

BICYCLEPAPER

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37 YEARS AS THE NORTHWEST CYCLING AUTHORITY

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A "flock" of Torker bicycles attracted much attention from the Interbike goers last September

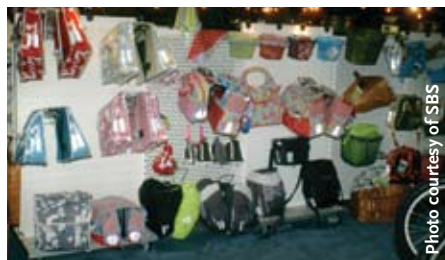
From Concept to Vegas in a Year or Less

By JOHN QUATROCCHI

What happens in Vegas stays in Vegas. This old maxim may apply to bachelor/bachelorette parties, spring breakers, rock stars and maybe certain attendees of the Interbike Expo, but given what I do, I don't want it to stay in Vegas. The "it" is the lineup of bicycles and bike parts that I am in charge of developing, and the goal is to get them onto the floors, shelves and display cases of every bicycle shop in North America and other countries.

The three-day event, simply known as Interbike to more than 1,000 exhibitors and almost 23,000 attendees from 60 countries, takes place every September as a way of showcasing and celebrating the bicycle industry. Along with the parties, brand launches and other evening activities, the tradeshow's main goal is to provide a unique opportunity for bike shop owners and other retailers to see new products, discover the latest trends, test the goods at the outdoor demo days and sit down with the various manufacturers. It also provides a chance for bicycle brands and product managers to meet with all of the suppliers and contractors that build and supply the many parts and accessories for the bikes.

So what am I doing here, you ask? Well, my job is two-fold. On one hand I'm here to gauge reactions and answer questions about



Creative concept also applies to bags

all the work we've done in the past year. You see, I am the product manager for one of the major BMX brands in the country. In case you haven't noticed, BMX is all over the place these days. It can be broken down into two distinct categories: racing (you *did* watch the Olympic debut of this sport that "kids" have been doing for more than 30 years, right?) and the many forms

of freestyle (think X-Games, Dew Tour, etc). The bikes that we've been working on for the past 12 months, split equally between these two styles, are now on display. Bike shop owners from all over the country are checking them out, comparing them to other brands, commenting on color selections, graphics, etc. Armed with an open mind, I carefully listen while longtime and first time Redline retailers dissect our bikes, offer their suggestions, and sometimes even comment on how much they like the bikes.

At this point my brain switches over to the future and I begin to formulate a plan for the bikes that we'll be displaying exactly one year from now.

It goes something like this; based on the feedback from the show and the sales figures of the models that preceded these, we begin to determine parts spec, price points, colors and graphics, new models, etc. We decide if we need to add or cancel any models. We determine

what major changes need to happen in terms of frame design or compatibility with some new emerging technology such as integrated headsets or Mid (press fit) BB shells (currently the standard in BMX). These changes are reviewed and scrutinized by our sponsored riders, BMX-savvy sales reps, international distributors, art and marketing

team and myself. The next step is to devise a bill of materials, check pricing, submit CAD drawings and request samples. In January, our art director Evan Moss and I make a trip to the factories to have a look at the first round of samples.

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Transportation

The USBRS: Developing a Cross Country Cycling Network

By NICOLA FAIRHEAD

Unbeknownst to many a cyclist, members of the American Association of State Highway and Transportation Officials (AASHTO), the Adventure Cycling Association (ACA), Mississippi River Trail (MRT) and East Greenway Alliance (ECGA) have spent years slaving away on an epic project — an extensive bicycle route system that will span the entire continental USA.

The making of the United States Bicycle Route System (USBRS), still far from completion, has been a strenuous process, limitlessly time-consuming and encumbered by reams of red

tape. The project originally began in the face of the oil crisis of 1973, but after the successful installation of two national routes — U.S. Bicycle Route 1 and U.S. Bicycle Route 76 (spanning Virginia, Kentucky, North Carolina and Illinois) — the country lost interest.

The abandoned endeavor was picked up, however, in 2003, when the AASHTO Subcommittee on Traffic Engineering and the AASHTO Joint Technical Committee on Non-motorized Transportation assembled a Task

Pack your bags and go



Photo courtesy of Arkel

SEE USBRS ON PAGE 4

Racing

The Flavor of the BC Cup of Cross

By JOE SALES

Only a few years ago, British Columbia based racers wanting to pursue a season of cyclo-cross had to make the journey south across the border to Seattle and Portland for a chance to race. There used to be a steady contingent of dedicated 'crossers that would brave the vagaries of the border and the always maddeningly slow Everett corridor for their sixty minutes or less of racing under the roar of Sea-Tac Airport. Fortunately times change, and now perusing the border wait times prior to leaving the house is no longer part of early morning race-day panic and preparations.

With the huge growth in cross popularity over the last half dozen years, it was just a matter of time before BC would give birth to its own series. Now, in its second year, British Columbians have the BC Cup of Cross.

Each major metropolitan area that hosts a 'cross series in North America seems to express its personality and character in the races it produces. There can be no better example than in the differences between Seattle and

Portland. Although separated by just a few hours drive down the I-5 corridor, the race scenes of the two cities are as distinct as the cities themselves: Seattle is results-driven and Portland is process; Seattle is about winning, Portland is about celebrating; Seattle is heart-rate monitors while Portland is pink tutu's and Seattle is coffee while Portland is beer. They are that different. Both cities generate huge turnouts to full cross schedules but few riders from either city even bother making the journey to compete north or south. It's almost as if they are in different countries. In fact, sometimes it feels like they are in different galaxies.

Once upon a time there was a friendly competition between the two cities to determine which locale was home to the fastest racers. Despite their remarkably different race scenes, Seattle and Portland both have a long history of producing top caliber elite riders and there was enough cooperation between the promoters to reduce schedule conflicts so athletes could travel and compete in different cities

SEE BC CUP ON PAGE 3

Murray to the Hall of Fame

By SARA RAPOSO

On September 25, the Oregon Sports Hall of Fame (OHSF) honored a member of the cycling community for the first time at the 29th annual Induction Ceremony at the Multnomah Athletic Center in Portland. Candi Murray, the "Mother of Oregon Bike Racing" and long-time director of the Oregon Bicycle Racing Association (OBRA), was inducted in the Special Contribution to Sports category.

For 20 years, Murray oversaw and transformed OBRA, through a split from USA Cycling and a surge in members. Under her direction, the association grew from 700 to 3,450 racers in 2008 and now ranks first in the percentage of riders versus state population.

"[Murray] has guided [OBRA] to where it is today - a top notch organization with the most robust amateur program in the United

States," says Kenji Sugahara, OBRA executive director since Murray's retirement in 2007.

As obvious a choice as many OBRA members saw her, Murray herself thought her induction was very unexpected.

"I am not an athlete. I am one of the behind-the-scenes people that has helped grow our sport," she says. "It is very satisfying to be recognized in this fashion."

Although Murray's award is not for her achievements in cycling specifically, she hopes her affiliation with OBRA and her recognition in the general world of sports will open doors for future cyclists in the OSHF.

Sugahara believes Murray's commendation will expand the perception of cycling in our society.

"Her induction goes further to generating positive publicity about cycling and will serve to hopefully expose the general public to a different aspect of cycling," he explains. "Hopefully, this will help shift focus away from [the] hyped cars-versus-bikes debate and instead help place the emphasis on positive aspects of cycling."

And even though Murray has retired as OBRA's Director, she still remains heavily involved in the cycling community. She continues to officiate races and provides Sugahara with "backup and advice." Murray explains that the board of directors made her the assistant director for legal reasons, so the organization would not have to change their bylaws, and she could still provide her input.

No matter Murray's position, or lack thereof, Sugahara maintains that she will still be deeply involved with OBRA.

"Knowing Candi, I'm imagining she'll be helping out well into her 80s - still with that glint in her eye, her characteristic chuckle and her wry sense of humor."

Murray has no doubts about that herself.

"There will be no post-OBRA part of [retirement]. This organization is more like a family and you do not walk away from family."



Candi Murray with her Vanilla bike

Photo courtesy of Kenji Sugahara

Women's Race Series 2008-2009

By MARTHA WALSH

Three women's race series in the Northwest are carrying the momentum from their 2008 success straight into planning for 2009. Exciting details for next year are being worked out with promoters and sponsors, and the tentative framework is in place.

The 2008 Norman Babcock Category 4 Women's Race Series in Oregon incorporated seven events spread over the summer. A total of 123 women participated in these races, designated for beginners only (not combined with any other women's race categories), compared to just 47 Cat 4 women at the same events in 2007. Series winner Sarah McCarthy won a Veloforma bicycle frame while Luna, Ironclad and the Oregon Bicycle Racing Association contributed prizes to other top finishers.

The Oregon 2009 Veloforma Norman Babcock Cat 4 Series presented by Garmin will kick off with the third Banana Belt road race in mid-March, then will take on nine races during the season and finish again with the Eugene Celebration Stage Race in late August. Velo-

forma continues its generous support of women's racing by donating another frame, and more sponsors will support the series.

An estimated 300 women participated in Washington's 2008 Luna Cat 3 and Cat 4 Women's Race Series. Morgan Schneider won the Cat 3 series overall, and Heidi Copes van Hasselt took home the Cat 4 title. In addition to Luna's support, many local sponsors contributed to the prize list.

Both Washington series in 2009 will start at Mason Lake in March. The Cat 4 women are expected to have their own series events at 10 races over the season. The Cat 3s, who will at times race with Category 1 and 2 women but be scored separately, will also have a 10-race series. Garmin will sponsor the Cat 4 series, while Völkl will support the Cat 3, and Real Rehab Physical Therapy in Seattle will contribute a bike fit and a VO2 test. Other sponsorship is being finalized.

These series give women the opportunity to race with only their peers — to be competitive, test their fitness and practice race tactics without the intimidation that sometimes comes from racing with elite riders. The series include criteriums, time trials and road races, and the Oregon series will add an omnium and



Washington Cat 4 series winners

Photo courtesy of Martha Walsh



Washington Cat 3 podium

Photo courtesy of Martha Walsh

Race Results - Track Nationals

The Portland based team Bike Central made a strong showing at this year's Masters Track Championship, which ran September 2-7 in San Jose, California.

On the first day of the Championship, 35-year-old Per Bjesse (Portland, Ore./Bike Central) finished first in the men's 35-39 one-kilometer time trial (TT). He went on to take second in the four-kilometer team pursuit as a member of East Meets West.

34-year-old Jen Featheringill (also of Bike Central) prevailed in the women's 30-34 500-meter TT on day one, followed by fellow Northwest competitor Jennifer Triplett (Seattle, Wash./Broadmark).

30-year-old Triplett went on to win the women's 30-34 two-kilometer pursuit. She then took fifth in the women's team sprint with Jane Chateaubriand (Seattle, Wash./Starbucks) as Team Broadbucks.

47-year-old Chateaubriand also finished sixth in the women's 45-49 500-meter TT and fourth in the women's sprint.

35-year-old Stephen McLaughry (Washougal, Wash./Bike Central), took fourth in the men's 35-39 sprint on day three.

The Elite Track Nationals ran October 1-5 in Carson, Calif., also featuring many Northwest riders.

Daniel Harm, James Strangeland (both from Seattle, Wash.) and Kenny Williams (Kenmore, Wash.) claimed silver in team pursuit, along with teammate Roman Kilun (Berkeley, Calif.).

Harm and Williams both took second again on day three, Harm racing for Broadmark in men's pursuit, Williams for First Rate Mortgage

in men's scratch race.

In line with her Masters' results, Jen Featheringill took fifth in the Elite 500-meter.

Annette Williams (Kenmore, Wash./Avanti) also made the region proud, coming fourth in women's pursuit.

Paralympics

The 2008 Paralympics in Beijing (September 6-17) produced a few success stories for Northwest riders.

Eugene, Ore. native Karissa Whitsell won a bronze medal in the women's individual pursuit with her partner, newcomer Mackenzie Woodring (Grand Rapids, Mich.).

Whitsell currently holds the world record for women's individual pursuit but was delighted to

win the bronze medal. As a new team, neither Whitsell nor Woodring expected to be on the podium.

Brian Cowie of Burnaby, BC, raced tandem for Canada in men's B/VI sprint. He took sixth in the final.

But the most heartwarming victory was saved for Barbara Buchan, a 52-year-old woman from Bend, Ore. After suffering serious injuries in an Olympic qualifier in 1982, Buchan's continuing passion for cycling led her to set her sights on the Paralympics.

Twenty years after her first Paralympic games (she began competing in 1988), Buchan finally won her first gold medal in woman's individual pursuit on September 10th. Buchan set a world record for her CP3 Class with a time of 4:31:334.

She then earned a second gold medal for the U.S. in the road time trial two days later, finishing in 42 minutes and 28.73 seconds.



Jen Featheringill

Photo by BP Archives

Best Wishes

On October 23, Wenatchee, Wash. resident Dr. Ed Farrar was injured in a head-on collision while cycling on Skyline Drive. He sustained multiple broken ribs and spinal injuries.

A well-respected orthopedic surgeon and a strong supporter of cycling, he is the father of professional rider Tyler Farrar, and a founding member of the Wenatchee Valley Velo.

The family has created a web journal to keep everyone updated on Dr. Farrar's condition and progress. To find out more go to: www.caringbridge.org/visit/edfarrar.

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Masthead Photo:

Sarah Stewart (Total Restoration) on her way to victory in a Cyclocross BC Cup race.
Photo courtesy of Joe Sales



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"BC Cup" FROM PAGE 1

without the risk of losing local series points. There was even a trophy (the Grail), a sort of "Stanley Cup" that featured a flip-flop top that the winning city could hoist, brag and jokingly taunt their rival state with. At some point, the promoters of the disparate race series could no longer see eye to eye and the "Grail de la Grunge" became a footnote to the northwest cross scene.

Now that there is a BC Cup, a 'cross series that British Columbians can call their own, what will be the flavor? The most obvious difference that demarks Vancouver cross from our friends south of the border is size. Seattle and Portland have single categories that generate more participants than the entire start list of any BC Cup events. The races so far this year in the Lower Mainland have a wholesome understated family-feel. For now, this is a real bonus. Large turnout means the racecourse gets torn-up and both Seattle and Portland have lost many excellent venues because of it. Twelve hundred racers lapping around on rain-saturated grass leads to apocalyptic scenes that the organizers of the Cross Crusade have been chased away from dozens of world-class venues for. For now, Vancouverites have the luxury and privilege of racing on some of the most beautiful courses in the entire cross-universe (Belgium included). The goal for BC promoters should be to keep it that way. Hopefully they can find a healthy balance between generating enough revenue to maintain local races and holding onto scenic venues.

Unlike the Seattle and Portland series, unique promoters host the different races that make up the BC Cup rather than a single promoter for all the events. The advantage is that the workload is spread out, the disadvantage, individual promoters have to re-invent the wheel for their one race and already there have been race cancellations.

The biggest issue facing the sport in British Columbia is bureaucracy. What impact will Cycling BC and more specifically the Canadian Cycling Association (CCA) have on the long-term health of local cross? If Canadian Nationals are any indication — it could be a bumpy road. Yes, Canada has already had its National Championships. Our most important race is so early it could almost be considered late by International standards. Why so early? What implications does it have for BC cross and Canadian athletes? Way back in early October when riders were making their way to Edmonton, Alberta for a chance at a National Championship jersey, the common talking point among racers was the few discipline-specific races anyone had in their legs. What possible good could come out of so profoundly front-loading the year's worth of competition and creating an upside down pyramid of races? It's like having the play-offs before the regular season. What's more, the hundred and fifty or so riders that did make the journey to the event,



An Oregon carrot

including a large BC contingent, were greeted by a somewhat hostile tone on the part of the officials. With only a handful of people around to watch the masters podium and only a couple of cameras clicking away — the head official still felt it important that all including the over 40 men comply to UCI regulations regarding appropriate attire on the podium. In addition to being required to wear athletic wear, hats and sunglasses worn on the podium were subject to fines. Yes, fines. Overall, this is not a good situation for racers or promoters.

BC is home to some of the best cyclists in the world including the 2008 National Champions in the men and women elite categories: Geoff Kabush and Wendy Simms. Both are world-class athletes capable of winning every time they appear on a starting line around the world. With a cross series to call our own, British Columbians will get faster, stronger and fitter and will continue to translate that local success to international success. The BC Cup of Cross is great news for local racers and as the sport grows at home and develops its own unique flavor, let's all hope it does not get strangled to death by needless petty rule-mongering. Cross is a brutally difficult sport, but it is also a fun sport, a joyous celebration of the human spirit's ability to excel when faced with adversity. The hard part should always be the racing; the fun part should always be in participating. Get it wrong and you will kill it.

OPINION

Here's an Idea Whose Time Has Truly Come

By GORDON BLACK

If you've never traveled abroad, you might reasonably think that when it comes to innovation, progressive thinking and new ideas, the U.S. has the market cornered. After all, the U.S., even with the recent bank failures and Wall Street shenanigans, has the world's largest economy. The semiconductor, mutual fund, jet travel and even the ubiquitous shipping containers stacked on trains you see winding their way through the Northwest are all products of American ingenuity. Likewise, transparency in government, publicly available records and the freedom of the press are all ideas championed in the United States and copied elsewhere. So you'd think that a very simple idea borne of a

democratic principle of public ownership and public good would gain, er, traction here. I'm talking about "Complete Streets."

Complete Streets is devilishly simple, but most bicyclists don't know nearly enough about it. Here's the concept: our streets and roads are public rights-of-way owned and maintained for the common good by a city, county, state or federal government. Everyone gets to use these public thoroughfares, though there may be exclusions to certain users for safety — no horses on the freeway, for example. In practice, the vast majority of urban streets have been given over to serving cars, rather than just people. The Complete Streets movement seeks to reverse a five-decade-long-ménage-à-trois involving

government officials, traffic engineers and the motor vehicle. This slavishly unbalanced relationship between government officials, planners, engineers and the automobile has, over the years, given birth to the edge-of-nowhere shopping mall; atrophied downtown; acres of paved parking and neighborhoods dissected by four and six-lane highways. Over recent decades, the first goal of traffic engineers has been to maximize the flow of motor vehicles above all else. Volume of cars has taken precedence over all other needs — neighborhood livability, transit use, biking and walking. The concept behind Complete Streets is to move the automobile from its lofty pedestal and usher in an era in which planners and engineers take a more holistic look at how our streets are used. I like to think about it as being all about balancing

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“USBRS” FROM PAGE 1

Force to develop a working template for the USBRS. Led by Richard Moeur, AASHTO member and cycling enthusiast, the Task Force includes volunteers from ACA, MRT and ECGA.

The first phase of developing this elaborate system: collecting and compiling information on all existing and proposed multi-state bicycle routes. ACA took the forefront, contacting Department of Transportation (DOT) officials from every state to assemble an inventory report detailing existing routes and trails that could be incorporated into a national network.

Once this report was submitted to the Task Force in 2006, the compiled data was used to forge a theoretical route map. This entailed mapping out “corridors” — 50-mile wide areas where routes could exist — to unite these routes within a national framework. Nothing was set in stone through this process, but rather, guidelines were established for states to eventually determine their own corridors.

The organizations involved have been quick to clarify that this national network will not overstep individual state rights. Currently “state routes are being used with no coordination and no communication,” says New Routes Coordinator and ACA member Ginny Sullivan. “States can use the guidelines [set out by the Task Force] as a starting point to developing routes and working with other states,” she explains.

Since the corridor plan was drafted, a designation system has been established and a map produced and reviewed by various committees and subcommittees in AASHTO. The revised plan and designation system were presented last month at the AASHTO annual meeting. After passing through the Subcommittee on Design (SCOD) and the Standing Committee on Highways (SCOH), a further amended draft was approved by the AASHTO Executive Board. AASHTO officially “endorses the concept of the proposed US Bicycle Routes Corridor Plan and the associated designation system.” However, Sullivan emphasizes that the proposal itself was only for “the concept of a plan.” The plan presented to the Executive Board was already the 13th draft of a map that will continue to transform as more states get involved with its development. AASHTO’s approval of the concept has now paved the way for states to designate the actual routes that will comprise the USBRS.

The next step, says Sullivan, is to establish “a new plan of action.” Developing an online application for states to use to submit potential routes

for AASHTO approval is a “top priority.” After the resources have been established, the Task Force can then start working with states that are ready to implement, such as Florida, Georgia, Michigan and Ohio. In a statement released on November 4, 2008, the ACA announced that, “now that the plan has been approved, states and nonprofits are free to work together and develop official interstate routes.”

While the heads of state DOTs are content with “the big picture,” Sullivan says the real challenge is to keep the lower levels motivated. She believes the AASHTO ruling will have the power to convince the ground teams that their efforts have been worth it. They will definitely need that added motivation since getting the go-ahead from AASHTO means more fieldwork, coordinating with national committees, state DOTs and local communities.

But after working through so many levels of bureaucracy, some may wonder: why have USBRS advocates stayed so committed? Supporters of the USBRS have a vision that exceeds promoting the obvious personal benefits of cycling (i.e. regular exercise, eliminating gas costs, etc). This project will not only capitalize on individual benefits, but will also take them to a grander scale.

By connecting urban, suburban and rural areas throughout the U.S., the USBRS intends to link communities throughout the nation while promoting tourism, economic growth and environmental consciousness. Both commuter routes and major tourist attractions have been taken into account, so the USBRS will not only encourage cycling for recreation, but also for general everyday transportation.

As larger cycling populations begin to circulate through rural areas, they will stimulate smaller local economies, expanding the economic benefits of cycling from simply cutting personal expenses to actively providing new revenue for various communities. The Task Force corridor guidelines even suggest that new facilities will need to be established specifically to accommodate this new influx of cyclists.

In our interview, Sullivan specifically cited the success of the UK’s National Cycle Network (NCN) as a major inspiration for the U.S. model.

Established in September 1995, the NCN now spans 12,000 miles and prides itself on coming within two miles of 75% of the UK population. This accessibility has led to a total of over 354 million trips logged in 2007.

Other international examples such as Velo-Land Switzerland and La Route Verte in Quebec have also taken the concept of a unified system of non-motorized transportation routes from the hypothetical to the realized. These networks have grown increasingly popular, demonstrating concrete results in terms of environmental and economic impact.

cyclists to “explore” and learn about “U.S. history, geography and culture.”

Bill Sawyer, former executive director of the ACA, felt that a network of cycling routes was something to be “given to the American people,” Sullivan recalls. Current Executive Director Jim Sayer has eagerly continued the organization’s involvement. It is clearly a subject that ACA directors (and members) love discussing.

“Our members have been overwhelmingly supportive,” says Sullivan, going on to describe the way “their eyes light up” when she describes the plan. This enthusiasm is especially important for the continuation of a project that has received no government funding thus far.

With a workforce made up of volunteers from ACA, MRT, EGA and AASHTO, the project has gone on with relatively little financial backing. Along with donations from ACA members, it has miraculously survived on small grants from organizations including Bikes Belong, the Lazar Foundation and the Educational Foundation of America.

As far as immediate impact goes, Sullivan doesn’t expect the USBRS to instantly revolutionize U.S. transportation. It will be a “slow transition,” she says. The project has already achieved one goal — bringing cycling to the “forefront.” Jeffery Miller, President/CEO of Thunderhead Alliance, stated “folks in the advocacy world are pretty amazed at this success in getting AASHTO to partner on something so unlikely. It speaks volumes to the persistent, patient, diplomatic and quality work Ginny [Sullivan] and Richard [Moeur] have done.”

Sullivan also pays credit to the work done by Bicycle and Pedestrian Transportation coordinators in DOTs nationwide, remarking “a lot of the time that work is sight unseen.” With AASHTO’s support, that work has finally been recognized on a national scale.

Though it probably won’t take concrete form for a few more years, the USBRS will provide the benefits of increased tourism, economic growth, environmental awareness and conservationism. However, the main drive behind this project has long been a shared passion for cycling. Most of the people behind the USBRS are ultimately bike lovers who want to make bicycling a viable (and desirable) option for more Americans.

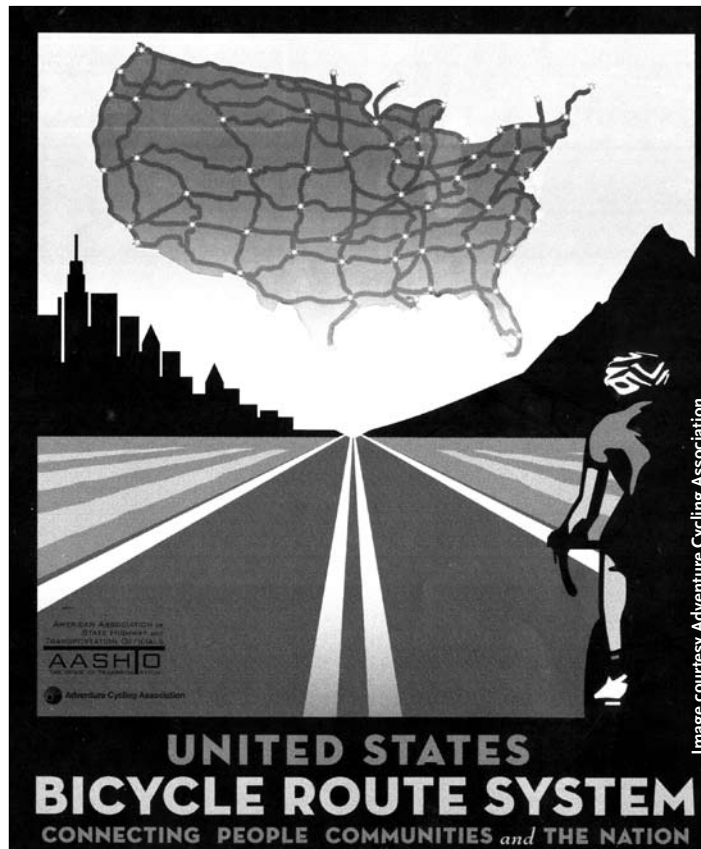


Image courtesy Adventure Cycling Association

See the potential, imagine the future

But Sullivan states that the U.S. route system will not have a huge effect on factors such as greenhouse gases. However, this is a system whose benefits will increase from a personal to a national level as it expands. Though the initial figures won’t show a great change, each individual cyclist will be lessening his or her destructive impact on the environment.

Sullivan also believes the system will promote a greater sense of connectivity to nature itself. When riding through the countryside, says Sullivan, “you become a conservationist.” Along with a growing connection to the American landscape, the ACA website asserts that a national cycling route will encourage

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The Metal Cowboy is back in the literary saddle—and this time he’s carrying lots of “baggage”.

What happens when Dad pulls 14 feet of bicycle train and two sons over 12 mountain passes, 17 states and 4,000 miles across America? Find out in “Momentum Is Your Friend”—Joe’s latest epic.

All proceeds from book sales at www.metalcowboy.com go to Camp Creative “No Child Left Inside!”

Erik's Holiday Present List

ERIK MOEN PT,CSCS

Every now and then, I sit back and dream up a few of my favorite things to put on my Christmas/Holiday list. This is my unsolicited list of goodness: bike things that are good for the mind and body. It can't hurt to ask...

For Health and Well-Being...

• The gift of time

I wish I had more training time to do the thing I love...riding my bike!

• Easton EC 90 Seat Post

Love the sturdy carbon construction and the micro-adjust capabilities which are a must for making any road saddle level. www.easton.com

• Fizik Aliante Gamma

A beautiful hand-made leather road saddle... white, of course. Just enough decompression where it counts. Also comes in black if white is a little too Euro for you. www.fizik.it

• 3M™ Tegaderm™ Ag Mesh Dressing with Silver

Let's face it, people crash. One needs a great bio-occlusive barrier that helps speed along the healing process and minimize nasty scarring. Also minimizes the irritation of wearing clothes over a wicked patch of road rash. <http://solutions.3m.com>

• Burley Nomad Trailer

Helps provide fewer excuses not to use your bike for grocery shopping or hauling a ton of stuff to work. Your ability to haul large loads can be an important strength training moment as well...intentional or not. www.Burley.com

For Fun...

• A large cowbell for cheering

The bigger the better! Cowbell.com imports a ton of cool cowbells from Norway. Not only are they fun and fashionable, they are also made of recycled material. www.cowbell.com

• A Tyler Farrar autographed Garmin-Chipotle jersey

I should have known something was up when the 15-year-old Tyler was dropping me like a bad habit in the local races. He is the other up-and-coming real-deal in USA Cycling. <http://www.slipstreamsports.com/>

For Yums...

• A box of Peanut Butter and Jelly Mojo Bars by Clif Bar

Reminds me of my pre-Power Bar days, a PB&J in sandwich bag in the jersey. Great flavor and texture. Easy to eat. 10g of protein. Meets all of my requirements for making the back pocket of the jersey on a regular basis. www.clifbar.com

• Many pounds of Zoka Coffee

A regular stop for Jerry Baker (Seattle's Bicycle Godfather), enough said. Great organic and shade-grown coffees. Great social conscience as demonstrated by their support of responsible Third World agriculture. Did I mention really good baked treats? www.zokacoffee.com

For Guilty Indulgences...would make my mind feel better.

• Pinarello Prince

I once heard the well-known Italian Max Testa MD say something like this, "Italians

want bikes from the U.S. and Americans want Italian." I want the black, white and red one! Who doesn't, really? www.pinarello.com

• Vanilla Speedvagen

I sure wish I had one of Sacha's steel single speed cyclocross artworks painted in urban camo. I know I would go much faster...or at least look really cool! www.vanillabicycles.com

• Argon 18 E-114

I love this aerodynamic racing bike! An East Coast Canadian company less known on the West coast. They make really well thought out racing machines. For my next time trial, I would want one of these! www.argonbike.com

• Gazelle MPB (multi-purpose bike) in Dutch Orange

The Netherlands Olympic and Paralympic teams had these in Beijing this year. They were mostly used for running errands around the Olympic Village and getting to the dining hall in style. Very cool! A perfect short-range commuting and errand bike. Ditch your car! www.gazelle.nl

Orange bike

I wish you and your families the best for this Holiday Season! See you in 2009.

Erik Moen PT, CSCS is a nationally recognized expert on the treatment of bicycling-related injury 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 'cross. He may be reached at Corpore Sano in Kenmore, WA or through his website at www.bikept.com.



Photo courtesy of Gazelle

Innovations

Eco-Friendly Bottle

California Springs, the largest manufacturer of bicycle water bottles, introduced the greenest bottle on the market—BioGreen.

The use of a special biodegradable additive allows the bottle to degrade in the landfill within a couple of years. Made of LDPE (recycle symbol #4), they retain the look and feel of a normal sports bottle but can go in the recycling bin once they have outlived their useful life. Bio-Green bottles are available in various designs and colors. Visit www.BioGreenBottles.com



Gadget Bottle

This bottle holds 22 ounces of fluid on the inside and provides a pocket to securely put a cell phone, music player, two-way radio, GPS or other small electronics or energy bar, wallet, extra tubes and CO2 cartridges on the outside. Four synthetic rubber bands hold the items in place in a 4.5x2x1 inch slot. No more fetching your phone in your back pocket! For more information go to: <http://GadgetBottle.com>



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Dealers and Shops Welcome!

Swift Industries: Seattle's Custom Pannier Builder

By Tai Lee

Northwest commuters and touring riders rejoice! Locally-made panniers are now available through Seattle's Swift Industries. And the best part is, they're available in custom colors!



Photo courtesy of Tai Lee

Tai's custom highly-visible color selection

We got a chance to play with a custom-made set of Swift Industries' "Short Stack" model before it was donated to Bicycle Alliance of

Washington's annual auction. The panniers had a grey body trimmed with mismatched fluorescent orange and green lids and pockets. To highlight the custom options available, an orange lid was placed on the bag with green pockets, and vice versa. "Eye-popping" is an understatement for these bags; they would be very hard to miss on gray Pacific-Northwest commutes.

Swift Industries consists of Martina and Jason, who work out of their Columbia City workshop. Martina's expertise comes from her time spent constructing custom messenger bags for a local boutique. Panniers are constructed out of super-durable Cordura with a water-resistant vinyl liner. The "Short Stack" model we tested comes with a buckle-down lid, an easy-access zipper pocket on top and a drawstring sleeve to keep things dry. A "Roll Top" model is also available. Both come with compression straps to prevent the payload from shifting around. Other features include a nice organizer panel for pens/gear inside, indestructible steel hooks, a zippered pocket for small items and a tall water bottle pocket.

Overall materials, craftsmanship and quality are on par with top-end panniers currently on the market.

Check out all the possible colors and options at <http://swiftindustries.wordpress.com> or drop into Revolution Cycles of Seattle to see Jason about a custom set of bags.

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

Reviewed by Nicola Fairhead

The term "six-day race" meant nothing to me before watching this DVD. I of course knew of races that lasted six days, but I also knew of races that lasted four, five or seven. Even the most diehard of my cycling fanatic friends had never heard of what was apparently "the glamour sport of the 1910's, 20's and 30's" — a "Jazz Age" phenomenon, according to the DVD jacket.

The film description makes enough hefty promises, alluding to scandalous intrigues involving "movie stars, politicians and gangsters," that it hardly seems possible for such a dynamic sporting event to exist, only to be so thoroughly forgotten.

And yet this documentary manages to deliver on every promise. Tackling a subject that even Ernest Hemingway didn't feel he could do justice, *The Six Day Bicycle Races* contains victory, defeat, betrayal, brutality and excess in every form, all encompassed in 77 minutes.

The six-day races ("sixes" or "madisons" after Madison Square Garden) were elaborate displays of physical prowess, as two-cyclist teams raced manically around velodromes

to participate in the sixes, treated (and paid) like celebrities for their displays of athleticism.

The dedication shown within this industry was almost inconceivable. Cyclists continued racing hundreds of miles in spite of cracked ribs and broken collarbones, while immense velodromes were constructed and dismantled within hours of an event. It was elaborate and efficient, invigorated by alternating passions for money, fame and pure adrenaline.

Originally released as a book, the film itself is low budget, with questionable graphics and grainy clips of living room interviews. However, it boasts an impressive team of passionate historians and past participants, along with an astounding collection of authentic film reels, photographs and publicity clippings.

Despite a limited budget, the makers of this documentary have succeeded in channeling the exhilaration of the sport, reigning in historians swept up by the grandness of these events along with former six-day stars more than happy to retell (and relive) tales of their cycling days.

Stoyanovich's soundtrack of plinking piano jazz manages to capture the adrenaline-fueled highs and lows of the sixes. Also released separately, the soundtrack may be a treat for jazz enthusiasts, but it is probably too perfectly tailored to its subject matter for general listening.

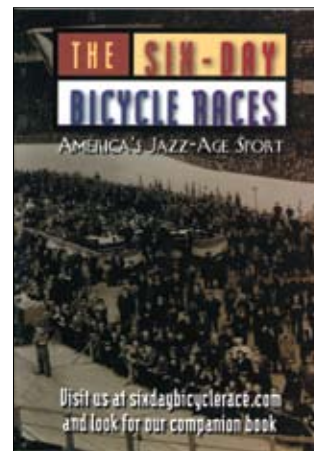
Lovingly crafted by Jeff Groman, Mark Tyson and Peter Joffre Nye, this film is informative and entertaining. I guarantee, however, that the ending will disappoint. Who wouldn't be heartbroken to see this amazing spectacle of a sport come to an end?

Special features for this DVD include extended interviews with six-day veterans, a slideshow of clips and cuttings and a bizarre but enjoyable short film depicting a finicky couple commentating on a cinematic recap of the sixes.

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

Produced by Jeff Groman, Directed by Mark Tyson, Written by Peter Joffre Nye

For information visit: sixdaybicyclerace.com



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Kissing the Trail: Northwest & Central Oregon

BOOK REVIEWED BY NICOLA FAIRHEAD

Even the copyright statement of the second edition of *Kissing the Trail: Northwest & Central Oregon* is unmistakably John Zilly. Instead of the usual "No portion of this book may be reproduced" line, Zilly personally pleads his case, insisting that he needs to sell enough copies to "at least pay for [his] gas money" while he researches his next book.

Author of 7 cycling guidebooks, Zilly is an undeniable authority on mountain biking in the Pacific Northwest. As in the first edition, Zilly has done his homework here, once again taking to the hills with an arsenal of Sharpies and carefully mapping out the best mountain bike routes of the Northwest and Central Oregon in extensive detail - complete with GPS coordinates.

Published eight years after its predecessor, this new edition includes 84 routes in total, with the old ones "checked and rechecked," 13 new rides added and "a few of the first edition dogs" done away with. The pages are packed with new photographs and some of "the most detailed maps you will find in any guidebook," boasts Zilly.

With new, more streamlined tables, Zilly has made the book even more user-friendly than before. This edition includes more of his good-natured goading, informed recommendations and a few weathered warnings (i.e. the perils of poison oak).

The second edition has retained the same helpful guidelines as the first. Zilly organizes the different routes into four regions, facilitating any extended trips. Each route description includes the typical statistics: distance, terrain type, ascent, duration and necessary skill level, along with the best maps to use and the best

season to ride. He also offers online resources for each route, as well as relevant contact information.

Along with tables and statistics, Zilly provides lively, enthusiastic descriptions of each course for newcomers. He gives "the scoop" on each trail, including a bit of history and a few brash quips.

After some straightforward driving directions from nearby cities, Zilly launches into a mile-by-mile outline of the route that lies before you, going over every twist and turn.

The guidebook is endlessly accommodating, providing options for cyclists who want to leave the beaten trail and including information about local services to complete the perfect day trip. It even lists a separate duration time for anyone who wants to stop and "gawk" at the scenery.

The new "who will like this ride" feature also simplifies the process of choosing your ideal route. Here Zilly acts as matchmaker, succinctly and humorously matching rider and trail.

Altogether, this guidebook is approachable, practical, and oddly enjoyable. Zilly is so enthused by the sport that it's a wonder he sat still long enough to compile this book before setting off on his next expedition. Zilly is a brazen cyclist who has been everywhere, done everything, and genuinely wants you to go out and do the same.

Kissing the Trail: Northwest & Central Oregon
Second Edition
by John Zilly, Adventure Press, 2008
328 pages, \$19.95
www.adventurepress.com



FROM PAGE 1

"INTERBIKE" FROM PAGE 1

Now things really start to take shape, but we're still a long way from being finished. Each and every color and decal for each model is carefully checked and evaluated. Ideas that appear to be working out get the final scrutiny. Others that seemed like good ideas on the computer screen don't necessarily pan out in real life. This is when we start playing "what if". What if we change this to that? What if we swapped these two around? We make our final decisions—often with the much-needed help of our top international distributors, who generously take time from their busy schedules to attend these review meetings with us — and submit our list of changes and updates to the factory.

Work begins on the second round of samples, which will be reviewed again in another



Interbike features product innovations, this one by Knolly

two months. This round is usually much quicker than the first. It is at this time that we start the final stage of the development process. Prices are finalized, part numbers created, orders placed, etc. In a few more months, the final versions will be at the photo studio, where each bike is meticulously set-up, polished ("make-up!") and set in a special jig, with the lights adjusted for the particular color. A second set of select bikes will be used for the action shots. Words and specifications for the catalog are finalized as well as the layout. The bikes used for the studio photo shoot are then carefully packed for transport to Las Vegas, where they'll make their public debut. And the cycle continues...

John Quattrocchi is the product manager for Seattle Bike Supply in charge, amongst other things, of the Redline BMX brand.

Küat Beta: As Tested by an Eight-Year-Old

By TAI LEE

The Küat Beta bike rack leaves a few impressions well before one opens the box. First, it has an unusual name. As explained on the company's website, Küat is a combination of the two company founders' last names, Kuschmeider and Atkinson.

Second, this product is quite pretty, which isn't how one would normally describe a hitch receiver mounted bike rack. The Beta model comes in a cream-colored powder coat finish, which is very durable and looks quite sharp.

Finally, the Küat Beta's design appears very easy to use. To test the Küat Beta's simplicity, I took the rack (and a bike) over to my in-law's house for product testing. I enlisted the help of Ike (not his real name), my eight-year-old

side-to-side slop usually found in hitch-mounted racks.



Convenient and easy to set up

The Beta comes with three sets of frame-friendly cradles and permanently attached rubber straps, which means there are no important parts that can be lost. The cradles secure a bike by wrapping two straps around the top tube and one strap at the seat tube, right below the intersection with the top tube. This is a fairly secure setup that doesn't allow the bike to sway much. The front wheel must be secured to the bike frame to prevent the fork from flopping around. It should be noted that this design is common among other bike racks and only accommodates bike frames with top tubes.

Conclusion: This rack is so lightweight and easy to set up, an eight year-old had no problem figuring it out (your results may vary, my nephew is very mechanically inclined). It is designed to hold three bikes securely, without damaging the finish. The Beta is the more basic of Küat's two models, with the Alpha offering some nice features like adjustable cradles, built-in hitch lock and built-in locking cable for the bikes. Find out more at www.kuatinnovations.com



Light and resistant

expanding wedge knob and inserted a third cotter pin at the hitch receiver. The expanding wedge is a nice feature because it takes up a lot of the

Unicycle Fun by Coker

Want to try something new or improve your current ride? Cocker Cycle Company has come up with a better, sleeker unicycle. With its innovative design and inviting look, the new deluxe V2 frame features a "QuadCrown" construction. Four aircraft-grade Cro-Moly fork tubes meet at the seat post and bend downward to create two parallel vertical V's. This unique design provides for a smooth and stable ride eliminating frame torque flex. A double-walled aluminum rim and extra-wide Cro-Moly hub make for a

lightweight 48-spoke wheel. The fully dressed V2 weighs less than 20 pounds and takes no room to store. The Coker V2 unicycle is priced at \$569.95. For more information go to: cokercycles.com



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Meeting of the Minds: Transforming Communities Through Cycling

By SARA RAPOSO

On Sept. 3-5, Seattle once again hosted the Pro Walk/Pro Bike Conference, organized by the National Center for Bicycling and Walking (NCBW), becoming the only city to host the conference for a second time. Held every two years, it first came to the city in 1986. The 15th International Symposium on Walking and Bicycling took place at the Westin Seattle Hotel and featured 80-plus workshops, poster sessions and special meetings covering a range of topics relating to alternate modes of transportation. This year's theme was "Transforming Communities: Beyond Sustainability," inspired by rising gas prices, changing lifestyles and growing health concerns.

The conference drew an international audience, including presenters and conference attendees from Canada, Europe and Australia, as well as both coasts of the US. The workshops themselves were just as diverse, discussing topics such as implementing safe and effective bike lanes and trails, incorporating biking and walking into a healthy lifestyle and marketing and campaigning bicycle advocacy. The symposium allowed for the free flow of communication between those in attendance, providing tools, suggestions and inspiration for future projects to help integrate cycling and walking into our car-dominated cultures.

At the opening plenary session, the first and only NCBW president, Tedson Meyers,

stepped down, naming current Vice President Peter Harkness as his replacement.

Speaking about the NCBW's goals, Harkness explains that the car culture is deeply rooted in our political system, but we, the bicycle and walking cultures, are catching up.

"We need to do whatever we can to usher [the car culture] quietly out the door," he said.

And to help accomplish this feat, city planners, urban development contractors and biking and walking advocates discussed new and updated ways of encouraging people to leave their cars in the garage in favor of more sustainable methods of transportation.

One popular workshop that attracted almost a hundred people was entitled "Adapting the Bike Sharing Concept to North America," and featured a panel of transportation planners from Vancouver, BC, Washington, DC and Montreal, Quebec.

Andrew Curvan, a transportation planner for Vancouver's TransLink, talked about a bike sharing program that has not yet been instituted but has been rigorously discussed among city planners and officials. Curvan explained how Vancouver is on its way to establishing a low-cost and efficient program that would allow subscribers to check out a bicycle for temporary use and return it to a designated station when finished.

Such a program is already in use in Washington, DC, where George Branyan works for the District Department of Transportation (DDOT). Called SmartBike DC, the program was set up by Clear Channel through a bus shelter contract. Clear Channel won the bid, which allows them to place ads on the stations and in bus shelters, keeping part of the revenue while some is going to DDOT.

SmartBike DC is currently in its first phase, with ten racks and 120 bikes available for rental. The second phase of the project will be underway in the spring of 2009, in which DDOT will renegotiate its contract with Clear Channel.

Spring 2009 will also see the

official launch of one of the most highly anticipated bike sharing programs in North America. Alain Ayotte, the Executive Vice President for the Stationnement de Montréal, explained that the pilot phase for Bixi, Montreal's bike sharing network, began in September, with 40 bikes spread across four stations available for residents to try out. A SWAT team roamed the streets, informing citizens and gauging public responses, while an online contest determined a name for the program. The name Bixi, a contraction of Bicycle Taxi, was concocted by Michel Gourdeau, who received a lifetime membership for the service. Though there have been concerns about vandalism, eventual costs and car-bicycle relations, the Montreal residents have been enthusiastic about the project.

When the official launch comes later next year, the Stationnement de Montréal will install 300 solar-powered stations that will house 2,400 bikes, making it the largest public bike sharing program in North America.

Many conference goers saw this workshop as a chance to learn more about the bike sharing process and obtain tips about starting a similar program in their own city. Others saw it as a means of helping an already established program pick up speed and popularity.

Briana Orr, a student at the University of Oregon, also attended the workshop as Bike Loan Program Advocate for the UO Outdoor Program, which launched a long-term bike loan system for University students in September.

Using abandoned bikes picked up by the UO's Department of Public Safety, the program will allow students to check out a bicycle for either a term or a full year.

"Right now, there are more bikes in America than there are people," she said of the program's goal. "We need to reduce our need for new things."

The workshop, Orr said, has given her some ideas about the technical aspects of managing such a system, such as lighting issues and bike lock distribution.

Another workshop that drew a significant amount of attention covered methods of calculating bicyclists, pedestrians and multi-modal commuters, and the significance of that information.

With people lined up along the back walls and others sitting in the aisles, Mia Birk from Alta Planning + Design, a transportation planning and design company with regional offices across the country, discussed how measuring the number, demographics and location of non-motorized travelers helps "tell a story, making walking and biking more visible." Data is used

for future projects, such as the planning and design of roadways, bridges and trails, she said.

Bob Schneider, the founder and chairman of the civic life software development company FrontSeat, based in Seattle, discussed the 2007 launch of the new pedestrian-friendly website, walkscore.

com. The name of this website speaks for itself. Upon entering in an address, the website calculates the location's walkability based on the proximity of amenities such as grocery stores, restaurants, parks, libraries and schools. The website, Schneider explained, has helped people find homes and learn about new cities.

A third notable workshop dealt with the concept of bicycle boulevards — low-volume roadways designated for bicycle use. Jessica Roberts, another Alta Planning + Design member, opened the workshop with a discussion



Photo: BP Archives

Alternative mode of transportation

and harder to drive. Thanks to lower vehicle speed regulations, crossing treatments at intersections and traffic calming elements, inexperienced cyclists can safely travel from one destination to another without the fear of the fast, bustling traffic on most city streets.

Roberts pointed out that the biggest debate surrounding the topic of bicycle-preferred streets is whether these roadways have a negative or positive impact on the bicycle-versus-vehicle war. Some people have argued that bicycle boulevards cause cyclists to be invisible, as they are confined to riding on safer, designated streets rather than major arterial roads.

Bicycle boulevards are already an integral part of the transportation system in Vancouver, BC. Referred to as Local Street Bikeways, the designated roadways connect the suburbs and the downtown districts with safe, bicycle-friendly thoroughfares.

David Rawsthorne, a Transportation Engineer for the City of Vancouver, discussed the successes and the obstacles of designing and implementing bicycle-preferred roadways. In Vancouver, the number of vehicles on the roadways is down, he said, and bike trips are the fastest growing mode of transportation of the three alternative means (which also include walking and public transit).

The post-panel discussion session did not seem long enough, as many workshop goers had questions about the feasibility and alternatives to the bicycle boulevards. Residential opposition, ways of calming traffic and funding were also addressed during the discussion.

The 2008 Pro Walk/Pro Bike conference proved to be a successful channel for communication between the transportation authority, city planner and bicycle and walking advocate communities. Those with successful programs and projects were able to identify the obstacles and triumphs, providing others in the initial stages of planning with the necessary tools to accomplish their goals. This year's symposium has drawn a lot of attention to non-vehicular modes of transportation in a city where the bicycle is quickly becoming a preferred means of travel. As Seattle Mayor Greg Nichols said in the opening plenary, let's hope it's not another 22 years before the conference comes back to Seattle, so we can see even more progress in transforming our society into a more sustainable transportation culture.

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The Ravioli Ride

BY JOE "METAL COWBOY" KURMASKIE

Everyone rides a bike in Italy; bankers in suits, bombshells in flowery dresses, old men carting baguettes and sausages back home in wire baskets. On the coast, whole families pedal to the beach atop rusty clunkers, while you'll spot toothless Nona's creeping up long hills, unfazed when packs of racers in tight Lycra blow by them.

It's mountain biking that's the last frontier in Italy. My brother-in-laws have a rich history of abusing me up the inclines and through the



Photo courtesy of Joe Kurmaskie

Joe and his relatives going for a ride

rock gardens of Northern California's off-road landscape. Last summer, when a scheduled family reunion came together in Northern Italy, I discovered that some of our Tuscan relatives were as nuts about mountain biking as their American counterparts.

I bet there's a gene responsible for this.

Of course, I was recruited for protection. My brother-in-laws always bring along someone they know will be sucking their air, mud and rear wheels. What they didn't count on this time around was that I've clocked some fairly brutal miles in the saddle since we last rode together. Two loaded tours across the continent hauling hundreds of pounds of children and gear. And while it wasn't off-road, it was Northern Canada over the spine of the Rockies. Most days, I would have chewed my clipped-in feet out of a trap to do the steepest mountain bike climbs instead of the packhorse routine pull of my wagon train over asphalt. Can you say rematch?

"Here are your bikes."

Phil and Rob, the brother-in-laws who think every ride is a race, scored the prized bikes from Gino and Perre Georgio. I was left with a no-name soft-tail contraption, but it seemed as if it would get the job done. Brad, my Buddhist brother-in-law, also signed on for the ride. I think his set up might have been a women's bike. As a new father, he wasn't in peak condition either, but Brad has always been the wild card of the family. He flows like a river and lands on his feet.

Before we'd even taken to the saddles, everyone was sweating like businessmen in a hot sauna. Italy in June can be sweltering. It was this go-round.

We stopped by Gino's house to make a few adjustments to the rigs. Namely, mine. I'd discovered on the downhill to his farmhouse that the handlebars were so loose that it was only the amount of time I've lived on a bike, a childlike defiance of gravity and finally grabbing the front stem below the bars that kept me from crashing. While at Gino's, Phil discovered that his sweet rig had some gearing issues, and the shocks had seen better days.

Karma, baby.

We roared down into the valley where the walled city of Lucca lies, but, as if following an army in retreat, we just as quickly swung to the right before reaching its outskirts, and then settled in for a breathless climb up into the mountains. Gino explained that these forested peaks allowed many to elude the Germans during WWII. Women and children, comfortable walking the hills daily on their olive harvesting routes, took to the high country before the enemy could catch its breath. As the winding roads became cartoonishly steep I pretended I was a peasant woman pulling a load of olives behind me.

It might have helped a little.

Our ride took us through villages sporting gothic churches, little restaurants and statues of saints hidden amongst the flowering plants and lush canopies.

My bike took me to the ground not once, but twice. Each time the back wheel came out from behind me on some fairly easy gravel downhill. It was over-inflated. I had a few cuts and would probably be sore the next day, but I was relatively unscathed by the time we deflated the problem. I stayed upright for the rest of the ride.

The tree cover that shaded the roads and trails was our only salvation. When we'd pull back into the open sun, the temperature would jump ten degrees. I was the butt of early razing due to the fact that I'd brought along maybe two gallons of tea and water compared to the rest of the crew's two water bottles. That and I'd packed about half of the 12-course catered dinner buffet we'd all enjoyed the previous night.

Let them laugh. My entire load weighed less than my two-year-old when he was one and being towed across Canada.

I snacked at every stop while hydrating AND showering on the move.

Halfway up the mountain, we arrived at a king's estate. Not just kingly for its size, but for actual royalty. It was something out of a storybook. The scope and detail of the buildings and grounds put Europe's age and historical significance into perspective. It was also the first time my relatives gained some perspective on the amount of food and water calories they'd been burning up the mountain. Phil commented on how good those baguette pizza appetizers had been. This as I popped another one out of my pack, looked directly at him, and then swallowed it whole.

Another three miles of brutal climbing was rewarded with a spring-fed well. As I hoarded another slab of grub, my helmet fell into a stagnant pool of holding water.

Karma, baby.

After that, I asked my brother-in-laws if they wanted any of my food supplies. They did, pride had left the trail with the spike in temperature and angle of elevation.

Waves of fragrances washed over us. The hillsides were raging with flowers in full bloom. It also hit me that ours were the only bike tracks on these trails. As if someone had moved the best single track riding on the west coast of America to a place where the crowds couldn't reach — a magical ride even in a hundred degree heat.

Gino and Georgio both wore their bike shorts rolled up to expose their thighs. I thought perhaps it was another crazy fashion trend

the Italians are famous for. If it was, I hoped it wouldn't come to America any time soon.

"We wear them like this to get as much skin tanned as possible," Gino explained. "If construction workers could wear speedos in Italy, they would."

This was not an exaggeration. It's the only part of the world where I've seen a highway flagger wearing a reflective vest but no shirt as he waved cars through.

Then we were on top. The view afforded us a glimpse of the ocean, Pisa's tourist mecca and the Italian Alps to the north. As we admired and snapped photos, far below, in one of the small villages we'd pedaled through, a choir of voices could be heard. They were singing ethereal songs in the morning sun, like the people of Whoville from the Dr. Seuss story.

"They're practicing for the Festival of the Holy Ravioli," Georgio noted. "It's actually for a saint, but if you've ever tasted the food served at the festival, you'd know exactly what they're singing about."

"Can anyone go?" I asked.

"Anyone who can stay up late. All our summer festivals are held at night."

I dreamed about a midnight snack of ravioli all the way down the mountain.

Joe "Metal Cowboy" Kurmaskie's new stories, rants, riffs and slideshow from his recent Canadian adventure will soon be the book "Mud, Sweat and Gears," due out Spring 2009.

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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), **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 websites only, on events where both website 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 6: 1st Annual Superstar Cyclocross Seminar

Portland, OR. At the VFM Hall. Panel discussion, question and answer, forum with Simon Burney-Coming, author of Cyclocross Training and Technique, Todd Wells, Wendy Simms, Molly Cameron, Joachim Parbo. Entry fee: \$21. superstarcyclocrossseminar.wordpress.com

Dec 10: BikeCraft IV

Portland, OR. Bike lover's bazaar. Features handmade bike related art, fashion, craft, etc. Starts at 5:30pm at Roots Organic Brewing. Elly Blue, bikeportland.org

JANUARY

Jan 10: Annual OBRA Meeting and Banquet

Portland, OR. Annual meeting followed by the awards banquet to recognize the 08 BARR and Oregon Cup winners. Meeting starts at 4pm. Banquet at 6pm. Madison's Bar and Grill. Kenji Sugahara, OBRA, 503-302-4935, www.obra.org

FEBRUARY

Feb 5: Cycle Oregon Kick-Off Party

Portland, OR. Be there for the 2009 route unveiling and register on site. Ride limited to the first 2,000 cyclists. Cycle Oregon, 2125 N Flint Avenue, Portland, OR, 97227. 503-287-0405, www.cycleoregon.com

Feb 14-15: Vancouver Outdoor Adventure Show

Vancouver, BC. Consumer show, with various demonstrations and activities and a full line up of bike companies. Bike, triathlon and off road adventure zones amongst others. Bike swap. BC Place Stadium. National Event Management, 800-891-4859 x 239, www.outdooradventureshow.ca

Feb 21: Seattle Bike Swap

Seattle, WA. Bargain hunter's paradise! Magnuson Park Hanger #30. New and used cycling related equipment and clothing. Blow-out prices. 100 independent sellers. Open from 9am to 2pm. David Douglas, 206-932-5921, www.pazzovelo.com

Feb 27-Mar 1: North American Handmade Bicycle Show (NAHBS)

Indianapolis, IN. 5th Annual NAHBS, the world's largest consumer show for custom-built bicycles, will be held at the Indiana Convention Center. Many NW builders will be there. Don Walker, NAHBS, www.handmadebicycleshow.com/nahbs2009/index.htm

RACE SERIES

Sep 28-Dec 7: Seattle Cyclocross Series

Various, WA. Series of 8 events raced around the Seattle area. Open to all categories. Overall calculated on points. Race categories = age as of Dec 31, 2008. MTB without bar ends are ok. Series finals earn double points. Registration closes 20 minutes prior to start. First start 9:30am. All categories, including singlespeed and kids race. Race fee: \$20, Juniors: \$10. www.seattlecyclocross.com

Mar 1-15: Banana Belt Road Race Series

Forest Grove, OR. 3-event series. Race around the Henry-Hagg Lake 11-mile course. 750' elevation gain per lap. Hills are long and steady, but not steep. Open to all categories from Juniors to Master 50+. Points system determines the overall winners. Cash prize. Jeff Mitchem, 503-233-3636, www.obra.org

CYCLO-CROSS

NOVEMBER

Nov 16: Cross Crusade #8 & OBRA Championships

Hillsboro, OR. Washington County Fair Complex. Category A, B, C, Beginner and Master 35+. All bikes are legal. Pre-registration recommended, day of race registration available. Overall winner calculated on

points. Kiddie Kross for 12 and under, prizes for all categories. Brad Ross, Club Vivo, 503-806-6943, www.crosscrusade.com

Nov 16: Sandy Point Cross #6

Boise, ID. Sandy Point State Park. Registration opens at 11am. First race at noon. 4 categories (A, B, C, D). Kids race at 4pm. www.brokenspokecycling.org

Nov 22: Eagle Island Cross #3 (Finals)

Eagle, ID. Eagle Island State Park. First race at 11am. 4 racing categories. Registration opens at 10am. www.idahocyclocross.com

Nov 22: Fox Hollow Grand Prix

Eugene, OR. Canceled for 2008

Nov 22: S. Oregon Cyclocross #6

Ashland, OR. In memory of Nick Jensen. First start at 10am, last at 11am. A and B races, plus Juniors and Masters. Prize for overall series based on points. Best 4/5 counts, last race mandatory. Raffles and prizes. Location varies. Benefits Josephine County Search and Rescue. Jena Jensen, 541-899-9190, www.obra.org

Nov 22: Psycho Cross #3

Eugene, OR. First start at 10am. Kiddie cross at 1pm. Day of reg. \$20. Location: Camp Harlow on County Farm Road. Sal Collura, www.obra.org

Nov 22: Team Peninsula Cycles 'Cross #2

Surrey, BC. New course. BC Cup <http://teampeninsulacycles.ca>

Nov 23: Escape Velocity Grand Prix of Cyclo-cross

Burnaby, BC. Cyclo-cross Provincial Championship. Barnet Marine Park. Mountain bikes are only allowed in the non-championship races. Sign in starts at 8:30am. \$25. First start at 9:30am for non-championship categories. Course features some long grass stretches, some hardpack gravel stretches, and a punishing sand section. There's just enough singletrack to remind you you're on the west coast. www.escapevelocity.bc.ca

Nov 23: Krugers Crossing CCX

Sauvie Island, OR. Held at Kruger's Farm. Ruttid farm roads, through berry fields, pastures, barn, beer garden and corn maze. Registration starts at 7:45am. First race off at 9am. All categories. Cash prize, primes and raffle. Kris Schamp, 503-466-9007, www.obra.org

Nov 23: Seattle Cyclocross Series #6

Monroe, WA. Monroe Fairgrounds. Part of series of 8 events Open to all categories. Overall calculated on points. Race categories = age as of Dec 31, 2008. MTB without bar ends are ok. Series finals earn double points. Registration closes 20 minutes prior to start. First start 9:30am. All categories, including singlespeed and kids race. Race fee: \$20, Juniors: \$10. Seattle Cyclocross, www.seattlecyclocross.com

Nov 30: Seattle Cyclocross Series #8 / Finals

Sumner, WA (TBC). Kelly Creek. Part of series of 8 events Open to all categories. Overall calculated

on points. Race categories = age as of Dec 31, 2008. MTB without bar ends are ok. Series finals earn double points. Registration closes 20 minutes prior to start. First start 9:30am. All categories, including singlespeed and kids race. Race fee: \$20, Juniors: \$10. Seattle Cyclocross, www.seattlecyclocross.com

Nov 30: Psycho Cross #4

Eugene, OR. First start at 10am. Kiddie cross at 1pm. Day of reg. \$20. Location: Camp Harlow on County Farm Road. Sal Collura, www.obra.org

DECEMBER

Dec 6: Idaho Velopark Cross Race

Boise, ID. Eagle Velopark. Fundraiser for the Idaho Velopark. Registration opens at 11am. First race at noon. 4 categories (A, B, C, D). Kids race at 4pm. www.brokenspokecycling.org

Dec 6-7: Portland Cup presented by Stanley

Portland, OR. US Gran Prix Cyclocross finale. Racing for all but not part of Cross Crusade series. Racing at Portland International Raceway. Schedule: both days: 8am - amateurs, 1:45 pm women, 3pm men. Brad Ross, 503-806-6943, www.crosscrusade.com

Dec 12: Kringle Kross

Seattle, WA. Tentative. www.kringlekross.com

Dec 11-14: USAC Cyclo-cross Nationals

Kansas City, KS. USA Cycling, www.usacycling.org

Dec 14: Psycho Cross #5

Eugene, OR. First start at 10am. Kiddie cross at

1pm. Day of registration \$20. Location: Camp Harlow on County Farm Road. Sal Collura, www.obra.org

FEBRUARY

Feb 8: Vanport Kermesse Series

Portland, OR. Jeff Mitchem, www.obra.org

MTB TOURING

JANUARY

Jan 17: Stinky Spoke (Stinky Weather Poker Run)

Woodinville, WA. A mountain bike "poker run" covering 16 miles. Riders get playing cards at 5 stations, the best hands at the end get the best prizes! This is the coldest and rainiest day of the year! Start at 9am. All proceeds go to the Little Bit Therapeutic Riding Center Todd Cowles, 425-985-9402, www.stinkyspoke.org

ROAD RACING

FEBRUARY

Feb 15: Cherry Pie Road Race

Corvallis, OR. The new 26-mile course is located northwest 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.eugenebicyclingteam.com

Feb 22: Jack Frost Time Trial

Vancouver, WA. 12.4 miles out and back nearly flat. Open to all including tandem and recumbent. Start in Vancouver Lake Park. Erik Voldengen, www.obra.org

MARCH

Mar 1: Banana Belt #1

Forest Grove, OR. Race around the Henry-Hagg Lake 11-mile course. 750' elevation gain per lap. Hills are long and steady, but not steep. Open to all categories from Juniors to Master 50+. Point system determines the overall winners. Cash prize. Jeff Mitchem, 503-233-3636, www.obra.org

ROAD TOURING

NOVEMBER

Nov 24: Wine Country Populaire

Forest Grove, WA. 112km RUSA event open to everyone. Starts at McMenamin's Grand Lodge.

Oregon Randonneurs, 503-628-7324, www.orrandonneurs.org

DECEMBER

Dec 28-Jan 3: Hawaii - New Year's Tour

Kona, HI. Ring in the new year with a tour exploring Hawaii's Big Island! Pedal coffee country, explore the volcano land & the Ironman route and cycle little-known routes many others miss. Bicycle Adventures, 800-443-6060, bicycleadventures.com

Dec 31-Jan 1: New Year Revolution

Goodyear, AZ. Celebrate as we ride out the old and in the new year. 2 different routes in warm and sunny AZ - an out & back, & a loop. Escape the cold & snow. Relax & recharge. Bob Kinney, Bike 2 Bike, 801-677-0134, www.bike2bike.org

JANUARY

Jan 1: New Year's Day Populaire

Victoria, BC. Mike Poplawski, BC Randonneurs, 250-882-1239, www.randonneurs.bc.ca

FEBRUARY

Feb 15: Worst Day of the Year Ride

Portland, OR. 18 mile-odyssey around downtown Portland. Join other hardy souls and gather for chili, soup & cornbread. 2,000 rider limit. Benefits the Community Cycling Center and their bicycle safety programs. Community Cycling Center, 503-546-8864, www.WorstDayRide.com

Feb 22: Chilly Hilly Cycling Classic

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

Feb 28: Zion Country Early Spring Century

St. George, UT. Enjoy the awesome beauty of southern Utah during this pre-spring ride. Ride to Zion National Park on a scenic route that will take you through some breathtaking beauty. Bike 2 Bike, 801-677-0134, www.bike2bike.org

TRACK

DECEMBER

Dec 29-Jan 3: Burnaby Six-Day Race

Burnaby, BC. Canceled for 2008.

- Family Friendly Ride or Event
- BAW Supports Bicycle Alliance of WA
- BTA Supports Bicycle Transportation Alliance of Oregon



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I'm Down, Down on the Ground...

By MAYNARD HERSHON

On August 11th, a Monday, I fell off my bike and broke my left femur. I'd been riding maybe 15mph on the nice paved bike path that runs along Denver's Cherry Creek. The previous Friday evening we'd had a "tropical" downpour.

The rain left stones and sand in the gutters of city streets. In low spots, near Cherry Creek say, it left patches of pretty deep sand or silt. I did not see the patch of sand that took me down until I was in it. Or maybe I did.

Maybe I saw the sand and tried to steer around it at the last instant. Maybe my effort to avoid it was too late. Instead of hitting it straight on, I hit it with my front wheel turned. Maybe the sand grabbed the turned wheel so that I lost control of my bike.

Who knows? Maybe I didn't try to steer around the sand. Maybe I was going to fall either way. Can't recreate the accident. No skid marks to measure.

In any case, my bike veered across the path. Luckily no one was coming. I saw decorative rocks cemented into the upward slope next to the path and thought, oh damn, I hope I don't fall on those rocks. But I did. I fell on the bottommost rock and broke my femur.

I also dislocated my left middle finger and tore up the top of the knuckle where my thumb joins the rest of my hand. My hand was bleeding. I'd landed on my back, half on the bike

path, half off; my leg flopped in front of me at an unnatural angle. I knew I was hurt.

I used my undamaged right arm and hand to fish my cell phone from my jersey pocket. I called 9-1-1 and gave my information to the nice woman. I realized that I did not know the name of the street that crossed above the bike path where I lay.

A passing cyclist asked if I needed help. I asked him if he could see a street sign. He could, and yelled the name back to me—Quebec Street. I told the woman. Help is on its way, she said. I left a message for Tamar that I was hurt and had called for help.

When I looked down the trail, three minutes after I called 9-1-1, a team of five EMTs was walking toward me. When I saw them, I was thrilled. It was the cavalry arriving just in time to save the settlers in an old Western movie. I could almost hear the bugles.

I figured I was going to be all right. I just had no idea how long it would take.

I'm writing this on September 19th. I spent eight days in Denver's best trauma hospital, which would be the go-to hospital during the Democratic National Convention a week or so later. Doctors put a titanium rod in the bone in my upper left leg, held in place by three screws. Rod and screws will be there permanently, if all goes well.

The hospital stay was eye-opening. The period of convalescence has been a further

learning experience. No need to dwell on any of it here, but helplessness and loss of privacy are uneasy burdens.

Then, once you're home, your loved ones bear a heavy burden too. I can't believe many couples go through an ordeal like this — a serious injury and the slow recovery from it — without signs of strain. It hasn't been easy for Tamar, trust me.

I'm getting around on crutches now. I won't be able to put any weight on my left foot for a few more weeks but I can walk a number of blocks. I can walk to coffee or to the bank. Those walks, so unremarkable before, are luxuries now, liberation.

It appears that I will need surgery on my left middle finger; its range of motion is not coming back and the joint is still swollen. What a nuisance, huh?

Certain things stand out in my memory. I remember the first shower — seated in my wheelchair in the corner of my hospital room's john. I remember the first unassisted (seated) shower at home, when I was able to get my left leg over the side of the tub.

I remember the first few rides in cars or even being pushed in the wheelchair, scary rides that felt too fast. I remember the first unsteady, frightening times I walked on crutches. I remember being scared of everything, anything: any change in any aspect of life, any "disturbance in the force."

Now I see things I never saw, like the community of wheelchair, cane and crutch users out there on our streets. I see how difficult it is to navigate a wheelchair on crowned, uneven

city sidewalks, but how easy it is to get through an airport. There's a huge team of people in airports connected by radios, there just to help you get around.

Like many doctors and all the physical therapists I've met, those airport people seem "called" to the work. It's not just a job.

What have I learned that I would pass on to you? Well, try not to fall off your bike. That's helpful, huh?

Please do not leave your mobile phone at home when you roll out for a ride. If there's any way you can secure health insurance, please don't shine it on. Once you have fallen and hurt yourself, you are "in the healthcare system." You can't choose minimal care to save a thousand here and a thousand there.

Thousands vanish in hours. You don't want to be in pain, helpless, inconveniencing your friends and loved ones and ruining yourself with debt.

I sincerely hope it doesn't happen to you. I hope you see the sand in time.

Oh — after all the whining I've done verbally and journalistically about drivers and clueless riders making cycling dangerous, I hurt myself by myself. As the fellow said, if you want the job done right, you gotta do it yourself...



FROM PAGE 3

"BLACK" FROM PAGE 3

the transportation needs of a community and, as a starting point, critically analyzing how our public rights-of-way are used.

Simply applying critical thinking rather than dogmatically assuming that the car is king might seem like a reasonable approach, but there are forces of intransigence in governments around the Northwest who are hostile to the ideas contained within the policy. Perhaps echoing recent distortions in political advertising, some engineers and planners want to characterize *Complete Streets* as inappropriate, unjustified and costly. At a meeting I attended

a few months ago, one highway engineer even went so far as to remark that this would mean putting bike lanes on Interstate 5! (That's about as practical as putting a trucks-only lane through a national park.)

Several communities in the Northwest have taken the step of enacting the measures locally. In September, California Governor Arnold Schwarzenegger signed a new law that requires all communities in that state to produce urban plans using *Complete Streets* principles. Of course, adopting it doesn't mean that change is immediate, that you'll see more bike facilities

or less cars, just that, in the coming months and years, planners will view road and street improvements through a different lens — one that sees bicyclists, walkers, wheelchair users and transit riders as well as car drivers. Over time it will mean that when a street is redesigned, the engineers will automatically take into account the likely users of that thoroughfare. It will mean that cyclists' needs won't get relegated to last place or ignored altogether.

Rep. Jim Oberstar (D, Minn) is a champion for cyclists and a missionary for *Complete Streets* in Congress. When he spoke at the Pro-Bike/Pro-Walk conference in Seattle in September, he talked passionately about the role of bicy-

cling in transportation. With the reshaping of Congress and the historic election of Barack Obama to the White House, there has never been a better time for cycling to gain its rightful place in the funding queue under a new federal transportation act. Getting more funding and saner policies is not guaranteed. You can do your part by reading up on *Complete Streets* and contacting your local politicians to get them better informed. Remember, it's not about bike lanes on I-5; it is about sane policy decisions for your local streets.

Gordon Black is a long-time bicycle advocate and freelance writer.

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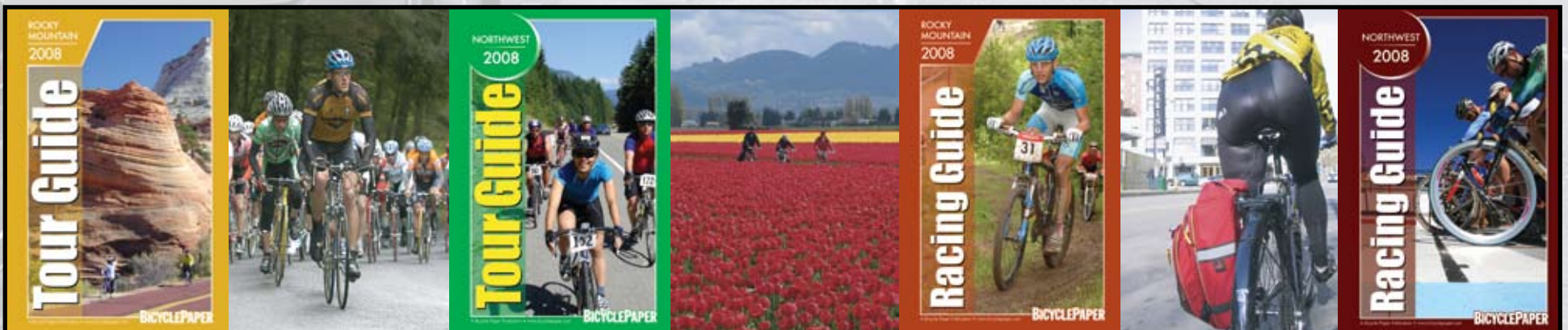
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