, One—Mile at a Time

By MELINA LAMBUTH AND AMY ENSIGN

Kevin Chong is a man who doesn't give up. Living with cerebral palsy (CP) since a young age, he briefly tried to conquer the bicycle as a child. Although his attempt at riding was enough to scare him away from the sport for many years, at the age of 21 he was convinced by a friend to give the bicycle another chance. In 30 minutes he had it down.

I love how fast I can travel with my own power. With my disability, I walk too slow.

According to the National Institute of Neurological Disorders and Stroke, cerebral palsy is any one of a number of neurological disorders that permanently affects muscle coordination and body movement. It typically appears in infancy or early childhood, but it doesn't worsen over time. It isn't caused by problems in the

nerves or muscles; it happens because of abnormalities in the parts of the brain that control muscle movement. Chong's CP affects his left side, including his arm, his leg, and his vision. He doesn't have seizures.

Until recently, Chong had yet to test his cycling skills in anything longer than a quick bike ride. Just two weeks before the 2007 Seattle to Portland Bicycle Classic, Chong's best friend Kirk

Chandler made the suggestion that they ride in the event together. Not knowing where they were going to stay and unable to register on the Internet the night before, the two men arrived at the start line and were able to purchase tickets. With the help of a

See "Chong" on page 4

RACING

International Racing Hit Seattle

By JOE SALES

The Northwest cyclo-cross season is well underway, and another wild and exciting Star-Crossed race has come and gone. There were a few key differences to this year's annual race, including bringing back the Union Cycliste Internationale (UCI) sanction and pairing it with the Rad Racing GP the following day to create an international doubleheader in the greater Seattle area. The Rad GP has previously been part of the national US Gran Prix (USGP) series, but changes to the racing calendar meant that the series would not visit Washington state, but rather make a dual appearance in Portland, Oregon in early December. With back-to-back Star-Crossed and Rad GP, racers and fans were greeted with great racing opportunities at two events that couldn't be more different in atmosphere and venue. Yet, at the end of the weekend, they produced

surprisingly similar results.

Terry Buchanan, the lead promoter for Star-Crossed's host club Hagens Berman Cycling Team, has developed a winning template for his event: night racing under bright lights, loud music with a DJ, and a loquacious and enthusiastic race announcer pumping up the crowd with hyperbole and



Photo by Joe Sales

Rad Racing junior racers dominate the Cat 3 Event.

providing play-by-play reports from around the course. Add to this a lot of beer, freely flowing in the beer garden, which is situated in the most spectator-friendly part of the course, giving partiers a close view of both the barriers crossing and the finish line. It's a combination that attracted over 400 racers and about 2,000 very loud, and enthusiastic race fans.

With all the adult-themed spectator fun, it would be easy to forget that Star-Crossed is incredibly

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BTA Board Selects New Executive Director

COURTESY BTA

Monday, October 22, 2007 — The Bicycle Transportation Alliance's Board of Directors has selected Scott Bricker to be the new Executive Director. This comes following a nationwide executive search process that involved the Board of Directors, members of the BTA staff and the community at-large. The search committee received 13 applications from around the U.S. and Canada and interviewed four.

Serving as the interim Executive Director following the departure of Evan Manvel, Scott has worked for the BTA for nine years. He has been part of its transformation from a three-person local advocacy organization to being a nationally recognized, award winning authority on cycling advocacy and education. The BTA is one of the top ten bicycling organizations in the nation, based on membership and budget.



Photo courtesy of BTA

Scott Bricker

Born and raised in Monroe, NY, Scott received his Bachelor's Degree in Political Science from the State University of New York in Albany. He moved to Portland in 1994 to work at Metro as a Transportation Planning Intern and pursue a graduate degree. He received his Master's in Urban and Regional Planning from Portland State University in 1998 and was hired by the BTA later that year. As the BTA has grown, he has served as Education Manager, Education Director, Policy and Education Director, and Policy Director until becoming Interim Executive Director. As Policy Director, Scott successfully lobbied the legislature to pass bills in the 2003, 2005, and 2007 legislative sessions that included increase of vehicle traffic fine rates, Safe Routes to School legislation, Share the Road License Plates, Vulnerable Roadway User Bill, and laws to improve the operations and safety of pedestrians and cyclists.

Seattle Bicycle Master Plan Approved

On November 5, The Seattle City Council unanimously approved the 10-year Bicycle Master Plan (BMP). This comprehensive road map proposes the addition of 118 miles of new bike lanes and 19 miles of trails, building overpasses and bridges, the development of bike boulevards, the addition or widening of bike lanes, and the creation of signage to increase awareness. The BMP also includes a

safety-education portion. The goal is to triple commuting by bike during that period.

The city has budgeted \$27 million for cycling projects, although some large projects listed in the plan would require an additional \$240 million. Priorities set in the plan include building the Ballard Golden Gardens link, the Ship Canal Trail, and the Queen Anne bridge.

Later this month, the city will consider sending \$7 million to take care of the Burke-Gilman "missing link."

The complete plan can be found at www.seattle.gov/Transportation/bikemaster.htm.

Sydor Inducted to the Hall of Fame

Three-time cross-country World Champion Alison Sydor was inducted into the Mountain Bike Hall of Fame last September. The well-known British Columbia rider started her mountain bike career in 1991. That year she claimed the first of her 17 World Cup victories en route toward her three World Cup Series titles. The 1996 Olympic silver medalist also earned two Pan Am Games medals, 12 World

Championships cross-country podiums, and many National Champion titles, among others. For 13 consecutive years, she never finished outside of the top five at the World Championships. A role model for many mountain bikers and sport enthusiasts, Sydor spends time promoting the sport and its benefits to young people.



Photo courtesy of Tom Moran

Alison Sydor

PRODUCT REVIEW

Skincare in Six Gears

By TAI LEE

We were recently sent a box of skin product goodies from the folks at Pure & Simple, Inc. The "Hi-Rev Skincare: Rebuilder Kit" included six different products, conveniently labeled as first through fifth gear, with a bonus reverse gear.

Despite the product being marketed towards auto-enthusiasts, I felt it was worth checking out. What better time to try out a six-step beauty regimen than after a century ride in late summer? Caked in salt, grit, bugs, and sunscreen, I threw down a hygienic gauntlet to test Hi-Rev's effectiveness.

As one who never took instructions well, I started with 5th Gear, a bottle of sunscreen with a convenient spritzer. This was brought along during the ride so that I could re-apply every two hours, as any UV-fearing cyclist should. The spritzer head did not dispense much sunscreen at once and the sunscreen is also formulated to be quite runny for the sake of being able to spray it. I felt compelled to use a lot and had to rub it around to spread it out,

which seemed to defeat the purpose of being sprayable. I also felt that the SPF 25 was a bit lacking. Then again, I have a preference for liberally basting myself with SPF 48.

The real regimen began when I got home. In my post-ride stupor, I grabbed the 2nd Gear bottle: Power Body Wash. This too was rather runny. I squirted some onto a washcloth and began scrubbing the day's grime off my skin. I had already wiped some of the filth off at the finish line with a wet towel, which effectively gave the body wash a head start. It had no trouble removing the remaining sticky film left behind by multiple layers of sun-

screen. The herbal scent was quite pleasant.

Now feeling cleansed, I had my wits about me enough to realize that I had not used these products in the right order. As such, I reached for First Gear: Power Face Prep. Fortunately, I needed to shave anyway. The product is intended solely for preparing the face for shaving.

I washed it off per the instructions and then used my own shaving gel to finish the job. No nicks!

Having already used Second Gear, I proceeded to Third Gear: Anti-Aging After Shave Balm. Yikes! That tin-

gled! By then, my wife was ready to hit the sack. It was her first century-distance ride and she was pretty tired. She asked me if I was ready for bed, but I had two more gears to go!

Hastily, I grabbed the Fourth Gear: Night Shift Skin Restore. This was a creamy lotion-like product, which I applied on my sun-baked arms and legs. I figured they would need it the most. I can't quite pinpoint how effective the lotion was. Comparing it to my usual aloe-based gel is probably like comparing Campagnolo to Shimano.

The last step was Reverse Gear: Eye Therapy Anti-Aging Gel. This is a great play on word, as the product may reverse the effects of aging, stress, and pollution around the eyes. I squirted a bit out of the foaming dispenser and dabbed it around my eyes. With the regimen finished, it was time to answer my wife's beckoning and head to bed.

Upon getting under the blankets, I was asked what took me so long. I described the process I had just undergone and she reached over in the dark, feeling for my face. "That feels pretty nice," she said. Sounds like the Rebuilder Kit passes the only test that counts!

The Gears Rebuilder Kit by Hi-Rev™ Skincare costs \$49.99, more details at www.hirevskincare.com



Photo courtesy of Pure and Simple, Inc.

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A Call to Action



By Erik Moen
PT, CSCS

Obesity is on the rise, and I am sure you are not hearing this for the first time. It is estimated that 100 million Americans, a number that has greatly increased within the past 30 years, are overweight or obese. Amid adults it has more than doubled, passing from 15% to 32.9%. Among children ages 2–5, it raised from 5% to 13.9%, while ages 6–11 saw a growth of 12.3%, going from 6.5% to 18.8%; the numbers tripled in the 12–19 age group, moving from 5% to 17.4% (www.cdc.gov).

A person is considered obese when their weight is greater than what is considered healthy for a given height. For an adult this can be determined by calculating a person's Body Mass Index (BMI). A score of 30 or higher is considered obese. BMI in children and teens is based on the age, sex, and position within the percentile range of kids in the same group (www.cdc.gov). Being overweight or obese can have several medical ramifications and increase the risk of many health conditions, including hypertension, high total cholesterol, type-2 diabetes, coronary heart disease, stroke, gallbladder disease, osteoarthritis, sleep apnea and respiratory problems. It can also be related to some cancers (endometrial, breast, and colon).

Physical activity is a crucial component of weight loss and/or body composition change. The Surgeon General recommends 60 minutes of moderate physical activity most days of the week for children, and 30 minutes for adults. Children in particular need sustained daily exercise and a balanced diet in order to attain cardiovascular fitness, normal bone mass and strength, and to develop weight management habits that will serve them throughout their life. Other elements necessary to affect body composition are proper nutrition and eating patterns, regular sleep (approximately eight hours per night is necessary for improved capability for weight loss), and



Photo by Studio Chaton

Simone before

psychology (figuring out “triggers” of improper habits and strategies to overcoming them).

Easy on the Joints

Bicycling and swimming are easy on the joints, which make them great for those gravitationally challenged. A study by Redfield R. Hull published in the Journal of Biomechanics compared compressive forces on the tibial/femoral joint (also known as part of the knee). It was found that running created the greatest amount of compression, followed by walking and then cycling. Based on these results, a de-conditioned population should not start out an exercise program with running alone. Riding a bicycle should serve as an introduction to the world of physical activity to those with limited muscular strength and extra body weight.

Expenditure Level

Metabolic cost references the amount of energy or calories that is required to perform an activity. Measured in MET, it is a good tool to help create and track an exercise program. One MET represents the energy expenditure level associated with the consumption of 3.5ml of oxygen/kg of body weight/minute. The Australian government (www.facs.gov.au) has defined the metabolic cost of a few activities.

- 1–2 METs (rest or minimal activity): Lying down, sitting, standing, or typing
- 2–3 METs (easy activities of daily living): Slow walking, playing pool, light house or yard work
- 3–4 METs (walking average pace): Walking average pace, easy bicycling, golf, or vacuuming
- 4–5 METs (moderate activity): Gentle swimming, mowing lawn, or normal walking
- 5–6 METs (heavy exercise): Manual labor or vigorous sports
- 6–7 METs: Fast walking, or carrying loads up stairs
- 7–8 METs: Jogging, tennis, or lap swimming
- 8–9 METs: Running about a seven-minute mile pace, or bicycling at 12 mph
- 10 METs: Running about six minutes per mile, or cycling at about 15 mph

This demonstrates that riding a bike has a true metabolic cost.

Bike Fit Considerations

A person new to cycling should not assume that they need to look and act like Lance Armstrong in order to benefit from the sport. In fact, there are a few fit considerations that will help ease the transition into cycling as a regular mode of exercise. General trends that will increase one's comfort include increasing the handlebar height, decreasing the reach to the handlebars, assuming a more upright position on the bike, lowering the saddle height, using a wider saddle with a partial cutout and/or using platform pedals. Padded shorts with chamois cream will help improve comfort in the saddle. Bike fit can and should change as you become stronger and leaner.



Photo by Studio Chaton

Simone after

Help Someone in Need

Why am I preaching to the choir on exercise? Because you are a resource readily available to friends and family who might be dealing with obesity. Winter is the perfect time to start sowing seeds of change. Cycling can be intimidating to the non-initiated. Your expertise and suggestions might help ease the initial learning curve. Donate equipment, lead rides on local trails, or go cycle shopping with them.

Get Out There!

Resources on www.webMD.com suggest that every 30 minutes spent in a car each day increase your chances of becoming obese by 3%. Consider using the car less and ride more to decrease these odds. Start with small bouts of exercise and be consistent. Cycling is a wonderful sport, so make it your New Year's resolution to share your joy and enthusiasm with others who are near and dear to you.

Redfield R, Hull, ML. *Prediction of pedal forces in bicycling using optimization methods* Journal of Biomechanics, 19(7), 1986: 523–540

Erik Moen PT, CSCS is a nationally known expert on bicycling injury treatment and bicycle fit. He practices physical therapy in the greater Seattle area. He is an Elite licensed coach through USA Cycling and races road, track and cyclo-cross. He may be reached at Corpore Sano in Kenmore, WA or through his website at www.bikept.com.

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"CHONG" FROM PAGE 1

friend who drove and located a motel for them to stay at overnight, they finished the event in a total of 19 hours, split between two days.

Chong is quick to say that he did not accomplish this feat alone. Because of his cerebral palsy, he needs a special kind of bicycle called a trike, which usually runs a pretty hefty sum. Chong's friend Pam Clark called WhizWheels, a company in Kentwood, Missouri, and explained Kevin's story. Wayne Oom of WhizWheels recalls, "We saw so much excitement and passion in his vision that we had to get on board. It fits with our brand image and what we stand for. One of our philosophies is be part of the solution. We saw Kevin as being someone who is getting out there and doing it." The bicycle Kevin rides is a Zoomer Elite, which is an upscale version of a Zoomer trike.

After conquering his first large cycling event, Chong set his sights on something bigger. Merely looking for another 200-mile ride was not challenging enough. Instead, he opted to enter in two of the four Ride Without Limits (RWL) events (all 200 miles except Portland, which is 100 miles), as well as bike from one

city to the next. Ride Without Limits is a fundraising event that benefits United Cerebral Palsy (UCP), one of the largest health charities in America and a leading source of information on cerebral palsy (www.ucp.org). 75 percent of the net proceeds benefit local UCP initiatives.

The whole trip started out in San Diego on September 10th, with the first of the RWL events, and ended in Portland on September 28th, lasting a little less than a month. RWL in Portland was cancelled due to a lack of participation, which Chong believes was due in part to the fact that the 2007 LIVESTRONG Challenge happened the same weekend. He and Chandler still rode a one-day event that was sponsored by UCP. Undeterred, Chong has plans to be on the committee to help Portland organize the 2008 event.

Chong had different reasons for doing a bike ride of this magnitude, the first being simply that he can. As Chandler, who has known him since tenth grade, puts it, "[The best] thing about riding with Kevin is he rides so well, and then when he stands up and people realize that he has a disability, that gives me the biggest kick...



Kevin Chong and his WizWhelz trike.

Photo courtesy Kevin Chong

I mean every time you see Kevin, he amazes you." The second reason Chong had for riding was to raise awareness about cerebral palsy and raise funds for UCP.

Chandler joined Chong for his rides in San Diego, from San Diego to Portland, and in Portland. As this venture would require more than a weekend, Chandler approached Walsh Construction, the company he works for, about getting the time off. Not only understanding and willing to allow him to go, they took it a step further and offered to pay for the gas for the RV that provided support for the two cyclists. His company is not the only one embracing this cause; many sponsors joined in along the way. Everything from the food and beverages to clothing and gas were donated. Even the entry fees for the San Diego and Portland Ride Without Limits events for both riders were covered. Vine Ride, WizWheelz, Nautilus®, Watsu NW, Happy Trails Riding Center, Foil-n.com, Sky Ski, and the Beckley family all lined up to make the ride go smoothly. Chong is extremely grateful for all the support he received, as it would not have been possible to start the journey without it.

As the team passed through each town, it was not only an opportunity to converse over a shared passion, but also a chance for Chong to communicate a little about his story and the importance of supporting such causes as United Cerebral Palsy. Referred to as "the journey of a lifetime," this trip was quite the experience. Although it was tougher than he originally thought, he definitely felt himself getting stronger throughout it.

Chong has been invited to train for next year's STP, which he plans to do in one day. He will also continue to ride hydrofoils, which he says are his "first love." The hydrofoil is a device that is towed behind a boat and used for water skiing (see www.skyski.com for more information).

Kevin Chong is out to prove that limits can be pushed back, and that success is possible where it may have seemed unlikely. Instead of letting his disability overcome him, he is finding a way to incorporate it into his new passion for cycling. As he puts it, "I love to just get out and go. I love how fast I can travel with my own power. With my disability, I walk too slow. It's a new feeling to be able to go that quick."

FEATURE

Really, How Short Is Two Miles?

By BRITTANY SCHOOLEY

The minds behind Clif Bar Inc., a company devoted to people's health and the environment, have a plan to fight global warming. They are encouraging everyone to take their 2 Mile Challenge™ by leaving their cars at home, and bicycling (or walking) any trip that's less than two miles.

A shocking fact reveals that in the United States, 40 percent of our trips are within a two-mile distance, and 90 percent of those trips are made by car. This interesting detail, among others, brought a team of Clif Bar employees together to create and organize this challenge.

Partnering with the nonprofit organization League of American Bicyclists, the Clif Bar team, led by spokesperson Jeff Johnson, joined together and began a tour along the West Coast, hitting college campuses and communities to inform and encourage people to take this test.

Founder of Clif Bar Gary Erickson has shaped his company to be one that constantly addresses issues regarding the health of the environment, which is what gave Johnson and his staff the confidence to go ahead with the 2 Mile Challenge.

They knew they wanted to address environmental awareness, and decided that using the bicycle was the best way to do so. They offered compelling facts such as "if one million people replaced a two-mile trip once a week with a bike ride, CO₂ emissions would be reduced by about 50,000 tons a year," and that "60 percent of pollution created by automobile emissions happens in the first minutes of operation," and that "the cost of operating a car is \$5,170 per year," compared to \$120 for a bike.

Clif Bar traveled to different campuses in a 1950 GMC bus running on biodiesel. Inside, the bus is organized into four stations designed to show onlookers how much of a car culture we live in, and how we can change that.

The "tour" starts at the back end of the bus, where a map points out all of the different places in the world that utilize bicycles more than we do in the United States, and shows how they do it. For example, 32 percent of the population in Copenhagen bike to work, 28 percent of travel in the Netherlands is by bike, 1,450 kiosks were installed in Paris offering 20,000 rentable bikes for \$1.50 a day, and three million bikes are parked at rail stations every day in Japan.

Videos are shown of how these countries function well in a more bike-driven culture.

A computer, located at the very center of the bus, can be used to "map your 2 miles." By entering in any address, people can find out how many grocery stores, coffee shops, restaurants,

parks, retail shops, and banks are within that distance. Finding out just how short two miles is has really surprised people, according to Johnson.

"It has brought people to examine their own habits," says Johnson, who thought that college campuses were the best place to visit because the lifestyle allows for more biking. Students are always making short trips.

The next station shows how different Clif Bar employees "roll." While taking the 2 Mile Challenge, the employees showed how they get around, whether it's on a "Mountain Master," a



Photo courtesy of Clif Bar

The bus and its crew travelled to various university campuses to challenge people to their bikes

Thank you for your contribution!

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

You helped us raised over \$77,000 for statewide bicycle advocacy and education towards a bicycle-friendly Washington.

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www.bicyclealliance.org

The Bicycle Alliance was founded in 1987 and has grown to over 2700 members, with cyclists in every legislative district. The auction helps fund programs that get children and adults riding to school, work, transit and for fun; it promotes bikeable communities, and it helps us preserve, protect and strengthen funding and bike facilities.

"CROSS" FROM PAGE 1

popular with racers, and it has a fast growing reputation as the nation's single most fun 'cross event to attend. Due to its early position on the race calendar, it attracts riders looking to wrap up a long road or mountain season with a little celebratory racing fun, as well as the more serious and dedicated cross racers looking to test their legs and check out fellow competitors.

This year many categories filled up fast, including the men's Cat. 3 race, which saw a record 80 entrants. In order to maintain its season opener status, Buchanan bumped up his race by a week, so it preceded the newly-minted CrossVegas race, held during the annual mammoth Interbike trade show in Las Vegas. In addition, top caliber racers hunting for some early-season UCI points were in attendance. Making the race an international event meant Buchanan had to tweak his course and do without the wood structure overpass that was previously quite popular, because it did not comply with the mandated minimum of a four-meter wide race course. Buchanan thinks it was all worth it, as he was able to attract several top racers, including Swiss National Champion Christian Huele (Stevens) and Danish National Champion Joachim Parbo (CVC). Huele is probably quite happy that he made the journey to America because he managed to narrowly win both Washington events.

Star-Crossed Report

The start of the Elite men's race saw four



Barry Wicks at Star Crossed

riders escape from the bunch at a rate that must have alarmed the rest of the field. The ubiquitous



Christian Huele leads on the first lap of the Rad Racing GP.

and easily recognizable Kona teammates Barry Wicks and reigning USA National Champion Ryan Trebon got away with Geoff Kabush (Maxxis) and Huele. Kabush's race was short-lived as he suffered a catastrophic mechanical problem a long way from the pits. While running the course, he was distracted by the fans' offerings along the beer gardens. Although his evening of racing was over, Kabush delighted the spectators by promptly joining the boisterous crowd for the evening's non-race refreshment activities. This left the Kona duo to try to figure out a way to get rid of the Swiss rider, and for a moment, it looked like they might succeed. With about a lap and a half to go, Wicks launched a powerful attack on the backside of the course and entered the velodrome with a decent gap that generated a loud roar from the crowd. Unfortunately for him, he carried too much speed when transitioning from the fast track of the velodrome to the wet grass (slippery from dew) and he tumbled to the ground. Wicks later said, "Yeah, I guess I was going too fast, I wanted to see if I could make it."

Wicks's fall, so late in the race, meant that Trebon was left alone to find a way to beat Huele. The crowd believed the Kona rider would win when he entered the last corner before the finishing straight in the lead, but Huele managed to sneak up on him in the last couple of feet of the high-speed drag race to snatch the victory by mere inches.

Juniors and Women

One of the more exciting races of the evening was the men's Cat. 3 event, which included several junior-aged riders. Four of them, all Rad Racing teammates, led from the gun and captured the four top spots, with Steve Fisher taking the top podium placing.

The women's race was also tightly contested, and it came down to a three-way

battle between Wendy Williams (River City Cycles), Sarah Kerlin (Hrs/Rock Lobster) and Wendy Simms (Kona). The three speedy riders stayed together for the duration and entered the velodrome together on the final lap. Wendy Williams claimed victory in the exciting sprint with Kerlin and Simms following.

Rad Racing Grand Prix

Sunday morning and the Rad Racing GP came early for the racers and celebrants from the preceding night's festivities. Promoted by Rad Racing's head honcho Jim Brown, it serves as a fundraiser for this nationally-acclaimed junior development squad. The event saw very similar participation numbers to Star-Crossed.

Quite different from the Saturday event, which is geared towards the over-21 crowd and even lacks a separate junior event, Brown's race is all about the kids. Although you won't find a beer garden at the Rad GP, plenty of coffee and even an on-site taco van (that proved to be quite popular post-race) were in operation.

While Star-Crossed is basically flat, the Fort Steilacoom event is notorious for the monster quad-burning, backbreaking, nosebleed elevation gain on the Kona Knapp run-up (named after Northwest 'cross legend Dale Knapp). Riders of all ages, including the incredibly tough and inspiring 10-12 year olds, need to be pretty determined to make it up this section lap after lap; it's always a great place to catch the race.

In the Elite men's race, Kabush appeared fresh and hungry to make up for his early dismissal from the night before, as he rode the most aggressive race of the day. Again it looked like it would be a four-horse battle between Trebon, Wicks, Kabush and Heule. Trebon got off to an uncharacteristically slow start, but he was soon pressed into active duty at the front to try to contain the constantly attacking Maxxis's rider. Late in the race, Kabush's aggressive riding took its toll and he fell off the pace, settling for fourth place overall. This left Wicks, Trebon and Heule alone at the front. Like the night before, Wicks lost contact with his breakaway companions, leaving Trebon in a two-up sprint against Heule. The Swiss rider proved too strong and nipped Trebon at the line again by the slimmest margin.

Despite back-to-back losses to the visiting Huele, both Wicks and Trebon seemed to enjoy

the competition from the European contingency. "It was really fun to race Christian here at home, he's really strong and he made both Ryan and me race at our best," commented Wicks.

The Comeback

The women's race saw a very determined Rachel Lloyd (Promax), who broke her chain and missed the wining break the previous night, gained an early lead. Simms and Williams quickly joined her. It looked like the three of them would spend the race together, speeding away from the remainder of the field, until Simms fell on a gravel corner on the upper portion of the course. Lloyd took advantage of the situation and put her head down, letting her legs do the talking to solo in for an enthusiastic win over Williams. Simms finished third for the second time in two days.

In addition to the elite-level racing, there were categories for all aspiring boys and girls, from a noontime kiddies' race with prizes for all participants up to, and including, a Junior race with a stellar prize list.

The success of the race is a great accomplishment for the organization that is centered on developing young racers. Brown relies on the extended network of Rad Racing members, parents and team alumni to pull off his annual race. This year, over 50 of them



A determined junior racer makes his way up the steep and long run-up at Rad Racing GP

volunteered on race day, helping with the logistics and grunt work.

Both Brown and Buchanan felt that the 2007 editions of their respective races were the best yet, and both acknowledged that the two races, although strikingly different, complement each other and will be paired up again next year. "I'm always trying to improve our race, and I'm already thinking of ways to make 2008 even better," says Brown. That's good news, because it means we will continue to see top-caliber cyclo-cross racing in the area.

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Race Across Oregon—More than just Another Cycling Event

By MELINA LAMBUTH

Making its ninth appearance, the Race Across Oregon (RAO) took place July 21–22. The 535-mile race covered territory between Portland and Timberline. Of the 37 competitors, only 12 were familiar with the hilly course and challenge ahead. However, even those who had not participated previously did what they could to prepare mentally and physically.

A highly demanding event, RAO is a qualifier for Race Across America (RAAM). This is a common motivation for many of the riders who participate in events like RAO. Created in 1982, RAAM is now the longest-running ultra-distance bicycle endurance competition in the world. The guns fire somewhere on the West Coast and the finishing line is over 3,000 miles away, on the other side of the continent, which is different from the Tour de France with its multiple stages.

Race Across Oregon is separated into divisions, which include men's solo, women's solo, men and women's relay teams, tandems, and recumbent. The solo and tandem racers took off at 5 a.m., with the two- and four-person team participants following up a little over two hours later.

Winning the men's solo division with a time of 35 hours and 30 minutes, Al Smudz talked about the difficulties of the event stating, "40,000 feet of climbing, 535 miles, heat in excess of 100 degrees, and rural support are just a few of the obstacles. It is very easy to suffer cramps, dehydration, fatigue, nauseousness, saddle

sores, foot woes, and depression somewhere along the route." It all comes down to how you prepare for the event, and how you handle the curveballs thrown at you.

The heat's effects can magnify if there is not a good nutrition plan. For Smudz this was particularly important, as it proved to be his downfall in 2006. Last year he developed a stomach illness as a result of dehydration, and had to drop out halfway through the race. As he told *Monroe News*, "I left Oregon last year with a vengeance. I swore I was coming back next year, and I was coming back to win." This time around his diet throughout the race consisted of 84 Powerbar® gels and about 3.5 gallons of water for the first 400 miles.

Mental preparation was also a key component for many of the competitors. Prior to the race Ryan Correy, a first-year participant, drove along and inspected the whole route to become familiar with the landscape and challenges he would be facing. Although new to this particular event, cycling and its intensity are no strangers to him. He explained, "The thought of racing that distance in under two days, it is insane, and oddly intriguing at the same time. Ultimately, I feel that the greater race takes place in the mind. If everything is in check up there, the legs tend to keep rotating and the body finds a way to finish."

Throughout RAO there were no mandatory rest stations, although five time stations were set up. Smudz spent a total of 15 minutes off of his bike over the two days, as mentioned

by director George Thomas. This might have worked for him, but each racer had to take his or her own capabilities into consideration.

With the race moving from June to July a couple of years ago, there is less of a worry for snow and rain up in the mountains, but the intense heat can become a serious problem. The solution is awareness of this obstacle, and planning for it ahead of time. Correy was attentive to this, stating prior to the race, "Midday, I expect the temperature to be in the triple digits. Keeping my fluids in check will be the key to surviving these periods." With many of the climbs becoming more gradual, the real problems were in that last leg up to Timberline and the heat that plagued the riders most of the day.

In the end it seemed it was the kinship between rider and crew that kept the participants going. It surprised Correy, who felt camaraderie with his fellow cyclists as words of encouragement were "spouted from a vehicle or the rider to your side. It felt as though we had been to war and back..." As Smudz put it, "Every rider who's completed RAO shares a personal satisfaction of completing something really big. You see it in the huge smiles at the post race banquet." This was especially true for those few who qualified for RAAM: Al Smudz, Glen Johnson, Bob Buntrock, Adam Gorman, and Ryan Correy.

The solo racers were not the only ones to participate in this event. The Therapeutic Associates Hammer Sharks, a four-woman relay team, set a new course record. They came in at a blistering 29 hours and two minutes, three hours ahead of their original goal. Team member Kim Rueter mentioned that the key to their success was due to the backing of their experienced crew. She described it as the perfect race, having great rider rotations (doing 30 minutes on the course and 90 minutes off, with exchanges taking five minutes or less). The RAO seems overwhelming when looked at from the solo rider standpoint, but Rueter feels that the relay is much more accessible to the everyday person. She and her teammates did nothing out of the ordinary to

get ready. While Smudz and Correy geared up mentally and physically, the Hammer Sharks stuck to their regular bike rides and planned out a rotation strategy. The comfort of a 31-foot motorhome was definitely helpful in preparing for their next shift. "We were treated like rock stars," says Rueter. So not only did this team win their event, but they did it in style.

Directors George Thomas and Terri Gooch were proud of the race they put on this year. Although numbers were down from 80 participants in 2006 due to conflicting races and teams needing a break, the event still brought out a lot of excitement. Thomas said he was thrilled to see Smudz come back from his "did not finish" results in '06 to win the men's solo division. He also tipped his hat to Glen Johnson, who worked hard

last year to get his team through the illness of a teammate, bringing them to the end. This past summer Johnson finished second as a men's solo and was proclaimed Rookie of the Year, qualifying him for RAAM. "Our goal as race directors was to ignore the lower numbers and make certain we put on a race of the highest quality for those who did enter. Judging from the feedback we've received, we accomplished our goal," George said. Smudz very much agreed, stating, "Race directors George Thomas and Terri Gooch host a first-class race."

When asked what first prompted him to put on such an event, Thomas said he thought Highway 20 looked like a better route than the one he had just raced on in Bicycle Across Missouri (BAM). Starting as a fundraising event in 1999 for the Epilepsy Foundation of Oregon, the race caught on and has continued on ever since, with the funds still going to charity. Making sure credit is given where it is due, Thomas said, "The race really took off when Terri came on board in 2001. She's been amazing!"

RAO not only leaves the cyclists with a sense of satisfaction at having just accomplished something remarkable, but also, as Smudz says, awesome memories that linger after the pain and sweat are gone.

The 2008 RAO will be taking place on July 19–20. For more information, go to www.raceacrossoregon.com.



Photo courtesy Ryan Correy

Ryan Correy preparing for his first RAO event.

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"PRODUCTS" FROM PAGE 1

environment while biking, but wanted to be able to listen to his music too.

Using Kleer™ Audio transmission, which claims to be 10 times more energy-efficient than Bluetooth, the Cy•fi speaker is light and compact, weighing less than three ounces. Compatible with iPod and iPod nano, the transmitter connects to the 30-pin dock connector on the bottom of the iPod and offers 30 feet of wireless range. One of the most appealing aspects is that the riders won't have to take their hands off the handlebar to adjust volume or skip tracks. The device is remote controlled, 100 percent lossless with six hours of battery life, and has group syncing if you ever want to play your music with fellow riders.

Available for delivery at the end of February 2008, the Cy•fi system is the perfect new toy for cyclists. Retail suggested price \$149.95. For more information go to: www.mycyfi.com.

Nomad™—H₂O On the Go

With all the dirt and grime Northwest cyclists pick up on the roads and trails, who has not dreamed of a compact cleaning system to be able to wash up before loading the bike on, or worse, in the car? With the new Nomad portable pressure water sprayer, cyclists can have such a luxury on hand at any time. Although it requires a 12-volt power outlet, the Nomad comes in handy at the end of a race or any extended trip. It can clean both bike and cyclist when you don't have access to a hose, or don't want to wait in line for one.

The device consists of a 3.5-gallon tank with a large fill cap, a 20-foot hose with a grip nozzle, mesh accessory pockets, and a 10-foot power cord that can be plugged into any 12-volt power outlet. This set up allows for 10 minutes of constant cleaning. The spray patterns are adjustable as well, ranging from a heavy-duty pressure wash to a light mist, so it can be used on all bike equipment and delicate components or any outdoor gear.

The Nomad was invented by a mountain biker and designed with bicycle cleaning in mind during those times when it's most needed and unavailable. In addition to bicyclists, the Nomad is beneficial to all outdoor enthusiasts. It could be used while camping, boating, fishing, hiking, or on

any kind of off-road activity.

Developed by TTI North America, the parent company of Dirt Devil, Royal, and Hoover, which all have substantial background in dirt cleaning, the Nomad pressure washer should be able to get the job done.

It is available in various bike shops at a suggested retail price of \$169.99. For more information visit www.nomad2go.com.

Bluetooth Mobile Bicycle Computer

Instead of carrying your cell phone as dead weight, put it to work. Using the new, specially-designed Bluetooth wireless motion sensor and the Java Verified™ application, turn your cellular into a Bluetooth Mobile Bicycle Computer. Java.com, which is known for its games, screen savers, and many other services, is featuring the bicycle computer.

Unlike any other cyclo-computer, the unique motion sensor offers more accurate measurements of speed and acceleration, and could capture torque and power through the same device. The sensor, which mounts on the wheel, has impressive capabilities. It detects as little as 8 mm of motion, which is then wirelessly transmitted to the Java application on the cyclist's phone. The sensor is easily detachable, rechargeable via Mini-USB, very lightweight (less than 1 oz.), and weatherproof.

The application calculates and records all travel data, and displays speed, acceleration, time, and distance in large color digits, making it easy for cyclists to read during any time of the day or night.

Along with the sensor and the Java application, the Bluetooth bicycle computer features a sound simulator created by SoundOfMotion for mobile devices. As a safety feature, the simulator allows others road user to hear a cyclist coming, which helps avoid accidents by making the rider more noticeable. The bicycle could, therefore, sound like a motorcycle, a horse, a steam train or any other customized sound. The

volume can be adjusted without having to remove the hands from the handlebars.

The Bluetooth wireless motion sensor is priced at \$69, a phone holder is also available. The SoundOfMotion Bluetooth Mobile Bicycle Computer application can be downloaded for free at www.soundofmotion.com. Phone carriers for this device include T-mobile, AT&T, Fido, and Rogers.

Arkel Seat Bag

This bag is probably Claire's favorite piece of equipment for 2007. An ingenious four-panel shell design in which a nylon pouch slides in and out, it uses reinforced Velcro bands to attach under the saddle.

Spare tubes, CO₂ cartridges, a wallet, Allen keys, a chain breaker, a rag and an energy bar easily fit in the 60 cubic inches of packing space. Storing it all in the 100 percent waterproof Thermo-Guard nylon pouch makes it convenient and easy to access. The inside sack can be removed in no time, allowing you to easily carry it anywhere using the roll-top integrated handle. The outer shell and Velcro bands compress and stabilize the pouch in a very secure way; it doesn't move. A clip, not a zipper, closes the bag.

Now available in orange, yellow, red, silver and black, the Arkel seat bag retails for \$29 in select bike shops. For more information, and to find a dealer near you, visit www.arkel-od.com.

Urban Comfort: Uptown8 by Breezer

Breezer's Uptown8 is a well-designed urban vehicle, which combines the sensibility of a Dutch-style bicycle with an array of modern conveniences. It comes with an incredible list of components, including a dyno generator hub, front and rear lights, Nexus 8-speed internal gearing, a rack and fenders.

Joe Breeze of Breezer Bikes and Bill Davidson of Elliott Bay Bicycles arranged an extended test ride for us. Over the course of a week, I, Tai, rode it commuting, running errands,



Photo courtesy of Breezer Bicycles

and just for fun. The Nexus internal hub shifts flawlessly and requires very little maintenance. The most amazing feature is the power generator, built right into the front hub. No more worrying about replacing batteries for the included headlight and taillight. Both lights also include a capacitor, which stores enough juice to keep the lights blinking while stopped at a traffic light. The upright position is perfect for loafing around and fulfilling the needs of everyday life.

The only concern with the Uptown8 is the plastic chainguard. It fully encases the chain, and it requires a screwdriver, and a little more time, to gain access for lubing it. The upside is that it does a perfect job of protecting your clothes and keeping road grime off the chain, which is so well sealed off that nothing can get to it!

The Uptown8 retails for \$995, which is an impressive deal. There isn't another bike out there at this price that includes such great features.

For more information: www.breezerbikes.com



Photo courtesy of Arkel



Photo courtesy of Nomad

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Redline Cup Meets its Goals

By DAN NORTON

In the early 1990s Redline worked with the welders at Control Tech to design an affordable aluminum 'cross-specific race bike. The dream was to make cyclo-cross more accessible and to bring the joy and excitement of the sport to more people. Finally, in 2007, as Redline returned to grassroots racing with its sponsorship of the "Redline Cup", the dream became a reality. Tim Rutledge, the head of promotion at Redline, and the early innovator of the affordable 'cross bike, decided to bring the company back to its roots with this sponsorship.

The Redline Cup is designed to give total autonomy to the local promoters "to put on races that reflect the specific nature of each region" and not have an agenda or license requirement that is set by a larger national series. The 2007 Redline Cup events are being staged in Seattle, southern California, Boulder, and Tennessee. The turnout and feedback received on Sunday, October 20 in Seattle, answered the question of "how will the idea be received?" The 500+ riders showed up for the event proved that the concept is an excellent one.

Redline partnered with the local promoters, seattlecyclocross.com, and local property owner Corlis Bros., to make this race special on two fronts. First was to reward the Cat. 3 and Cat. 4 racers, who make up the bulk of the participants at the local venue; and second was to help the less-fortunate in the Bonney Lake community. The goals were accomplished by giving away two Redline bicycles at random in those classes, and by donating what would have been the event cash prize to the local food bank instead of the riders.

The race took place on a large private farm in the Bonney Lake area that is owned by the Corlis family. The course went through a wide-open pasture that features a large hill on the south side, which is ideal for spectators. It is designed to take advantage of the grass fields and keeps small clusters of racers together to hopefully get an attacking-style of racing. The setup did not let the

racers or the spectators down. Five hundred riders spread across all categories turned out for the event. In most of the races, large groups of competitors remained together before being narrowed down as the laps went by.

The Category 3 and 4 races had very important fields and some exciting racing. Early in the day the men's 4 was won by James Wooley, with Trevor Lugars finishing a close second. Christina Norwich was the first Cat. 4 woman to finish followed by Monica Dewald. Jonathon Sirois became the owner of the Redline bike.

The Cat. 3 men had a barnburner of a race, as young Rad Racing racer Benny Swedburg found himself sandwiched between two Zoka racers. Each rider attacked and countered until finally Dave Cook (Zoka) gapped the young, but determined Rad racer. Swedburg hung on for second, while Chris Hill (Zoka) ended up third. Singlespeeder Mike Rolcik won the Redline bike.

The Elite women were on course at the same time as the Cat. 3 men. The eventual

winner, Christie Berg (Redline) managed to get a gap on the first lap and use some of the faster men's groups to distance herself from her rivals. Berg was able to move from group to group and kept attacking on the road sections to gain a few seconds each lap until she finally got out of sight. Ingrid Spies (Recycled Racing) took second, while Jadine Riley of the Group Health women's team finished third.

An imposing number of Masters lined up for the start of the race. A group of 10 to 15 riders found themselves still together at the end of the first lap. The attacks multiplied as the wily competitors tried and bridged to the



Christie Berg



The Redline Cup was well received by the racers as many filled up several large fields



Russel Stevenson (front) puts the screw on the boys

Elite men (both groups race at the same time). In no time, Redline's Matt Hill and Randy Iddings managed to break away and distance themselves from the other Masters competitors. The performance of the day in that category belonged to Andy Dahlstrom (Ragnarok) who rode to a fine third place. Dahlstrom spent the previous night setting up the course, and was back at 6 a.m. on race day to put in the final touch.

The best Elite men riders from the Seattle area were in attendance. The race was no sooner underway than attempts to whittle down prospective competitors were coming from all sides. Leading the charge were the BRI duo of Russell Stevenson and Toby Swanson, and Lapierre's Ryan Iddings. All three took turns attacking and counterattacking until one by one they wore each other out. The final result showed Stevenson powering away from Iddings and Swanson, who finished second and third respectively. After the race the racers had many positive comments about the course, the level of competition, and the day in general. As Stevenson put it "This was very hard, the best ever."

All in all, the goals of the event were achieved and Redline, the riders, and the Bonney Lake community were all happy with the results.

To see the schedule and location of the remaining races, visit the website at seattlecyclocross.com and become part of the exciting fall cycling community. See you in the mud and rain, at the races!

Canadian Cyclo-cross Nationals

On October 21, Wendy Simms (Kona-Yourkey.com) returned to the top step of the podium for the first time since back-to-back victories in '03 and '04. Alison Sydor (Rocky Mountain-Hayward) finished second at her first 'cross championships.

Mountain Bike Endurance Events

The Squamish, BC Test of Metal marathon mountain bike race announced that registration for the event will open at 6 p.m. on January 1, 2008. Like previous years, participation has been capped at 800 riders. Anyone who wishes to compete on June 14 should remain close to their computer and the www.testofmetal.com site, as it took only 50 minutes to sell out in 2007.

Cross Crusade Establishes New Participation Records

Over 1,000 riders spread over 17 categories attended the first event of the series. The following week saw 910 "crusaders," including 160 women, entering the North Plains, Oregon race.

Burnaby Six Days Track Racing

Scheduled for December 31 to January 5, the fan of the oval track will be treated to exciting racing action showcasing some of the best athletes from Canada and the USA. The program includes endurance and sprint events, like Madison, Scratch, Points Race, Keirin, Sprint and more. On the line is a \$7,000 cash purse. For registration and additional information visit www.burnabysixday.com.

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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 1: Metal Cowboy Holiday Show
Portland, OR. New show that features the Canadian adventures on seven wheels. River City Bicycles at 5:30pm. Free food, beer, giveaway.
www.metalcowboy.com

Dec 11: An Evening with Metal Cowboy
Seattle, WA. Joe Kurmaskie presents his new adventures with photos and stories taken from his last trip in Canada. Presented at the REI downtown location. All proceeds support Camp Creative. Cascade Bicycle Club, www.cascade.org

FEBRUARY

Feb 8-9: North American Handmade Bicycle Show (NAHBS)
Portland, OR. The 4th Annual NAHBS, the world's largest consumer show for custom-built bicycles, will be held at the Oregon Convention Center, Portland. http://server40326.uk2net.com/~handmad/2008/index.php

Feb 16-17: Denny's Vancouver Bike Expo
Vancouver, BC. Consumer bike show, with various demonstrations and activities and a full line-up of bike companies. Covers road, mountain, touring and BMX. NSMBA bike swap. BC Place Stadium National Event Management, www.outdooradventureshow.ca

Feb 23: Seattle Bike Swap
Seattle, WA. Magnuson Park Hanger #30. New and used cycling-related equipment and clothing. Blow-out prices. 100 independent sellers. Open from 9:00am to 2:00pm. David Douglas, 206-932-5921, www.pazzovelo.com

MARCH

Mar 8-9: Group Health Seattle Bike Expo
Seattle, WA. Over 150 exhibits of gear, active travel, rides and more. New location: presented at the Cruise Terminal 30. Photo contest. Cascade Bicycle Club, www.cascade.org

RACE SERIES

Sep 29-Dec 1: Eagle Island Cross
Eagle, ID. 4-event cyclo-cross series. MTB friendly but remove bar-ends. All categories: A, B and C group. Overall GC based on top 3 out of 4. Prize: 1/3 entry fee for the category to top 3. Team Digestive Health Clinic, www.idahocyclo-cross.com

Sep 30-Dec 9: Seattle Cyclo-cross Series
Various, WA. Series of 8 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 earn double points. Registration closed 20 minutes prior to start. Marymoor Velodrome, www.seattlecyclo-cross.com

Oct 14-Dec 8: Sandy Point Beach Cross Race Series
Boise, ID. 4-event race series, raced at Sandy Points. Clinic before the start of the first race.
www.idahocyclo-cross.com/

Mar 2-16: Banana Belt Road Race Series
Forest Grove, OR. One of the oldest series in Oregon. A 3-event road race series. Race around the Henry-Hagg Lake 11-mile course. 750ft elevation gain per lap. Hills are long and steady but not steep. Open to all categories. Points system determines the overall winners. Cash prize. Jeff Mitchem, 503-233-3636, www.obra.org

CYCLO-CROSS

NOVEMBER

Nov 17: 4th Annual Toys for Tots Cross Race.

Boise, ID. www.lostrivercycling.org

Nov 17: Sandy Point Beach Cross #2
Boise, ID. Clinic followed by racing. See Race Series for details. www.lostrivercycling.org

Nov 18: Cross Crusade #7
Portland, OR. Hillsboro Stadium location. Brad Ross, 503-806-6943, www.crosscrusade.com

Nov 18: Inland NW CX #8
Spokane, WA. Finals - Highbridge Park Emde Sports, 509-326-6983, www.emdesports.com

Nov 18: Sandy Point Beach Cross #3
Boise, ID. Clinic followed by racing. See Race Series for details. www.lostrivercycling.org

Nov 24: Eagle Island Cross #3
Eagle, ID. See Race Series for details. Team Digestive Health Clinic, www.idahocyclo-cross.com

Nov 25: Seattle Cyclo-cross Race #7
Seattle, WA. South SeaTac course. Marymoor Velodrome, www.seattlecyclo-cross.com

DECEMBER

Dec 1-2: US Gran Prix Cyclo-cross
Portland, OR. Racing for all but not part of Cross Crusade series. Racing at Portland International Raceway. Brad Ross, 503-806-6943, www.crosscrusade.com

Dec 8: Eagle Island Cross #4
Eagle, ID. See Race Series for details. Team Digestive Health Clinic, www.idahocyclo-cross.com

Dec 9: Krugers Kermesse Farm Crit
Sauvie Island, OR. It's payback time at the farm! Finish the 2007 cyclocross season in style with this epic and fun race that will lead you along rutted farm roads, through berry fields, pastures, a barn, and a full-scale corn maze! Kris Schamp, Portland Racing, 503-466-9007, www.portlandracing.com/kermesse/

Dec 9: Seattle Cyclo-cross Series #8 - Final

Sumner, WA. Kelly Creek course. Dan Norton, www.seattlecyclo-cross.com

Dec 15: Sandy Point Beach Cross #4
Boise, ID. Clinic followed by racing. See Race Series for details. www.lostrivercycling.org

JANUARY

Jan 20: Vanport Kermesse Series #1
Portland, OR. Part of a 3-event series. Jeff Mitchem, www.obra.org

Jan 27: Vanport Kermesse Series #2
Portland, OR. Part of a 3-event series. Jeff Mitchem, www.obra.org

FEBRUARY

Feb 3: Vanport Kermesse Series #3
Portland, OR. Part of a 3-event series. Jeff Mitchem, www.obra.org

MOUNTAIN BIKE TOURING

JANUARY

Jan 19: Stinky Spoke (Stinky Weather Poker Run)
Woodinville, WA. A mountain bike "poker run" covering about 12 miles. Riders get playing cards at 5 stations, and the best hands at the end get the best prizes! Yes, this is the coldest and rainiest day of the year! Todd Cowles, 425-985-9402, www.stinkyspoke.org

ROAD RACING

FEBRUARY

Feb 18: Cherry Pie Road Race
Corvallis, OR. The new 26-mile course is located North/West of Albany and features many rolling hills and an uphill finish. Neutral roll-out start from Adair Park. New tandem class offered. Distance: 1 or 2 laps. First start at 10am. Jim Fisher, 541-990-8979, www.eugenecyclingteam.com

Feb 24: Jack Frost Time Trial
Vancouver, WA. 12.4 miles out and back. Start in Vancouver Lake Park. Erik Voldengren, 503-649-4632, www.obra.org

MARCH

Mar 2: Banana Belt RR #1
Forest Grove, OR. Road event. See Race Series for details. Jeff Mitchem, 503-233-3636, www.obra.org

Mar 9: Banana Belt RR #2
Forest Grove, OR. Road event. See Race Series for details. Jeff Mitchem, 503-233-3636, www.obra.org

ROAD TOURING

NOVEMBER

Nov 19-23: California Wine Country - 4 Days
Santa Rosa, CA. A shorter and easier version of 6-day tour, it also includes elegant lodging and fine dining, with a wine tasting dinner. Bicycle Adventures, www.bicycleadventures.com

Nov 24: Wine Country Populaire

Forest Grove, WA. 112km event open to everyone. John Kramer, Oregon Randonneurs, 503-628-7324, www.orrandonneurs.org/

DECEMBER

Dec 2-7: Hawaii

Kona, HI. Explore on foot, bike and in the water the very best parts of the Big Island, including many hidden spots. Pedal from coffee plantations to the High Country, see a volcano and banyan tree forests. Also available: 12/27. Bicycle Adventures, 800-443-6060, www.bicycleadventures.com

Dec 31-Jan 1: New Year Revolution
Avondale, AZ. Enjoy the sunny and warm climate of Arizona to escape the cold and snow of the North and Ride Out the Old Year and Ride in the New Year on your bike. Bob Kinney, Bike 2 Bike, 801-677-0134, www.bike2bike.org

JANUARY

Jan 1: Polar Bear Ride

Bend, OR. 30-mile road ride to Alfalfa and back. There are no steep climbs, but small rollers coming back into town. 10:00am start for those that might have stayed up late the night before. Meet at Hutch's on 3rd St. Hutch's Bicycles, 820 NE 3rd St., Bend, OR, 503-382-6248, www.hutchsbicycles.com

FEBRUARY

Feb 8: Worst Day of the Year Ride

Portland, OR. 18 mile odyssey around downtown Portland. Join other hardy souls and gather for chili, soup and cornbread. 2000-rider limit Benefits the Community Cycling Center and their bicycle safety programs. Neal Armstrong, Community Cycling Center, 503-546-8864, www.WorstDayRide.com

Feb 24: Chilly Hilly Cycling Classic
Bainbridge Island, WA. Washington State season opener. 33-mile recreational ride around Bainbridge Island. Cascade Bicycle Club, www.cascade.org

MARCH

Mar 2-8: Big Island Ride

Big Island, HI. 271 miles of spectacular cycling, averaging 45 miles a day. Combine respectable cycling distances with plenty of opportunities for other activities. Fully supported. Tim Kneeland, Four Seasons Cycling Events, 818-445-4060, www.kneeland.com

TRACK

NOVEMBER

Oct 5-Dec 14: Burnaby Friday Night Racing

Burnaby, BC. A series of 10 weeks of racing for novice, A, B and C categories. Program varies each week. Check website for schedule. Burnaby Velodrome Club, www.burnabysixday.com

DECEMBER

Dec 31-Jan 5: The 6 Days of Burnaby
Burnaby, BC. Madison Cup for A and B groups, Sprint and Keirin and more. \$7000 in cash and prizes. Glenn Barr, Burnaby Velodrome Club, www.burnabysixday.com

Promoters, get your 2008 events listed!

Go to www.bicyclepaper.com or email us at editor@bicyclepaper.com.

NEWS

Tuft crowned America Tour Champion

After a long season of racing, Svein Tuft officially received his 2007 UCI America Tour championship award in Côme, Italy, on October 20th. UCI President Pat McQuaid presented the prize **Svein Tuft** during the UCI gala. Tuft won the individual overall ranking by a 40-point margin. His Symmetrics Cycling Team captured the team classification title. Christian Meier finished third in the Under-23 rankings.

World Championships

Kristin Armstrong (Boise, ID) earned her third consecutive World Championship medal in Germany on October 26, when she captured the silver in the time trial.

Jill Kintner (Seattle, WA) successfully defended her 4-X World Title in Scotland on September 7. The relay team of Georgia Gould (Ketchum, ID), Sam Schultz (Missoula, MT) and Adam Craig (Bend, OR) claimed the bronze a couple of days earlier.

Finally, Donna Smith (Cowiche, WA) collected a silver medal in the 500 meters in Australia at the World Master Track

Championships. She competed in the 50+ women category.

Gould, Kabush claim overall MTB Cross Country Calendar titles

USA Cycling recognized Canadian Geoff Kabush (Team Maxxis) and Georgia Gould (Ketchum, ID/Luna) as overall winners of the inaugural USA Cycling Mountain Bike National Cross Country Calendar following the conclusion of the season-long series.

After 29 events, Kabush beat out Todd Wells (Durango, CO) by a 55-point margin, Jeremiah Bishop (Harrisonburg, VA) took third overall, followed by Jeremy Horgan-Kobelski (Boulder, CO) and Adam Craig (Bend, OR/Giant) in fifth.

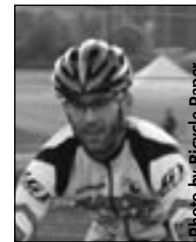
In the women's division, Gould won the overall calen-

dar title with 650 points while runner-up Willow Koerber (Asheville, N.C) collected 361 points to finish second. Gould's dominance in the women's Cross County calendar came as result of seven key victories throughout the season.

Like Gould, Kabush was clearly the one to beat, referenced by the collection of six calendar victories this summer.

Gould and Kabush join Jared Graves, (AUS), Melissa Buhl (Chandler, AZ), Nat Ross (Golden, CO) and Rebecca Rusch

(Ketchum, ID/Red Bull-Specialized) as inaugural USA Cycling Mountain Bike National Calendar champions. Buhl and Graves won the National Gravity standings while Ross and Rusch captured overall National Ultra-Endurance titles.



Geoff Kabush



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Are They America?

By MAYNARD HERSHON

My friend Alan and I are riding in the hills southwest of Denver. We've climbed for miles and now we've turned around, headed for home. We're flying down a wide, lightly trafficked road in what feels like country. We see as many bicycles as cars.

Spooked as I am by motorists, I'm in the not-very-clean bike lane, an 18-inch wide strip at the road edge protected from traffic by a forbidding three-inch white line.

The law says I can ride anywhere on the road I feel safe. What good is a law like that?

I'm in the bike lane so as not to provoke drivers by apparently not knowing my place. I don't want to appear to be defiant or cocky. I want only to hover below the radar of the imperial warlords and warladies of the highway.

So I place myself and my bike where the enforcers have decreed I should be—out of their goddamned way.

Alan, evidently less wary than I am, is on that white line or a few inches left of it, four bike-lengths ahead of me. Again, the road is wide and there's nearly no traffic—none at all coming up the hill toward us. You can see for half a mile.

A black Suburban, Chevy or GMC, passes me. If you're a cyclist, you know Mr. and Ms. GMC; they're vicious and proud of it. "We're America" is their point. "We've got ours. We didn't get it on any damn bicycle. Get out of the way."

As I watch, the driver very deliberately puts his right-side mirror six inches from Alan's

shoulder. The road is wide and empty, but the Suburban and my friend are inches apart at 35 mph. No plate on the Suburban. Alan manages not to crash. Was it close? Coin toss.

The huge car passes Alan; it's gone to harass another cyclist, perhaps you.

Alan, I think, was not afraid at that moment. When we stopped a mile or so down the road, he was dismissive about the incident. I thought it was a genuine threat to his physical safety, but he wasn't so sure. One of those things...

After a while, he turned to me and asked me how fast I thought we might have been going when the Suburban passed us. "Jeez," I said, "we had to be going at least 35. If the mirror had hit your arm, you'd have been somersaulting in the road. Would have been big-time serious."

He asked me twice more that morning about the near-miss, or made some comment about it when we weren't talking about cars and bikes.

Folks are angry, huh? They're aggressive, hostile and prone to homicidal flare-ups. They're at their worst in their cars. Without causes, without grievances, without promises of everlasting rewards, they're terrorists.

If a driver uses force or the threat of force to intimidate cyclists, what is he or she but a terrorist? What else do you call a motorist who drives like a bully, who asserts his/her "right" to do whatever unsafe, crazy thing that comes to mind?

Motorists who do those things are terrorists. Not all terrorists wrap themselves in plastic

explosives and stroll into train stations or street fairs. Some terrorists drive 15-over on narrow, urban streets past schools, dog-walkers and people toting grocery bags.

We hate suicide bombers who sneak into public places swathed in dynamite. They are nothing like us. They define "foreign."

Hey, they victimize innocent people, people they don't know, people against whom they have no grudge. They make us afraid in our everyday lives. Their values are not our values, our historic Judeo-Christian values of forgiveness and good will toward men.

With hatred of terrorists burning in our breasts, with gentleness and willingness to forgive welling up in our hearts, we drive 45 mph on narrow streets in school zones.

Not because we have a grudge against school kids. Nah. We're impatient, is the thing. It isn't personal. We put poor Alan's life at risk even though we've never met him, or we met him and liked him but find today that he's in the goddamned way.

We put Alan's life at risk to say something that couldn't be clearer but we don't dare say. We say that our impatience, our need to get there unimpeded, is more significant than the risk we represent to the safety of others.

We're in a hurry. Got a problem with that? We feel justified, righteous. No law against being in a hurry, right? We know what we're doing. We take no crap. We settle our own scores.

All that said, we take very few personal risks and we're outta there before our victim's blood stains the pavement. No, officer, I didn't see any accident. Wheelchair? No sir, never saw any wheelchairs.



At least suicide bombers believe in something. They are convinced that what they're doing is honorable; someone is preparing a place in heaven for them as heroes.

What does the sweetheart in the Suburban believe? That cyclists and pedestrians are pains in the ass? That roads are intended to be used only by hard-working, hard-driving, "real Americans"? That we can do whatever we want because we're in a hurry and there are probably no cops around?

Those are the beliefs of the fastest-growing religion in this great nation. It's everywhere. It's non-sectarian. No meetings, no sanctuaries, no clergy, no guilt. No end in sight.

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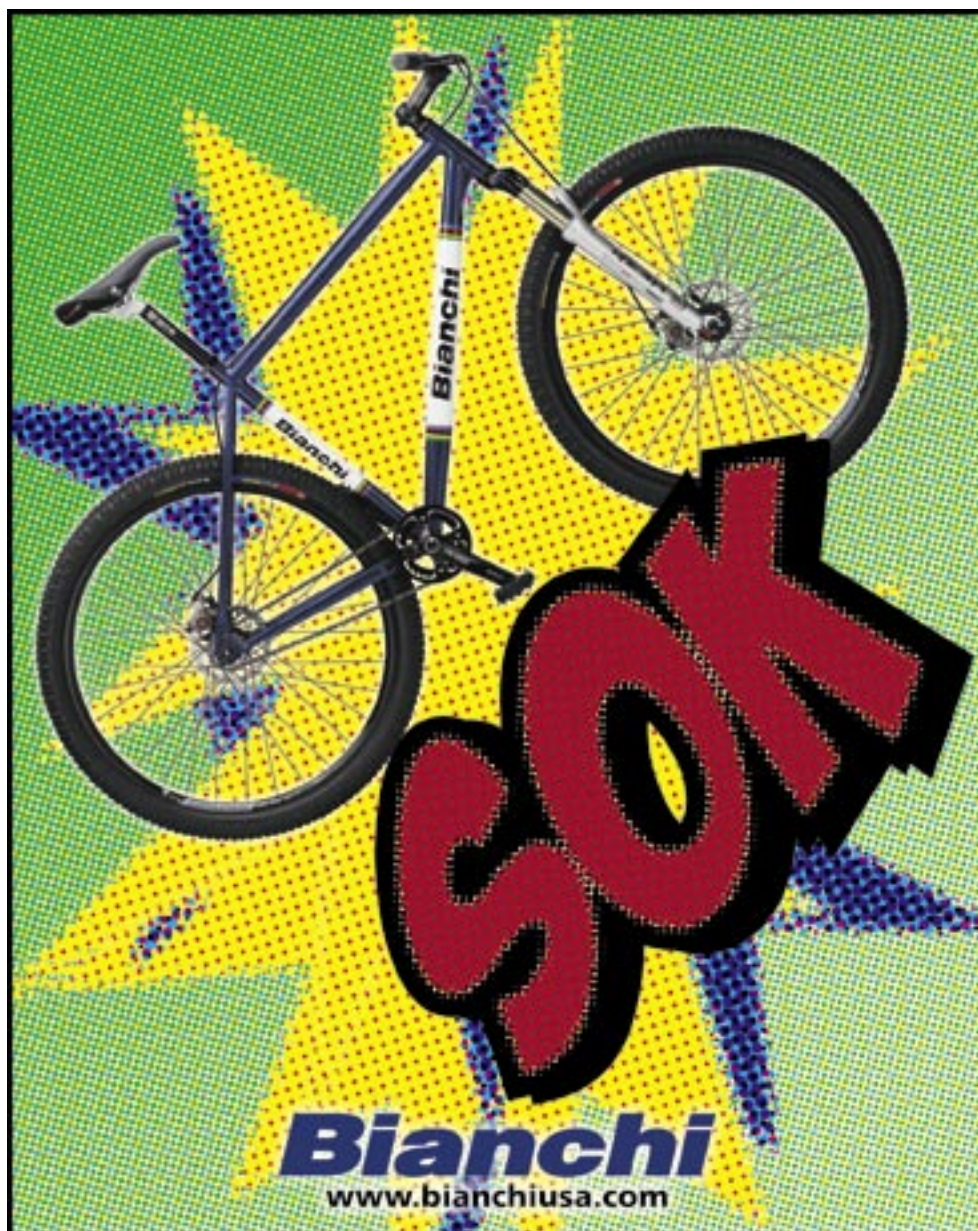


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