

Mountain Bike Organizations Get Constructive in the Face of Adversity



Photo courtesy of Dennis Bennett

Urban skills facilities, like the I-5 Colonnade bike park, are growing in popularity with city administrators around the nation.

By ANGELA SUCICH

In spite of the current financial crisis, mountain bike organizations in Washington, Idaho, Oregon and British Columbia are pushing ahead with their trail building programs as they continue to develop bike parks and maintain trail systems in the Northwest.

These groups are responding to the call for expanded trail use, a demand witnessed by the National Park Service's December 2008 proposal to loosen restrictions on parks that are considering opening trails to bicycles. But there are plenty of riding opportunities to get excited about in Northwest mountain bikers' own backyards. Here are updates on several trail projects in and around your neighborhood.

The new model of urban bike park: Seattle's I-5 Colonnade

Completed in September 2008, the I-5 Colonnade Mountain Bike Park is Seattle's first urban facility, funded and constructed by Washington-based Evergreen Mountain Bike Alliance. An army of volunteers donated 14,000 work hours to help the non-profit organization create over 1.5 miles of trail within two acres of space for novice to advanced riders. The park's trails, jumps, drops, log rides, ramps and skinnies are designed to please cross-country, freeride, trials and BMX aficionados.

City-sponsored urban bike parks like Colonnade offer a solution to the problem of building on restricted forest

land, and they have the potential to bring exposure to the sport of mountain biking while drumming up publicity for the trail building organization. But given the high price of real estate in Seattle—even allowing for the recent housing crisis—how is it that a non-profit like Evergreen was able to build a fully functional, highly-technical bike park, complete with sculpted trail, structures and skill-building features, amid Seattle's Eastlake and Capitol Hill neighborhoods?

"There are a lot of elements to it," says John Lang, executive director of Evergreen. "The first was a lot of cycling advocacy ... but I think there was a lot of community support as well, because the location was so ... desolate. It was like a wasteland, basically. The neighbors—the community—wanted something to happen there."

Other groups who wanted something to happen there were Seattle Parks and Recreation, King County Parks and Seattle Department of Neighborhoods, all of whom came on board to support Evergreen's constructive work with an underutilized area notorious for illicit and unsafe activities.

"One of the stories is that we brought out a work party, and instead of building, they ended up picking up needles—about a thousand needles," says Lang. "It was that type of environment ... There was a lot of recognition [by Seattle Parks and others] that something needed to

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RACING

International Contenders from the Northwest

By DARREN DENCKLAU

To outsiders, competitive male bicyclists look like a bunch of skinny men/boys wearing brightly colored tights, funny sunglasses and shiny helmets on futuristic two-wheeled robotic machines.

Most people don't understand how both physically and mentally challenging the sport is. Professional racing takes a year-round commitment of intense training, sacrifice and a

stringent diet for optimal performance—spending every waking moment cycling or thinking about cycling and ways to improve. On average, a pro cyclist will ride between 20,000 and 25,000 miles a year, often in the saddle for up to eight hours a day. And just a couple of days of "slacking" can set a professional back by weeks.

As we all know, the weather in the Northwest can be less than motivating, especially during the dark

and wet winter months. The mere idea of getting out on a bike on a cold and drizzly day makes most people cringe. Fortunately there are Northwest athletes that don't back

down from the challenge of inclement weather. In fact, there are several professional cyclists from the Northwest that are doing more than rising above that challenge—although they now spend the majority of their training time in warmer and dryer climates. They are contenders in an international scene of some of

the best athletes in the sport, turning their dreams into reality and racing in Europe on some of the greatest courses in the world. Let's take a look at four of them—Chris Horner, Ryder Hesjedal, Svein Tuft and Tyler Farrar.

Chris Horner - the Veteran

Chris Horner is no stranger to competitive cycling. The 37-year old from Bend, Oregon, is a three-time



Horner pulling his team..

Photo courtesy of CanadianCyclist.com

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HEALTH

What the Q?

By ERIK MOEN PT, CSCS

There is a lot of talk about the "Q" words: Q angle and Q factor. What do these words really mean and how should they apply to bicycling? These are good questions. I often overhear a lot of conflicting information regarding this terminology. People tend to put a particular importance to these terms without really appreciating the involved variables. "Your Q must be killing you!" or "Look at the Q factor." Let's take a look at what is really important.

Everyone has a Q angle. It represents the degree of angle formed between the quadriceps and the patel-

lar tendon (Figure 1). This angle can be measured while the foot is in the bottom-center position of the pedaling stroke. It can also be assessed while standing by looking at the knee from the front (normal standing values range between 18 and 22 degrees). The Q angle has been a classic definition in healthcare of a descriptor of knee mechanics and/or posture. The "Q" refers to "Quadriceps," which is the primary muscle of bicycling locomotion. Thus, Q angle could be an interesting way to describe knee positions on the bicycle.

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KURMASKIE

Parenting advice from the Metal Cowboy.

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PUGET SOUND-OFF

Cyclists' close calls and how to improve our chances of survival.

PG 6



LEGISLATION

Some of the latest legislative efforts to improve NW cycling.

PG 7

"HEALTH" FROM PAGE 1

There are no textbooks or research papers that define a best Q angle as it relates to cycling and there is no research that has specifically described an optimal Q angle for endurance bicycling or for the avoidance of bike related injury. There is also no study that associates a minimized Q angle with the eradication of bicycling overuse injuries. (Figure 2)

Irregular knee positions have been associated with overuse injuries. Knees can assume varying degrees of motion during the pedal stroke and it is common for the knee to move side to side in the frontal plane during normal bicycle pedaling. Even Olympic and World Champions show some lateral motions and they seem to get along OK. Longtime foot/pedal/knee injury researcher Maury Hull¹ has suggested that up to two centimeters of lateral motion is normal for the non-injured endurance cyclist.

Q angle as it relates to bicycling is affected by your width of stance on the pedals relative to the width of your pelvis. Anatomical variants such as irregular lower leg rotations, foot abnormalities and, but not limited to, things such as bad pedaling habits may affect an assumed Q angle. Some people are taught to pedal with their knees close to the top tube. This can create a large Q angle. If this is done over time, and started during youth, it may be tolerable.

The minimization of a Q angle does not guarantee avoidance of injury or large increases in efficiency. High Q values are often a concern due to their resultant large amounts of motion in the knee while riding. It does not take fancy equipment to see that it "wiggles."

Q factor can help define what the width of a person's feet on the pedals should be. But when you think about it, there can be more variables to the width issue; cleats can be moved inboard and outboard (some shoes have bolt-nuts that can move in and out to accentuate the ability of a cleat to do the same), and some pedaling systems allow for variation in spindle widths. The true measure of a Q factor should be the assessment of how far apart the feet are from each other. This will often times be independent of the Q factor and will not correlate well to the width of the pelvis (as we remember that our Q angle is influenced by the width of stance and the width of the pelvis). I would encourage the bicycle community to minimize their use of Q factor. A more relevant descriptor of this issue could be "stance width." The anatomical stance width can be defined as the distance from the middle of the foot (third metatarsal) to the middle of the seat tube. The mechanical stance width measures the distance from the middle of the pedal to the middle of the seat tube.

These simple measures can be made to ensure that your stance width is consistent between bicycles. It should be fairly obvious

that taller/bigger people will require a larger width of stance and smaller people will require a less-wide stance.

Bottom Line

The presence of a Q angle is not a bad thing. There are not set scientific-based suggestions for the best angle as it relates to endurance bicycling nor is there normative data on acceptable ranges of Q values for cycling in general. It is a static measure and may not represent a consistent movement through a full pedal stroke. You don't have to minimize your Q angle to be a non-injured, great cyclist. Anatomical variances will affect the value for each individual. Searches for efficiency and sources of injury should focus on irregular motions of the knee. Appropriate measurements and interpretation of individual anatomical considerations can be difficult; consult a qualified person.

Your assumed stance width on the pedals strongly affects knee posture and thus Q angle. It is important to measure it and keep it consistent

between your bicycles. An increased/decreased width of stance from normal may require a second set of shoes to accommodate width difference via cleat offset. Your assumed width of stance and its relationship to your anatomical structures will affect the health of your knees, feet and hips.

1. Gonzalez H, Hull ML. *Multivariable optimization of cycling biomechanics.* Journal of Biomechanics 1989; Vol. 22 (11-12), 1151-61.
Kautz SA and Hull ML. *A theoretical basis for interpreting the force applied to the pedal in cycling.* Journal of Biomechanics 1993; Vol. 26(2) 155-65.

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 cyclocross. He may be reached at Corpore Sano in Kenmore, WA or through his website at www.bikept.com.



Figure 1: Anatomy

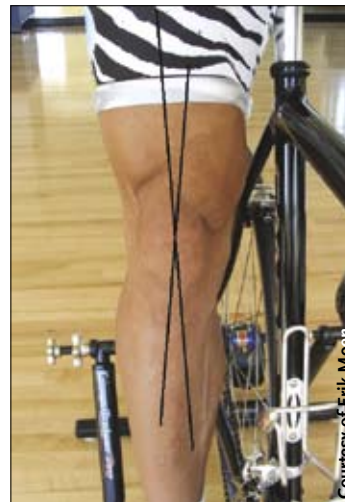


Figure 2: Q angle

ERRATUM

In the March Bicycle Paper issue, we missed mentioning that the images for the "Lactate Testing - Not Just for the Pros Anymore" story were provided by Russell Cree from Upper Echelon Fitness.

In our Northwest Tour Guide, the website for Digital Illusions Photography should have read www.digitalillusions.us. Our apologies for the inconvenience.




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A WORD FROM THE PUBLISHER

Seattle International Bicycle Expo: Time for a Change

By JAY STILWELL, PUBLISHER

If you had an opportunity to experience this year's event then you will understand why we are compelled to express our concern regarding the state of the Seattle International Bicycle Expo. *Bicycle Paper* is one of the two founders of this event and one of five exhibitors that has been at every Expo since its inception 21 years ago.

Let's put things into perspective for those who haven't been around that long. The Greater Seattle Bike Expo was first presented in 1989 at the Mountaineers Building. The following year it moved to the Seattle Center Northwest Rooms, then it outgrew the combined Seattle Center Exhibition Hall, Mercer Room and Mercer Arena and eventually relocated into the Stadium Exhibition Center in 2001 as the Seattle International Bicycle Expo. As a cost cutting measure, it was moved to Hanger 27 in 2005. With the pending demolition of Hanger 27, the event was presented at the Cruise Terminal in 2008 before returning to Magnuson Park, this time in Hangar 30 with adjacent tents.

With the exception of the first four, I have attended seventeen Expos and enjoyed seeing our readers and their excitement with our new publications. Often, readers stop by our booth to pick up the guides and tell us *Bicycle Paper* is one of the reasons why they come to the show. This motivates us to keep coming back and to continually improve our publications.

Unfortunately, this year's show was one that may be remembered for the wrong reasons: images of circus tents, damp blue shag carpet that squished with water as you walked on it, tents threatening to fly away, cold wind rushing through open doors, freezing attendees and exhibitors alike.

Some exhibitors left early this year, others wished they could have, but with the investments of booth, staffing and presentation costs, most stayed until the end. One of the main attractions that was promoted as a "must-see feature" in 2009 was the Oregon Bicycle Constructors Association exhibitors. They probably won't be back due to the difficulty people had locating their tent and the flooding in their area. These are just a few of the circumstances

that were far too common and are symptoms of how this event has gone from first-class to second rate.

As our Northwest bicycle community works hard for legitimacy in a car-centric society, we can't afford not to do everything first-class—if we don't, then cycling will be a sideshow in the current transportation revolution. Therefore, as a possible solution, we propose that a stakeholder committee be formed with everyone's interest represented, and everyone's expertise brought to bear. The purpose of this committee would be to come up with, among other things, a permanent home for the Expo that works for the whole community. This solution should include a venue that is weatherproofed and is located closer to hotels, restaurants, bus lines and other attractions that Seattle has to offer. It may or may not cost more to put on, but we've seen what results from pinching pennies. With a world-class Expo, the Northwest bicycle community would be sending the right message: we are to be taken seriously.

A discussion is already under way in Cascade Bicycle Club's forums, and we greatly encourage anyone with similar concerns to make your voices heard. We look forward to the continued discussion at www.cascade.org/Community/forum/messageview.cfm?catid=7&threadid=1294 or send us your comments at publisher@bicyclepaper.com.

NEWS

2009 Bike Expo Award Winners

Every year, during the Seattle International Bike Expo, Bicycle Paper recognizes three exhibitors who attract the attention of show-goers and our staff. While the show attendees vote for their favorite booth, BP staff looks for originality, the efforts put into the presentation of the products and the overall quality.

The 2009 People's Choice award as voted by the show attendees went to Phil's Southside Cyclery. Renovo Hardwood Bicycles received the Class Act recognition and Todson, Inc. (Topeak, Allay, Jango, OnGuard) was presented with the Best of Show award.

In the unofficial tasting category, Bicycle Paper staff recognized LÄRABAR's cashew cookie flavor as the best-sampled food product.

Of the people that voted for their favorite exhibits, B. Cary of Normandy Park, Wash., and J. Marland of Puyallup, Wash., R. McCarty of Renton, Wash., and Chad from Portland, Ore., won the drawings. Bicycle Paper would like to thank everyone who participated in the drawing.



People's Choice - Phil's Southside Cyclery - Phil Meyer and his crew



Class Act - Renovo Hardwood Bicycles - (l to r) Clayton Wheeler, Mark Winningkoff, Ken Wheeler and Joe Hall



Best of Show - Todson, Inc - Booth designer Matt Karas with Maryellen Fallon

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Crumpler Bags “The Bumper Issue” Hydration Pack

By **DARREN DENCKLAU**

Crumpler Bags “The Bumper Issue” is a hydration pack that can be used for hiking, cycling, walking around the city, the beach and more. The pack features a water resistant 600D polyester shell with 150D polyester rip-stop lining and a 70-ounce hydration bag. The dimensions of the Bumper (taken from their website) are 52cm tall and 36cm wide.

The color of Bumper Issue I tested was brown, green and white. Aesthetically the Bumper looks good, although I question the use of white fabrics when it comes to outdoor equipment and clothing, especially in the Northwest, where mud is pretty typical on any of the area’s singletrack trails and winter’s



Courtesy of Crumpler



Photo Bicycle Paper



Photo Bicycle Paper

road grime is prevalent on the commutes. It has a nice two-inch tall reflector strip at the bottom of the bag and smaller reflective patches behind the main buckle and on the side-mounted compression straps — great for being visible during those longer than expected mountain bike epics or for the daily commute.

The Bumper Issue has soft, breathable padded shoulder straps, a waist belt (not padded and very easy to remove altogether if you choose to do so) and a chest strap to keep it secure on bumpy downhill sections. There is additional padding on the side that sits against your back that gives it a more comfortable fit and a little room to aerate freely. The side-mounted compression straps are nice and allow the user to adjust the pack according to the load size; their website states that they also double



Courtesy of Crumpler

as storage for a pump or for collapsible hiking poles. The entrance to the main compartment features a large buckle that cinches the ample top flap for opening and closing.

Getting into the pack to reach your valuables is a breeze thanks to the large compartments and external zippers on both sides, which maximizes space. The internal compartments are divided into three sections, one for

the water bladder and two for gear. In between the two gear compartments is a stretchy and breathable material that utilizes space and conforms around odd-shaped valuables like fruit and fresh food. Additionally, the inside material of the Bumper Issue is rip-stop bound and bright orange, which makes finding dark colored tools

and smaller items much easier. I don’t know how many times I have had to dump all the contents of other bags to find something, only because the item I was searching for was black, and deep inside a black-lined compartment.

The two external zippers make getting keys, wallet, tire levers, cell phone, etc., a breeze. They also overlap each other from opposite sides — Crumpler did a great job with this feature to maximize space; just make sure they are closed before you head out or after retrieving gear, otherwise things could easily fall out. Also, the zipper tabs are big and have bright orange handles, making them easy to find on the go.

The bladder is made by Source® and is a dense plastic that deters bacteria and residual flavors, much like the material Platypus’ hydration products

use for their water bladders. The color of the bladder is a transparent bright red, making it easy to see how full the copious 70-ounce bladder is when filling. Access to the bladder is via a unique sliding sleeve that is simple to get on and off, giving users easy access to fill with ice cubes, and to dry it out after use. The bite valve functions well and has a cover/sleeve that keeps it from dripping all over you if it brushes up against your clothing or anything else like other bite valves tend to do — not so fun when you’re riding in the cold and windy Northwest winter, or when you get to the

trailhead by automobile and realize all of your water has leaked out onto the rest of the gear the bite valve was wedged between. The cover will also keep out the flying cow dung.

I found the size of the bag perfect for long days on the bike and whipping around town with the essentials and maybe a quick stop at the grocery store. Overall I was extremely happy with the Bumper Issue and look forward to wearing it in on some epic mountain biking journeys this summer.

Crumpler “The Bumper Issue,” MSRP \$95. www.crumplerbags.com

The Cyclists Manifesto

REVIEW BY **DARREN DENCKLAU**

Robert Hurst’s experience with bicycles, more specifically, riding them in traffic, is vast and quite obvious in his latest book titled *The Cyclist’s Manifesto – The Case for Riding on Two Wheels Instead of Four*. It’s a semi-satirical read with a lot of information packed into its 200-page frame.

The version I received was an advanced copy and came with a letter, warning of grammatical errors. Although I didn’t find an over-abundance of grammatical errors, it was often difficult to follow due to the author “jumping around” on topics as diverse as: racism, sexism, law enforcement, fossil fuel depletion, hybrid cars, traffic congestion, corporate bailouts ... the list goes on.

Hurst’s book starts out by him explaining an almost apocalyptic sounding scenario — the drone of airplanes, military helicopters, motorcycles and automobiles — which quickly goes into a rant regarding Americans and their thirst for the fuel that feeds their combustible engine-powered vehicles, statistics on oil consumption and the current state of global affairs.

The book then jumps back to the creation of both cars and bicycles and the fact that the bike was created before the automobile. Apparently Hiram Percy Maxim thought of the idea for the automobile in the summer of 1892. Maxim was riding his bike home late at night on a dark stretch of road when he bonked (a term not yet coined then). It was at this moment the young man dreamed of attaching an engine

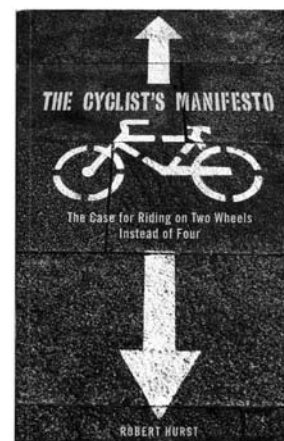
to his bicycle, or better yet “a gas engine on a buggy to dispense of the bicycle altogether.” In subsequent years, Maxim tried and tried to make his idea a reality.

Hurst never really concludes the story of Maxim, at least I am not aware of any conclusion. Interestingly, that same stretch of desolate road where Maxim came up with his ingenious idea currently sees around 25,000 traveling vehicles each day. I wonder if the inventor ever dreamed of this when his brilliant and revolutionary idea came to him?

Soon after Hurst writes about Marshall “Major” Taylor, one of cycling’s earliest and most controversial track racing champions. For those who don’t know, Taylor was black and he was a competitor in a sport that was dominated by whites. In fact, most who owned bicycles back then were wealthy white people. Additionally, those who raced, and those who came to watch races, were mostly white as well. Racism, not surprisingly, was rampant and Taylor

was banned from many events. He sometimes would enter a race and have to wait until the last minute to show up to minimize confrontations. Taylor dominated the racing scene and became a celebrity. The author does a great job chronicling Taylor’s story and explains how the champion racer, and the popularity of track racing, eventually fell by the wayside when automobiles came into the spotlight.

Next was a very interesting section about the utility of bicycles and their use in war. What I came away with regarding this part



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The Proper Care, Feeding and Transport of Little Metal Cowboys

By Joe "METAL COWBOY" KURMASKIE

For all the countless glories of parenthood, on certain days it makes a parent feel like a hostage negotiator with a broken bullhorn.

We have three little metal cowboys — a pint-sized posse and the makings of a sports team learning the ropes around the ranch these days. Toeheaded cowpokes with devil-may-care grins and enough bottled energy to power medium size solar systems. Karma coming 'round for all the noise and chaos I caused for my parents years ago.

Unlike a bicycle adventure, where if I wasn't happy with the situation I could offer a nod, shrug and a wave — then pedal on down the road — fatherhood doesn't have a pause button, and forget finding an off switch. Nope, everything is front and center, no dress rehearsals. We're a full service, twenty-four-seven operation. It's like joining the army; instead of tanks and artillery, your field equipment includes Johnny Jumpers, car seats and sippy-cups. The commander in chief is someone named Barney, his staff officer training the recruits is Curious George and headquarters is over on Sesame Street. Forget calling in the cavalry. For all the grandparent's love and affection, those family members asking if you need anything in the weeks after you get home from the hospital, there's no back up in the still of the night, just you and your will to carry on. Hyperbole? Trust me, you will see combat.

When Beth was pregnant with our first child, a woman in line at the bank, a mother of three grabbing and reaching for kids' cartwheeling

around her legs, offered this piece of advice. "Have one, even two, but no more. The secret is, never let 'em outflank you." At the time I thought she was something of a drama queen. These days she stands out in my mind as a harried prophet.

Of course, we had three — two boys close in age, then a bonus baby six years later because it wasn't enough of a Ramones song with just two. We're not Catholic, just careless.

I thought I knew something about zone defense. I was mistaken.

Most of our long range planning involves simply getting through the days unscathed, but I do harbor one distant dream; a sweet carrot of a plan that calls to me like the most seductive sirens of Homer's Odyssey.

When my boys hit driving age, we're going to Kiwi country, New Zealand. And we're gonna pedal around that paradise of sheep and rolling green hills until their testosterone is done spiking and they can get their heads back in the game. I figure 10,000 miles in the saddle should do the trick. A vague, distant dream, but it's what gets me through. Beth laughs and rolls her eyes whenever I bring up the subject.

If you are a parent, or contemplating it, boys or girls — it doesn't matter, here are a few instructions that will get you acclimatized and smooth over some of the rougher patches.

Off the Bike

- If you find yourself behind the wheel of a large automobile, practice controlled weaving in heavy traffic. Toss small, hard to grab objects under the backseats then dig around for them while maintaining one hand on the wheel, a

line of sight and the lane. Better yet, as soon as they're old enough to be in a trailer, get out of the car and onto the bicycle.

- Stay up for a week straight. It'll pay off during cold and flu season.
- Start rocking and swaying in public. Some will confuse you for a mad dog left too long in the noon day sun, but this is trifling compared to the daily indignities of parenthood. The rocking and swaying will keep your inner calm in balance.
- Review all the nursery rhymes and camp songs known to man. You'll find yourself involuntarily humming these alone in public. Just go with it.
- Try strapping a bag of potatoes to your chest to get a feel for your future. Carry it on your shoulders at different points in the day. Get someone to throw rabbit punches to your midsection when you least expect it. Have them pull your hair hard occasionally and stick wet plastic things in your ears for good measure.

On the Bike

- Become skilled at peeling, shelling, uncapping and distributing food and drink without breaking your cadence or losing your balance. Install an insulated, easy to clean lining inside your handlebar bag. And under no circumstances should you allow half eaten bananas to remain inside.
- Realize that it is not child abuse to ask your son or daughter to stand up on the pedals of their piccolo and hammer with you up that final hill.
- Prepare yourself for a litany of questions and observations reaching your ear from behind. These range from insightful to informative

to inspired to insane. "A dog with three legs is chasing us." "Car engines should shut off when they aren't driven right." "Can trees talk?" and my all time favorite, "Would you like to ride in the trailer for awhile, Dad?"

Keep a pen and pad handy, to write this stuff down.

- Never use them as a excuse not to ride. "It's too cold, wet, hot — fill in the blank here — for the kids to get on the bike." This is just you not wanting to pull the burden of your generation around town. These excuses can be countered with fleece, rain jackets, gloves and sunscreen.

- Every mile you pedal with kids in tow equals five miles of training without them. When we got back from caravanning across Canada with three sons and all our gear attached (438 pounds of extra weight), I entered a local race series and landed in the top three. Guys with sponsorships and names of car companies on their jerseys were left confused and shaken.
- Make it fun for them and they'll choose the bike over the backseat for years to come. Bring toys and treats, stop at playgrounds and make the ride quality time to talk and scheme with your wolf pack. You'll still be staying up nights and dealing with the chaos of parenthood, but a family that rides together rolls better with the punches that the rest of the day throws at them.

But do brush up on those songs. You're gonna need 'em.

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 June 2009 or so he says.

Literary Rides With



The Metal Cowboy

BOOK REVIEW

"CYCLISTS MANIFESTO" FROM PAGE 4

of the book is this: though they didn't replace tanks or airplanes, bikes were at least much quieter — and we generally don't wage wars to fuel them.

At this point, the author then skips to Critical Mass rides and what they represent. Hurst leaves the reader unsure of what it is these sometimes-massive gatherings do for the reputation of cyclists. And I believe that's the point — at times Critical Mass is counter-productive in that it gives non-cyclists more reason to resent us as we block traffic and "demand to be represented." It's my own belief that if you

ride every day you are a presence, therefore you are representing cyclists every day, not just once a month. I believe Hurst concurs with this belief by writing: "The bicyclist will not scale freedom's height in a herd, however. Freedom belongs to the solitary mountain cat, not the skittish herd of deer."

Hurst's writing style is easy to read — albeit a little scattered — and be motivated by, especially if you are an avid rider. Reading his book makes me feel proud to be a cyclist, adding fuel to my own "personal fire" as a die-hard commuter, recreational rider and occasional

racer. The substantial research he put into the book is apparent and includes more than 20 pages of citations and references.


Even with all of the political overtones Hurst is quick to point out that bicycles will not solve the world's current energy crisis or rid the planet of terrorists, but they can possibly become a small part in our quest for more viable and sustainable energy solutions. He simply wants the bike to be recognized as a practical mode of transportation and for non-bicyclists to view the bicycle as something more than a child's toy.

The overall theme of *The Cyclist's Manifesto* is to get more people on bicycles. In the last

chapter, titled "Drive Less, Live More," Hurst makes it a point to say he doesn't mean for us to travel less, just don't do so much of it in an automobile. By reducing our dependence on foreign oil we become better world citizens and we empower ourselves by becoming more individually independent and healthier. If more people discover the joys of human-powered transportation, they will feel better, possibly live longer and make a positive impact on our environment. I do concur.


The Cyclist's Manifesto – The Case for Riding on Two Wheels Instead of Four.

Robert Hurst, paperback, 204 pages, Falcon Guides, \$16.95.



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— NEW ORLEANS —

Puget Sound-off: the Word on the Street from Seattle's Bike Commuters

By ANGELA SUCICH

"The most dangerous vehicles I've found are Metro buses."

So says bicycle commuter Steve Couch, who has been traveling by bike on and off for about 15-20 years, primarily on Seattle's east side. Couch's current commute takes him 15 miles round trip, and though he's stayed pretty safe, he is wary of buses after several instances of being "almost taken out."

"I think they saw me, I don't know," says Couch of the passing buses that nearly cut him off. "It's not like I asked them afterwards."

Couch tries to minimize risk during his commute by taking basic safety measures. "I have a lot of lights on my bike. I am very conservative. I stay away from traffic as much as possible. I will take a longer commuting route if it's got less traffic on it."

In April, Seattle's Cascade Bicycle Club will release their "2009 Report Card on Bicycling," a report on cyclists' perception of the city's performance with regard to bike-related issues, including safety improvements and use of resources. Compiled from a survey of Seattle cyclists like Couch, the report will provide a sounding board for the collective voice of the bicycle community.

David Hiller, advocacy director for Cascade, describes the report card as the "first effort to get cyclists to talk about their [views]. It's a

baseline; we're looking at how people perceive their cycling environment."

Although not every cyclist has had a bad encounter with a Metro bus, most have had some sort of close call with a vehicle or a scary moment on the road, and as useful as it is to assess what people think collectively, it is also meaningful to hear them speak as individuals. In the spirit of adding a personal element to the important surveys that Cascade and others have conducted — to keep in mind the actual people represented by the compiled statistics — here are a few stories of risk and responsibility on the road, as told by Seattle's bike commuters.

Another cautionary tale comes from long-time cyclist and advocate for safety, Jeff Almgren. A regular commuter since about 1980, he has also led kids' rides for many years, making him particularly attentive to cycling safety issues. But unlike Couch, the major problem he finds on the road isn't Metro buses. Rather, it's other cyclists.

He recalls an experience he had in the mid-'90s, when another person riding his bike to work crashed into him by the University Hospital near the Montlake Bridge.

"It was quarter of six in the morning, it was in June, and it was clear, beautiful blue sky, and he was just hammering, head down. I was just commuting to work, and I was in the little curve right there, and he broadsided me — pitching me out in the street."

The resulting injuries required that Almgren undergo four root canals and four crowns, plus surgery for a mangled hand. And what did the rider who caused the accident have to say about it?

"He told me it was just a risk of riding on the road," says Almgren.

Since the rider wouldn't take responsibility for the crash, Almgren was forced to sue him, and he was able to recover just enough money to pay for his wrecked bike.

This experience highlights one reason why bike commuters tend to be especially critical of cyclists who violate the rules of the road. They hold cyclists to a higher standard, since cyclists are the ones who should best understand the risks — and the responsibilities — that come with sharing the road.

"There are many cyclists that are fast ... that are out training and really don't seem to ... care about other folks, either pedestrians, runners or, you know, slower, recreational cyclists," says Almgren. "Other cyclists seem to be the worst enemies. That's my take."

Another reason for the criticism directed at negligent bike commuters may be the bad rap they give to the rest of the community. Shannon Dorsey, a member of the Seattle bicycle club .83 (Point 83), could do without this negative publicity. She is particularly annoyed when people blow through lights without stopping.

"If you want cars to respect you, then you can't blow lights. We ride with people who do that all the time.... If I want them [car drivers] to respect me as a car, then you can't have it both ways, and a lot of time bikers want it both ways."

Dorsey commutes from Phinney Ridge to Eastlake, a route she loves because she gets a view of both the Cascade and Olympic mountain ranges before she drops down onto the Burke Gilman Trail to cross the University Bridge. "And if the bridge is up, it's a nice little stop," she added.

It could be Dorsey's ability to turn an inconvenience into a positive that explains her difficulty in trying to recall a truly bad bike commuting experience, though she admits she has "certainly tapped the backs of cars [in warning]."

Having grown up in the South, she brings a little southern congeniality with her when she ventures out on the road. "If a car is nice and stops for me, I believe in [saying] thank you, even if we have the right of way. It's nice, and the next time [drivers] are more likely to stop for you ... Any time someone gives me the right of way, I'm like, 'Thank you!'"

By offering a good model of cycling behavior, Dorsey is, in her own way, teaching drivers to be more bike-friendly, which can only improve an already pro-bike town that is seeing the number of bicyclists increase dramatically.

John Mauro, director of Bike Commutes for Cascade, credits Seattle's solid cycling infrastructure as a factor in contributing to this growth.

"The infrastructure is there, and the numbers are starting to be there, we're seeing up to 20,000 people participating in bike-to-work day, you're seeing six to eight thousand people biking to work on a Seattle summer day, which percentage-wise isn't massive yet, but it's certainly sizable compared to other cities," says Mauro.

Hiller estimates the infrastructure as having nearly doubled in the last two years. It now includes close to 100 miles of networks serving almost twice as many recreational and commuting cyclists as compared to four years ago. And how does he explain the increase?

"Land use is changing. Origins and destinations are getting closer together ... 85% percent of [bike commute] trips occur within a 45-minute radius, 60% of trips occur still within a 30-minute radius. So if you are traveling at a leisurely 10 mph to things a mile and a half away, that's only a 10 minute ride."

With more people now traveling by bike, there is an increased need for more cycling-friendly streets. According to both Hiller and Mauro, the city is determined to build on its cycling infrastruc-

ture, and the voter-approved, \$92 million-dollar Seattle Bicycle Master Plan is part of that future. In the meantime, bicycle commuters can take advantage of the resources that local bike organizations provide to help educate and protect cyclists. Many groups throughout the region offer classes, workshops and programs to develop more confident riders.

Michael Snyder of Ballard took a class as a faster way to pick up skills after years of learning the rules of the road on his own. "I learned over the first few years the hard knocks, the near misses, and realized, 'okay, I was in a dumb position here.' I was on the sidewalk initially and then, okay, I need to be on the road. And okay, I'm on the road, but I'm hugging the curb and somebody tried to pass me six inches away — maybe I need to take the lane more."

There are also several web resources serving bike commuters. Cyclists can consult Bicycle Alliance of Washington's "Transportation & Commuting / Commute Route Alerts" webpage, with locations and descriptions of construction projects that riders may want to avoid. The website, www.bicyclewatchdog.org, lets users post bicycle hazard reports as well as hazard "success stories" — follow-up postings about transportation problem areas, including status updates and recommended solutions. Portland-area cyclists can use bikeportland.org's B-SMaRT ~ Bike Safety Monitoring and Reporting Tool, which utilizes Google Maps in order to provide "a more complete picture of bicycle crash data and danger spots," as described on the website.

Armed with these resources, and with the cautionary tales of cyclists in mind, bike commuters can hopefully reduce the risks of traveling Seattle's streets by their preferred method. In the words of Steve Couch, "Stay safe. Enjoy it."



Photo: Bicycle Paper

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Updates in Washington Legislature

By DARREN DENCKLAU

Several organizations are doing their best to make cycling safer for all of us. Organizations like Bicycle Alliance of Washington, League of American Bicyclists, Bicycle Transportation Alliance, local cycling clubs and many others are out there going to public meetings to voice our concerns and opinions and battle it out for the rights of all cyclists. We at *Bicycle Paper* try to inform our readers as much as possible regarding local and national legislature that pertains to bicycling by printing the latest news and updating our website. After all, we, as cyclists, have a lot at stake when it comes to using our favorite mode of transportation.

As we get further into 2009 we'll see that exciting things are happening, and changing, in the towns and cities of the Northwest. As more people are riding bicycles for both transportation and for pleasure, it's important that it's as safe as it can be. Let's take a look at some of the legislative issues that are being addressed in the Northwest. Some bills have passed, some bills are dead, and some are simply hanging on.

The proposed Three Foot Clearance Bill (HB 1491/SB 5335) is still alive and has been passed in the State House. It is now being referred to the Senate Transportation Committee. The bill requests that a minimum of a 3-foot space be given to cyclists by automobiles as they pass. Additionally, the bill makes it legal for motorists to cross the centerline, into the opposing lane, to pass cyclists — if it is safe to do so. So far the issue has been deemed "important" to

the Washington DOT, Washington State Patrol and by other law enforcement agencies and will probably remain on the agenda. Currently there are 12 states that enforce the 3-foot margin law and six states that are considering the bill in 2009.

At present the law in Washington state asserts that automobiles must pass at a "safe distance." Obviously this is a loose term and extremely subjective to cyclists, motorists and law enforcement officials.

Apparently many people in Washington and the Seattle area don't deem this bill necessary. Many motorists feel that roads are strictly for automobile use. Others feel we should be spending our time and tax dollars on other, "more important" issues. From reading various online blogs, it is apparent that there is also a sense of hostility regarding the proposed bill.

One participant on the *Seattle Times* website "comments section" went so far as to say: "I like to bike and do from time to time to get exercise. But... sigh... the roads were built for cars. The sidewalks were built for the noncars - that includes bikers. If you want to be on the actual road, you better pedal faster to get going. My ton of steel will always win against light titanium and flesh; its both physics and biology."

Another angry motorist stated "Note to self: get larger mirrors for my truck."

On the flip side, one cyclist states: "I don't mind the cars being closer then 3 feet, its easier to spit on the windshield or cleat the door."

It is apparent that many people, both motorists and cyclists, are lacking education regard-

ing the rules of the road. They are also lacking patience. We'll have to wait and see if this bill passes and how it will be enforced.

Also still alive is the Safe Routes to School Bill (HB 1793/SB 5743). The bill asks for funding to improve general safety and safer routes for children wanting to ride their bikes, walk, or use alternative modes of transportation to get to and from school. This legislation would increase State funding dedicated specifically for the program. Some progress has been made but the bill has ran into barriers regarding funding of the programs and other concerns. To learn more about the program visit www.saferoutes-was.org.

Moving on to bills that have been recently shot down, the Construction Zone Accommodation (HB 1535) did not make it past the House Transportation Committee. The legislature proposes a legal requirement of proper signage or the use of flagmen whenever construction closes or alters the regular flow of traffic to motorists, cyclists, pedestrians and people with disabilities. It also proposes that when construction closes any thoroughfare there must be detour signs that redirect users to safe alternate routes and if safe alternatives cannot be provided for cyclists and pedestrians, public notice must be placed at the site for a minimum of one week prior to the closing. In addition, if the road surface contains hazards such as uneven surfaces, grooves, steel plates, etc., signs need to be in place to warn of these potential hazards. All parties involved with the construction projects would be responsible for the signage and would have to comply with state laws already in place. Ralph Wessels, a Bicycle Alliance of Washington Legislative

Committee member and a Tacoma Wheelman Club member, drafted the bill.

Second, the Traffic Actuated Signals (HB 1403) proposal passed the House Transportation Committee but failed to move beyond the Rules Committee. HB 1403 addresses vehicle-actuated traffic control signals that fail to recognize motorcycles and bicycles. The bill would require most jurisdictions to upgrade older equipment at existing locations when service or upgrading occurs and whenever new traffic signals are put into place. The major roadblock for HB 1403 is the funding of the projects - specifically, who would be responsible for paying and maintenance of the signals. There has been widespread support regarding the bill, however, funding seems to be the main issue that has stopped it from moving forward at this time.

The proposed Vulnerable User Law (SB 5838) makes drivers of vehicles involved in vehicle/bicycle accidents more responsible for their actions. Currently, unless drivers are found to be under the influence of drugs or alcohol, they face little in the way of responsibility after injuring cyclists, and unless a driver is found to be completely at fault or intentionally malicious to a cyclist that results in injury or death, motorists normally receive mere traffic fines. This bill would assist filling in the numerous gray areas that are contained in the current state law regarding the subject.

These are just a few of the subjects being looked at and talked about in 2009. For the latest updates on legislature pertaining to cyclists visit Bicycle Transportation Alliance's and Bicycle Alliance of Washington's websites as well as *Bicycle Paper's* online news updates.

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"MTB PARKS" FROM PAGE 1

be done there, so we provided a really unique solution for them."

And their solution avoided ruffling the feathers of environmentalists and developers, who had little reason to compete for the bit of property under Interstate-5.

"It's become a nice connector between Capitol Hill and Eastlake. You see joggers and



Courtesy of Dennis Bennett

Airing it out under the bridge, one of the many obstacles at Colonnade.

walkers and people with their dogs. It's been a nice element to the community as well," says Lang.

Evergreen and Seattle Parks and Recreation are now trying to work out a future plan for maintenance of Colonnade. The project's success has opened up other opportunities for Evergreen, like the Duthie Hill Mountain Bike Park.

King County Parks approached Evergreen to develop the park, which will include 12 miles of progressively challenging mountain bike trails for different levels of riders – including kids – in a 120-acre area on the Sammamish Plateau. Evergreen has committed \$40,000 in support of Duthie Hill trail building, to add to \$175,000 in King County Parks and other public funds. While awaiting approval of appropriate permits to begin trail construction, Evergreen is continuing to clear and prepare the trail, and has designated every Wednesday in April for work parties. The park is on schedule to open in about a year's time.

Bike park makes Eagle, Idaho, into suburban heaven

Having an existing model in Colonnade to show to other municipalities helped Evergreen demonstrate its vision and its expertise in carrying out large-scale, community-based

build projects. Another group with similar demonstrated success is SWIMBA (Southwest Idaho Mountain Bike Association). SWIMBA is currently building the Idaho Velodrome and Cycle Park, a family-centered, total cycling facility located in Eagle, Idaho. Portions of the Cycle Park were completed last fall, and SWIMBA hopes to continue with construction as funding becomes available.

Chris Cook of SWIMBA believes that this facility stands out among the many bike parks popping up all over the country. "I think this facility is unique because it combines so many aspects of cycling in one place. It is truly one of a kind."

Since construction began in 2008, SWIMBA, in partnership with the City of Eagle and Ada County, has built a dualslalom and 4X course, dirt jumps, two pump tracks, a skills park and 10 miles of cross-country trails. Volunteers accomplished all of this work, with help from Alpine Parks. Funding is coming from private donors, City of Eagle, Southwest Idaho

Mountain Bike Association and REI, but Cook acknowledges that they are feeling the effects of the struggling economy.

"The current economic environment has put a serious kink in fundraising; we have the volunteers willing to put in the time but we are lacking in the funds for all of the projects."

And SWIMBA will need those funds, given the long list of items on their building schedule for 2009, which includes freeride, BMX and cyclocross projects. Construction on the velodrome is not expected to begin until after 2009.

Bike park boom helps offset British Columbia's trail building freeze

Bike parks are sprouting up everywhere. In the case of British Columbia, these urban/suburban bike centers offer welcome riding opportunities in spite of a province-wide ban on forest trail building.

Last June, the city of Burnaby, east of Vancouver, opened a second mountain bike skills facility in the Burnaby Mountain Conservation Area, joining the other facility at South Burnaby's Taylor Park, which has been open since 2006. In the Okanagan Valley, the city of Kelowna anticipates the construction of its first mountain bike skills park after a year of planning, and it expects the C\$243,000 project to

be completed in the fall. In one more example, the Vancouver Board of Parks and Recreation is now considering the proposal of a BMX and mountain bike facility in Vanier Park.

The growth of bike parks in cities may seem bittersweet to some, for there is at present a trail building freeze on provincial forestland. In a province-wide initiative, the government created the Ministry of Tourism, Culture and the Arts to assess and develop a strategy for the recreational use of forest trails. This ongoing process has effectively halted all trail building, the effects of which are especially being felt in areas like Squamish, where few legal trails exist, and all are overcrowded.

Test of Metal race director and Squamish resident Cliff Miller says that any local club interested in trail construction in the future will have to work directly with the provincial government once the restructuring is finished. He also has no doubt that clandestine trail building is still going on.

"The garden gnomes are out there," Miller acknowledges.

Miller is glad that the government is finally recognizing that "recreation is taking place on Crown land. They ignored [the trail use] for a long time and are working on the plans now." However, he is a bit cynical about the glacial pace at which the government works, adding wryly, "The scariest words in the English language are, 'we're here from the government, and we're here to help.'"

Prison threat at South Seatac Park

Many miles south in Washington's SeaTac area, Miller's ironic words about government intervention are being felt by advocates of Des Moines' South Seatac Park, who are taking exception to a joint agreement by several South King County cities to construct a multi-jurisdictional jail facility for misdemeanor crimes near the park's popular hiking and biking trails.

In a February 26, 2009 press release, the cities group known as SCORE (South Correctional Entity), which represents seven cities, identified as their preferred site a 14-acre wooded piece of property on the Port of Seattle land. On their official website, the organization outlines a design for a single-story, 668-bed prison and its approximate cost of \$80 million. Also listed is the preliminary schedule for the project, with construction slated to begin this September – but not if Wick of Stiff Wick Productions has anything to say about it.

"We're trying to save South Seatac," says Wick. "They want to build a jail on the south end

of the Park ... I'm trying to get Normandy Park and Des Moines to reject that [proposal]."

While SCORE is working toward obtaining the necessary building permits (a process that will also "involve public comment and review," according to the press release), Wick is trying to organize mountain bikers and others users to stop the jail from being built in the neighborhood.

Wick mentions putting up signs, reaching out to residents, attending city council sessions, meeting with local King County and State representatives, signing petitions and speaking to local bike organizations as ways to bring exposure to this issue. "It can't be a one-person battle; it's got to be everybody."

North Seatac Park on road to recovery

While South Seatac Park is faced with having a jail as a neighbor, its sister park, North Seatac, is threatened with simple neglect. To combat that neglect, Wick is working with the City of Seatac Parks Department, the Port of Seattle and Friends of North Seatac to help restore the northern Des Moines' park. These groups welcomed Wick's proposal to clean up North Seatac, revealing motives similar to those of Seattle Parks – Evergreen's partner in transforming the derelict space under I-5 into Colonnade.

"They had problems with homesteading there, drug problems," Wick says of the con-



Courtesy of Dennis Bennett

Work in progress in Eagle, Idaho.

cerned Seatac groups. "They welcomed us to come into the area and make it a more active area [for the community]."

North Seatac Park is indeed becoming a more active area for cyclists. Last fall it was the site of a cyclocross race, and on April 12, 2009, Stiff Wick Productions will host a mountain bike race there. Wick is also working to foster good relationships with other park users, including a rugby organization that holds games in the park's field.

SEE MTB PARKS ON PAGE 9

CYCLING ACCIDENT ATTORNEY

JOHN DUGGAN
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"MTB PARKS" FROM PAGE 8

Although Wick's long-term goals include looking at building new trails in the park, his priority is clearing existing trails in order to "grow cycling activities there" and to make it a pleasant place for walkers and people with dogs.

The future of trail building: doing away with absolutes

A common thread running through these bike organizations is their outreach to communities beyond themselves — tapping into a volunteer workforce, certainly, but also forming coalitions with public and private agencies who can help authorize trail construction.



Courtesy of Joe Sales

Riders of all levels can enjoy Squamish, BC's trails.

This is happening everywhere in the Northwest — in Oregon, PUMP (Portland United Mountain Pedalers) is working in partnership with the Mount St. Helens National Volcanic Monument, the Mount St. Helens Institute and the Forest Service to repair two trail areas. In July, PUMP will hold a camping weekend and work party focused on the Toutle Trail in the Redrock Pass area and the Butte Camp Trail

up to the Loowit Trail on the southwest side of the mountain.

Some organizations like Evergreen are taking their outreach even further, incorporating the unconventional approach of being open to decommissioning trail.

That approach was a key factor in ending the six-year closure of the Paradise Valley Conservation Area. After being delayed by legal issues and differences in vision by various user and conservation groups, Paradise Valley will have its grand opening on April 22 (and a second weekend opening on April 25). Eleven miles of trail will become available to mountain bikers, and there is also the possibility of building a mountain skills park in the southwest corner.

According to Lang, Evergreen took a leadership role in trying to help identify what the problems were in getting Paradise reopened, and to help to solve them in cooperation with Snohomish County.

"In some cases that meant decommissioning trail — so, closing them down — and some people would be really upset about that. Their philosophy would be, never lose any trail. We [at Evergreen] take a little different approach, which is, these are public lands, so we need to work in partnership with everybody, and try to find the best solution for mountain biking but also the community as well. It means doing an honest assessment of what's

needed out there, and decommissioning some [trail] — but as a result, we have an opportunity to create more trail."

Trail decommissioning will also happen with the South Fork Snoqualmie Road-to-Trail Conversion on U.S. Forest Service lands, but the

tradeoff — 20+ miles of new singletrack — may be plenty worth it. Evergreen's design and first phase of construction of the South Fork project and the adjacent Olallie Mountain Bike Trail System are expected to begin this spring.

NEWS

BTA Opposes Bike Registration Bill

BY THE BICYCLE TRANSPORTATION ALLIANCE

The Bicycle Transportation Alliance opposes bicycle registration and other annual fees on bicycle ownership because:

- The net revenue realized would not contribute significantly to the construction and maintenance of roads and the ancillary facilities necessary for complete streets.
- The cost of registration would discourage bicycling — a clean, healthy and sustainable transportation alternative.
- Bicyclists already pay more than their share of road costs through other taxes.

Past efforts to require bicycle registration and the experience of other communities have demonstrated that the net proceeds, after deducting the administrative costs, of bicycle registration programs are minimal. Discussions of these proposals during prior legislative sessions have demonstrated that bike registration programs have discontinued them for this reason.

The costs of providing facilities to accommodate and encourage cycling are minimal in comparison to the value derived by reducing the impacts of our present reliance on motor

vehicles for transportation. Rather than discouraging bicycling by requiring cyclists to pay even more of the costs imposed by motor vehicle operation, policy makers should be exploring ways to make bicycling safer, more convenient and accessible for all citizens.

Many proponents of bicycle registration hold the erroneous perception that motor vehicle operators pay the costs of their use of the transportation system through gas taxes and that cyclists do not pay their fair share of road construction and maintenance costs. In fact, the gas taxes paid by motorists are not sufficient to pay these costs. Property taxes and a variety of other fees that are levied without respect to the mode of transportation used by the taxpayer provide the balance of the road construction and maintenance funds. Bicyclists actually contribute more through these fees than the costs attributable to their use of the transportation system.

The BTA is a statewide non-profit that works to open minds and roads to bicycling. There are more than 5,000 members in Oregon and Southwest Washington, and they have 17 years of experience in bicycle engineering, planning, education and advocacy.



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"NW CONTENDERS" FROM PAGE 1

USA Cycling National Champion with multiple trips to the podium in big races, including the Tour de Georgia, Redlands Bicycle Classic and the Sea Otter Classic. Earlier this year he took 8th in the first stage of the Amgen Tour of California and 4th place in stage two, finishing the race with an overall, and very respectable, 22nd place finish. He has raced in every Tour of California since its inception.

Horner was also the go-to guy for Predictor-Lotto's Cadel Evans, supporting and assisting the Australian in the 2007 Tour de France while climbing with the best in the world. He finished the Tour with a 15th place overall that same year. He has proved to be an outstanding workhorse and superb domestique who sacrifices himself for the better good of his team and team leaders.

Although Horner pulled out of the Paris-Nice race this year, he still has his sights set on some of 2009's biggest races, such as Vuelta al Pais Vasco, Liege-Bastogne-Liege, Tour of Romandie, Giro d'Italia and the Tour de France.

As a solid all-around rider, Horner should have no problem helping Astana's team of powerhouses like Alberto Contador, Levi Leipheimer and Lance Armstrong. This year will be his fourth Tour de France. Horner and the entire Astana team were not invited to the 2008 event because the race organizers felt the 2007 team doping scandal had tarnished the Tour's image, even though the '08 team was composed of all new riders who were not associated with the scandal.

Horner is always optimistic and positive and is known for his no-nonsense attitude.

It's refreshing, and it's what sets Horner apart in a sport dominated by big egos. He's also a father of three, and although he is approaching his late 30's, he isn't looking to give up racing anytime soon.

Ryder Hesjedal - the Climber

British Columbia's Ryder Hesjedal, currently on the Garmin-Slipstream team, is one of the Northwest's premier and up and coming pro road racers. Known for his strong and relentless climbing skills, he is on his way to an extremely successful professional career.

Previously a pro mountain biker, Hesjedal participated in the Olympics and accumulated many World Cup victories and seven World Mountain Bike Championship medals in team and individual events. While still racing knobby-tires, Hesjedal dabbled in the road scene as a stagiaire for Rabobank in 2002, before beginning his professional career with US Postal-Berry Floor and then the 2005 Discovery Channel (yes, the team Lance Armstrong won his last Tour de France with). This 6-foot 3-inch, 28-year old is a formidable threat on the national stage and is rapidly making his mark on the international scene.

Since the start of this season he has already put in impressive results including an 8th place overall finish in the Tirreno-Adriatico and an



Courtesy of CanadianCyclist.com

11th place overall finish in the Tour Down Under, South Australia's largest-ever event. He also finished 10th in Italy's Eroica Toscana, where he instigated a major breakaway in the hilly race with lots of gravel and short, steep climbs. These events are all part of his preparation for the bigger European epics later this summer, including his second Tour de France.

Hesjedal is also a time trial specialist and he is looking to step it up and produce solid results among an extremely talented Garmin-Slipstream team. With the team time trial being reintroduced in this year's Tour de France, Ryder looks forward to pedaling with Christian Vande Velde, David Millar, David Zabriskie and most likely Canadian teammate Svein Tuft as they travel through France's countryside next July.

Svein Tuft - the TT Specialist

Svein Tuft is a true competitor who hails from Canada. This four-time national time trial champion achieved a strong 7th place finish at the 2008 Olympic Time Trial in Beijing, China, followed by a silver medal at the World Championships in Italy in the same discipline — despite a flat in the final five kilometers of the race — surprising many, including himself.

Although not well-known on the European scene, Tuft has been posting strong results on the Continental

Americas for some time. In 2008 he won the overall classification at the Tour de Beauce - Quebec, Canada's international multi-day stage race, and also claimed four Pam Am Championship titles. He was the 2007 UCI Americas Tour champion and the U.S. Open Cycling Championships winner as well.

Tuft's love for cycling came from his early days of bike touring. He rode to both Alaska and Mexico from his hometown in Langley, British Columbia, sometimes working along the way to support his extended adventures. It was these early experiences and long days in the saddle that eventually led him to where he is now.

He started his professional career with Prime Alliance, alongside Chris Horner. He credits working with Horner as a learning experience and a great introduction to professional racing. He later raced for the all-Canadian Team Symmetrics.

A time trial specialist, he is currently on the Garmin-Slipstream roster with fellow Canadian Ryder Hesjedal and Washington native Tyler Farrar, all of whom are looking forward to racing in a Grand Tour this year. Tuft is a team player and will be a great addition to Garmin-Slipstream's team and their 2nd attempt at winning the "big one."

Tyler Farrar - the Sprinter

This six-foot redhead from Wenatchee, Washington, is making quite a name for himself on the international scene in 2009. The 2002 Junior National Champion in individual pursuit, team pursuit and Olympic sprint categories turned pro in 2003 and has steadily climbed the professional ranks since then. He's poised to be a threat in the near future, especially when it comes to his specialty — bunch sprints.

Also on Garmin-Slipstream, Farrar, at age 24, is an integral part of the team. His resumé is already garnished with some impressive results including 5th place at the 2008 Paris-Tours and podiums at some of the bigger American stage races such as a 1st place finish in stage two of the Tour of Missouri, 2nd overall at the Tour of Georgia and a win at the 2005 USPRO National Criterium Championships.

Internationally, he won the 11th stage of Vuelta a Castilla y Leon, and claimed 2nd in two stages of Circuit Franco-Biege in 2008, adding to his two stage victories in both the 2004 and 2005 Tour de l'Avenir.

Farrar, and the public, thought he was going to be riding in the Tour de France last year. Unfortunately the team decided not to send him. Another, more major setback for the rising star happened last year when his father was hit by an automobile while commuting to work by bicycle. Ed Farrar was left paralyzed after the unfortunate accident.

The tragedy has given Tyler even more inspiration to become better, both as a cyclist and as a person. And he has. In fact, Tyler registered the biggest win of his young career when he claimed stage 3 of the Tirreno-Adriatico, outsprinting some of the world's best cyclists, including Mark Cavendish, Thor Husvold and Tom Boonen.

Although known as a "Classics" racer, his sprint could bring him to the start line of the Tour de France this year.



Courtesy of CanadianCyclist.com

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Welcome to the Pacific Northwest's Most Comprehensive Bicycle Calendar

All events are listed chronologically within their respective sections: **Events** (clinics, expositions, lectures, etc.), **Camps**, **Multisport** (events that include cycling as part of the competition), **Series** (competitions where cumulative point standings are awarded), **Cyclocross**, **Mountain Bike Racing** (competition featuring singletrack and other off-road riding), **Mountain Bike Touring** (rides featuring singletrack 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

MARCH

Mar 29: 21st Annual Seattle Area Old Bike Swap Meet

Kent, WA. Old, vintage, antique, classic bicycle swap meet and show. Event is at the Kent National Guard Armory (24410 Military Rd) from 8am-2pm. Jerry Germeau, 206-364-0922, geocities.com/seattleoldbikeswap

Mar 29: Bike Works Dinner & Auction
Seattle, WA. This is our largest fundraising event of the year and a fun night. Takes place at Herban Feast in Sodo. Cost \$70. Auctioning off an assortment of exciting items through a silent and live auction and dinner. Bike Works, 206-725-9408, bikeworks.org

APRIL

Apr 2: Noontime Rides

Portland, OR. Short and fast rides with hills. Meet at SW corner of Pioneer Courthouse Square (Yamhill & Broadway) between Noon and 12:10 pm Mondays and Thursdays. Ray Thomas, 503-228-5222

Apr 17-23: Filmed by Bike

Portland, OR. Filmmakers and bike enthusiasts bring to light the artistic side of cycling culture with love stories, comedies, animated shorts and documentaries tightly edited into eight minutes or less. The resulting program presents an array of creative films that celebrate bike culture worldwide. Presented at the Clinton Street Theater. Event starts at 7pm. Ayleen Crotty, 971-221-7228, filmedbybike.com

Apr 21-22: Oregon Bike Summit

Salem, OR. Don't miss this opportunity to influence the Oregon state legislature and the governor to support a strong bike agenda. Keynote speaker, bike ride, follow up on National Bike Summit. Tara Corbin, Cycle Oregon, 503-287-0405 x 100, bta4bikes.org

Apr 26: Bike Festival

Lewiston, ID. At Kiwanis Park. Gathering of cyclists for fun ride and food. Poker run, bike check and Dogwood Bike Ride. Twin Rivers Cyclists, twinriverscyclists.org

Apr 26: U-District Street Scramble

Seattle, WA. 30 locations circled on a map. Visit as many as you can, in any order, in 90 minutes or 3 hours on foot or on bike. Team and solo. Eric Bone, Meridian Geographics, 206-291-8250, streetscramble.com

Apr 30-May 3: Leadership Training Course - Washington

Port Townsend, WA. Spend three days-plus with some of our most experienced leaders, learning the Adventure Cycling philosophy of leadership and how it applies to both our self-contained and supported bicycle trips. Explore the dynamics of outdoor leadership situations, group motivation, conflict resolution and public relations, along with bicycle repair, camping techniques, food preparation, safety and more, all within the context of a self-contained bike trip. Adventure Cycling Association, 800-744-2453, adventurecycling.org

MAY

May 1-31: Bike to Work Month - Group Health Commuter Challenge

Puget Sound. Ride your bike to work. Join the 30-day Commute Challenge. Challenge your co-workers, your friends and your family to give up the gas and put the pedal to the pavement. Cascade Bicycle Club, 206-517-4826, cascade.org

May 9: Kids Bike Swap

Seattle, WA. Trade outgrown kids' bikes (24" wheels & smaller) for little or no cost! Or buy a bike without trading. It's an affordable way to make sure your kids will keep riding a bike that fits them while they continue to grow. The best way to recycle your bike and a great selection! 10am-4pm at Genesee Playfield, S. Genesee St. & 43rd Ave. S. Jayanthi Reddy, Bike Works, 206-725-9408, scn.org/bikeworks

May 10: Larry Kemp Memorial Ride

Seattle, WA. Ride in remembrance of Larry Kemp to raise money for local Junior racers. Meet at Leschi, ride starts at 9:15am. We ask for donation to help support the Larry Kemp Memorial Fund for juniors (501 C). Jet City Velo / Byrnelvent, info@jetcityvelo.com

May 15: Bike to Work Day

Puget Sound, WA. Ride your bike to work. Stop at any of the commuter booths along the way. Cascade Bicycle Club, 206-517-4826, cascade.org

CAMPS

MAY

May 14-17: Race Across Oregon Training Camp

Hood River, OR. Ride the 527-mile RAO course in 4 consecutive 100-mile days. Fine tune your RAO preparation. Terri Gooch, Race Across Oregon, 541-760-1024, raceacrossoregon.com

May 16: Cycling for a Cure

Seattle, WA. Come ride in support of over 46.2 million people living with arthritis in the U.S. Cycling for a Cure is a 12-week training program leading up to your choice of the Tour de Kitsap metric century, RAPSody and/or Chuckanut Century. Participants commit to raising funds for the Arthritis Foundation's mission to prevent, control and cure arthritis. We provide a custom cycling jersey, weekly training rides, individual coaching and entry fees for the rides. Beginner and experienced riders welcome. Training rides are open to the public, so bring a riding buddy. Tai Lee, Arthritis Foundation Pacific Northwest Chapter, 206-547-2707 x 106, pacificnorthwest.arthritis.org

May 23-24: Dirt Series

N. Vancouver, BC. MTB camps for women. Offers two days of top-notch small group instruction and hours of practice on the trails. Also available 5/30-31, 6/27-28 in Whistler and 6/20-21 at Sun Valley, ID. Dirt Series, 604-905-8876, dirtseries.com

May 29-31: DevineRIDE Women's MTB Skills Camp

Rosland, BC. Fun-filled women's weekend includes skills, trail rides and socializing as well as a bike fit and maintenance seminar for riders of all levels. Cindy Devine, 250-362-7378, devineride.com

MULTISPORT

MARCH

Mar 28: Tri-State Outfitters Spring Duathlon

Lewiston, ID. Staged at Hells Gate State Park. No major climbs. 5-yr age group awards. Start at 10am. 2-mile run, 12-mile bike, 2-mile run. Mike Collins, Lewis Clark State College, 208-792-2308, lcsc.edu/crosscountry/2009funruns.html

Mar 28: Wenatchee Valley Du

Wenatchee, WA. Compete in 3-mile run, 17-mile bike, 3-mile run. Both runs are an out and back format. Start 10am at Confluence State Park. Chance Harris, NCW Sports Events, 509-662-8799, ncwsporevents.com

APRIL

Apr 1: BEAST Adventure Race Series #1

Seattle, WA. 7-14km mountain biking, 3-7km running/hiking, easy map reading and fun challenges. 1.5-3.5 hour finish time. Race #2 on May 13. Eric Bone, MerGeo.com, 206-291-8250, beastrace.com

Apr 3: YMCA Spring Sprint Triathlon

Boise, ID. Indoor swim on Friday at the YMCA, bike and run on Saturday. 9am at Camels Back Park. Adult and youth divisions. Treasure Valley Family YMCA, 208-344-5502 x 23, ymcalvidaho.org

Apr 4: Wenatchee Worlds' Junior Ridge to River Relay

Wenatchee, WA. Focus on fun for "mini" racers who want to test their skills and prepare for future adult events. Teams of school-aged children tackle running, paddling, biking and an obstacle course. Ages 5-12. Start at Walla Walla Point Park. Jennifer Korfiatis, 800-258-2821, r2r.org

Apr 10-11: Snake River Sprint Triathlon

Lewiston, ID. Pool swim on Friday, bike and run on Saturday. Mike Collins, Lewis-Clark State College, 208-792-2308, lcsc.edu/crosscountry/2009funruns.html

Apr 11: Rage in the Sage Duathlon

Benton City, WA. Kiona Winery and Vineyards.

2.5-mile run, 10-mile MTB. 3 Rivers Road Runners, 3rrr.org

Apr 11: Spring Classic Duathlon

Portland, OR. 15-mile bike and 2x 5km runs on flat, fast courses on Marine Drive. Start at Qwest Training Facility. Start at 10am. 12-years-old+ divisions. Team option. AA Sprots Ltd, racecenter.com/springclassic

Apr 18: Wenatchee Marathon

Wenatchee, WA. Full, half, 10km and 2km kids relay. Start at Centennial Park. 509-662-2066, wenatcheemarathon.com

Apr 19: Alcoa's Ridge to River Relay (R2R)

Wenatchee, WA. Adult relay event of nordic ski, alpine ski, run, bike and paddle legs on 35-mile Wenatchee course, or shorter 20-mile Columbia course. Individually or as a team. Jennifer Korfiatis, 800-258-2821, r2r.org

Apr 19: Ski To Sea Race

Kelowna, BC. Go down 60 miles from Big White to Kelowna. 6 legs - DH ski/snowboard, cross-country ski, mtb, road biking, running, canoeing/kayaking. Teams of 2-7. Russ Radi, Kelowna Ski to Sea Race Society, ski2sea.ca

MAY

May 2: The Fiasco in Pasco

Pasco, WA. International Cross Country Course on road 36. 5km run, 30km on dirt and sand, 5km run. All age groups. Eric Greager, 3 Rivers Road Runners, 509-942-7137, 3rrr.org

May 3: Cottonwood Creek Relay Big Adventure Race

Fossil, OR. Nathan Hobson, 503-652-3763

May 16: Pole, Pedal, Paddle

Bend, OR. Teams, pairs or individuals alpine ski, cross-country ski, bike, run, canoe/kayak and sprint to the finish. Mini version for kids the next day. Mt. Bachelor Sports Education Foundation, mbsef.org

May 16: Ski To Sea Race - Junior

Bellingham, WA. At Lake Padden. Elementary, Middle School and Community divisions - running, 3-legged race, bike, soccer and obstacle legs. Bellingham/Whatcom Chamber of Commerce, 360-734-1330, skitosea.com

May 17: Spring Thaw Duathlon

Nine Mile Falls, WA. 2.2-mile run, 9.6-mile bike, 2.2-mile run. Start at the elementary school. Marla Emde, Emde Sports, 509-326-6983, valleygirltri.com

May 17: Urban Assault

Seattle, WA. Bike scavenger hunt that involves street-smart riding, obstacle courses, party. Find checkpoints where physical and mental challenges

MOUNTAIN BIKE SERIES

BC Cup DH Series

May 24; Jun 6-7, 20-21, 27-28; Jul 25-26; Aug 1-2, 23

Series of 7 events raced throughout BC. Best 5 out of 7 results count towards final series standings. Participation in the final event is mandatory. Only full licensed riders are eligible for overall standings. Points to top 59 riders in each race. Cash prize for pro/elite riders. Cycling BC, cyclingbcmb.ca

BC Cup XC Series

May 9-10; Jun 6-7, 28; Jul 19, 25-26; Aug 1-2, 22

Various, BC. 7-event series. Events are organized throughout the province. Points system determines the overall winners. 5 of 7 count. Finals mandatory. All categories. Leader's jersey for Elite category. Event listed as BC Cup XC. Cycling BC, 604-737-3034, cyclingbcmb.ca

Fluidride Cup

Apr 3-5; May 1-3; Jun 12-14, 26-28; Jul 10-12; Aug 21-23; Sep 25-27

Port Angeles, WA / Mt Hood, OR. 7-event MTB gravity race series with events at Mt Hood, OR, Port Angeles, WA, and Kellogg, ID. Each venue offers 1,000' of vertical and courses are designed for a 4-minute fast time. Overall calculated on points. The series is designed around the community. Friday, training, Saturday: DS, Sunday: DH. Lars

Sternberg, Hurricane Racing, Olympic Dirt Society, 206-384-6228, fluidride.com

Indie MTB Series

Apr 12; May 3, 17; Jun 6, 21; Jul 12, 26; Aug 8
Various, WA. Series of 8 events raced/organized by different promoter, but regrouped for points and awards. Overall standing based on points. No minimum number of races to qualify for overall, but use 6 best results. No need to attend final to qualify for overall. Age categories defined as rider's age as of 12/31/09, Clydesdale 200+ lbs. Lisa Miller, 206-291-7773, indieseries.com

Island Cup Series DH

Mar 15, 22, 29; Apr 19; May 3, 24; Jun 6-7, 14
Vancouver Island, BC. 8-event series that features some of the best courses on the Island from Victoria to Port Albernie. Open to all. Most races \$10 but shuttle fee may be requested. Start time around noon, training before. Point system determines the winner in each category. Event identified as Island Cup DH. islandcupseries.com

Island Cup Series XC

Mar 8; Apr 5, 26; May 10, 17, 31; Jun 6-7, 20; Sep 6

Vancouver Island, BC. 10-event series that features some of the best courses on the Island from Victoria to Port Albernie. Open to all. Most races \$10. Start time around noon. Point system determines the winner in each category. Identified as Island Cup XC. islandcupseries.com

Jacksonville STXC

May 3, 10, 17, 24

Jacksonville, OR. Series of 4 short track events raced on Sunday evenings. Short loop with some fire roads, single-track and some climbing. Expert, Sport and Beginner categories. 20- to 40-min races. Scoring on points, tie broken by placing in last race. Joe Davis, 541-951-2831

Knobby Tire Series

May 9, 17; Jun 27-28; Jul 25; Aug 29

Various, ID. Series of 6 events. Overall standings calculated on points. If move up on point, half points will follow you. Identified as KTS events in description. Davey Moore, Knobby Tire Series, 208-338-1016, knobbytireseries.com

Oregon MTB Series

Apr 5, 25-26; May 3, 10, 16-17, 30-31; Jun 7, 14, 21, 27-28; Jul 4

Various, OR. Series of 14 XC, ST and MXC events, with points awarded to overall series winner. See individual events for location and start times. 20 categories, individual and team standings. Events identified as OR MTB Series. Mike Ripley, Oregon MTB Series Director, breakawayconsulting.net/oregon_mtb_series.html

West Side MTB Series

Feb 22; Mar 8, 29; Apr 5, 11

SeaTac, WA. 6-event series. Points awarded to each finisher at each event. Final standings calculated on top 5 results. U-18, 19-29, 30-39, 40+ divisions, Beginner, Sport, Expert categories. Single speed class. Start time, Beg: 8:30am, Open/Expert: 9:30am, Sport/Singlespeed: 11 am. BuDu Racing, 260-920-3983, buduracing.com

Wild Rockies Series

Apr 11; Jun 7, 28; Jul 10, 11-12; Aug 1-2; Sep 12, 13, 19, 20

Nampa, ID. 2 series under one roof. Best 8 out of 10 results count towards final standings for XC series, DH 5 out of 7. Custom medals for top 3, prizes drawings at every races. XC. Event identified as WRS XC or WRS DH. Darren Lightfield, Wild Rockies, 208-388-1971, wildrockies.com

WEEKLY SERIES

WEDNESDAY

Wednesday Night World Championships

April 1-August 26

Seattle, WA. In its 16th season. Racing at South Seatac starts at 6pm for the beginners and 7pm for the sport and expert riders. Men and women classes. No points, no overall, just plain fun on a course that changes every week. Excellent for training. Big end of year party. \$10/race. Wick, Stiff Wick Productions, 206 919 5741, stiffwick@comcast.net

Wood River Cup

May 27-June 24

Hailey, ID. 8th annual Short Track XC series at the Community Bike Park - C race at 5:30pm (20 min + 1 lap), B at 6pm (30 min + 1 lap), Shimano youth series at 6:40pm, and A race at 7pm (40 min + 1 lap). Registration opens at 5pm. New course each week. Prizes for each race and overall series. Best 4 of 5 for overall standings. Bill Olson, Sun Valley Road & Dirt, 208.788.9184, roandandirt.org

FRIDAY

Central Oregon Short Track Series

May 1-July 21

Bend, OR. 6-event Tuesday night series. Runs on the 1st and 3rd Tuesday of May, June and July. Matt Plummer, Central Oregon Racing,

centraloregonracing.com/races/nwxcrit.htm

RACING

MARCH

Mar 29: Nanaimo Downhill

Nanaimo, BC. Fast fun DH with shuttle to the top. Island Cup DH event. Part of Island Cup Series DH. islandcupseries.com

Mar 29: West Side MTB Series #4

Sammamish, WA. Soaring Eagle Park. See race series for details. BuDu Racing, buduracing.com

APRIL

Apr 3-5: Fluidride Cup #1

Port Angeles, WA. See race series for details. Lars Sternberg, Hurricane Racing, Olympic Dirt Society, 206-384-6228, fluidride.com

Apr 5: Cumberland XC

Cumberland, BC. Cross-country event. Part of Island Cup XC. Part of Island Cup Series XC. United Riders of Cumberland, islandcupseries.com

Apr 5: Horning's Hustle MTB

North Plains, OR. OR MTB #2. Held in Horning Hideout. 5-mile clover leaf course with ups and downs, fire roads, water crossing, singletrack and fields. All categories, plus kids and unicycle. Cash prize & product. First race off at 11am. Part of Oregon MTB Series. Tom Hoffman, 503-475-3417, thoffman10@verizon.net

Apr 5: West Side MTB Series #5

Whidbey Island, WA. Cookin' in the Kettles. See race series for details. Rory Muller, BuDu Racing, 260-920-3983, buduracing.com

Apr 11: Barking Spider Bash

Melba, ID. Wild Rockies XC series opener. Trail run starts at 9am, MTB races around noon. 10.5-mile loop. Beginners do 1 lap, Sport 2 and Expert/Pro 3 laps. Tasty lunch and beverages, free kids race follows awards. This is desert racing at its finest! Part of WRS XC. Part of Wild Rockies Series. Wild Rockies, 208-587-9530, wildrockies.com

Apr 11: West Side MTB Series #6

SeaTac, WA. South SeaTac Park. See race series for details. BuDu Racing, buduracing.com

Apr 12: North Seatac - Indie #1

SeaTac, WA. Brand new course, brand new race just minutes from Seattle. Food drive, bring a can of food and the organizer will match it. Benefit the local food banks. Part of Indie MTB Series. Stiff Wick Promotions, 206-824-7666, indieseries.com

Apr 19: Cumberland DH

Cumberland, BC. Island Cup DH event. Part of Island Cup Series DH. United Rider of Cumberland, islandcupseries.com

Apr 19: Devil's Slide MTB Race

Lewiston, ID. XC mountain bike race for everyone on the park's Devil's Slide course. Course designed by Sean Ellis. Joe Wagenbrenner, 208-301-1408, devillsliderace.com

Apr 25-26: Bear Springs MTB

McCubbins Gulch, OR. OR MTB #3. Saturday short track, Sunday XC. 10, 20 & 30 miles, depending on class. 95% single-track. 500'-2,000' of elevation. Single lap format. Part of Oregon MTB Series. Petr Kakes, Hurricane Racing, 503-272-0146, skibowl.com

Apr 26: Hammerfest XC

Parkville, BC. Cross-country event. Part of Island Cup Series XC. Arrowsmith MTB Club, islandcupseries.com

MAY

May 1-3: Fluidride Cup #2

Port Angeles, WA. See race series for details. fluidride.com

May 3: Hammerfest DH

Parkville, BC. Island Cup DH event. Part of Island Cup Series XC. Arrowsmith MTB Club, islandcupseries.com

May 3: Jacksonville STXC

Jacksonville, OR. See race series for details. Joe Davis, 541-951-2831, obra.org.

May 3: Peak Sports Mudslinger

Philomath, OR. Oregon State Championships. OR MTB #4. New course with some new twists and some of the slickest singletrack ever. Great first timer course, epic battles for pro class and Great Harvest bread and soup after. First start 10am. Beginner 12 miles, others 24. Course located at 35177 Tum Tum Rd. Part of Oregon MTB Series. Mudslinger Events, 541-847-3030, mudslingerevents.com

May 3: The Tucker Classic - Indie #2

SeaTac, WA. South SeaTac, urban MTB oasis. Rolling hills and twisty trails, located really close to home. Food drive, bring a can of food and the organizer will match it. Benefit the local food banks. Part of Indie MTB Series. Stiff Wick Productions, 206-824-7666, indieseries.com

May 9: 12 Hours of South Seatac

Seattle, WA. Race starts at noon and ends at midnight. Solo, 2- and 4-person teams. Lots of singletrack and fun riding. Costume contest. Food drive event, bring a can of food and the organizer will match it and give it to local food bank. Wick, Stiff Wick Productions, stiffwick@comcast.net

MOUNTAIN BIKE CALENDAR

of BC Cup XC Series. Rod Camposano, SCUMB, 604-886-1525, SCRatRace.com

May 9: Sagebrush Scramble - ST

Boise, ID. Wind it up and get it on! Action-packed short track racing just 23 miles SE of Boise Racing and BBQ starts at noon. Come race, hang out and have fun. Part of Knobby Tire Series. Knobby Tire Series, knobbytireseries.com

May 10: Cascade Chainbreaker

Bend, OR. One of the biggest races in Oregon. The course is fun and challenging. OR MTB Series event. Part of Oregon MTB Series. Kevin Gorman, Webcyclery, 888-759-2453, webcyclery.com

May 10: Duncan Cross-country

Duncan, BC. Part of Island Cup Series XC. Experience Cycling, islandcupseries.com

May 10: Jacksonville STXC

Jacksonville, OR. See race series for details. Joe Davis, 541-951-2831

May 16: Ore Crusher

Squamish, BC. Lap race at Cheekeye. Fan area. Distance: 40km. Test of Metal, 604-898-5195, testofmetal.com

May 16-17: Spring Thaw MTB Festival

Ashland, OR. XC on Saturday at Lithia Park - Beginners start 9am for 9 miles, others start 9:30am for 23.5 miles. Kids race at 1pm. Sunday DH starts at 11am, practice starts at 9am. Part of the GT Golden Bike Series. DH offers a thrilling 1.7 miles, with technical sections. Classes for every age division and ability level. First riders off at 11am from Four Corners. Part of Oregon MTB Series. SOMBRA, 541-601-9663, somba.org/springthaw

May 17: Avimor Coyote Classic

Boise, ID. High speed rolling double-track. Tight,

technical sagebrush singletrack, water crossings, quick steep drops, nasty little granny gear climbs. Single-speeders' dream. Fat cash for the Pros, great racing for everybody. AMBC race. Part of Knobby Tire Series. Davey Moore, Knobby Tire Series, knobbytireseries.com

May 17: Jacksonville STXC

Jacksonville, OR. See race series for details.

May 17: Port Alberni Marathon

Port Alberni, BC. Part of Island Cup XC. Part of Island Cup Series XC. Alberni Valley Riders, islandcupseries.com

May 17: Whidbey Island Mudder

Langley, WA. Indie #3. 5.5-mile loop features climbs, a few fast descents and sections of single-track. If it's warm and dry, the course can get dusty; watch out for mud if it's wet. Part of Indie

MTB Series. Robert Frey, One Speed Promotion, indieseries.com

May 23-24: 24 Hours Round the Clock

Spokane, WA. 24-hour race at Riverside State Park. 14-mile loop for all ages and ability levels. Teams of 2, 4, 5 or 10 as well as solo and solo singlespeed. Free kids race. Onsite camping. Medals 3 deep. Cash for top 3 in solo divisions. Make your Memorial Day weekend one to remember. Round & Round Productions, roundandround.com

May 23: Annual Lava Rama

Pocatello, ID. Canceled for 2009.

May 24: Jacksonville STXC

Jacksonville, OR. See race series for details.

May 24: Shore Festival

Vancouver, BC. Cycling festival offers something for everyone, from kids to all level of mtb riders.

More details to be announced. Part of BC Cup DH Series. cycling.bc.ca

May 24: Victoria Super D

Victoria, BC. Part of Island Cup Series DH. islandcupseries.com

May 30: Endurance Festival

Eagle, ID. 20-, 40- and 50-km routes. Stage at the velodrome and cycling park. Course on the famed City Creek Trail system. Mike Welch, Peak Inspiration, 866-8-Eco-Fun, EnduranceFestival.com

May 30-31: Falls City MTB Festival

Falls City, OR. Fun and challenging 4.5-mile loop with 1,000' of climbing per lap, great singletrack. Only 1 road climb. Registration opens 8am. First start 10am. DH on Sunday. Part of Oregon MTB Series. Half Fast Velo, halffastvelo.com

May 31: Marathon Nanaimo

Nanaimo, BC. Part of Island Cup XC. Part of

ROAD CALENDAR

must be completed before moving on. Team event. Urban Assault, 303-408-0747, urbanassaultrace.com

SERIES

BC Cup Road Series

Apr 25-26; May 9-10; Jun 7, 13-14; Jul 1 Various, BC. Includes 5 road race events. Top caliber racing in BC. Overall standings and prizes based on points. Cat 1/2 men, Cat 1/3 women. Overall standings calculated on points. Top 10 of each criterium or road race earn points. Best 4 out of 5 results count towards final GC. Awards and jerseys presented at Finals for team and individuals. Cash prize. Identified as BC Cup. Cycling BC, 604-737-3137, cycling.bc.ca

BC Masters Assoc.

Apr 19; May 3, 23-24, 31; Jun 6, 14, 20-21, 28; Jul 1, 4-5, 18-19, 24-26; Aug 16, 23, 29, 30; Sep 6

Various, BC. Series of 24 races. Best 15 results count toward overall. Open to men and women 30+ years old. Staged in the Lower Mainland, Vancouver Island or Interior. Age group cat: 30-34 and all subsequent in 5-year increments. In 2008 there was an 80-84 category. Relaxed and fun atmosphere. BCMCA membership, CBC Citizen or UCI license needed. Bill Yearwood, 604-267-7338, bcmasterscycling.net

BCC Spring Series

Mar 8, 15; Apr 5, 19

Boise, ID. Series of 4 road events and 1 TT. \$75 for the series, online registration only at www.sportsbaseonline.com, no day of registration. \$5,000 in cash and prizes for top 3 in each category. Listed as BCC. Includes Jason Broome ITT (3/8), Slammer RR(3/15), Birds of Prey RR (4/5), Chicken Dinner RR(4/13) & Emmett-Roubaix (4/19). Mike Cooley, Boise CC / George's Cycles, 208-343-3782, georgescycles.com

Carnation Time Trial Series

Mar 29; May 10; Jun 27

Carnation, WA. The series consists of 3 separate races on 3/29 (short), 5/10 (hilly) and 6/27 (long). Starts at 8am at Tolt Middle School (SR 203). \$1,200 in cash for overall men and women top 3. Points awarded to top 10 in each race. Age group U20, 21-39, 40-49, 50+. Neal Goldberg, FootWorks Cycles, LLC, 206-632-4578, footworkscycles.com/timetrial

Comox Cup

Apr 5; May 17; Jun 14; Jul 11-12; Aug 23

Comox, BC. 5-race series open to A, B and C categories, provisions for Junior, Cadet and Women upon turnout. Includes RR, ST, HC and TT. Points for each category. Comox Valley Cycling Club, cvcc.ca

Comox Valley TT Series

Apr 15,

Comox, BC. Held every Wednesday. Course varies each week. 16km out and back race on Headquarters and Rennison Rd, (HQ) on 4/15, 5/13, 6/10, 7/15. The more difficult Forbidden Plateau (FP), 12km out and back course is used on 4/29, 5/27, 6/24, 7/29. Dove Creek (DC) lap course used on 4/22, 5/20, 6/17, 7/22. Double DC (32.5km) on 5/6, 6/3, 7/8, 8/5. All categories, best time and points awards for overall standings based on number of participants at each event. All categories from 12-13 years old to Masters 70-74. Comox Valley Cycling Club, cvcc.ca

Estacada TT Series

Apr 5, 19; May 3

Estacada, OR. 3-event series, each offers a 20-mile TT for adult categories, 10-mile for younger Juniors on an out and back course. Overall standings and awards at the end of the series. Registration from 8:30-9:30am, first rider off at 10am at Promontory Park. Geri Bossen, Team Bossen, 503-297-2434, obra.org

EV Spring Series

Mar 15, 21-22, 28-29; Apr 2-3, 11-12

Langley, BC. Series comprised of 10 events on 5 consecutive weekends. 3 racing groups: A, B & C at all races, and a novice in 5 events on 3/15, 21, 28. Distance varies from 50-140km, 30-35

for novices. Overall calculated on points. Race starts at 10:30am. Jeff Ain, Escape Velocity CC, escapevelocity.bc.ca

Garmin Cat 4 Women's Race Series

Mar 14, 22, 28; Apr 12, 25, 26; May 30-31; Jun 7, 20; Aug 1

Various, WA. Series of 10 events. Points to top 15 finishers in Cat 4 events, plus points for finishing other events. Prizes for top 15 overall. Minimum 2 races to qualify for overall. Listed as Cat 4 W Series in event description. WSBA, wsbaracing.com

Norm Babcock Cat 4 Women Series

Mar 15, 29; Apr 19; May 16; Jun 28; Jul 6, 12-13; Aug 1, 8, 28-30

Various, OR. 11 events with separate Cat 4 women fields. Sponsored by Veloforma and Garmin. Points to the top 10 in each event. Listed as NB Cat 4 W. Kenji Sugahara, OBRA, www.obra.org

Oregon Cup - Road

Mar 15; Apr 11, 19; May 16, 17, 23; Jul 12-13

Various, OR. Series of 7 events for Cat 1/2 men and Cat 1/3 women, overall based on points. Top 20 in each event score point. Cash prizes for top 5 in both categories overall. Listed as OR Cup. OBRA, obra.org

Seattle LAJRS Series

Apr 12; Jun 20; Jul 4; Aug 30; Sep 6

Seattle, WA. 5-event series for Junior riders. All events are criterium races. Age categories: 10-12, 13-14, 15-16, 17-18. Winners in each category receive jersey at end of the season. Best 4 out of 5 count towards final standings. David Schilling, Northwest Junior Racing Series, 206-619-1355, radracingnw.org

Southern Oregon Time Trial Series

Mar 15, 22, 29

Medford, OR. First rider off at 9am, 1-min intervals. Ribbons to top 3 in each class after each event. Raffle after the final race. Money to the top 3 males and females. 3 start locations and distances. All categories including tandem and handcycle. OBRA license required. Amy Warner, 541-601-9663, obra.org

Triple Crown Series

May 16; Aug 1; Sep 5

Boise, ID. Can you climb? Series includes Galena Hill climb (5/16), Mt. Harrison hill climb (8/1) and Bogus Basin hill climb (9/5). 208-323-2376, lostrivercycling.org

Volk! Cat 3 Women's Race Series

Mar 7, 14, 21, 28; Apr 12, 26; Jun 6; Jul 12

Various, WA. Series of 10 events where Cat 3 women race on their own or with Cat 1/2 but are scored separately. Points to top 10 finishers. WSBA, wsbaracing.com/women_cat3.asp

WSBA BARR

May 2, 16-17; Jun 21, 27, 28; Jul 4, 18-19; Aug 2, 8; Sep 6

Various, WA. Best All around Road Rider. 11 state championships events count towards overall BARR results. Points allocated to top 10 in each category. Only WSBA members get points. Team points calculated on sum of top 5 riders. Listed as WA BARR. WSBA, wsbaracing.com

WEEKLY SERIES

MONDAY

Monday PIR

May 4-August 31

Portland, OR. Races for Masters 30+ men (novice and experienced) and all women (any age/ability, including Juniors) at the Portland International Raceway. 5 categories. Course is a flat, wide, 1.9-mile loop, closed to traffic with excellent pavement. No tight corners. Great place to learn bicycle racing. Designed to provide fast, fun and exciting racing for any ability, skill and experience level of cyclist. New racers are welcome and encouraged, women first time rider clinics 2nd

Monday of each month. Registration at start/finish line open at 5pm, first race at 6:15pm. GC at the end of each month. Jim Anderson, 503-975-8229, racemondaynight.com

TUESDAY

Baddlands Twilight Series

April 14-August 25

Spokane, WA. All races start at 6pm sharp, registration opens at 5pm. Type of event and location vary every week. Yellow centerline rule in effect in all TT and RR. Award party after the last race. Baddlands Cycling Club, 509-456-0432, baddlands.org

EV Tuesday Nighters

May 5-August 25

Vancouver, BC. Road racing every dry Tuesday (rain = no race) from 6:30pm to 8:30pm. Registration starts at 6pm. Women and Men 4/5 race at 6:30pm, Cat 3/4 men at 7pm and Cat 1/2 men at 7:30. Course on the campus of UBC. Escape Velocity, escapevelocity.bc.ca

Hutch's Hill Climb Series

April 7-28

Eugene, OR. April hill climb series comprised of 4 events on consecutive Tuesdays. Open to all categories. 3.7-mile climb featuring 800' of elevation gain with up to 13% grade. This challenging course up McBeth has been used in the Tour Willamette and offers a flat start with climbing the rest of the way. Fast times are in the 11s, great times are in the 10s. TT solo starts. All categories. Sal Collura, 541-747-3336, obra.org

Hutch's TT Series

May 5-26

Eugene, OR. Series of 4 events. This flat, windy 15km loop outside of Coburg has become the standard to test one's TT fitness. Bring all of your new equipment. All categories. Sal Collura, 541-747-3336, obra.org

Pacific Raceways Series

March 24-August 25

Kent, WA. Tuesday night racing. Points awarded to top 5. 2.25-mile closed course. Registration from 5:30pm to 6:50pm. Race starts at 7pm, except week 1 & 2 - 6:45pm. Course varies every week. Women Cat 3/4 race on 7/7, 7/28 and 8/18. No race on 7/14. Rory Muller, BuDu Racing, 260-920-3983, buduracing.com

Tuesday PIR

April 7-August 25

Portland, OR. Portland International Raceway. Series for Cat 1/3, Cat 3/4, Cat 5/4w regardless of gender. Flat 1.9-mile loop, wide road with excellent pavement, closed to traffic. Distances and hot spots vary depending on daylight. Cash and merchandise prizes. Bring can of food and receive discount on entry fee. First start at 6pm. Benefits the Oregon Food Bank. Jeff Mitchem, 503-233-3636, obra.org

WEDNESDAY

Central Oregon TT Series

April 29-June 3

Bend, OR. 6-event Wednesday night series. Runs 4/29, 5/6, 5/13, 5/20, 5/27, 6/3. Matt Plummer, Central Oregon Racing, 541-385-7413, centraloregonracing.com/races/nwxcrit.htm

Phoenix Velo Wednesday Night Racing

March 11-August 26

Mission, BC. Mission Raceway on Wednesday nights. All ages and abilities to learn group tactics, cornering, sprinting and race simulations. Friendly competitive atmosphere. Licensed and unlicensed riders welcome. Top 5 each night receive points toward overall standings. 3 groups, intensity and distances vary according to ability. Registration starts at 6pm. Bruce Wenting, 604-826-1411, wentingscycle.com

THURSDAY

Coastal Challenge

May 7-August 27

Richmond, BC. Criterium every Thursday evening

from May until August. 1.8km flat and fast course with wide turns. Open to all, split into 3 racing groups: A, B and C. New this season - race for Junior U15 and 16-18. Points allocated after each race. Registration opens at 5:30pm. No racing if raining. Location at the Riverside Industrial Park on No#5 Rd and Machrina. Team Coastal, 604-788-1873, teamcoastalcycling.com

First Rate Mortgage Criterium Series

April 2-September 3

Seattle, WA. Criterium racing every Thursday night. Short 0.8-mile raindrop-shaped loop in the park. Smooth pavement, 200m hill each lap, 140-degree turn. Race directions vary. \$10 per night. Registration on race day only. Opens at 4:30pm, First timers clinic at 5pm, A group at 5:30pm, B at 6pm, C at 7pm. Nightly cash and primes. Pts 6 deep. David Douglas, pazzovelo.com

Hood River Crit Series

April 2-23

Hood River, OR. Fun, low-key early season Crit series. Wide-open flat course, easy turns, lots of room. Good for all, including beginners. 4 Thursday night events - first race off at 5:30pm. Jeff Lorenzen, 541-490-6837, discoverbicycles.com

Logan Race TT Series

May 21-August 20

Logan, UT. Thursdays, 6:30pm. Training tool for cyclists of all levels and abilities. Logan Race Club, 435-787-2534, loganraceclub.org

So Oregon Champion Series

May 21-September 10

Ashland, OR. Thursday night racing. Southern Oregon Dragway - Circuit race. Distance varies as daylight permits. A: 18+ laps. B: 5 races each distance - 10, 12, 14 laps. Each lap is 12 miles, with an elevation gain of 50'. A - Cat 1/2/3 B - Cat 4/5. Good event to work on team strategy. No race on 6/4, 7/9. Ed Garfield, 541-840-0713, obra.org

RACING

MARCH

Mar 28-29: EV Spring Series #4 & #5

Langley, BC. Saturday: River Road course. Novice included. Sunday: Bradner course, challenging road race. See race series for details. Escape Velocity, escapevelocity.bc.ca

Mar 28: Independence Valley

Road Race

Rochester, WA. 19.5-mile loop with rolling hills and a few short climbs. All senior and masters categories. Distance varies from 39-78 miles. Registration opens at 7:30am. Start at Swede Hall. Part of Volk! Cat 3 Women's Race Series, Garmin Cat 4 Women's Race Series. Erik Anderson, Sound Velo Cycling, 360-870-5025, soundvelocycling.com

Mar 28: WWU North Shore Circuit

Race

Bellingham, WA. Collegiate road event - circuit race. This traditional Bellingham circuit has 575' of climbing per 8-mile lap on quiet country roads on the North Shore of Lake Whatcom. Open to Collegiate, Men: Cat 1/3, Cat 4/5, Open women. Also TTT - sort of flat out and back course. Phil Elsasser, WWU Team, 847-528-9461, wuwucycling.com/events.html

Mar 29: Carnation Time Trial Series #1

Carnation, WA. Short flat course - 20km. Ideal to get in the rhythm of TT racing. See race series for details. Neal Goldberg, FootWorks Cycles, LLC, 206-632-4578, footworkscycles.com/timetrial

Mar 29: Piece of Cake Road Race

Woodland, WA. 17-mile loop west of Woodland, about 30 minutes from Portland. Flat, likely windy and wide roads. Start/finish in front of NW Pet Products. Open to all categories including Juniors. Registration begins at 8am and up to 15 min. before your start. First start at 10am, Cat 1/2 men -68 miles. Junior 10-12 do 10 miles. Part of Norm Babcock Cat 4 Women Series. Ken Finch, PrestoVelo Cycling Team, prestovelo.com

Mar 29: Southern Oregon TT #3

Medford, OR. Colver Park course, 10.4 miles. See race series for details. Amy Warner, 541-601-9663, obra.org

APRIL

Apr 2-3: EV Spring Series #6 & #7

Abbotsford, BC. Saturday: Atomic Road course. Sunday: Aldergerove Border Crossing - Zero Ave circuit, east of the border crossing. Novice on Sunday. See race series for details. Escape Velocity, 604-734-4241, escapevelocity.bc.ca

Apr 3-5: Cherry Blossom Classic

Stage Race

The Dalles, OR. 3-day, 4-stage event in and around The Dalles. Enjoy the dry side of the Cascades with 2 rolling RR a flat 8-mile TT, and super fast 4-corner crit in downtown The Dalles. \$8,000 in prizes available. Pro men 1-2, Pro women 1-3, Cat 3 men, Cat 4 men, Masters 40+ men, Masters 40+ women, Cat 3-4 women. Chad Sperry, 541-980-2344, cherryblossomclassic.com

Apr 4-5: Tour of the Frozen Flatlands

Spokane, WA. 20th Annual Cooper Jones Memorial Omnium Saturday: 2.5-mile circuit race on a flat course [at Spokane Raceway Park] and TT. Sunday: road race, mostly flat with small risers and uphill finish. Pre-registration only. Baddlands Cycling Club, 509-456-0432, baddlands.org

Apr 5: Birds of Prey Road Race

Huna, ID. Distance varies from 50 to 80 miles. First start at 10am. Start at Kuna-Mora road at the railroad tracks. ID BAR event. BCC #3. Part of BCC Spring Series. Mike Cooley, Boise CC / George's Cycles, georgescycles.com

Apr 5: Comox Cup #1

Comox, BC. Time trial on Dove Creek 32.5km circuit. See race series for details. Comox Valley Cycling Club, cvcc.ca

Apr 5: Estacada TT Series #1

Estacada, OR. See race series for details. Geri Bossen, Team Bossen, 503-297-2434, obra.org

Apr 11-12: EV Spring Series #8 - #10

Langley, BC. Devo Spring Classic - Saturday: Old Yale Criterium (includes novice), and River Road TT - 12km out and back TT near the Fraser River. Sunday: Zero Ave - rolling circuit with small hills beside the US border. Overall based on points. See race series for details. Escape Velocity, 604-734-4241, escapevelocity.bc.ca

Apr 11: George's Kids Races

Middleton, ID. Road race. Mike Cooley, Boise CC / George's Cycles, 208-343-3782, georgescycles.com

Apr 11: Kings Valley RR

Pedee, OR. La Doyenne of Oregon road races. A rolling course perfect for the strong men/women. 19.5-mile loop on good to excellent roads. Registration opens at 9am, race starts at 10am. For Cat 1/5 men, Cat 1/4 women, Masters 40/50+. OR Cup #2. Part of Oregon Cup - Road. Scott Goldstein, Classic Events, 541-343-4833, scott.goldstein@summitbankonline.com

Apr 11: Volunteer Park Criterium

Seattle, WA. Criterium on a 0.8-mile loop inside Volunteer Park, with a small 150-yard hill. Cucina Fresca Cycling Team, supersquadra.com/vp.aspx

Apr 12: Brad Lewis Memorial

Criter

Apr 18: Tax Day Circuit Race

Pocatello, ID. Mixture of dirt and pavement. Idaho Cycling Enthusiasts, 208-282-3532, idahocycling.com

Apr 19: BC Masters Assoc. - #1

Abbotford, BC. 70km rolling road race. Start at Aldergrove Lake Park. Double points. See race series for details. Godron Reddy, BC Masters Cycling Association, 604-857-1801, bcmasterscycling.net

Apr 19: Chicken Dinner Road Race

Nampa, ID. Start at Chicken Dinner and Perch Rd. (south of Nampa). Distance from 39 to 65 miles. ID BAR event. BCC #4. Part of BCC Spring Series. Mike Cooley, Boise CC / George's Cycles, georgescycles.com

Apr 19: Estacada TT Series #2

Estacada, OR. See race series for details. Geri Bossen, Team Bossen, 503-297-2434, obra.org

Apr 19: Table Rock Road Race

Medford, OR. Course favors the power climber with nearly 1,000' of gain per 20-mile lap. 2 separate climbs per lap with a hillcrest finish. Great surfaces. Post race BBQ and good times. OR Cup #3. Part of Norm Babcock Cat 4 Women Series, Oregon Cup - Road. Mike Ripley, Mudslinger Events, 541-847-3030, mudslingerevents.com

Apr 22: Comox Valley TT Series

Comox, BC. DC course. See race series for details. Comox Valley Cycling Club, cvcc.ca

Apr 23-26: Willamette Stage Race

Coburg, OR. Stage 1 - Coburg RR (pro men/women only). Stage 2 - Wolf Creek RR starts at King Estates Winery. Stage 3 - Alsea Fall RR starts at Philomath Middle School for 96km and 400' of climbing. Stage 4 Corvallis TT, 14.5 miles to finish the weekend. Mike Ripley, Mudslinger Events, 541-847-3030, willamettesr.com

Apr 25-27: Deschutes River Valley Time Trial Festival

Maupin, OR. 3 individual stages over the weekend. Staging at Imperial River Company. Open to all 19+ riders; tandem and recumbent categories. Registration 6:30-8:30am. 1st race - 25 miles at 9am; 2nd - hill climb 8 miles at 3pm; 3rd - 49 miles at 9am on Sunday. Terri Gooch, 541-760-1024, racecrossoregon.com

Apr 25: Green Valley Time Trial

Auburn, WA. 12-mile course on Green Valley Rd. near Flaming Geyser State Park outside of Auburn. Start/finish at the corner of Green Valley Rd and 218th. Registration from 7:15-8:30am. Race starts at 9am. Part of Garmin Cat 4 Women's Race Series. BuDu Racing, 260-920-3983, buduracing.com

Apr 25-26: Race the Ridge - BC Cup RR

Maple Ridge, BC. Stage Race. Road, criterium and time trial. Part of BC Cup Road Series. Barry Lyster, Local Ride, 604-466-2016, localride.ca

Apr 26: Byrne Invent Vance Creek RR

Elma, WA. 13 miles of rolling hills combined with flats, twisty roads and one good climb to the finish. Course can be windy. Open to all categories. Distance varies from 26 to 93 miles. Registration open at 8am. Pre-registration encouraged. Part of Volk Cat 3 Women's Race Series, Garmin Cat 4 Women's Race Series. Erik Anderson, wsba.org

Apr 26: Emmett-Roubaix RR

Boise, ID. Start at Emmett City Park on Main St. First start at 10:30am, distance between 45-65 miles. ID BAR event. Mike Cooley, Boise CC / George's Cycles, georgescycles.com

Apr 28: FCA Endurance TT

Boise, ID. Hubbard course: 10-mile out and back course. Start at Overland Rd. B group = Cat 4/5 men, Masters B men, Cat 3/4 women and Juniors, followed by A group = Cat 3 men, Masters A men, Cat 1/2 men, Cat 1/3 women. First start at 6pm. Limit 75 riders per group. ID BAR event. Team FCA Endurance, 208-861-7227, fcaendurance.com

Apr 29: Comox Valley TT Series

Comox, BC. FD course. See race series for details. Comox Valley Cycling Club, cvcc.ca

MAY

May 1-3: Bode TT Festival

Boise, ID. Cash purse. 3 days - Prologue + 3 TTs for overall standings. All categories from Juniors to Pro 1-2. Triathlon class. Prologue: 2-mile HC. Saturday am: 10 miles, Saturday pm: 5 miles non-aero. Sunday: 30 miles. Cost: \$75. Field limit: 300. ID BAR event. Mike Cooley, Georges Cycles & Fitness, 208-343-3782, georgescycles.com

May 2: Glenwood Road Race

Glenwood, WA. Washington State Senior Road Race Championships. Open to Cat 1/5 men, Cat 1/4 women with separate starts for each category. First start at 9am. Distance varies between 40 and 100 miles, raced on a rolling 15.5-mile loop. Part of WSBA BARR. Erik Scheller, glenwoodrr.blogspot.com

May 2: Twickenham Road Race

Fossil, OR. Not one flat mile on this course - a hill climber's dream. Course features 3 major climbs including the one to the finish. No category, club/team event only. Results calculated on combined time of lowest 4 riders. Nathan Hobson, 503-652-3763, obra.org

May 3: BC Masters Assoc. - #2

Maple Bay, BC. 65km road race on rolling terrain. Start at 12pm at Moose Hall. See race series for details. David Mercer, BC Masters Cycling Association, 778-430-0646, bcmasterscycling.net

May 3: Cottonwood Creek Relay Big Adventure Race

Fossil, OR. Nathan Hobson, 503-652-3763, obra.org

May 3: Estacada TT Series #3

Estacada, OR. See race series for details. Geri Bossen, Team Bossen, 503-297-2434, obra.org

May 3: Long Beach Road Race

Long Beach, WA. 10.5-mile loop starting at the Longbranch Improvement Center. Course is rolling, with 1 steep 1/2-mile climb and 2 gradual 1/4 mile climbs. Registration opens at 7:30am. First start is at 9:30am. Tom Hackleman, 253-759-9707, wsba.org

May 3: Warp Speed TT

Abbotsford, BC. 20.6km time trial out and back. Cat 1/5 men, 1/4 women, Juniors. Prizes for top 5. Sign in: 8-9am. First rider at 9:15. 1-minute interval. \$20. Doug Preston, Escape Velocity, 604-638-5182, escapevelocity.bc.ca

May 6: Comox Valley TT Series

Comox, BC. DC course x 2. See race series for details. Comox Valley Cycling Club, cvcc.ca

May 8-10: Collegiate Road National Championship

Fort Collins, CO. usacycling.org

May 9: Nooksack Road Race

Bellingham, WA. Robert Trombley, 206-528-2242, wsba.org

May 9-10: Times Colonist Cycling Festival

Victoria, BC. Bastion Square criterium on Sunday, twilight criterium and hill climb to be confirmed. Part of BC Cup Road Series. Drew MacKenzie, National Team Training Center, 250-744-3583 x 301, victoriacyclingfestival.com

May 10: Carnation Time Trial Series #2

Carnation, WA. Hilly course - 23km. Start with 1 mile up a 10% grade. See race series for details. Neal Goldberg, FootWorks Cycles, LLC, 206-632-4578, footworkscycles.com/timetrail

May 10: Icebreaker Criterium

Eugene, OR. Greenhill Technology Park. Traditional flat 1km criterium. This 4-corner course is safe and has a wide-open straight finish. Categories/distances: Pro 1/2 - 30 miles, Cat 3 - 25 miles, Cat 4/5 - 15 miles, Women & Masters - 20 miles. Cash prize. Time to break out your fast wheels. Sal Colura, 541-747-3336, obra.org

May 10: Larry Kemp Memorial Ride

Seattle, WA. Ride in remembrance of Larry Kemp to raise money for local junior racers. Meet at Leschi, ride start at 9:15am. We ask for donation to help support the Larry Kemp Memorial Fund for junior (501 C). Jet City Velo / Byrnelvent,

info@jetcityvelo.com

May 13: Comox Valley TT Series

Comox, BC. HQ course. See race series for details. Comox Valley Cycling Club, cvcc.ca

May 16: Endurance Festival

Pocatello, ID. 20-, 40- and 50-mile routes. Mike Welch, Peak Inspiration, 866-8-Eco-Fun, EnduranceFestival.com

May 16: Galena Hill Climb

Galena, ID. Galena is located 23 miles north of Ketchum, ID. Race the 5.9-mile hill climb up Galena Pass. First riders start at 10am. All categories. ID BAR event. Part of Triple Crown Series. Richard Feldman, 208-726-7693, durance.com

May 16: Mt. Tabor Circuit Race

Portland, OR. A day of racing in Mt. Tabor Park that entails a tough, 1.3-mile hilly and curvy circuit that encircles the upper reservoir and passes the neck of the ancient volcano that formed Mt. Tabor. Each lap has 136.6' of climbing. Part of Norm Babcock Cat 4 Women Series, Oregon Cup-Road. Nathan Hobson, 503-652-3763, obra.org

May 16-17: Wenatchee Omnium Senior State Championships

Wenatchee, WA. TT course - rolling, 9-mile out and back. Criterium: 1km, 4 corners, small hill. Road course - 2 loops: short loop at 12 miles with 1,400' of climbing, or big loop at 27 miles with 2,000' of climbing. Pre-reg by May 13. Enter them all or individually. Must start all 3 to be eligible for overall prize. Part of WSBA BARR. Wenatchee Velo Valley, bikewenatchee.org

May 17: Comox Cup #2

Courtenay, BC. Tsolum River Road. Handicapped road race format. See race series for details. Comox Valley Cycling Club, cvcc.ca

May 17: Mt. Constitution Hill Climb

Orcas Island, WA. Time trial. 7.5 mile, 2,475' vertical climbing beginning at Rosario Resort and Spa and ending at the top of Mt. Constitution. First rider off at 11am. All categories including recreational division. Paul Hopkins, 360-472-0908, islandathleticsevents.com

May 17: Silverton Road Race

Silverton, OR. Staging at Victor Point Elementary School. Registration opens at 8am. First start at 9am. Juniors to Masters 40+. 17.5-mile loop with few flat sections, couple of extended climbs, fast finish. Pre-reg. recommended. OR Cup #5. Road. Jesse Finch Gnehm, 503-602-2307, obra.org

May 20: Comox Valley TT Series

Comox, BC. DC course. See race series for details. Comox Valley Cycling Club, cvcc.ca

May 23-24: BC Masters Assoc. - #4 / 5

Cedar, BC. Saturday 70km circuit race on rolling terrain. Sunday, rolling 16km ITT and flat criterium. See race series for details. Peter McCaffery, BC Masters Cycling Association, 250-244-1597, bcmasterscycling.net

May 23-24: Campbell Heights

Surrey, BC. Road race on the 9km course has two small climbs. Cat 4-5 riders may want to have a 23 cog. Tom Binne criterium in Abbotsford on the next day. Kerry Kunzli, Team Coastal Cycling Club

May 23-25: Human Power Challenge

Portland, OR. Recumbent Bicycle Races: ITT, 200m sprint, road race, auto cross, drag races for streamliner, faired, unfaired, men, women, Junior. Thomas Breedlove, OHPV President, Tom Breedlove, 503-771-3778, ohpv.org/HPC/index.html

May 23-24: Lewis & Clark Ultra 12/24

Hockinson, WA. Time trial where participants race for 12 or 24 hours. Those who log the most miles win. Rolling hills loop is 140 miles long with 5,700' of climbing, 3 aid stations. Start at 6am at the Hockinson Middle School. Men, women, tandem and relay categories. Glenn Johnson, 360-260-5879, Glenn@LACULTRA.com

May 23: Make the Dash Count

Prosser, WA. 10-, 20-, 50-mile races, wine tasting, BBQ and silent auction. The Dash raises funds for at-risk youth. Visit this beautiful wine region. Also

includes kids' events and running race. Richard Beightal, Make the Dash Count Foundation, 253-265-3181, makethedashcount.com

May 23: Rehearsal Road Race

Rainier, OR. This is the OBRA State Championship for several categories, and the rehearsal for the Pro 1/2. The 16-mile course offers 1 long steady climb per lap and a short uphill finish. OR Cup #6. Part of Oregon Cup - Road. Richard Haight, 360-575-1096, threeriverscycling.com

May 23-24: Treasure Valley Stage Race

Boise, ID. Stage 1: RR - 24-mile loop with steep climbs and fast descents. 1.3-mile straightaway across dam to S/F. Stage 2 TT: 10.5-km rolling course with 2 right-hand turns. Stage 3 Crit: 1km course with many turns. Primes and time bonuses awarded during Criterium. Cash purse. ID BAR event. Team Dobbiano, teamdobbiano.com

May 27: Comox Valley TT Series

Comox, BC. FP course. See race series for details. Comox Valley Cycling Club, cvcc.ca

May 29: Rose Festival

Portland, OR. Criterium in downtown Portland the evening before the Rose Festival Parade. Sal Colura, 541-747-3336, obra.org

May 30: Garden Creek Road Race

Pocatello, ID. 25-mile lap with an incredible 3-mile climb through Garden Creek Gap. 5-9% grade. 11-mile downhill follows with flats. Finish is flat and straight. Part of UCA Series and ID BAR event. Sam Krieg, Idaho Cycling Enthusiasts, 208-233-0951, idahocycling.com

May 30-31: Mutual of Enumclaw Omnium Stage Race

Enumclaw, WA. Now in its 13th year, it continues to be western Washington's largest and most competitive stage race. \$10,000 in prizes and merchandise. Features flat TT, figure-8 Criterium course in downtown on day 1. Sunday RR up Mud Mountain. Cat 4 W Series event. Part of Garmin Cat 4 Women's Race Series. 425-861-1036, mutualofenumclaw.com/stagerace

May 31: BC Masters Assoc. - #5

Sidney, BC. 65km rolling road race. Organized by Sidney Velo. Starts at noon at Deep Cove Elementary School. See race series for details. Larry Pommen, BC Masters Cycling Association, 250-652-5815, bcmasterscycling.net

May 31: OBRA TTT Championships

Peoria, OR. Jim Fisher, 541-990-8979, james-fischer@comcast.net

TOURING

MARCH

Mar 28: Birkie Brevet

Forest Grove, OR. 200km brevet starts in Forest Grove at McMenamin's Grand Lodge 7am, finish by 8:30pm. Sam Huffman, Oregon Randonneurs, orrandonneurs.org

Mar 29: Victoria Populaire

Victoria, BC. Open to all. Starts at 10am for 50- or 100-km ride. Follows Victoria, Saanich route. Raymond Parker, BC Randonneurs, randonneurs.bc.ca

Apr 4: 300km Brevet

Lacey, WA. Ride from Lacey to Johnson Point & back through rolling countryside. Quick tour of downtown Olympia, south through Capital Forest, down to Vader, Chehalis & Centralia. 7,000' of climbing. Lights recommended. Ron Himschoot, Seattle International Randonneurs, 360-561-3028, seattlerandonneur.org

Apr 5: Pacific Populaire

Vancouver, BC. Scenic ride through Vancouver and

Richmond at the height of Cherry Blossom season. 25-, 50- and 100-km route options. Snacks and finishers pin included. Start 9am at Riley Park Community Center. Danelle Laidlaw, BC Randonneurs CC, 604-421-1717, randonneurs.bc.ca

Apr 6-9: Tulips and Bays

LaConner, WA. Easy and flat 20- to 30-mile scenic tour. Explore colorful tulip fields, quiet coastal roads and inland-forested back roads. Nights stay at LaConner Lodge. Fee includes 3 nights lodging, 3 meals and guides. Ryan Griffith, Spokane Parks and Recreation, 509-625-6246, spokaneparks.org

Apr 11-17: Eau de Hell Week

Chemainus, BC. Randonneur timed brevets (200, 300, 400 & 600km), total 1,500km in one week. Pins awarded for each brevet completed, but riders must complete all 4 to receive the Eau de Hell Week pin. Scenic routes on Vancouver Island. Ken Bonner, BC Randonneurs, 250-598-4135, randonneurs.bc.ca/eau-de-hell-week.html

Apr 11: Three Capes Brevet

Forest Grove, OR. 300km, ACP sanctioned. Starts at McMenamin's Grand Lodge. Cecil Anne, Oregon Randonneurs, orrandonneurs.org

Apr 17-19: Fleche Northwest

Port Townsend, WA. 24-hr, team event of at least 360km, 3-5 riders per team. Plan your own route (traditionally point-to-point) to finish in Olympia. Carol Nussbaum, Seattle Int'l Randonneurs, 206-612-4700, seattlerando.org

Apr 17-30: Tunisia: Historic North

Tunisia, Africa. Traverse the diverse cultures, fascinating lifestyles & beautiful landscapes of the coastal and Sahara zones of Tunisia. Ibike Cultural Tours, 206-767-0848, ibike.org/ibike

Apr 18-19: Hot Springs Ride

Ravalli, MT. Ride through beautiful countryside past Oreocows, Fjord horses and herds of llamas to the historic Symes Hotel in Hot Springs. Hot springs, great food and entertainment. 62 miles & 41 miles over 2 days. Pre-registration only by 4/6. Diane Norem, Missoulians On Bicycles, 406-728-4126, missoulalbike.org

Apr 18: Buccaneer 200km

Tsawwassen, BC. Start Steveston Hotel at 7am. Finish Steveston Hotel-Buck & Ear Pub. Manfred Kuchenmuller, BC Randonneurs, 604-448-8892, randonneurs.bc.ca

Apr 19: Daffodil Classic

Orting, WA. Starts Puyallup Valley, winds through Orting valley and surrounding hills. Choose from 40-, 60- and 100-mile loops or 1- to 30-mile paved trail option. Includes map, sag, fully-stocked rest stops & strawberry shortcake at finish line. Anita Beninger, Tacoma Wheelmen's Bicycle Club, 253-759-2800, twbc.org

Apr 19: Redmond Ride

Bend, OR. Free 30-mile loop ride around the city on secondary roads. Explore new routes beyond the usual "Bend" loops. Maps and course markings provided. Leaves Redmond High School parking lot on Rimrock Ave at 10am. Hutch's Bicycles, 541-382-6248, hutchsbicycles.com

Apr 23-26: Fleche Ouragan

Various, OR. 24-hr team brevet. Destination McMenamin's Grand Lodge in Forest Grove, OR. 3-5 members per team. Susan France, Oregon Randonneurs, 503-628-7324, orrandonneurs.org

Apr 23-27: Northwest Crank

Wenatchee, WA. 5 days of riding (50 to 125 miles) in Wenatchee, Chelan, Plain areas. Great for building spring mileage. Ride options each day, some support. Includes presentation, contests and other events. Begins in East Wenatchee. Seattle International Randonneurs, northwestcrank.com

Apr 25: 200km Signs of Spring

Fort St. John, BC. Randonneur brevet event. Wim Kok, BC Randonneurs, randonneurs.bc.ca

Apr 25: 200km Southern Interior

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

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ROAD CALENDAR

Kamloops, BC. Randonneur event. Starts at 7am. Richard Blair, BC Randonneurs, 250-372-1873, randonneurs.bc.ca

Apr 25: Group Health Yakima Ridges Century

Yakima, WA. Central Washington's premiere bicycle ride. Choose from four scenic routes: 25, 50, 70 or 100 miles. Start/finish at Fred Meyer (40th Ave exit off Hwy 12). \$40 day of registration. Apple Valley Kiwanis, 509-972-8803, desertvalley.com/rides

Apr 25: Hills Are Alive

Victoria, BC. Starts 6am in Victoria West. 300km brevet, route through Victoria, Duncan, Sooke, BC Randonneurs, randonneurs.bc.ca

Apr 25: Munchen Haus Bike Ride

Lake Wenatchee, WA. Official 40-mile course starts at Lake Wenatchee Recreation Club, loops down to Plain via Chumstick Rd, back on Chiwawa Loop Rd and up White River Rd near Napeequa Campground. Benefits cancer research lab. Platypus Sports, 509-662-2066, alefestbikeride.com

Apr 25: Tour de Lopez

Lopez Island, WA. Make this a weekend getaway with 10-, 17- and 31-mile routes through the scenic landscape of Lopez. Check-in from 9-11am at Odlin County Park, ends at Village Park. Lunch from 1-3pm. Lopez Island Chamber of Commerce, 360-468-4664, lopezisland.com

Apr 26: Cherry of a Bike Ride

The Dalles, OR. Fully supported bike ride offering 5 scenic loop options (25, 48, 60, 80 or 100 miles) through cherry blossoms in and around the Columbia River Gorge. Fund raiser for St. Mary's Academy. Courses open 6am-5:30pm. Wendy Palmer, St. Mary's Academy, 541-296-6004, cherryfaride.com

Apr 26: International Discovery Walk Festival Ride

Vancouver, WA. 15, 25 or 50km trail around western Vancouver. Start 9am to noon. Some rental bikes available. Registration at Hilton Hotel starts at 7:30am. Walking and swimming activities. Romana Paynter, Int'l Walk Fest, 877-269-2009, discoverywalk.org

Apr 26: Lilac Century Surprise

Spokane, WA. Choice of 15, 25, 50, 70 or 100 miles through Riverside State Park, scenic river & rural routes northwest of Spokane. Start 7:30am, 9am or 10am at Spokane Falls Community College. Potato feed & live music at finish. Jim Schindler, Spokane's Aurora Northwest Rotary Club, 509-499-7770, northdivision.com

Apr 26: Monster Cookie Metric Century

Salem, OR. Starts at the State Capitol Plaza Mall on Court Street. Route covers 30 or 62 flat miles north of Salem. Rest stops with snacks, water, toilet facilities. Supports BTA, family friendly. Larry Miles, Salem Bicycle Club, 503-585-8313, salembicycleclub.org

Apr 26: Rhody Bike Tour

Port Townsend, WA. 32-, 45- or 62-mile routes on east Jefferson County's rural roads. Nice hills on the half-metric course, challenging ones on the full century. New 16-mile family course on Larry Scott Trail. Full support. Benefits various non-profits. Doug Ross, Port Townsend Bicycle Association, 360-821-1802, ptbikes.org

MAY

May 2: Camano Climb

Camano Island, WA. 28 or 44 scenic miles around Camano Island with views of Cascades and Olympic Mountains. Starts at Camano Center, 7:30-10am. Fee includes support, water bottle and spaghetti dinner. Stanwood-Camano Kiwanis, 360-629-6415, stanwoodvelosport.com

May 2-3: Lower Mainland Spring 300km Brevet

Vancouver, BC. Randonneur event. Start time 6am. Deirdre Arscott, BC Randonneurs, 604-222-3587, randonneurs.bc.ca

May 2: RACC - Ride Around Clark County

Vancouver, WA. Four beautiful and challenging ride options (18-, 34-, 65- & 100-mile) through scenic Clark County. Scott Martin, Vancouver Bicycle Club, 360-571-0202, vancouverbicycleclub.com

May 3: Bike-A-Roo Breakfast Ride

Bend, OR. Road season kickoff, ride 25 miles. Start at 9am from Shevlin Park, pancake breakfast provided. Susan Bonacker, Sunnyside Sports, 541-382-8018, sunnysidesports.com

May 3: May Day Metric

Federal Way, WA. 3 challenging routes (50, 72 or 104 miles) on back roads of S. Sound. Start 6:30-10am at Phil's S. Side Cyclery. Portion of each entry fee and all residual donated to BAW & Orting Food Bank. Supported rest stops every 25 miles. Phil Meyer, Phil's South Side Cyclery / Tailwind, 253-661-3903, maydaymetric.net

May 4-Aug 4: TransAm: Self-Contained

Williamsburg, VA. Ride from VA to Eugene, OR. Camp and cook with riding companions on self-contained trips. Breakfast, lunch & dinner provided. Adventure Cycling Assoc., adventurecycling.org

May 8-10: Fleche Pacifique

Harrison Hot Springs, BC. Teams of 3-5 bikes compete to cover the most distance in 24 hours. Routes are designed by teams themselves and must be at least 360km. Gary Baker, BC Randonneurs, randonneurs.bc.ca

May 8-10: Robb's Ride

Grand Forks, BC. Anton Kew, Grand Forks Cycling Club, grandforkscyclingclub.com

May 9: Covered Bridges 400

Newberg, OR. 400km ACP brevet. Michael Rasmussen, Oregon Randonneurs, orrandonneurs.org

May 9: Group Health Inland Empire Century

Richland, WA. Ride rivers and wheat fields of eastern WA. Routes through parks & over bridges showcase Columbia and Yakima rivers. New route in Horse Heaven Hills. Ride easy 25- or harder 50-, 75- or 100-mile tour. Fully supported. Mitch Cunningham, Kiwanis of Columbia and Tri-Cities Industry, tricitybicycleclub.org/IEC.html

May 9: Skagit Spring Classic

Burlington, WA. 19th annual. 25-, 40-, 65- and 100-mile routes through scenic Skagit and Whatcom Counties. Also family 10-mile trail route. Food stops, post-ride meal. Enjoy Skagit County and Chuckanut Drive. Jamie Wells, Skagit Bicycle Club, 360-424-9287, skagitbicycleclub.org

May 9-10: STOKR

Libby, MT. 2-day loop tour in scenic western Montana. Great cause, homemade food, no traffic & fantastic community support. Susie Rice, 406-293-2441, stokr.org

May 10: Larry Kemp Memorial Ride

Seattle, WA. Ride in remembrance of Larry Kemp to raise money for local junior racers. Meet at Leschi, ride start at 9:15am. We ask for donations to help support the Larry Kemp Memorial Fund for junior (501 C). Jet City Velo / Byrnelvent, info@jetcityvelo.com

May 10-22: Roll on Columbia

Wenatchee, WA. 650-mile circuit of the Columbia River and tributary valleys. Jim Erickson, Bicycle Adventure Club, bicycleadventureclub.org

May 10-15: Santa Fe-Taos Tour

Santa Fe, NM. Ride New Mexico's High Desert, including Bandelier Nat'l Monument & the Enchanted Circle, feast on epic cuisine, explore ancient cliff dwellings, world famous art & culture. Also available 5/31, 9/13 & 27. Bicycle Adventures, 800-443-6060, bicycleadventures.com

May 16: 300km Brevet

TBC, BC. Starts at 6am. Richard Blair, BC Randonneurs, 250-372-1873, randonneurs.bc.ca

May 16: 400km ACP Brevet

TBD, WA. Mike Norman, Seattle International Randonneurs, seattlerandonneur.org

May 16: Cycle for Independence

Boise, ID. 3 routes: 10-, 25-mile & metric century. Start/finish at Riverglen Junior High School. Metric century goes through very pretty rural Idaho. Lunch provided. Benefits Treasure Valley Chapter of the Nat'l Federation of the Blind of Idaho. Ramona Walhof, Nat'l Federation for the Blind, 208-343-1377, nvblindidaho.org

May 16: Highway to Hell

Victoria, BC. 400km brevet. Starts at Saanich Plaza in Victoria at 3am. Union Bay route. Mike Croy, BC Randonneurs, randonneurs.bc.ca

May 16: Le Petit Tour de Peace - 300km Brevet

Fort St. John, BC. Randonneur event. Ride from Fort St. John to Hope, Chetwynd and back to Fort St. John. Wim Kok, BC Randonneurs, 250-785-4589, randonneurs.bc.ca

May 16: Reach the Beach

Portland, OR. Enjoy 1 of 4 bicycle routes (100, 80, 55 or 26 miles) through Oregon wine country, forests & little-known towns to breathtaking finish point at Pacific City. Start Portland, Salem, Amity or Grand Ronde. Fundraising \$50 min. American Lung Assoc. of OR, reachthebeach.org

May 16-Aug 5: Trans Am: Supported

Williamsburg, VA. From VA to Eugene, OR. Spin along the 4,253-mile TransAmerica Bicycle Trail going light and care free! Gear is hauled from campsite to campsite, so the riding day is yours to enjoy on the "granddaddy of all bicycle routes." Adventure Cycling Assoc., adventurecycling.org

May 17: CrimeStoppers Canyon for a Day

Yakima, WA. 35-mile roundtrip ride through Yakima River Canyon. Follows Yakima River up gentle grade with few hills. Highway will be closed to thru traffic. Snacks and pit stops available. Start at 9am. Robin Karp, CrimeStoppers, 800-248-9980, co.yakima.wa.us/biketour

May 20: Ride of Silence

Various, WA. Cyclists will take to the roads in a silent procession to honor cyclists who have been killed or injured while cycling on public roadways. Ride starts at 7pm. Many locations in each state. See event website for a location near you. rideofsilence.org/main.php

May 22-25: Bicycle Wine Tour Okanagan BC

Okanagan Falls, BC. Explore, taste & experience new and exciting wineries in North America. Find out why this area is a vacation and riding paradise. 4 days of riding, 3 nights lodging, 7 meals, guides & support vehicle. Must be 21 and over. Ryan Griffith, Spokane Parks and Recreation, 509-625-6246, spokaneparks.org

May 22-24: Columbia Gorge Explorer

Vancouver, WA. Moderately paced, 4-day self-supported tour of Columbia Gorge over Memorial Day weekend. 55-65 miles/day, traveling east in WA, crossing the Columbia at Hwy 97, returning OR. Plenty of time for sightseeing. Some hills. Jim O'Horo, Portland Wheelmen Touring Club, 360-449-0804, pwtc.com

Family Friendly Ride or Event

BAW Supports Bicycle Alliance of WA

BTA Supports Bicycle Transportation Alliance of Oregon

May 23-25: Century Ride of the Centuries (CROC)

Pendleton, OR. 3 days of riding in rolling wheat country and Blue Mountain foothills. Multiple route options, low traffic country roads. Rest stops, sag, mechanical support, gear transport, lunch, BBQ, entertainment, hot spring pools, family 25-mile ride. Evan MacKenzie, Pendleton on Wheels, 541-276-6312, cyclependleton.com

May 23-30: Golden Gate Explorer

San Francisco, CA. 8-day camping tour featuring California Coast vistas, majestic redwood groves, rolling pastoral hills of Marin County & outstanding meals. Also available 6/7, 8/1, 8/16, 9/12. Wild Heart Cycling, wildheartcycling.com

May 23: Le Grand Tour de Peace

Fort St John, BC. Randonneur event, 400km brevet. Wim Kok, BC Randonneurs, randonneurs.bc.ca

May 23: Make the Dash Count

Prosser, WA. 10-, 20- & 50-mile rides, wine tasting, BBQ, silent auction, kids events and running race. Visit this beautiful wine region. Life is not a dress rehearsal, so make your dash count! Raises funds for at-risk youth. Make the Dash Count Foundation, makethedashcount.com

May 23-24: Tour des Lacs - 400km Brevet

Vancouver, BC. Lower Mainland Spring. Start 6am. BC Randonneurs, randonneurs.bc.ca

May 24: Glenn Erickson Parkinson's Ride

Redmond, WA. Benefiting the Davis Phinney Foundation. The unique benefit ride offers 3 distances that will appeal to racers and recreational riders. For information on the Davis Phinney Foundation, visit www.davisphinneyfoundation.com. Glen Erickson, Erickson Cycles, glennebike@comcast.net

May 24: Southside Ride

Bend, OR. Ride 60 miles from Sunriver to Twin Lakes & back. No long climbs but lots of rollers on low-traffic secondary roads. Start 9am at Three Rivers Elementary School in Sunriver Business Park across from main Sunriver entrance. Hutch's Bicycles, 530-382-6248, hutchsbicycles.com

May 25: 7 Hills of Kirkland

Kirkland, WA. A Northwest premier cycling event! Scenic routes, great food, awesome support, a bagpiper & strawberry shortcake. 3 fabulous routes (40, 60 or 100 miles). Proceeds support KITH's mission to defeat homelessness. Doug Burgess, KITH Cares, 7hillskirkland.com

May 28-31: Spring Dart & Arrow

TBD, WA. Destination McMenamin's Olympic Club Hotel. In conjunction with Oregon Randonneurs. Seattle International Randonneurs, seattlerandonneur.org

May 30: 600km Brevet

Campbell River, BC. Randonneur event. Campbell River to Port Hardy. Raymond Parker, BC Randonneurs Cycling Club, randonneurs.bc.ca

May 30: Blazing Pedals Fun Bike Ride

Maupin, OR. 20-, 42- & 70-mile rides in the Maupin-Tygh Valley. 20-mile route is mostly flat, the other two have some hills. Very low traffic. Fund raiser for the Juniper Flat Volunteer Fire Dept. 541-328-6291, blazingpedalsjif@yahoo.com

May 30: Blue Cruise Wheels for Wellness

Meridian, ID. Charity ride. 50, 30 & 15 miles. Includes a nice lunch and live blues music. Benefits health education programs. Blue Cross of Idaho Foundation for Health, bcidahofoundation.org

May 30-31: Central Oregon 600

The Dalles, OR. 600km ACP brevet. John Kramer, Oregon Randonneurs, orrandonneurs.org

May 30: Group Health Challenge - Cycle For The Health Of It

Goldendale, WA. Century, metric century or 30-mile route through scenic & historic Goldendale countryside. Registration opens 7am. Sponsored by Klickitat County Health Memorial Foundation and Group Health. Stay for our bluegrass festival.

Lorraine Reynolds, Golden Event Planning, LLC, 509-773-0567, cityofgoldendale.com

May 31: Okanagan Shuswap Century Ride

Armstrong, BC. Choice of 44, 56 & 100km. Spectacular scenery, quiet roads, fun & friendly atmosphere! Starts & finishes at Memorial Park. Online registration only. Limit 400 riders. COBRA, oscr.ca

Jun 20: Ann Weatherill Cycling Classic

Walla Walla, WA. Celebrate Ann's life in a metric century ride along fields of wine and wheat. 30- and 100-mile options, supported, lunch buffet at finish featuring L'Ecole 41 wine & great food. Funds go to cycling safety and Share the Road signs. Clint Froke, Wheatland Wheelers CC, 509-337-8668, http://annweatherillcyclingclassic.blogspot.com

AUGUST

TRACK

Aug 9: 21st Annual Tour de Peaks

North Bend, WA. Snoqualmie Valley CoC/ Tour de Peaks joins Festival at Mt St and City of North Bend/Centennial celebrations. New start/finish, Kiwanis pancake breakfast, Rotary beer garden, tour de feast at festival food vendors. Rides meander highways and byways in beautiful Snoqualmie Valley. 4 fully-supported rides - 5-mile family ride w/Kids Zone, 15-mile intermediate, 35-mile half-century, 75-mile century. Check-in from 7-10am. Title sponsor: Snoqualmie Valley Hospital. Snoqualmie Valley Chamber of Commerce, 425-888-4440, tourdepeaks.com

WEEKLY SERIES

WEDNESDAY

Track Development Class

April 29-August 26

Portland, OR. Weekly events where riders of all ages can learn the basics of track riding and racing. Bike rental available. Safe environment. No class on 6/24. Steve Garcia, 503-293-7247, velodromeracing@yahoo.com

THURSDAY

Alpenrose Thursday Series

May 7-September 24

Portland, OR. Alpenrose Velodrome. Event schedule posted on website a few days before each race night. Mike Murray, OBRA, 503-661-5874, obra.org

Thursday Night Racing

May 7-September 3

Redmond, WA. Marymoor Velodrome. Tentative. More information to follow. See website. Hyun Lee, Marymoor Velodrome Assoc., 206-957-4555, velodrome.org

FRIDAY

Fast Twitch Fridays

May 1-August 28

Portland, OR. Alpenrose Velodrome. Sprint-oriented racing for all levels, nothing over 30 laps. Match sprint tournament every other Friday.

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July 4	Joe Matava Criterium	Burien
Aug 30	Seward Park	Seattle
Sept 6	Blackberry Criterium	Bremerton

www.rad racingnw.org

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Viva Roadies!

By MAYNARD HERSHON

Mute CNN a moment and listen. Hear that? It's the bike industry and the League of Concerned Cyclists welcoming the New Commuter and New Urban Cyclist to the fold. Everyone's pleased to see feet on pedals rather than buried in some V-8's carburetor.

As we praise these newcomers, let's not forget the old guard: road cyclists. In some knickered circles roadies are being called names: middle-class, suburban, Lycra-clad consumers; all that from overnight experts who may or may not be riding in two years. Who knows? What we do know is that, sure as taxes, roadies will ride.

Yesterday morning I walked to Pablo's for coffee. While I was there, two guys I know from Turin Bike Shop, Justin and Jake, met outside Pablo's for their ride. Justin got there early and came in for pre-ride coffee.

Justin was all kitted-out, white shorts with logos, matching jersey, immaculate, pricey cycling shoes, trick helmet ... If you like that look, he looked great. We chatted for a moment, then he went outside to keep an eye on his bike, drink his coffee and wait for Jake. When he came in to put his cup in the bus tub, I walked outside to say hi to Jake and wish the guys a good ride.

Both looked totally pro. Each had a European carbon fiber bicycle with carbon cranks and all the appropriate pieces. They were just about to mount up for their ride. It was great to see them. I gotta say: I was proud of them. Not because of the stuff they'd bought — because of what they represent.

Say what you will about snotty roadies, I have a pretty good idea what those guys are about, and I think they're super. They're so perfectly turned-out, so respectful of the heroes whose uniforms they're wearing - men and women who are brave, skilled and strong enough to make their living riding bikes.

Unless we're put off by peacock clothes and flashy equipment, neither of those guys is gonna embarrass us today. They're going to act like adults. They know that today's ride is one of thousands they'll enjoy. They know too that there are people in cars, on bikes and on foot, watching them, aching to disapprove.

Those two guys will quietly avoid upsetting anyone. They will instead act in a civilized manner. They'll obey most traffic laws. They won't ride opposite traffic on one-way streets. They won't ride on sidewalks. They won't silently pass other cyclists on the right. They won't startle or frighten pedestrians. What's the point?

When I see guys I know are roadies, brought into the sport by veteran cyclists, experienced in racing and training ride etiquette, I know they will conduct themselves appropriately on their bikes. Why upset anyone? Why scare anyone? What's to be gained?

For decades, guys like Justin and Jake were cycling. Sure, people commuted and toured on bikes, but in the Greg-Lance era and even today, when Joe Camry imagines a cyclist, he imagines a guy who looks like my two friends.

If indeed classy road riders represent cycling, cycling is in good hands. Roadies love and respect our sport. They do not want cycling's flag dragged in the dirt — carelessly or for

effect. They're not anarchists; they're part of a particular cohesive culture with a long and demanding initiation.

They've learned a complex, often-subtle system of rules, a structure behind cycling, a way things are done. They've agreed to follow those rules, to honor the traditions of road cycling, traditions honored around the world.

City riding has attracted thousands of new riders, unaware of any structure behind cycling. People who, if they could identify that structure, would demolish it on Friday evening at six on a busy downtown street.

Just because. And smoke cigarettes over the wreckage. They are anarchist cyclists. They don't know what they're rebelling against. Whatever. They don't want to be genuine bike riders. It's too much trouble. They want to be the anti-roadie, the baggy shorts outlaw.

Don't get me wrong: I am not praising everyone in Lycra here. Lots of club riders appear never to have thought much about cycling. They may not be aware that there's a way things are done. They show no signs of such awareness.

Who am I talking about here? What's a roadie? Roadies can pronounce Bianchi and Cinelli. They watch the Tour. Most read VeloNews and Bicycle Paper. They're past or present holders of racing licenses, non-smokers who know how to ride in a pace line, how to hang in a crosswind. They can get a bottle from a cage or brush off a tire without causing a multi-bike crash.

Roadies have never been well organized politically. They've never been effective advocates for better bike paths or better driver education. They aren't trying to make an impression or

change the world. They like riding their bikes. They like cool bikes and cool gear. They look out for one another.

Tourists, commuters and New Urban Cyclists want you to know for damn sure that they are not traditional roadies. They dress to make that statement. They present themselves in public to make that statement. They bad-mouth racers and/or Euro-style cyclists so you can't misunderstand. They're not roadies.

We're not like those Lycra people, they say. They're snobs, equipment freaks and fitness nuts. We're soulful and authentic, all grit and mean streets. We don't ride as a substitute for gym workouts or jogging in the park. We ride to get where we're going. We live on our bikes.

We don't represent anything, certainly not one beyond ourselves. We do what we like. We don't need rules. We're anti-rule.

Classy roadies are the real thing. They have genuinely achieved, absorbed a sort of discipline that is almost military. They've worked at it. Roadies are known for what they are — not what they're not. Achieving acceptance because of what you're not is a shoddy victory. Why even think about learning to be the real thing when appearance and attitude masquerade so effectively as authenticity?

Maynard has been writing about cycling for the Bicycle Paper (and the Rivendell Reader) almost forever. He says he'll keep doing it as long as he can get away with it. "I do it for the money," the Denver-dweller says, but we think there must be something about cycling that interests him.



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