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MAY 2009

It's Time to Get on the Road: Commuting Tips to Get You Started



Photo by Bicycle Paper

At *Bicycle Paper* we do more than just write about bicycles, we ride them too. Our staff represents a real cross section of the commuting population - mountain bike, fixies, racing and touring bikes equipped with panniers, messenger bags and backpacks.

By **DARREN DENCKLAU**

Commuting by bicycle can be a daunting task, especially for those who are either thinking about trying it or for those who are relatively new to getting around by bike. For many, the trepidation stems from automobiles, more specifically the automobile drivers we must share the road with — especially if their route doesn't have an infrastructure designated for cyclists such as bike lanes and bike trails. For others, it may be a lack of services like showers or a secure place to park their bike once they arrive at their destination.

I acknowledge that commuting by bike can sometimes be an inconvenience; it often takes more time, more planning, and sometimes, more patience because it takes more time. And it may even be hazardous depending on your route, road conditions, and other unseen variables. Additionally, on those days when the weather makes things more difficult, it can be hard to justify donning a bunch of extra clothes and raingear just to get to your job or to school. Yet with all of these obstacles, commuting by bike pays off — in many ways.

Not being stuck in traffic is the first advantage that comes to mind. A bicycle offers much more freedom than what an automobile can give. How many times have you been stuck in your car on a busy street during rush hour, only to see a cyclist casually ride by on your right? Many times, I'm guessing. On a bike we can quickly detour to alleys, side streets and designated bike lanes ... we can

carry our bikes up stairs, in elevators and we can ride right up to the front door, and we never have to circle the block multiple times to find an open parking spot.

Secondly, you will save hundreds of dollars each year by not buying gas, oil and other maintenance costs that are associated with automobile use. Once you own a good bike, proper clothing and a convenient way to carry your gear, your costs are minimal. And I can't remember having to pay anyone to park my bike. Ever.

Another advantage of commuting by bike: your health. It's proven that a steady cardiovascular workout will make you less susceptible to illness and disease, improve your mood and help you better focus on day-to-day activities. Your employer will thank you for this. It will also keep you fit, as it burns calories and builds muscle. And as vain as this may sound, you'll look better.

Most importantly, though, it's fun. Once you get into a routine you'll realize how fundamentally simple and joyous riding a bike can be. You'll see, smell and hear things you can't from behind a steering wheel. Birds sing louder and more openly, flowers smell fresher, and you become acutely more aware of your immediate surroundings. And you can skid. And ride wheelies. And jump off curbs.

The downside of all of this fun is that theft is certainly a risk, especially in the city. However, simple precautions can be made to minimize the threat of someone walking

SEE TIPS ON PAGE 3

RACING

Material World — Aluminum Bicycle Frames

By **DAN TOWLE, R+E CYCLES**

Ever since I can remember, bicycle makers have tried to find the "perfect" material to build a bicycle frame that was the lightest, safest, most comfortable, durable, responsive frame ever made. In short, they're looking for the "Miracle Material." In today's high-end frame market, customers will often decide on a brand based on the material



Photo by Bicycle Paper

A Redline 750 aluminum bike ready for business.

the frame is made of. There's steel, titanium, carbon fiber and aluminum. There are certainly others like bamboo, magnesium, etc., but we'll try to limit this series of articles to the four most commonly used materials.

Which one is best? What are the differences?

For me a good fitting bicycle is the first and foremost important factor, things like components or frame material always come second. That being said, there is a lot of information and opinions

a bicycle shopper is exposed to when discussing a new frame. Keep in mind that I'm no engineer, and I'm not going to pretend to be one. We have been designing, making,

selling and repairing bicycles full time here in Seattle for several decades now. I have been riding, building, selling, fixing, destroying, customizing and loving bicycles since I was

SEE FRAMES ON PAGE 9

HEALTH

Tunnel Closures Mean the End of the Road for John Wayne Trail

By **ANGELA SUCICH**

It may be the end of the road for bicyclists and other trail users who enjoy traveling along the historic and scenic 110-mile Iron Horse State Park, aka the John Wayne Pioneer Trail. Faced with what may be permanent closures at tunnels 46 through 50 (Snoqualmie Pass to Kittitas), which the Washington State Parks and Recreation Commission closed indefinitely due to the risk of falling debris, trail users might have seen the end of continuous riding along the former Pacific Railway bed from Cedar Falls to the Columbia River. For cyclists who wish to ride long distances on the Pioneer Trail, this may mean having to take detours along Interstate-90.

In a review conducted by Kleinfelder, Inc., an engineering consult-

ing firm, and cited in the State Parks Commission's January 30, 2009 press release, sections of the five tunnels rated moderate to high or very high on a hazards scale, findings that led to the Commission's decision to close the tunnels. Kleinfelder's report includes short-term options for reducing these hazard ratings, although shelling out \$9 million to bring the tunnels down to an acceptable low hazard rating may be asking a lot in this economy, especially considering that costs may well exceed the estimate, if and when repairs do get underway.

Funds for the tunnel repairs have been included in budget requests for the 2009-2011 biennium, which supporters hope will be approved by the State Legislature and signed into law

SEE TUNNEL ON PAGE 5



RIDING IN COMFORT

Consider size, width, sole, and cleats when buying rigid sole shoes.

PG 6



BIKE TO WORK DAY

On May 15, Northwest cyclists are invited to ride their bikes and commute to work.

PG 7



HEALTH

Should you use a heart rate monitor or power meter to help improve your performance?

PG 10

12 and 24 Hours Preview

By DAN NORTON

If you are looking to add a little variety to your mountain bike experience in May, there are two great Washington events to choose from. Round and Round Productions will be presenting the 10th Annual 24 Hours of Spokane on Memorial Day weekend, while StiffWick Productions will hold the 12 Hours of South SeaTac on May 10.

The SeaTac race will be an excellent place to practice riding with lights and fine tune the night riding skills needed to do an evening event. The course is a Seattle favorite as the location is close and the multiple twists and turns, on a fairly flat piece of land, is beneficial to improving bike handling skills. The location is the same one used for the Wednesday evening World Championships.

The Spokane event celebrates its 10th anniversary, which coincides with the first Woodstock Festival, held 40 years ago. For that reason,

the promoters are going with the "Woodstock of Mountain Bike Races" theme for this year's edition. 24-hour races have a much better family atmosphere than a traditional mountain bike race and the weekend is host to numerous family clans having a weekend get-together while riding their mountain bikes. The Spokane course is very nice for night riding, and at times it is very dusty and surreal under the lights. The various wild deer in Riverside Park provide an interesting nighttime spectator base, as long as you don't run into one. Categories vary from corporate teams to 5-person, 4-person, 2-person and the truly twisted solo racers.

If you are looking to expand your mountain bike skills, want to party with some friends while enjoying some great riding, or want to find out why people keep coming back to these fun events year after year, mark the dates on your calendar, break out the tie-die, charge the lights and prepare to have fun.

Transcontinental Ride to Support Arthritis Foundation

The Arthritis Foundation's Pacific Northwest Chapter welcomes David Shuey, voluntary national board member, to Seattle as he kicks off a solo ride across the U.S. David will be starting his ride on Friday, June 5, along Elliott Bay, then arriving in Cape May, New Jersey, on August 9.

David is riding in honor of his mother who passed away last November after spending the last 15 years of her life wheelchair-bound with multiple forms of arthritis. Along the way, he hopes to raise \$25,000 in donations benefiting the Arthritis Foundation's mission-delivery efforts.

Cyclists and the general public are invited to a kick-off ceremony which will be held at Myrtle Edwards Park next to the SAM Olympic

Sculpture Park on June 5 at 11a.m. Look for the white canopies along the bike path. Riders are welcome to join David as he rides out of Seattle, with a turn around point in Issaquah, approximately 25 miles away.

David will be updating his blog (<http://community.arthritis.org/David9>) during his ride. *Bicycle Paper* will also check back in with David's progress in later issues.

Arthritis affects over one in five people in the United States, including children. The mission of the Arthritis Foundation is to improve lives through leadership in the prevention, control and cure of arthritis and related diseases. To learn more about this ride, contact Tai Lee at (206) 547-2707 or tlee@arthritis.org.



Photo courtesy Tai Lee
David Shuey and his mother.

Bikestation Seattle: If You Build It They Will Bike

By JOANN YOSHIMOTO AND BRYAN MITCHNER

For more than 20 years the Bicycle Alliance of Washington has worked tirelessly to make biking safer, easier, and more accessible for all cyclists. Bicycling as a viable alternative to driving took a huge leap forward in February 2009 when the Bicycle Alliance assumed management of the innovative public service known as Bikestation Seattle. And within a few months, the number of users has doubled!

Bikestation sprouted from a simple concept: If you build it they will bike. By providing safe and accessible bike parking, along with services beneficial to cyclists, especially commuters, more people will ditch their gasoline-powered engines for burrito-powered machines. A relatively new practice in the United States (Seattle having one of the first) and yet another idea borrowed from overseas (Europe and Japan have long used similar programs), public bike stations have taken hold across the country in response to a growing population of regular bicycle commuters.

One key strategy behind the Bikestation's success is its central location. The Bikestation can work in tandem with an array of trans-

portation systems thanks to close proximity to nearly all of Seattle's public transportation infrastructure, including the bus tunnel, train depots, waterfront shuttles, and Washington State Ferries. This allows commuters, whose commute is too long to bike, to use Bikestation as a mid point by either taking public transportation to their bikes, or biking to public transportation.

So how is Bikestation better than a good old bike rack outside your office building? Besides offering a safe and guaranteed place to store your bike, it is the additional services found at Bikestation Seattle that make it special. Bikestation offers 24/7 access to lockers and a washroom/changing room that ease the "Clark Kent-esque" transformation from stylish neon yellow jersey and spandex to buttoned-down business attire.

The Bicycle Alliance's commute specialist, a personable woman named Every Day, reports that 30 percent of Bikestation's users would not commute by bike if not for the services offered by Bikestation facilities. Similarly, surveys have found that many potential cycling commuters

would choose to ride their bikes if they had accessible secure bike parking and options to change their clothes.

Since its beginning in 2003, Seattle's Bikestation has continually added enhanced services and amenities. In addition to a self-service shop stand and basic tools, Bikestation Seattle now shares a facility with JRA Bike Shop - a full-service repair and sales vendor that also offers bike rentals. JRA makes every effort to get Bikestation customers' bikes repaired in time for the commute home. On top of all that, Bikestation even has a cyclist's dream - a vending machine that includes everything from small tools and inner tubes to PowerBars.

In short, Bikestation Seattle is an all-you-need transportation hub that makes cycling a truly viable alternative to driving. Bikestation customers take pride in their ability to lessen the impact our traveling habits have on the environment and cut down on traffic and parking demands, all the while strengthening the community's vitality.

Bikestation Seattle is located at 311 3rd Avenue South, at the south end of downtown Seattle, in the historic and artsy Pioneer Square district. Free parking is available weekdays from 9 a.m. to 5 p.m., but customers with service plans can access the facility 24 hours a day. To

register online, follow the Bikestation link at www.bicyclealliance.org. For more information contact Every Day at Bicycle Alliance of Washington at (206) 224-9252 x304 or email bikestation@bicyclealliance.org.

Readers' Feedback

I LOVED Maynard's piece, "Viva Roadies." It expresses my sentiments (and experiences) pretty accurately. I get so tired of these clowns who blast past me on my ride to or from work each day (obviously insecure and with something to prove). When I spin up behind them, they blow the red lights or stop signs so they can stay ahead. I write to bicycle advocacy listservs to suggest that these orgs up here in Vancouver should take a leadership position and encourage newcomers and critical massers (don't get me started!) to ride more legally, and I get back replies that some things work better on bikes than in cars... So Maynard manages to articulate what's been at the back of my mind for some time, and why I'll just go back to being a respectful roadie (on a fixie with brakes I've been riding since about the time most of these urban newbies were born).

L. Bernhardt
Vancouver, BC

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FROM THE FRONT PAGE

"TIPS" FROM PAGE 1

off with your invaluable two-wheeler. Your commuter bike doesn't have to be an expensive carbon fiber race bike. Get something that can take some abuse and doesn't create much attention. And don't be cheap when purchasing a bike lock; they're worth the piece of mind. Better yet, have your employer designate a space for secure bike storage.

And then there are the automobiles, the ever-present automobiles. They may seem overwhelming at first, but I can assure you, you get used to them, you deal with them and you integrate with them. You start anticipating their moves and you begin making eye contact with the drivers inside, forming a more intimate relationship with them than you would if you were a fellow driver. Just remember, though, even if a driver looks directly at you, it doesn't mean they actually see you. Always proceed with caution and ride defensively.

That said here are a few tips that may help sway you to either start commuting by bike, or motivate you to continue doing so.

- Get a good map. Most bike shops have free maps with preferred cycling routes outlined on them.
- Plan ahead. Map out your route and do a trial run when you're not in a hurry. Time yourself and record how long it takes.

- Find a location where you can secure your bike once you get there.
- Invest in good clothing. You don't have to have expensive and flashy cycling gear. Most of the time comfortable and casual will do the trick, although in the Northwest you will want to invest in breathable and waterproof pants and jacket.
- Leave a pair of shoes at work and if you can, spare clothes. It saves space in your pack and it lightens up the load.
- Eat breakfast! Even if you aren't an early morning eater, try an apple and some toast along with your coffee. You'll need it and your body will thank you later.
- Leave earlier. Often it requires more time to get there by bike. It may be hard to get used to initially but once you do, you'll look forward to it.
- Buy essential bike tools and learn how to use them.
- Have a rear red light that has a flash mode and a front white light for commuting at night and during the dark days of winter. In many states, it's the law.
- Start slow. If you don't already ride a lot, start by doing a couple of days a week, then work your way up to where you want to ride everyday. And vice versa, if you burn out and no longer enjoy riding, take a few days

off and ride the bus, train, walk, or drive (although once you start riding, you'll see how inefficient your car really is).

Interesting fact: Commuters will ride more miles, eventually, than those who regularly do a Sunday ride or race, especially those people who drive to the event, ride 40 miles and then drive home.

If you are contemplating commuting by bike, don't hesitate. Follow the rules of the road such as stopping at red lights and at stop signs. It's the law and it will help all commuters by giving motorists less reason to ridicule or be angry with cyclists. Just like automobile drivers, taking a few extra seconds to follow the rules really won't make much of an impact on your life ... and it just may save it!

Have fun riding your bike. Essentially, that's the best part of commuting. Those special moments before and after work will give you reason to celebrate why we are here in the first place — after all, work should only be a small part of life. Try it, I guarantee you'll have a different perspective.

And by all means, utilize local cycling clubs and advocacy associations. Most of them offer classes specific to commuting. If you live a long way from work or school, throw your bike on the bus and get off when the cycling distance is acceptable to you. It's understandable to not want to ride 30 miles each way. But you'll eventually want to.

NEWS

King County Settles Bicycle Crash Case

The family of a severely injured Seattle bicyclist recently settled with King County for \$3.5 million. The family sued the County for failing to safely maintain a road marked as a bike safe route.

On Sept. 4, 2006, Jeffrey Totten was biking on Novelty Hill Road in Redmond, Wash., when he hit a crater surrounding a metal "monument cover" that permanently marks a survey area in the road. The asphalt had eroded around the edge of the metal cover, creating a gap that threw Totten from his bicycle, which resulted in him being in a coma for several weeks. He suffered a traumatic brain injury despite wearing a helmet.

Totten, 31 at the time of the accident, was a nuclear engineer preparing to enter a Master's program at the Bainbridge Institute and was also an avid endurance athlete. He now requires full-time care, therefore living at home is no longer an option. Danielle Leavell, Totten's wife,

still lives in Seattle and she visits her husband in his assisted-living home in Mt. Vernon as much as possible.

"All of our dreams ended the day Jeffrey had his bicycle accident. We lost everything," states Leavell in a press release issued on April 15, 2009.

The family sued King County with the help of several law firms. John Messina and John Christensen of Messina Bulzomi Christensen law firm in Tacoma aided in the lawsuit as well as co-counsel Richard Adler and Betsylew Miale-Gix of the Adler Giersch Law Firm in Seattle.

The case rose awareness about the importance of clearly marked and maintained roads that are designated as safe bike routes. "This was a dangerous situation with a simple solution. Given the limited lane miles on the County's bike map, we think routine inspections would require a minimal effort that will protect the



Photo by Bicycle Paper

Road hazards such as these are much more dangerous to cyclists.

public," stated attorney John Christensen.

Leavell claims, "It comes down to responsibility." This suit will possibly hold the County more accountable for safer bike routes. "I can only hope his case makes a difference for another family," states Leavell.

Christensen believes, "Given the positive level of cooperation we have received from the County and its attorneys in this case, we are hopeful that real changes will be made that will make the roads safer for everyone."

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Pedaling Revolution: How Cyclists Are Changing American Cities

BOOK REVIEW & INTERVIEW BY JOE KURMASKIE

Ten years ago, if an established reporter had devoted an entire book to the bicycle as a political statement and tool for making cities more livable, publishers would have greeted it with folded arms and awkward silence. What a difference an oil war, Wall Street excess, \$4 a gallon gas and a global recession make. But calling *Pedaling Revolution* by Jeff Mapes, *The Oregonian's* senior political reporter, a happy accident of timing shortchanges it.

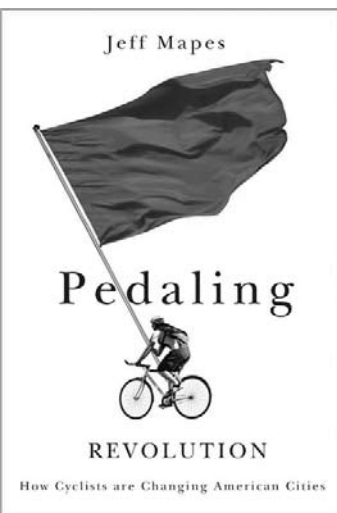
To date, *Pedaling Revolution* is easily the best examination of cycling culture and its connection to big picture issues. It could do for bicycling what *Fast Food Nation* and *The Omnivore's Dilemma* did to put food choices on people's radar, and what *The Long Emergency* has done to educate people about peak oil.

In less assured hands, *Pedaling Revolution* could have been a wreck, devolving into a passionate rant short on facts, or a lifeless manual for wonks, devoid of personal stories that circle back to larger issues. Either would have lost Mapes' intended audience, the middle class living in an urban setting, unaware or misinformed about the nature and growing importance of this two wheeled revolution.

Though Mapes lives, works and commutes by bicycle in America's most cycling friendly city, he doesn't fall into the trap of making the book all about Portland. While some sections feature local programs and innovations, alongside interviews with some of the rose city's influential and colorful characters, Mapes also puts readers on the streets of San Francisco, sends them down Dutch cycle tracks in Amsterdam, races into traffic and conflict around Manhattan, and pedals through former cowtown turned student centered biketopia, Davis, California. It's all in the service of showing how and why bicycles should be considered as a serious transportation option.

Mapes' opening shot, which makes an impassioned and logical case for the bike, is followed by a brief, and in places humorous,

history of the device. Readers learn how and why it's yo-yoed in popularity, its role in creating the roads that motor vehicles took over and expanded, and the opposing views of how much pavement or path the bicycle deserves today. The book tracks successful projects around the globe; perceptions and realities associated with bike safety, battles for the streets during the 2004 Republican convention, how the bike is winning over the health industry and why getting kids back on bikes could be a game changer.



Hardcore advocates will even learn a thing or two. Mapes points out that: "If everyone cycled for an hour and reduced their driving by an equivalent distance, the U.S. would cut gas consumption by 38 percent." The point being, greenhouse emissions would drop below the Kyoto Treaty protocol without doing anything else.

Mapes makes other links to everyday life that most of us overlook such as the connection between

the number of parking spaces for cars and the price of items inside the stores that provide "free parking," and the number of school buses one doesn't see burning fuel in the Netherlands affected by the number of children who bike to school.

One of the strongest arguments Mapes offers for giving this revolution serious consideration is not environmental, moral, medical, or even economical. Many of his interviewees find themselves riding for a myriad of reasons, but they keep doing it, or take it back up after years, for the joy it. As one of Mapes' fellow bike commuters tells skeptics, "It's like being able to golf to work."

Riding a bike feels enough like play that it gains its own recruits. That those same people have built their love into meaningful numbers on the streets and into a political movement that's transforming communities and that their simple lifestyle choices are one part of the solution to deep-rooted health, environmental and social challenges ... this is the anatomy of a lasting revolution.

Q&A with the author

Q: When did you decide to write this book and why?

A: I came to it gradually while I was riding to and from work on my bicycle. I started bike commuting in the mid-1990s, which also happened to be when the City of Portland was making a serious effort to improve the bike network. I noticed that my commute gradually got a little easier as the city made the street network friendlier for cyclists. For example, changing the signal light phases at the west end of the Broadway Bridge all of a sudden made it easy to merge into traffic on the off-ramp going down Broadway without worrying that someone heading right to go down the Lovejoy ramp would hit me. When the city built the eastside esplanade, it made me more confident to ride home after dark, and that helped me become a year-round bike commuter.

I became fascinated with how the streetscape was changing, who was doing it and why. So I set out to find out why.

Q: Which cities in the U.S. not in the top 10 for bike friendliness, have a shot at change and why?

A: I think a very interesting city is Boston. For years, it would always make *Bicycling Magazine's* 10 worst lists, and then a couple of summers ago, the city's Mayor discovered how great bicycling made him feel. Now the city has an aggressive bike program and things are starting to happen. Boston has so much potential because it's a relatively dense city filled with people making relatively short trips.

Q: Why did John Forester agree to be interviewed? What was that interview like?

A: From my experience, John is eager to talk with anyone who will listen. He's a fascinating, Shakespearean figure (one small hint of that was his complex and conflicted relationship with his father, the novelist C.S. Forester) who has had a huge impact - for better or for worse, depending on your perspective - on the American bike movement.

Q: What's it going to take to see bikes gain a 30 percent mode share in the U.S.?

A: Well, it would take a national commitment of a level that I would be very surprised to see. What I do expect to see is that some cities - or perhaps more accurately - some portions of cities in the U.S., could have very high mode shares. I think what we're seeing in Portland is that more ridership spawns more ridership, particularly on the east side. In short, it is starting to go viral. And I think that is inspiring activists and civic leaders in other cities to see if they can do the same thing.

Q: How aware is the average politician to the issue of cycling as a transportation tool?

A: That really varies. If they represent an area where there are a lot of utilitarian cyclists, they're aware of it. Believe me, one thing politicians are very good at is picking up the cultural dynamics of their district. But there is still a long way to go before the average politician - like the average American - sees the bicycle as a transportation tool. I hope that's one thing *Pedaling Revolution* can help change.

Q: Which bike program (safe routes, bike lanes, boulevards, bike rentals in cities, etc.) do you think would have the most impact in changing a community, making it more bike friendly?

A: I think it's a mixture of things. You can't come into a city or suburb where there is very little bike ridership, stripe a bunch of bike lanes and expect things to change. In my book, I likened bicyclists to a species that can thrive when given half the chance. But they need a suitable ecology.

In terms of really jumpstarting ridership, I am fascinated by the bike share experiment in Paris, which unfortunately started too late for me to visit while I was doing research.

My sense is that flooding the streets of Paris with 20,000 bikes gave cycling a huge boost. The program has had some problems and it's not cheap, but it would be fascinating to see a U.S. city make the commitment to a really large-scale program.

Q: Do you think Obama will mention bicycle programs in his next state of the union?

A: No. Most Americans aren't there ... yet.

Q: Do you think bikes should share the road or have separate designated tracks and space?

A: The reality is that cyclists will continue to have to share most roads. Even in Amsterdam they share most roads. But I loved riding on cycletracks in the Netherlands and I'd be happy to use them if they build some in Portland. One thing I learned writing this book is that traffic engineering is not just a science but an art as well - and the devil is in the details.

Pedaling Revolution: How Cyclists Are Changing American Cities.

Jeff Mapes, paperback, 288 pages, Oregon State Univ. Press \$19.95.

Joe Kurmaskie rides a bike for the joy of it. His next book, "Mud, Sweat and Gears: One Family's Rowdy Adventure Across Canada on Seven Wheels," will be published summer 2009.



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"TUNNEL" FROM PAGE 1

by Gov. Christine Gregoire when the budget is finalized this May/June. A request for federal stimulus package money has also been made, according to the Washington Parks and Recreation Commission, as reported in a January 31, 2009 *Seattle Times* article.

However, Washington State Parks, which manages more than 121 parks and recreation programs, already faces major state funding cuts of \$10 million and expects these cuts to run even deeper — possibly up to \$23 million — due to a predicted revenue shortfall of more than \$8 billion. Indeed, 33 parks are being considered for "mothballing," or temporary closure.

The tunnel closures affect the western section of trail incorporated into the Iron Horse State Park, a 1,612-acre recreational area stretching from Cedar Falls to the Columbia River. With its non-strenuous 2% railroad grade, the John Wayne Pioneer Trail offers non-motorized trail users an easy and scenic hike, bike or ride, while its high trestle bridges and awe-inspiring tunnels provide pedestrians, cyclists and equestrians (skiers and dog-sledders during winter months) with unique viewpoints along the Cascade Range to central Washington. The eastern, DNR-managed portion of the trail stretches from the Columbia River in Vantage, Wash., to the Idaho border.

What People Are Saying

News of the tunnel closures came at a time when portions of the trail were already closed for the season (Snoqualmie Pass Tunnel is closed from November 1 to June 1), but it generated immediate and sometimes heated discussions in web-based forums. Several people who replied to the online *Seattle Times* article about the tunnel closures proposed user-sponsored solutions, such as a one-time trail use fee of \$42 or a suggested tire tax of \$14.

Not everyone, however, seems ready to throw money at the tunnels. More than one responder said to just wear a helmet and put up a "Watch for Falling Rock" sign, while others questioned the high cost of the estimate. "How much would it cost to send a bucket truck through the tunnel and have someone tap on the ceiling with a hammer and inject epoxy into any cracks? Or mark the cracks with spray paint? How about setting up a net to catch the falling

debris? I think the whole thing is a boondoggle," wrote "AviationMetalSmit" on February 1, 2009, in response to the *Times* article.

The initial furor on news websites may have subsided, but other organizations are seeing a continued interest regarding the tunnel repairs. Ben Gettleman, trail development manager for Rails-to-Trails Conservancy's (RTC's) western regional office, has received calls and e-mails about the closures, mostly in regard to the proposed \$9 million cost estimate. "There's some sticker shock on the cost of trail development and facilities," says Gettleman, because "people want to know if trail work really costs that much." Gettleman's response generally is, "Yes, yes it will. But it's a lot cheaper than [building] a road or a highway tunnel." He says that the high cost is due to the U.S.'s liability standards.

Even with the big price tag for repairs, the John Wayne Pioneer Trail "is a really awesome resource for Washington," says Gettleman, with its "long swath of trail" connecting all the way to Idaho. He credits Washington for having the foresight to buy up the corridor that was once The Milwaukee Road, part of the Chicago, Milwaukee, St. Paul and Pacific Railroad line that operated between 1908 and 1980. After the company went bankrupt, much of the property was acquired by DNR and turned over to Washington State Parks, according to the Parks website.

"Washington, man, they figured it out," says Gettleman. He contrasts the state's foresightedness with Idaho and Montana, two other states that the railway line passed through that initially balked on the purchases, in part due to all the dilapidated tunnels they would have had to repair. Once a corridor is broken up and sold off to different buyers, it's harder for the state to come back and buy up patchwork land, says Gettleman. But now RTC is seeing state agencies in Idaho and Montana working to preserve these corridors for recreational use, which comes at a time when Washington is struggling to maintain its own corridor.

Honoring the Past, Imagining the Future

In 1999, the John Wayne Pioneer Trail was designated a national Millennium Trail as part

of a White House Millennium Council initiative "to stimulate national and local activities to 'Honor the Past and Imagine the Future.'" But at present, it's uncertain whether a restored John Wayne Pioneer Trail will be part of America's legacy, which has some organizations like the Mountains to Sound Greenway Trust concerned.

"We consider this cross-state trail to be the backbone of the regional trail system in the Mountains to Sound Greenway," said Amy Brockhaus, communications manager for the organization that helps maintain the open space around the I-90 corridor.

According to Brockhaus, their organization is ready to assist Washington State Parks in their work to get the tunnels repaired. "The Mountains to Sound Greenway Trust will support [the Park's] efforts in any way possible," said Brockhaus, though she did not specify what that support would entail.

If the web postings are any sign of support, many cyclists appear ready to do their part to restore the tunnels, but they expect other trail users to do the same. One cyclist, "Dakzuki" of Carnation, Wash., wrote, "When are we going to have a horse tax to support the trails?"

Actually, equestrian groups like the John Wayne Pioneer Wagons and Riders do support the trails. In fact, the organization was instrumental in the creation of their namesake trail. "Our group helped get the railroad turned into a trail, so we have been advocates since day one," says Missy Day, a spokesperson for the organization. "We really only exist to promote, use, work on and be advocates for the John Wayne Trail." Their annual two-week, cross-state rider and wagon trip along the trail is scheduled to start on May 22, so "the tunnel closures are a real problem for us," says Day.

Another group that is reconsidering their use of the trail is the Mountains to Sound Relay. For three years the organization has held their multi-sport race through the Snoqualmie Tunnel, and now they are planning to reroute the course in the likely event that it remains closed.

"It is admittedly one of the unique elements of our 100-mile course," says organizer Chris Lewis of the Snoqualmie Tunnel, "but I would have to say that many of the bikers

could have done without it. It is pitch black, super wet with water dripping from the ceiling, along with a crowned gravel bed that slopes into jagged rock walls, and it's over two miles long! Unique but scary." Lewis will be meeting with the park ranger as soon as snowmelt allows to design a different start, most likely using Exit 38 off of I-90 that accesses the trail.

Events like the Mountains to Sound Relay serve a valuable function in raising awareness — and funds — for projects like the tunnel repairs. According to Lewis the event, which "has raised \$40,000 so far for the Mountains to Sound Greenway Trust," helps advance the mission to "bring awareness to all things recreational along the I-90 corridor," and contributes to Mountains to Sound Greenway's "solid stewardship of our 'backyard.'"

Despite the tunnel closures, bicyclists still have access to their "backyard." Brockhaus notes that cyclists can access the trail at its western terminus at Rattlesnake Lake, near North Bend, from where they can ride 20 miles east, up to the mountain pass. Or they can start at the Hyak trailhead at Snoqualmie Pass and head east. According to Louise McGrady, advocacy director for the Bicycle Alliance of Washington, cyclists heading eastbound can avoid Snoqualmie Tunnel by taking the paved side road that parallels I-90 and runs from the Denny Creek exit to Lake Easton, where they can then return to the trail.

Riders can also explore other nearby Rails-to-Trails options, like the 36-mile Snoqualmie Valley Trail, which starts at Rattlesnake Lake and heads west, crossing trestle bridges over Tokul Creek and Boxley Creek, to end at McCormick Park in Duvall. Of course, there is always the chance that funds for repairing the tunnels on the John Wayne Pioneer Trail will be procured. Gettleman, for one, is optimistic: "I hope we can get money for it. It's a real gem."

Currently, the Rails-to-Trails Conservancy is trying to electronically map all parts of the U.S.'s rail-trail system to create detailed information for users. You can visit their website to learn more about the John Wayne Pioneer Trail and to make a donation to the cause at <http://support.railstotrails.org>.



Photo courtesy of Chris Lewis
Mountain to Sound participants won't be going through the tunnel on June 21.



Photo courtesy of Darren Duncblau
Despite tunnel closures riders can enjoy other Rails-to-Trails options.

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Serfas TLM-1 Magnetic Light – Little and Versatile

By DARREN DENCKLAU

You can never have too many lights, especially if you are a year-round commuter. In fact, lights become a part of your daily checklist before heading out the door — wallet ... check, keys ... check, phone ... check, lights ... check. The more lights you have while riding your bike at dusk or in the dark, the better chance you have of being seen.

If you are anything like me, you either lose or break lights every couple of months. Seriously, I am extremely hard on cheap flashers and I have been through dozens in the past few years. Parts fall off, water saturates the inside, you loan your light to a friend who ends up keeping it ... the list goes on. I even managed to lose the connector piece on a Knog(tm) light, weeks after I was told it was indestructible and “Darren proof.”

That’s why I was really excited when Serfas sent us their TLM-1 Magnetic taillight for a product review. The TLM-1 is different than other lights that are currently flooding the market. First of all, it’s magnetic! You simply pull the back panel apart from the main body, place material of your choice between the two pieces and then place them back together. You can mount the light to clothes, over bicycle cables, dog

leashes, onto panniers or backpacks (I mounted mine to the webbing straps on my commuting pack), or just about anything else.

Although it’s not the brightest and most visible light on the market, it is fairly discernible from a distance and it’s a great addition to a multiple tail light configuration or by itself it for short trips around the neighborhood. I mounted mine in the middle of my jacket when I wasn’t carrying a pack and it worked great.

The light features two 3mm LED’s that have three modes: strobe, flashing and steady. The body is made of rubber and is partly painted with a reflective coating. Serfas claims that it has a burn time of 100 hours with the CR2032 lithium battery. MSRP on the TLM-1 is a very reasonable \$12.

So far the TLM-1 has worked well for me. The reflective paint does come off if it is rubbed up against something, but that isn’t the light’s most important feature, and paint doesn’t adhere well to rubber anyway. What sets this light apart from others is its ease of use and the ability to mount it where most lights cannot be mounted. The magnet makes it easy and fast to mount and dismount without straps or ladders or anything else that always seems to break on me when I need a light the most. Overall, I highly recommend the TLM-1 Magnetic.



Cycling Shoes: The Foundation of Your Riding

By JOHN FORBES

A common misconception when buying rigid sole cycling shoes is that you should allow the same amount of toe room as when you buy a running or walking shoe. In fact, as long as you leave enough room in the toe box that you can wiggle your toes freely and not hit the end of the shoe, you are fine. Use the width of a little finger between your longest toe and the end of the shoe as your gauge, not much more and not much less.

There are a couple of reasons cycling shoes are designed for such a fit. The first is based upon the way the foot works and what a cycling shoe must overcome, while the second deals with proper cleat location.

Walking and running require a substantially different response from our feet than cycling. In the first two disciplines, the foot usually hits on the heel then rolls toward the toe. During that roll the arch flattens. As the foot lifts for the next forward motion the arch uncoils, releasing its stored energy much like a spring. Such action not only produces more response in the gait, but also acts as a major cushion for both knee and foot.

A collapsing arch in cycling, on the other hand, contradicts efficient pedaling action. Ideally the cyclist’s knee travels in a complete circle. It doesn’t wander inward or outward as

of your knee it most likely comes from issues with your feet.

The second reason is cleat location. Old school thinking held that you could simply center the cleat under the ball of the foot. That worked fine when bike shoes had wooden soles and were as flimsy as paper. Then one simply moved the foot around in the shoe for maximum comfort. Nowadays cycling shoes are technical marvels. Since they hold the foot so securely, it’s crucial that cleat position is properly set behind the first metatarsal (the big toe). Some fitters use what is known as the “new neutral.”



Photo by Bicycle Paper

... behind the first metatarsal (the big toe).

Essentially the fore/ aft cleat is centered on the third metatarsal. If your shoe is too big you can’t get the cleat far enough back. So, once again, you sacrifice power.

Once you have a properly fitted shoe, investigate your arch support. You want an insole that will keep your arch from collapsing. Don’t rely on a typical insole or orthotics designed for runners or walkers; those work on the rear to mid-arch of the foot. You want a cycling specific insole that will control the entire arch and fore-foot. Get as thick of an arch as is comfortable. Keep that arch from collapsing!

Folks with flat or wide feet often get shoes that are far too big in length as they search for a comfortable width. Proper arch support lets the flat-footed person fit into a normal width shoe and keeps the arch stable. Those with a wide foot should find one of the various brands that offer an extra wide shoe.

Bottom line: find the shoe and insole combination that provides the greatest comfort and power. Ask for informed help at the shop of your choice. After all, the foot/shoe combination is quite literally the foundation of your riding experience.

John Forbes is “The Fit Guy” at Lakeside Bikes in Lake Oswego, Oregon.



Photo courtesy of Bike Tires Direct

It’s crucial that cleat position is properly set...

it completes that circle. A round pedal stroke delivers the greatest percentage of available energy to the pedal. When the knee moves in an eccentric circle it can’t deliver all available power, as not all muscles in the leg get completely used. As the arch collapses at the bottom of the power portion of the stroke, the knee moves inward then moves back out when the arch returns to its normal open position. Such movement puts stress on the knee. If you have pain on the medial or lateral aspect

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Hundreds of Activities Pack the National Bike Month Schedule

By **DARREN DENCKLAU**

Some areas celebrate Bike to Work Day, others Bike to Work Week (May 11–15), and for the truly dedicated, Bike to Work Month. However long you choose to rejoice, now is the moment to take pride in being a bicyclist and join this nationally recognized annual event. Throughout the Northwest, cities and cycling clubs will be featuring activities of all sorts — from clinics and educational seminars, to rides and festivities for commuters of all ages. On Friday, May 15, the country's official Bike to Work Day, celebration stations will be set up to welcome and count participants, offer them snacks, drinks, maps and other free giveaways. Some stations will also offer bike safety checks.

Most areas have commuter challenges that encourage employees to ride their bikes to and from work with hope of creating a new pattern of driving less and riding more. The friendly competition has businesses battling each other for bragging rights in various categories, including the company with the largest number of cyclo-commuters.

Here are just a few event scheduled in different areas around the Northwest. Check your local club and municipality listings to find out more.

Bellingham

Bellingham, Wash., is taking a head start in this year's Bike to Work festivities with events that officially began back in April. May's highlights include a "Women Only Bike Maintenance Class" on May 5, at the Hub Community Bike Shop. The class will cover subjects like basic maintenance, flat tire repair and troubleshooting, and explain how a bike operates and functions.

On Wednesday, May 6, a "First Gear Bicycle Class" will take place at the Community Food Coop Connection Building. This three-part class is geared toward building rider confidence and will offer safe traveling tips like proper hand signals, communicating with drivers and other cyclists, and road positioning.

Also on May 6, Bellingham's "Bike to Work and School Day Planning Meeting" takes place at the public library's meeting room beginning at 6:30 p.m. Attendees are encouraged to help design Whatcom County's Bike to Work future festivities. Contact Mary Ander-

son or Ellen Barton at 360-671-2453 or e-mail info@everybodybike.com for more information.

On Saturday, May 9, there's a "Bicycle Scavenger Hunt and Pedal with your Politician" event. The scavenger hunt starts at 10 a.m. at the Bellingham YMCA and will be followed by the politician ride at noon. Departing from Depot Market Square, this will be a good opportunity to talk about future improvements for cycling in the area.

The Ski to Sea Community 5km Fun Run & Bike Ride — going from Lake Padden to the Fairhaven Village Green via the Interurban Trail — takes place on Sunday. The event benefits the Whatcom Physical Activity and Nutrition Coalition. Contact Cori Kauk at 360-778-7000 or e-mail ckauk@cob.org for details. You can register online at www.cob.org/ezreg.

Celebrate Bellingham's 12th Anniversary of Bike to Work and School Day on Friday, May 15, when more than 30 commuter stations will be set up throughout Whatcom County, with volunteers serving refreshments and giving away various other gifts. That same evening, beginning at 5 p.m., show your "Ibiked" sticker and get free entry into Boundary Bay Brewery for live music, drawings and other fun stuff.

For more information on all of Whatcom County's events visit everybodybike.com.

Spokane

There are many events to choose from during Spokane's Bike to Work Week. Here are just a few highlights:

Sunday, May 10 — from 11 a.m. to 4 p.m.: Bike Education Fair at Riverpark Square. There will be tables with bike-related information (rides, clubs, safety and more).

Monday, May 11 — from 7–9 a.m.: Kickoff Breakfast at Riverfront Park offering free pancakes, coffee, and prizes intertwined with short speeches and a large "group photo."

Wednesday, May 13: Walk & Roll to School Day at participating Spokane Public Schools. Also that day, starting at 7:45 a.m., Spokane Bicycle Club will be leading a 4-mile guided commuter ride from Audubon Park to downtown.

Friday, May 15 — from 4:30–6:30 p.m.: After-work Wrap-up Party at Steam Plant Grill.

When you register for Bike to Work Week it automatically qualifies you for the individual commuter challenge. You can also enter a team and compete for fame and glory or simply ride

and contribute to the 2009 collective goal of 25,000 ridden miles during one week.

For complete information on Spokane activities visit www.biketoworkspokane.org.

Snohomish County

On Bike to Work Day, volunteers at numerous celebration stations will be serving up refreshments to all cyclists, walkers, skateboarders and others who stop by Maryville's Comford Park, University of Washington-Bothell, Everett Station, Edmonds Ferry, Boeing Everett and McCollum Park, among other locations. Stations will be open from 6-9 a.m. Around 7:30 a.m., elected officials will be joining in for "Celebration Rides."

Snohomish County also celebrates "Group Health's Commuter Challenge" from May 11-June 12, in an effort to promote a healthy commuting habit. Participants are encouraged to get as many co-workers involved as they can to earn biking socks or a pizza party for their place of employment. Team captains receive a Snohomish County Bike to Work cycling cap.

Visit www.communitytransit.org for a more complete schedule or call Mark Melnyk at 425-348-2304 or e-mail mark.melnyk@comtrans.org for further information.

Pierce County

The County will be featuring several events throughout the month. Highlights include a Kid's Safety Fair and Helmet Sale on May 2, a bike swap at University of Puget Sound from noon to 5 p.m. on May 9, and a Wheelmen Bike Rodeo and Ride at University Place. On Wednesday, May 13, REI will host a bike maintenance clinic.

The Pierce County Commuter Challenge is May 11–15. Sign up as either a team or individually and be qualified for prizes that include a \$100 and \$200 gift certificate from REI, free bike tune-ups, bike lights and more. Sign up at www.piercetrips.com.

The month's activities continue with Tacoma Wheelmen's Club's Big Wheel Bicycle Ride on Saturday, May 16. REI will host a "Bike Commuting 101" clinic on May 19. On May 21, you won't want to miss Zeit Bike Spoke Tales

at the Tacoma Art Museum. Finally, on Saturday, May 30, there will be a "Family Ride with City Council" beginning at 10 a.m. at Tacoma Bike Shop.

Idaho

Boise Bike Week is set for May 10–16. Events kick off on Sunday with "Think Globally, Bike Locally," a showing of two bike-related films at The Flicks Movie Theater. "Ayamy" is the first film, which documents an Idaho non-profit's effort to donate bicycles to African citizens. The second film, "Return of the Scorcher," takes a look at bike culture around the world and includes great footage of cyclists in China, the Netherlands and elsewhere.

On Monday, May 11, the kickoff celebration begins at 7:30 a.m. at City Hall Plaza. Later that evening there will be a "Twilight Mardi Gras Ride" and a bike maintenance clinic. Other highlights for Boise Bike Week include a women's road ride on Wednesday, May 13, a "Bicycle Block Party" on Thursday, a Recumbent Rally and a Mountain Biking Introduction and Skills Ride sponsored by SWIMBA on Friday, and the "Pedal Power Parade and Finale" on Saturday. For complete information on events in the Boise area visit www.boisebikeweek.org.

Oregon's Walk + Bike to School Challenge

Although the state celebrates Bike to Work in September, this month-long school competition is running concurrently with the National Bike to Work Month in May. Students of all ages, from preschoolers to college enrollees, can enter the challenge. Preschool, primary and secondary school participants can walk, bike or use other active means of transportation, while older students must commute by bike only. College commuters can register individually and track their trips online at www.biketocampus.org while schools can enter their teams at www.walknbike.org. The event culminates in June with the Walk + Bike to Baseball celebration at PGE Park, where event participants and overall winners will be recognized on the field.

For more information visit the Bicycle Transportation Alliance website at www.bta4bikes.org



Photo by Bicycle Paper

There is no such thing as the perfect commuting gear, ride wearing what you like and get some fresh air before work.

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The Competition Bicycle: A Photographic History by Jan Heine

REVIEW BY ANGELA SUCICH

Any book depicting a photographic history aims to provide its readers with a window into time — a distinct viewpoint — and also to be a key for understanding its subject matter in the scope of history. Jan Heine's *The Competition Bicycle* does just that, building its narrative around 34 bicycles and constructing a general impression of their historical context. Photographer Jean-Pierre Pradères' high glossy photos offer a virtual window into the bicycle's evolving technology, while author Heine's instructive chapters set bicycle design amid the culture of competitive cycling.

The Competition Bicycle is Heine's second book (his first was *The Golden Age of Handbuilt Bicycles*), and here again he pays loving attention to the function and artistry of the bike. Beginning with the big front-wheeled racing machines of the 1880s, the author chronicles over a century's worth of bicycle innovation, up to 1994, when Tony Rominger broke the hour record on his aerodynamic Colnago track bike. The book's scope is international, spanning Europe and America, with a logical emphasis on France and Italy.

Helping impart order on its historical sweep is an index at the beginning and a bike specifications page at the back of the book. The latter identifies such details as the parts that are not original to each photographed bike, parts Heine is unsure about, whether and to what extent the

bike was restored (like the complete restoration of a René Herse Tandem) and whether the bike is a replica of an original.

Most chapters are organized around important cycling moments, like the introduction of a new frame design. For example, the "Safety" bikes of the 1890s, which introduced the chain-and-cog drive system, signaling a dramatic shift away from the more dangerous High Wheeler design, or the outlandish Dursley-Pedersen model bike of 1903, with its triangulated frame and woven bicycle seat suspended like a hammock.

In some chapters, it is a type of racing that is emphasized to suggest the spirit of the time: "Six Day" track races were all the rage in the roaring '20s; women's racing was recognized at the 1937 National Championships; courier or "porteur" racing was popular in Paris in the 1950s, as was cyclotouring competition (randonneuring).

In other sections the spotlight is on people — famous racers and influential builders. Heine provides a riveting account of rivals Gino Bar-

tali and Fausto Coppi's grudging collaboration that won them top finishes in the 1949 Tour de France, and he gives a no less exciting report of Geneviève Gambillon's sprint to victory in the 1972 World Championships in Montréal, Canada. Her winning René Herse racing bike is also featured in the book.

The bicycles of some of the most recognized competitors are also included — beautifully photographed bikes once raced by Eddy Merckx, Peter Weigle, Greg Lemond, Francesco Moser, Andy Hampsten and others.

Readers fascinated with "old-school" technology will love the photo detailing, from close-ups of the Safety's cloth-covered wooden rims and pneumatic tire valves, to the 1927 Alcyon's seatpost-fitted oil reservoir (for lubing the chain on the fly), to the numerous weight-saving holes drilled into the rear derailleur and saddle of Peter Weigle's 1975 time trial bike. Readers who are new to bicycle mechanics will appreciate these pictorial details, which helpfully illustrate what Heine discusses in his chapters.

Given the gear-centric focus of *The Competition Bicycle*, the author is just as interested in the human element of bike racing, and the book approaches the one through the other. In his preface Heine writes: "As far as possible, I

have selected original machines with competition histories, which tell their stories through sweat-stained handlebar tape and well-worn saddles." Throughout, the author reveals a curiosity about the signs of wear-and-tear and the personalized details that riders have left on their racing machines, from the scrawled gear ratios that Bruce Waddell taped to the stem on his 1965 Cinelli Supercorsa, to the dents that Frank Bartell left on his Six-Day racer bike (ouch). Like an archeologist, Heine looks to these minute details for insight into the bikes' competition histories. The "Cycles Barret, Champion de France" inscription on the High Wheeler's head tube records for posterity an otherwise unknown frame maker. An engraving on the head badge of French manufacturer Labor's 1910 "Tour de France" frame reveals the inspiration for its top tube design (a railroad bridge). Readers can view these details up close in Pradères' excellent photos, a view enhanced by the book's larger format (9.5" x 12").

In his closing words, Heine concedes that, in some cases, "It is impossible to prove that the bikes were ridden by the famous racers in specific events." This disclaimer may raise a flag for some readers, though others may appreciate the transparency. Heine concludes: "Overall, I am confident that most bikes in these pages are what they purport to be." What is certain is this: seeing these bicycles in all their photographic glory will undoubtedly captivate readers and inspire in them a sense of wonder about bike racing history.

The Competition Bicycle: A Photographic History

Jan Heine, hardcover, 76 pages, Vintage Bicycle Press, \$60



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"FRAME" FROM PAGE 1

given my first one at the age of six. It is from these experiences that I draw on to write an article like this.

I don't have the editorial space to compare every price range, so I'll limit this article to higher end and custom frames ... let's say frames that cost over \$1,000. We can also filter out the mass-produced frames from Asia (that could be a novel length analysis in and of itself).

We'll compare cost, durability (longevity), versatility, repairability, and the all-important ride quality, of the four common materials. You'll notice that when I refer to weight, I refer to things I've actually weighed. This is because I find that most manufacturers either have poorly calibrated scales or they ... well ... stretch the truth a bit. It's kind of like my Uncle Earl and his "Fish that got away."

Very quick history

Aluminum has been used in bicycle manufacturing since the 1890s. A quick Google search for aluminum bicycles of the 1900s will turn up very modern looking bicycles from the '30s made with aluminum frames and aluminum forks. This material has the advantage of "no paint needed" if you like that aircraft industrial look.

When I was kid, all bikes were made of steel. Not just any steel though, they were really, really heavy steel bikes. It wasn't until the mid '70s that Vitus and Alan introduced aluminum frames that I lusted after. These frames resembled conventional frames but had anodized finishes instead of paint and were very lightweight (in comparison to the steel frames of the period). The ride was very soft, and worked best for riders who were of lighter weight and rode with very high cadences.

About that same time, Gary Klein came out with a new aluminum frame that used super fat tubes and a neon painted finish. It looked completely different than any frame I'd ever seen before. In the '80s, Cannondale

followed suit, and the oversized aluminum craze took off.

Eventually, these oversized aluminum beasts gained a reputation of being so stiff that they were uncomfortable to ride. This was my experience when I commuted almost 40 miles three days per week on one of these frames for nearly two years. Soon, riders were running for the ibuprofen and scheduling appointments with their bike fitters.

Modern day aluminum

While in the 1980s customers thought of aluminum as expensive and lightweight, today the story is much different. Just as any great thing eventually turns into a fad, heavy, fat aluminum frames have pretty much taken over the lower-end bicycle market. Just because it's made of aluminum does not make it light. One visit to Toys-R-Us to lift the 40-pound aluminum monsters they sell will prove that. There are still, however, some lightweight, high-end, custom aluminum offerings. At R+E Cycles we also build a lot of the super long bikes (triples, quads and quints) from aluminum.

Expect a high-end, lightweight aluminum frame to be three pounds or a little more. On occasion I've weighed one that was under two and a half pounds, but those are usually very small sizes and very expensive custom frames.

Cost

Custom lightweight aluminum frames can be built for a fairly reasonable price. Expect to pay \$2,000 to \$3,000 for a custom aluminum frame with a fork built to your specifications.

For a custom builder, it takes more time to weld an aluminum frame and the aluminum ends up costing a bit more to mitre and shape as it clogs the equipment faster than steel. It also has to be heat treated after welding, adding to the time and cost. These extra costs show up in the retail price of custom aluminum frames, but the actual material is relatively inexpensive.

Durability (longevity)

Warranties vary on aluminum frames. Some companies offer lifetime warranties, while others restrict it to just one year. I feel that most aluminum frames are very durable and will last a very long time. Although, over-sized aluminum

does have a very non-forgiving characteristic — if it is over-stressed or cracked, it can fail very abruptly. Because of that, it is important to inspect aluminum frames after an accident for any sign of cracking or stress, even if the bike rides perfectly. Some manufacturers put a warning sticker right on the frame advising the

Repairability

Repainting an aluminum bike is always possible. It's more labor intensive than steel because paint has to be chemically stripped off of aluminum.

As far as frame repairing goes, aluminum is not easily repairable. After it's welded, an aluminum frame must be heat-treated. Once it has gone through that process, further structural welding will weaken the frame. Sometimes very small things can be fixed, but if something crucial breaks or bends, the frame is done for.

If you wind up in a pinch somewhere, you're probably not going to get your aluminum frame repaired.

Ride Characteristics

For the most part, oversized aluminum frames are very stiff and unforgiving. You'll get good transfer of power through the cranks to

the wheel, but suffice to say that the "thud" sound you hear if you flick the frame with your finger nail, is the same "thud" sound you'll feel when riding on pavement or bumps. You'll feel the road transferred to your contact points through a very merciless frame.

Tight corners on bumpy roads will require more slowing down for control purposes as the bike can bounce or rattle out of the groove if your not careful.

Not to characterize all modern aluminum bikes the same, Scandium aluminum from Easton for instance, claims to ride more like a steel frame. I've ridden a Scandium frame in my size, and it rode much nicer than my other oversized aluminum frame, but I wouldn't say it had the liveliness of steel.

[Editor's Note: Next month Dan will address the pros and cons of carbon fiber frames.]



Peugeot aluminum bicycle circa mid-1900s.

owner to inspect frequently for cracks.

The super light aluminum bikes will not last forever, and aren't advertised that way. On the other hand, I see a lot of the old original Cannondale and Klein frames still on the road after all these years. As a matter of fact I saw one of those original 1983-1984 Cannondale bikes in the repair shop for a tune-up just the other day. I also have a neighbor that rides his Vitus aluminum frame as his daily commuter, so I'd have to say that aluminum as a material can have a very long life span if not damaged.

Versatility

When building a custom frame, aluminum is a versatile material. It's available in many weights for different riding styles and rider weights. For extremely long bikes like a triple or a quad, aluminum offers a lightweight, reasonably priced alternative to steel. After the frame is built and heat-treated though, that's where the versatility ends.

Aluminum machines easily, and is readily available in our area so it's easy enough to machine any frame fitting or dropout that's not available to order.



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Training: Heart Rate vs Power

By ERIC MOEN, PT

How do I go faster on my bicycle? A 2001 paper authored by Jeukendrup and Martin discussed potential gains in performance in a 40km time trial (TT) through basic training modalities, equipment and technology. It was suggested that the most significant improvements in that event are made by following an organized training plan that include high intensity training, as it had more of an affect on performance than buying a fancy new carbon bike. This is great news for many, as a training program costs much less than a fancy carbon toy. It is well known throughout various literature and anecdotal means that the road to performance improvements is paved with high intensity training, which helps increase VO₂ max and peak power output. But what is the best way to plan and track training stimuli? In comes the obvious question, "Do you use a heart rate (HR) monitor or power meter to plan and track your training?" Both methods can establish training threshold values with relative ease.

Power monitoring is certainly gaining popularity as a means of acquiring training

feedback. In fact, if you are not training with a power meter, you are sometimes considered "retro," even somewhat misinformed, or really missing out. The benefits of this method include feedback on performance output without a dependence on heart rate. Power monitoring can help direct changes to bike position, help analyze performance, and further quantifies strength requirements for known events. It has an advantage over heart rate monitoring as HR values may be affected by other factors

such as dehydration, heat stress and excitation states. On the other end, power monitoring is expensive and there are only a few options available on the market.

Heart rate monitoring has been around for a while. It sometimes seems outdated and boring but like power metering, it provides feedback on workout intensity. Entry-level equipment is

less costly and many reliable price options are available. A heart rate monitor is fairly easy to use and data is fairly easy to interpret. At threshold, heart rate values do not typically have significant variation over time (2-3bpm). In comparison, the power wattage will tend to make frequent changes at threshold level during the season and using power meters to plan workouts will necessitate frequent performance testing to ensure that your workouts are performed at appropriate intensity levels.

Here is where it becomes interesting. In spite of the power meter's popularity, its usage has not been verified as a good means for prescribing

training/exercise programs in peer-reviewed scientific literature. A 2009 study by Swart et al. analyzed the differences in bicycling performance gains when using HR and power for workout planning/dosage. The study was conducted over four weeks and used a 40km TT and VO₂max testing to assess training adaptation to specific high intensity training.

The study hypothesized that there would be no differences between the two methods of prescribing exercise. The two study groups had similarly prescribed exercise plans (defined by physiological load), as tracked by Training Peaks software. The study found that both training groups registered a noticeable positive difference in their performance when compared to

a control group. The HR training group had the greatest improvements in tested peak watts and VO₂max. A possible explanation for this finding is that the HR group would initially over-shoot the prescribed steady state levels when ramping up to the prescribed HR level. This would create temporary power levels higher than that prescribed for the power group.

So what does this mean to you? Training tools (HR monitors and power meters) provide important performance and training feedback and should be used to help prescribe effective exercise programs. The use of a HR monitor will be the most effective means of planning exercise dosage if you cannot regularly test yourself for threshold values. You don't need a power meter to make performance gains in endurance bicycling. My best suggestion for those wanting to progress their expertise in bicycling is to first measure cadence, then move to HR and then utilize power.

References:

Jeukendrup AE and Martin: *Improving Cycling Performance How Should we Spend our Time and Money?* Sports Med 2001; 31(7): 559-569.

Swart J, Lamberts RP, Derman W, and Lambert MI: *Effects of High-Intensity Training by Heart Rate or Power in Well-Trained Cyclists.* J of Strength and Conditioning Research 23(2): 619-625.

Erik Moen PT is a nationally recognized expert on the treatment of bicycling-related injury and bicycle fit. He practices physical therapy in Kenmore WA. He may be reached at Corpore Sano Physical Therapy and Sports Performance, 425-482-2453 or www.BikePT.com.



Heart rate monitor watches in various price ranges are available on the market. They can provide instant and basic information or provide a complete set of data to cover your entire workout.

Photo courtesy of Erik Moen

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EVENTS

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 4: Noontime Rides

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

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

May 16: Cycling for a Cure

Seattle, WA. Ride in support of over 46.2 million people living with arthritis in the U.S. Join 12-week training/fundraising program that includes choice of Tour de Kitsap metric century, RAPSody and/or Chuckanut Century. All levels welcome. Tai Lee, Arthritis Foundation Pacific Northwest Chapter, 206-547-2707 x 106

May 23: Gig Harbor Street Scramble

Gig Harbor, 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

JUNE

Jun 1: Noontime Rides

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

Jun 6: National Trails Day

Various. A celebration of trails to increase the awareness of community trails and help volunteer trail clubs. imba.com

Jun 11-27: Pedalpalooza

Portland, OR. Two week celebration of bikes. 200 events to choose from. Events include: frame building workshop, Tride, bike art and more. Kick-off parade and ride. Shift to Bike, shift2bikes.org/pedalpalooza

Jun 13: Cirque du Cycling

Portland, OR. Includes activities for the entire family. 3-mile bike ride to Peninsula Park at 4pm, freak bikes parade, criterium racing, clowns, jugglers and more. Location - Mississippi Ave. Benefits Self Enhancement Inc. - a youth development organization. 503-459-4508, cyclingcircus.com

Jun 13: Marymoor Little 100

Redmond, WA. 4 riders, 1 single speed bike, flat pedals with coaster brake. Each rider must do at least 1 lap - bike hand-offs at exchange. Costume required. Beer garden and live music. Start at 4pm, main at 7pm. Alki Rubicon Team, alkirubiconracing.com

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 training, 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

JUNE

Jun 12-14: Women's Bicycle Retreat '09

Leavenworth, WA. Perfect for beginners, but all skill levels are welcome. The all-inclusive retreat filled with bike riding, skill clinics, informative seminars, and relaxation time. Learn and practice cycling techniques under the supervision of experienced coaches and staff. Lisa Brudvik, 206-554-1960, coachlisab.net/bicycle_retreat/

Jun 13-14: Dirt Series

Park City, UT. MTB camps for women. Offers two days of top-notch small group instruction and hours of practice on the trails. For beginner to advanced riders. Dirt Series, 604-905-8177, dirtseries.com

MULTISPORT

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, 3rnr.org

May 13: BEAST Adventure Race Series #2

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

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 and party. Find checkpoints where physical and mental challenges must be completed before moving on. Team event. Urban Assault, 303-408-0747, urbanassaulttrace.com

May 23: Kids' Try-A-Tri Junior Triathlon

Salmon Arm, BC. For under 7 to 14+. Starts at 9am at the Salmon Arm Community Center. Distances vary with age. Tiffany Lomabert, Salmon Arm Triathlon Association, 250-832-0998, salmonarmtriathlon.com

May 23: MOMAR - Squamish

Squamish, BC. Part of Mind Over Mountain Adventure Race Series. 30 to 50km course. Kayaking, MTB, trail running, bushwacking, rappelling and mystery challenges. For beginners to advanced. Moderate navigation. Solo or teams of 2 or 4. Approximated finish time 4-8 hours. Bryan Tasaka, MOMAR, 866-912-3331, mindovermountain.com

May 24: Onion Man Triathlon

Walla Walla, WA. Staged at Bennington Lake. 1500m swim, 40km bike, 10km run. Start at 9am. Dan Elsom, 509-529-9187, multisports.com

May 24: Ski To Sea Race

Bellingham, WA. Go downhill 85 miles from Mt Baker Ski Area to Bellingham Bay. 7 legs - cross-country ski, DH ski/snowboard, running, road bike, canoe, mtb and sea kayak. Bellingham/Whatcom Chamber of Commerce, skitosea.com

May 25: Spring Festival

Moses Lake, WA. Triathlon and duathlon staged at Montlake Park. Age groups, 2- & 3-person relay, youth categories. Swim 1/4 mile, bike 10, Run 3.1. Start at 8am. BuDu Racing, buduracing.com

May 30: Gap2Gap 2009

Yakima, WA. 25th annual. Junior and adult versions. Team or individual event. Multi-sport race comprised of five legs: field run, mtb, kayak/canoe or skate, road bike and run. Junior Gap2Gap for kids 8-14. Junior: teams of 2-5. Includes run, bike, rollerblade, paddle and an obstacle course. Start/finish at Sarg Hubbard Park. Visit the website to register. Yakima Greenway Foundation, 509-453-8280, yakimagreenway.org/g2g

May 30: Triathlon at Rigby Lake

Rigby, ID. Sprint and Olympic distances and team competition. Starts at 8am and 9:15am at Jefferson County Lake (Rigby) Recreation Area. Personal Best Performance, 208-521-2243, runwalkjog.com

May 31: Urban Assault

Portland, OR. Bike scavenger hunt that involves street-smart riding, obstacle courses and party. Find checkpoints where physical and mental challenges must be completed before moving on. Team event. Urban Assault, 303-408-0747, urbanassaulttrace.com

JUNE

Jun 21: Mountains to Sound Relay

Seattle, WA. Five legs, 100 miles from Snoqualmie Summit to Golden Gardens, Seattle. 23-mile mtb / 45-mile road bike / 12-mile paddle / half-marathon / 6-mile glory sprint. Enter a 5 or 6-member team, pairs or solo. Multiple divisions. Limit 150 teams, 25 pairs, 50 solo. Start at 8am. Chris Lewis, 206-633-1121, mountainstosound.com

MOUNTAIN BIKE SERIES

BC Cup DH Series

May 24; Jun 6-7, 20-21, 27-28; Jul 25-26; Aug 1-2, 22, 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, cyclingbcmtb.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 determine the overall winners. 5 of 7 count. Finals mandatory. All categories. Leader's jersey for Elite category. Event listed as BC Cup XC. Tanya Camposano, Cycling BC, 604-737-3034, cyclingbcmtb.ca

Fluidride Cup

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-minutes 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

May 3, 17; Jun 6, 21; Jul 12, 26; Aug 8

Various, WA. Series of 8 events raced/organized by different promoters 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

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

May 10, 17, 31; Jun 6-7, 20; Sep 6, 26

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, singletrack 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

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

Wild Rockies Series

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, prize drawings at every races. XC events on 4/11, 5/9, 6/20, 6/28, 7/11-12, 9/12, 9/19, 9/20. DH events on: 6/6-7, 7/10-12, 8/1, 8/13, 8/20. Darren Lighthield, Wild Rockies, 208-388-1971, wildrockies.com

WEEKLY

MONDAY

PIR Short Track XC

June 22-August 3

Portland, OR. Look forward to a fun and challenging 3- to 5-minute lap course with a lot of bumps and turns. Monday night 6-8pm on the infield of Portland Int'l Raceway. All ages, all abilities. Your choice of bike - mountain or cyclocross. Overall cash and weekly prizes. Best 5 out of 7. Kris Schamp, 503-466-9007, portlandracing.com

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. 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, roadanddirt.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, 541-385-7413, centraloregonracing.com

RACING

MAY

May 1-3: Fluidride Cup #2

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

May 3, 10, 17, 24: Hammerfest DH

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

May 3: Jacksonville STXC

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

May 3: Peak Sports Mudslinger

Philomath, OR. Oregon State Championships. 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. OR MTB Series event. Part of Oregon MTB Series. Mike Ripley, 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 single-track 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. Stiff Wick Productions, 206-919-5741, stiffwick@comcast.net

May 9-10: Rat Race

Roberts Creek, BC. Saturday: Olympic-style cross-country featuring some of the best singletrack. All categories. Sunday: Mach Chicken DH 1.7km course runs about 3 minutes, mandatory pre-race run. Limit 150 for DH. Kid's race on Sunday. Part of BC Cup XC Series. Rod Camposano, SCUMB, 604-886-1525, SCURatRace.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, 208-338-1016, 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 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, tight switchbacks and a slight uphill finish. Classes for every age division and ability level. First riders off at 11am from Four Corners. OR MTB Series event. 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. Singlespeeders' dream. Flat cash for the Pros, great racing for everybody. KTS event. AMBC race. Part of Knobby Tire Series. Davey Moore, Knobby Tire Series, 208-338-1016, knobbytireseries.com

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, 360-321-5884, 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 and food vendors. Medals 3 deep. Cash for top 3 in solo divisions. Make your Memorial Day weekend one to remember. Wendy Bailey, Round & Round Productions, 509-455-7657, roundandround.com

May 23: Annual Lava Rama

Pocatello, ID. Canceled for 2009. Darren Lighthield, Wild Rockies, 208-388-1971, wildrockies.com

May 24: Shore Festival

JUNE

Jun 6: Bavarian Bike & Brews Fest
Leavenworth, WA. Indie #4. Gibbs Organic Farms. XC bike race followed by beer festival, live music, food and fun! Each lap is 8.6 mile with 1,800' of elevation, and features challenging single-track, creek crossing and spectacular scenery. Part of Indie Series. Part of Indie MTB Series. Christine or James Munly, Leavenworth Fat Tire Club, 509-548-5615, dasradhaus.com

Jun 6-7: Port Alice MTB Festival
Port Alice, BC. XC on Saturday, DH on Sunday. Part of Island Cup Series XC & DH. Nitro Club, islandcupseries.com

Jun 6-7: Race the Ranch
Kamloops, BC. Cross-country race in town. Number of laps vary with categories. 7km loop. Near town DH on a cool and rhythmic course that will get your heart pumping. Part of BC Cup XC & DH Series. Henry Pejrl, racetheratrace.ca

Jun 7: Bogus Basin Kamikaze 1
Boise, ID. Start at 2:30 pm, best out of two race format. Technical downhill - about 2 minutes long. Digital chip timing. Part of Wild Rockies DH Series. Darren Lightfield, Wild Rockies, wildrockies.com

Jun 7: Mad Dash MTB Classic
Athol, ID. 4 and 8 hour races. 10-mile lap. Several categories including Husband/Wife, 3 and 5 person relay team. Part of the Outdoor Adventure Festival. Staged at the Farragut State Park near Coeur d'Alene. Outdoor Adventure Festival, 208-664-0135, adventuressportweek.com

Jun 7: Picketts Charge - OR MTB #9
Bend, OR. XC racing for all levels. Pro/Elite/Expert: 30-35 miles, Sport: 20 miles, Beginner: 10-15

miles. Day of registration opens from 8:30-9:30am. Racing starts at 10am. Cash purse and raffles. Part of Oregon MTB Series. Sunnyside Sports, 541-382-6008, sunnysidesports.com

Jun 8: Granite Man
Jacksonville, OR. Start at Hart-Tish Park. 12 miles of singletrack, 3.5 mile of pavement and 2.5 miles of forest roads, stream crossing. Rogue Multi-sport LLC, 503-327-5531, roguemultisport.com

Jun 11-27: Great Divide Race
Banff, AB. From Banff to Antelop Wells, New Mexico. Self-supported, solo competition, 200,000' of climbing, 2,709 miles, 16+ days. Follows the ACA Divide route. greatdividerace.com

Jun 12-14: Fluidride Cup #3
Kellogg, ID. Silver Mountain. See race series for details. Petr Kakes, Hurricane Racing, 503-272-0146, skibowl.com

Jun 13-14: 12 Mile Super D
Ashland, OR. Drop 5,000ft in 12 miles from Mt Ashland Ski resort to downtown. Great singletrack, 600ft of climbing. Chainless DH on Saturday. Tita Soriano, Breakaway Events, 541-840-6580, breakaway-events.net

Jun 14: Coast Hill Crush
TBD, OR. OR MTB Series event. Part of Oregon MTB Series. Kevin Thompson, obra.org

Jun 14: Port Alberni DH
Port Alberni, BC. Part of Island Cup Series DH. Nitro Club, islandcupseries.com

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

Jun 20: 12 Hours of Cumberland Relay
Cumberland, BC. The 12 Hours of Cumberland is a 12-hour race/relay on the trails south of Cumberland (access via the yellow gate). Laps are approximately 1 hour for the average rider. From 8am to 8pm. Part of Island Cup Series XC. United Riders of Cumberland, 250-336-8250, islandcupseries.com

Jun 20-21: Arduum Challenge
Mission, BC. ON Red mountain in Mission. DH event with steep, technical, off-camber, rooty and flow. Part of BC Cup DH Series. Greg Rector, arduumchallenge.com

Jun 20: Test of Metal
Squamish, BC. SOLD OUT. testofmetal.com

Jun 21: Idaho City Excellent Adventure
Idaho City, ID. 17.5-mile adventure starts with a 3.5-mile climb before dropping 1500 vertical feet. Beginner to Pro do the same course at the same time. LeMans start at 12pm on Main street. Wild Rockies, wildrockies.com

Jun 21: Methow Cycle & Sport Mountain Challenge - Indie #5
Winthrop, WA. Come celebrate the Summer Solstice in the Methow Valley. Incredible riding and great racing. Make a weekend of it! Categories for all ages and abilities. Part of Indie MTB Series. Joe Brown, 509-996-3645, indieseries.com

Jun 21: Test Of Endurance 50
Blodgett, OR. Always improving. The sun will be shining on your back as you roll down mile after mile of singletrack in the Oregon Coast Range. 50 miles and 8,000' await. Solo, couple and/or combined time team event. Cash and 7 acres of camping. Single Speed championships running

concurrently. Part of Oregon MTB Series. Mike Ripley, Mudslinger Events, 541-342-1493, mudslingerevents.com

Jun 26-28: Fluidride Cup #4
Mt. Hood, OR. At Skibowl. See race series for details. Hurricane Racing, 503-272-0146, skibowl.com

Jun 27-28: Mad Trapper
Panorama, BC. Fast, technical course. Part of BC Cup DH Series. Panorama Resort, 250-341-3019, panoramaresort.com

Jun 27-28: Return on the Jedi
Grants Pass, OR. Saturday DH: Top-rated course finishes on 5 miles of twisting singletrack ("The Jedi Trail") at Sam Brown Campground. Saturday: ST. Sunday: XC. OR MTB Series event. Part of Oregon MTB Series. Cliff MacCann, obra.org

Jun 27-28: Soldier Mountain XC/DH
Fairfield, ID. At Soldier Mountain Resort. "Epic" XC on Saturday. "Slaughter" DH on Sunday with rock drop, 1.7-mile, 1,400' vertical drop, two run format. Part of Knobby Tire Series. Knobby Tire Series, 208-338-1016, knobbytireseries.com

Jun 28: Cardiac Classic Bike Fest
Burnaby, BC. 3 courses using the Burnaby Mountain's trail network. Long course include leg-crushing climbs and sweet singletrack. Part of BC Cup XC Series. Michael Tunnah, West Coast Racing, westcoastracing.ca

Jun 28: Jug Mountain Ranch XC
Lava Hot Springs, ID. 10-mile course start and finish at Jug Mtn lodge. Great mix of singletrack, double trails, short climbs and descents. All XC races start at noon. Distances varies. Part of WRS XC. Part of Wild Rockies Series. Wild Rockies, wildrockies.com

TOURING

JUNE

Jun 5-7: Bike and Brew Weekend
Bend, OR. The best that Bend has to offer: mountain biking and beer! Ride cross-country singletrack in the Cascade Mountains by day, visit Bend's favorite breweries at night. 47 miles of singletrack over 3 days. Cog Wild Bicycle Tours, 866-610-4822, cogwild.com/bike_tours

Jun 11: Tour Divide
Banff, AB. From Banff to Antelop Wells, New Mexico. Self-supported, 200,000' of climbing, 2,709 miles. Follows the ACA Divide route. greatdividerace.com

Jun 12-14: Umpqua River MTB Adventure
Bend, OR. Three days of roots, rocks, waterfalls, steep climbs and fast, fun descents on one of IMBA's Epic Rides. Camp on the river with a natural hot spring nearby. Cog Wild Bicycle Tours, 866-610-4822, cogwild.com

Jun 20-21: Boise 2 Idaho City MTB Tour
Boise, ID. A recreational adventure with proceeds benefiting SWIMBA, BYRDS and IVCP. Ride begins and ends at Fort Boise Armory. Fully supported. Sag wagon available to those who want to do a shorter variation of the Tour. 45 miles each day with 18,000' total vertical for the weekend. Wild Rockies, 208-587-9530, swimba.org

Jun 21: Test Of Endurance 50
Blodgett, OR. Don't feel like racing, do the ride. Benefit IMBA. Mike Ripley, Mudslinger Events, 541-342-1493, mudslingerevents.com

ROAD CALENDAR

SERIES

BC Cup Road Series
May 9-10; Jun 1, 13-14; Jul 1, 10-12, 25
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.
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

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
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
May 6, 13, 20, 27; Jun 3, 10, 17, 24; Jul 8, 15, 22, 29; Aug 5
Comox, BC. Held every Wednesday. Course varies each week. 16km out and back race on Headquarters and Renninson 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

Norm Babcock Cat 4 Women Series
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
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 points. Cash prizes for top 5 in both categories overall. Listed as OR Cup. OBRA, obra.org

Seattle LAJRS Series
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. Event identified as LAJRS. David Schilling, Northwest Junior Racing Series, 206-619-1355, nordracingnw.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
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. Listed as Cat 3 W in event description. 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

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 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 5M/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

Twilight Criterium Series
June 9-August 25
Eugene, OR. Oregon's premiere weekly criterium series will keep you busy every Tuesday night from June to September. Traditional flat, wide open 1km course is always fast. Primes every night. Weekly and monthly prizes. Sal Collura, 541-747-3336, obra.org

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 prizes. Pts 6 deep. David Douglas, pazzovelo.com

Fresh Air Time Trial & Duathlon Series
June 11-July 2
Bend, OR. Series of 5 time trial events, with duathlon option. Start Thursday at 6pm on Skyliners Road. Use upper parking lot at Summit High. OBRA full or one-day license required. Gina Miller, Fresh Air Sports, 541-318-7388, freshairsports.com

Logan Race TT Series
May 21-August 20
Logan, UT. Thursdays, 6:30p.m. 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

May 3: Cottonwood Creek Relay Big Adventure Race
Fossil, OR. Canceled for 2009.

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: Ravensdale Road Race
Ravensdale, WA. The course is a 9-mile loop on county roads. A few small hills. Registration opens at 7:15am, first group off at 8:30am. Day of race registration only. DuBu Racing, buduracing.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/timetrial

May 10: Icebreaker Criterium
Eugene, OR. Greenhill Technology Park. Traditional flat 1 km criterium course. 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 Collura, 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 / Byrnelnvent, 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. Peak Inspiration, 866-8-Eco-Fun, EnduranceFestival.com

May 16: Galena Hill Climb
Galena, ID. Galena is located 23 miles north of Ketchum, ID. Ride 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.

WEEKLY

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

Central Oregon Crit Series
June 10-August 12
Bend, OR. Every Wednesday evening in June, July and first 2 in August. Series punch card available. Matt Plummer, Central Oregon Racing, 541-385-7413, centraloregonracing.com

Central Oregon TT Series
April 29-June 3
Bend, OR. 6-event Wednesday night series. Matt Plummer, Central Oregon Racing, 541-385-7413, centraloregonracing.com/races/nwxcrit.htm

Mt. Tabor Series
June 3-July 8
Portland, OR. Challenging 6-week race series held Wednesday evenings on a 1.3-mile hilly loop around the upper reservoir in Mt. Tabor Park in SE Portland. All categories, including fixed-gear. Weekly primes and cash payout to top 3 places, ribbons for top 3 overall. Final race: double points. Race starts at 6pm. Benefits the Oregon Food Bank - up to \$3 discount if you bring cans of food. Race 1 or all 6, it's a lot of fun! Clark Ritchie, 503-936-2575, mtaborseries.com

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

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, 360-472-9908, islandathleticevents.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. Part of Oregon Cup - 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, 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 Binnie criterium in Abbotsford on the next day. Kerry Kunzli, Team Coastal Cycling Club

May 23-25: Human Power Challenge 09

Portland, OR. Recumbent Bicycle Races: ITT, 200m sprint, road race, auto cross, drag races for stream-liner, 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. 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. 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: 10.5km 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 Col-lura, 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. ID BAR event. Part of UCA Series. Sam Krieg, Idaho Cycling Enthusiasts, 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. 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

JUNE

Jun 1: Westside Classic - RR

Vancouver, BC. Start at West 10th and Sasamat, going counterclockwise around Pacific Spirit Regional Park near UBC. Proceeds go to the BC Cancer Foundation. Part of BC Cup Road Series. Jonathan Wornell, Team Wedgewood, 604-836-9993, teamwedgewood.com

Jun 3: Comox Valley TT Series

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

Jun 3-7: Mt. Hood Cycling Classic

Hood River, OR. 5-day 5-stage event in and around the Columbia River Gorge. Enjoy tremen-

dous scenery and the most challenging race in the country with 1 prologue, 2 big RR a flat 8 mile TT, and challenging crit in downtown Hood River. \$20,000 cash prize list available. Men Pro 1-2, Women Pro 1-3, Cat 3 Men, Cat 4 Men, Masters 40+ Men, Masters 40+ Women, Cat 3-4 Women. Chad Sperry, Mt. Hood Cycling Classic, 541-980-2344, mthoodcyclingclassic.com

Jun 6: BC Masters Assoc. - #6 / 7

Shawnigan Lake, BC. Mill Bay 600m hill climb, start at noon. Followed by 9km hill climb. West Shawnigan Lake Park at 2pm. Grade 5-10%. See race series for details. Tony Hoar, BC Masters, 250-743-9915, bcmasterscycling.net

Jun 6: Lyle Pearson 200-Mile

Team Challenge
Boise, ID. USCF-sanctioned event that goes from Boise to Sun Valley. Team of 4 riders (men or women) - sum of each rider's USCF category must be 10 or greater for the team to qualify. 10 sections to the race, and each team picks (in advance) which rider is responsible for racing that portion of the course. Limit 60 teams. Mike Cooley, George's Cycles, 208-343-3782, georgescycles.com

Jun 6: Second Ascent Twilight Criterium

Ballard, WA. 1km, almost flat, 4-corner Criterium course. Slight raise to the finish on cobbles. Registration will be at start/finish area day of event only. Cat 5 limited to 50 riders. Part of Volk! Cat 3 Women's Race Series. David Douglas, pazzovelo.com

Jun 6: Sunset Criterium

Bearverton, OR. 1-km figure 8 criterium in Bethany Village Shopping Center. Cash prizes. First start at noon, last race at 5:30pm. Registration opens at 10:30am. Michael Manning, CycleOne LLC, 503-330-5531, obra.org

Jun 7: GSC United Deuces Wild

TBC, OR. Team time trial event. Robin Calver, 503-972-2921, obra.org

Jun 7: Ravensdale Cumberland RR

Ravensdale, WA. 28-mile loop features mostly rolling terrain, with 1 short steep hill (0.15 miles at 22%) in southeast King County. Open to Cat 1-5 men, Cat 1-4 women, Master A-D. Part of Garmin Cat 4 Women's Race Series. Michael Kopp, 425-413-3830, 4cornerscycling.com

Jun 10: Comox Valley TT Series

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

Jun 12: Tour of Eagle

Eagle, ID. Criterium. ID BAR event. Gary Casella, 208-340-7224, georgescycles.com

Jun 13: Cirque du Cycling Criterium

Portland, OR. Criterium racing - 1st start at 6:45pm for Cat 3/4 men & women. 7:30pm Cat 1/2 men & women. Benefits Self Enhancement Inc, a youth development organization. cyclingcircus.com

Jun 13-14: K-Town Classic

Kelowna, BC. Road race, hill climb and criterium in the heart of the Okanagan. Part of BC Cup Road Series. Kelowna Cycle, 250-762-2453, kelownacycle.ca/ktown-classic

Jun 13-14: Methow Valley Stage Race

Winthrop, WA. This two-day stage race features awe-inspiring scenery and challenging courses that span the length of the Methow Valley. 10-mile out and back TT in Mazama, RR through old-time Winthrop, and a classic, small-town criterium through downtown Twisp. Kristen Smith, Lake Washington Velo and the MVSTA, 509-996-3287, mvsta.com

Jun 14: BC Masters Assoc. - #8

Nanaimo, BC. Team time trial, mostly flat on Nanaimo Lakes Rd. See race series for details. Peter Lawless, BC Masters Cycling Association, 250-889-6480, bcmasterscycling.net

Jun 14: Comox Cup #3

Cumberland, BC. Minto road race. This race is pretty much always decided on Boulder Hill. Distance: A (73km), B (55km) and C (37km). See race series for details. Comox Valley CC, cvcc.ca

Jun 14: Idaho State Road

Championships
TBC, ID. ID BAR event. Lost River Cycling, lostrivercycling.org

Jun 16: Team Whistler Time Trial

Whistler, BC. Tony Routley, Team Whistler, 604-966-8223, teamwhistler.ca

Jun 17: Comox Valley TT Series

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

Jun 18-21: Banff Stage Race

Banff, AB. Hill climb, ITT, criterium in downtown Banff, and road race. Banff Lake Louise Toursim, banffakelouise.com

Jun 19-21: Elkhorn Classic Stage Race

Baker City, OR. A 3-day, 4-event, timed stage race. Long, challenging courses with a lot of climbing. Criterium is 1-mile flat with 6 corners. TT is flat out and back course. Men - Pro 1/2, Men 3, Men 4/5, Men Masters 40+, Women Pro 1/2, Women 3/4. Activities for entire family. Ernie Conway, 503-329-7978, elkhornclassicstagerace.com

Jun 20-21: 20th Annual High

Uintas Classic
Evanston, WY. Excellent high elevation training for Tour of Utah. Saturday: Bald Mountain Pass RR. Sunday: TT and the downtown Courthouse Criterium. Part of UCA Series. Evanston Wyoming CC, evanstoncycling.builderspot.com

Jun 20-21: BC Masters Assoc. - #9 / 10

Penticton, BC. 10km hill climb, 10-12% grade on Saturday, starts at 4pm. 80km road race mostly flat on Sunday starts at 10am. Willbrook Fire Hall start location. See race series for details. Des Snider, BC Masters Cycling Association, 250-493-3363, bcmasterscycling.net

Jun 20: Capitol Criterium

Olympia, WA. Twisting 0.7-mile course on the Capitol Campus. Fairly technical short uphill just before the finish. Part of Garmin Cat 4 Women's Race Series, Seattle LAJRS Series. Valley Athletic Club, cbcracing.org

Jun 20: Idaho State TT Championships

Ketchum, ID. 40km or 20km (depending on age) flat TT. ID BAR event. Richard Feldman, 208-726-7693, durance.com/ride_guide.html

Jun 21: Boston Harbor Crit - State

Circuit Championship
Olympia, WA. Boston Harbor Elementary School. 6-mile circuit, fast, rolling hills. Cat 1-5 men, Cat 1-4 women, Master A-D, Master women. 7 starts, first Cat 4/5 off at 9am. Distances between 24 to 42 miles. USCF license required for Cat 3+. Part of WSBA BARR. Erik Anderson, Valley Athletic Club, wsbaracing.com

Jun 21: Harbour City Grand Prix Crit

Nanaimo, BC. Criterium. Oak Bay Bikes Wheelers, oakbaybikes.com

Jun 24: Comox Valley TT Series

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

Jun 26: NWX Criterium

Bend, OR. Friday evening racing for women, Cat 4/5, Cat 3 and Cat 1/2. Part of the NorthWest Crossing Hullahaloo. Plenty of activities for all including movie, live music and street scramble. Matt Plummer, Central Oregon Racing, centraloregon-racing.com/races/nwxcrit.htm

Jun 27: Cannonball

Seattle, WA. Cross-state ultramarathon, via I-90 over Snoqualmie Pass. 275 miles and approx. 10km of climbing. A timed event. Excellent preparation for S2S. Start at 3am. Duane Wright, Redmond Cycling Club, 206-523-7404, redmondcyclingclub.org

Jun 27: Carnation Time Trial Series #3

Carnation, WA. Long course - 46km. Includes a TTT event. See race series for details. Neal Goldberg, FootWorks Cycles, LLC, 206-632-4578, footworkscycles.com/timetrial

Jun 27: Four Mound Prairie Road Race

Spokane, WA. Masters and Junior WA State Championship. 20-mile circuit race using Coulee Hite Road and the hills of Four Mound Prairie. First 5 miles are gentle before a one-mile climb and fast descent before hitting rolling hills. Same weekend as HoopFest, reserve room early. Part of WSBA BARR. Spokane Rocket Velo, spokanerocketvelo.com

Jun 27-28: Gate City Grind Stage Race

Pocatello, ID. 2-day classic stage race in scenic Southeast Idaho. Marsh Valley RR, Tuckerville TT and Holt Arena criterium. All event within 20 minutes of Pocatello. ID BAR event. Part of UCA Series. Idaho Cycling Enthusiasts, idahocycling.com

Jun 27: Team Whistler Criterium

Whistler, BC. Tony Routley, Team Whistler, 604-966-8223, teamwhistler.ca

Jun 28: BC Masters Assoc. - #11

Victoria, BC. 40-80km on rolling + hills terrain. Start at Metchosis Rocky Point Rd. at 12pm. Double points. See race series for details. BC Masters Cycling Association, bcmasterscycling.net

Jun 28: Cypress Hill Climb

North Vancouver, BC. Judy Latoski, Chicks Cycling Club, spokencoaching.com

Jun 28: Master Road Nat'l Championship

Louisville, KY. usacycling.org

Jun 28: Masters Crit Championships

Spokane, WA. Details to be announced. Part of WSBA BARR. Marla Emde, Emde Sports, 509-326-6983, emdesports.com

Jun 28: Salem Fairview Circuit Race

Salem, OR. Part of Norm Babcock Cat 4 Women Series. Jesse Finch Gnehm, 503-602-2307, obra.org

TOURING

MAY

May 2: Camano Climb

Camano Island, WA. 28 or 44 scenic miles around 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, stanwoodvelosport.com

May 2-3: Lower Mainland Spring

Vancouver, BC. 300km Brevet. 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 South Sound. Start 6:30-10am at Phil's South 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 daily. Includes "Before You Go" booklet with packing list, training tips & tour information packet.

Elliot Bassett, Adventure Cycling Association, 800-744-2453 x 3, adventurecycling.org

May 8-10: Fleche Pacificue

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

May 8-10: Robb's Ride

Grand Forks, BC. Three days of fun and social riding. Day one: Castlegar to Kaslo at 11am. Day two: Kaslo to Castlegar at 9am. Day three: Castlegar Loop at 9am. Anton Kew, Grand Forks Cycling Club, grandforkscyclingclub.com

May 9: Covered Bridges 400

Newberg, OR. 400km ACP brevet. Michael Rasmussen, Oregon Randonneurs, 503-628-7324, orrandonneurs.org

May 9: Group Health Inland Empire Century

BAW
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, 509-586-6836, tricitybicycleclub.org

May 9: Skagit Spring Classic

BAW
Burlington, WA. 19th annual. 25-, 40-, 65- and 100-mile routes through scenic Skagit and Whatcom Counties. Also a 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 Juniors (501 C). Jet City Velo / Byrnelnvent, 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

Ephrata, WA. Pedal the back roads of eastern Washington. Starts/ends in Ephrata. Registration begins at 4:15am. Start at 5am. Seattle International Randonneurs, seattlerandonneur.org

May 16-31: BRA ~ SU

St. George, Utah. Adventure of a lifetime includes 5 states, 5 nat'l parks, 5 nat'l monuments, 2 nat'l forests & 4 nations. Panoramic views, pristine air & picturesque country will leave you awestruck. Limit 50 riders. Fully supported. Bike 2 Bike, bike2bike.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, tvblindidaho.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

Fort St. John, BC. 300km Brevet. 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 a breathtaking finish point at Pacific City. Start Portland, Salem, Amity or Grand Ronde. Fundraising \$50 min. American Lung Assoc. of OR, 503-459-4508, reachthebeach.org

May 16: Tour de Cure

Redmond, WA. Ride to raise money for a cure for diabetes. 20-, 45-, 70- and 100-mile century, 15-mile family ride. Start at Marymoor Park. Scenic and challenging route takes riders up to Everett and Snohomish. Food, music, beer garden & more. American Diabetes Assoc. of WA, 888-342-2383 x 7203, diabetes.org/tour

May 16-Aug 5: Trans Am: Supported

May 31: Okanogan Shuswap Century Ride

Armstrong, BC. Choice of 14, 56 & 100km. Spectacular scenery, quiet roads, fun & friendly atmosphere. Starts & finishes at Memorial Park. Online registration only. Limit 400. COBRA, osrca.

JUNE

Jun 1-5: Golden Gate Sampler

San Francisco, CA. California coast vistas, majestic redwood groves, panoramic Santa Cruz Mountains and delicious meals. 5-day camping tour. Also available 8/10, 9/21. Wild Heart Cycling, 877-846-9453, wildheartcycling.com

Jun 6: 22nd Apple Century Ride

Wenatchee, WA. Enjoy sunny day ride along scenic Columbia & Entiat Rivers. 50- & 100-mile routes for all skill levels. Delicious meal, live music, beer garden. Benefits Challenge Scholarship program for at-risk high school students. Wenatchee Sunrise Rotary, 509-888-0386, applebikeride.com

Jun 6-7: Lower Mainland 600km Brevet

Abbotsford, BC. Hope Slide, Boston Bar, Tsawwassen. BC Randonneurs, randonneurs.bc.ca

Jun 6: Marilyn Jensen Memorial Bicycle Rides

Weston, OR. 2 rides: 8-mile "family ride" out-and-back flat course, 50-mile road course. Secondary roads all paved, lots of "rollers," well supported. Held in conjunction with Pioneer Days Celebration. Registration 7am, start 8am. Gary Jensen, Family of Marilyn Jensen, 541-566-3915, grj@bmi.net

Jun 6: Race Against Domestic Violence

La Grande, OR. 60- and 100-mile ride circling the beautiful Grande Ronde Valley in eastern Oregon to raise money to fight domestic violence. Start at Riverside Park between 6-10am. Mary Ellen La Berge, 541-377-3175, 3riversrace.com

Jun 6-7: Rona MS Bike Tour

Fraser Valley, BC. Gear up for fun, a challenge and a cure. 2-day event. Minimum fundraising \$250. Food, accommodations, entertainment, road support crews and awards for fundraisers. All rest stops are at wineries. MS Society of Canada, 604-602-3221, mssociety.ca

Jun 6-7: Tour de Hood

Hood River, OR. 1- or 2-day tour of alpine settings, highland desert and scenic Columbia River Gorge Historic Hwy. Follows 2 of the Mt Hood Cycling Classic stages. Day 1 follows WY'East RR course for 90 miles/9,000'. Day 2 covers 42 miles (4,800') on Old Scenic Gorge Hwy from Hood River to The Dalles. Register for 1 or 2 days. Benefits the Dufur School District, The Dalles Youth Swim Team and Mt Hood Cycling Classic. Orange Cat Events LLC / Mt Hood Classic, tourdehoodride.com

Jun 6-12: Ultimate Island Explorer

Victoria, BC. 2000km Brevet. Experienced randonneurs only! Self-supported grand randonnee of Vancouver Island. All paved roads. Scenic and hilly route. Approximately 65,000' of accumulated climbing. BC Randonneurs, randonneurs.bc.ca

Jun 7: Peninsula Metric Century

Southworth & Gig Harbor, WA. Challenging ride on scenic Kitsap Peninsula. Waterfront views, rural countryside, rolling hills. Choose from 29-, 44-, 62- or 100-mile routes, two start locations, Southworth & Gig Harbor. Sag, rest stops, dessert at finish line. Tacoma Wheelmen's Bicycle Club, twbc.org

Jun 7-8: Walla Walla Wine & Bike Tour

Walla Walla, WA. Great wines, wonderful riding, beautiful scenery. Stay at historic Marcus Whitman Hotel, within walking distance of outstanding restaurants. Support vehicle, guides, two meals, one night lodging. Registration deadline May 22. Ryan Griffith, Spokane Parks and Recreation, 509-625-6200, spokaneparks.org

Jun 8-Jul 2: Great Alaska Highway Ride

Dawson Creek, BC. Celebrate 50 years of statehood & ride entire length of famed AlCan Hwy (Alaska Hwy) from Dawson Creek, BC to Delta Junction, AK. 1,400 miles of spruce forests, glacial peaks, rivers, lakes, wildflowers & occasional grizzly bear. Pedalers Pub & Grille, 941-981-1398, pedalerspubandgrille.com

Jun 9: Pioneer Century

Canby, OR. Challenging 55-mile loop into foothills of the Cascades and back. Finish off a great

century with a bucolic 45-mile loop in historic Champoeg country. Each loop begins and ends at the Clackamas County Fairgrounds. Portland Wheelmen Touring Club, 503-666-5796, pwtc.com

Jun 13: 17th Strawberry Century

Lebanon, OR. Sample the best routes in Linn County. Scenery, clean air, low-traffic roads, food & strawberry dessert at finish. 13-mile family route follows Santiam River, 50-miler to Foster Lake, 70-miler to Brownsville, 100-miler to Lacombe/Scio. Dennis Murphy, Santiam Spokes Bicycle Club, 503-394-3696, santiamspokes.org

Jun 13: 3rd Annual Gorge Ride

The Dalles, OR. Starts at the Columbia Gorge Discovery Center. Rest stops at historic Mayerdale Estate and the Senator Mark O. Hatfield West Trailhead. 40 miles. Friends of the Historic Columbia, hcrh.org

Jun 13: Chafe 150

Sandpoint, ID. Follow along magnificent Lake Pend Oreille through river valleys & rugged Cabinet Mountains in NW Montana. Return via Purcell Trench. Challenging distance but no major hills or passes. Brad Williams, Panhandle Alliance for Education, 208-290-1238, chafe150.org

Jun 13: Flying Wheels Summer Century

Redmond, WA. Largest century in Washington state, with 25-, 50- & 70-mile loop options. Start/finish at Marymoor Park. Cascade Bicycle Club, 206-522-3222, cascade.org

Jun 13-14: Foothills Randonnee

Fort St. John, BC. Randonneur event. 600km brevet. Wim Kok, BC Randonneurs, randonneurs.bc.ca

Jun 13: The Bob LeBow Bike Tour

Nampa, ID. Ride for a healthy lifestyle through rural Canyon, Owyhee & Malheur Counties. 6 different routes from 3-100 miles. Lunch, water stops, first aid, sag provided. Proceeds benefit Terry Reilly Health Services Zero Pay Fund. Rhiannon Avery, Terry Reilly Health Services, 208-344-3512, trhs.org

Jun 14-19: Oregon Coast Budget

Portland, OR. Cycle Oregon's dramatically wild coastline with its rocky cliffs and historic lighthouses. Finish off each day with a hot shower & great meal. Also available: 6/29, 7/20, 8/3, 8/24, 9/7 & 9/21. Bicycle Adventures, bicycleadventures.com

Jun 14-19: San Juan Islands 6-Day

Anacortes, WA. Ride, hike and sea kayak through the gemlike islands off the Washington State coast. Beaches, forests and panoramic views. Fully supported. Also available in July, Aug. & Sept. Bicycle Adventures, 800-443-6060, bicycleadventures.com

Jun 14: Tour of Greater Victoria

Victoria, BC. Start at Cook Street Village at 7am. 200km brevet. Follow the Saanich-Metchosin route. BC Randonneurs, randonneurs.bc.ca

Jun 19-21: Cascade Mountains Sampler

Eugene, OR. Travel in the shadows of the Sisters, ride the Aufderheide Memorial Drive, take a soak in a hot spring. 3-day camping tour. Also available: 6/26, 7/10, 8/7, 8/28, 9/5. Wild Heart Cycling, 877-846-9453, wildheartcycling.com

Jun 19-21: Yakima Valley Wine Bike Tour

Yakima, WA. Enjoy 3-day wine tour through Yakima Valley. 20 prestigious wineries in area. Gear (and wine) transport provided. 2 nights lodging in country inns, sag, 7 meals, guides. Registration by 6/5. Must be 21. Ryan Griffith, Spokane Parks and Recreation, 509-625-6246, spokaneparks.org

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, annweatherillcyclingclassic.blogspot.com

Jun 20: Chelan Century Challenge

Chelan, WA. McNeil Canyon is back! Choose from one or combine 3 loop options (each 30-40 miles/2,500') of challenging hills, scenery, orchards, vineyards. For interested riders, there will be a timed hill climb on the 1st and 3rd loops. Lester Cooper, Lake Chelan Rotary, 509-387-0041, chelancenturychallenge.com

Jun 20: Cycle de Vine

Chelan, WA. 45-mile ride. Rest stops at local wineries. Punch card endorsements at wineries and at end of ride, allows riders free transport to 3 of the wineries visited, official wine tasting & a free glass of wine. Evening music event. Lester Cooper, Lake Chelan Rotary, 509-387-0041, chelancycledevine.com

Jun 20-23: Hare & Tortoise

Victoria, BC. 1000km Brevet. Experienced randonneurs only! Self-supported grand randonnee on Vancouver Island (Victoria to Port Hardy and back). All paved roads. Scenic and hilly route. Near 26,000' of accumulated climbing. 75-hour limit. BC Randonneurs, randonneurs.bc.ca

Jun 20: Native Planet Classic

Winthrop, WA. Ride over the beautiful North Cascades Highway. 3 routes: 28 miles, 63 miles over Washington Pass. 128 miles with 10,000'+ of elevation to Diablo Lake. Start 5:30-9:30am. Benefit Native Planet. Sara Mottaz, Native Planet Outdoor Club, 206-618-3214, npc2009@ride4areason.org

Jun 20: Ride 2 Survive

Kelowna, BC. 5th annual 1-day epic 400km ride over 2 mountain passes to raise funds for the Canadian Cancer Society. Leaves Kelowna at 4am, arrives in Delta before 10pm. Pedal 15 hrs, climb 12,000 ft. Kerry Kunzli, Team Coastal Cycling Club, 604-590-8340, ride2survive.ca

Jun 20-21: Ride to Conquer Cancer

Vancouver, BC. Vancouver, BC to Seattle, WA. 250km in 2 days. Minimum fundraising \$2,500 CND. Benefits BC Cancer Foundation. BC Cancer Foundation, 877-699-BIKE, conquercancer.ca

Jun 20: Rock & Ride Through George

George, WA. Lengths of 10, 30, 70 & 100 miles of country roads through the Quincy Valley. The routes are flat to rolling hills with one 4 mile climb that can be by-passed. Lunch is supplied after the ride. This is a non profit ride. Dan Robinson, Quincy Valley Chamber, quincyvalley.org

Jun 20: The Great Owyhee Ride

Ontario, OR. Scenic century ride through rural Oregon, winds from a start point in Ontario, OR up to the base of the Owyhee Dam. All proceeds benefit Southeast Oregon Regional Food Bank. Southeast Oregon Regional Food Bank, 541-889-9206, greatowyheeride.roundtablelive.org

Jun 20: Tour de Blast

Hulens, WA. Ride into the heart of the Mt. St. Helens blast zone! The Spirit Lake Memorial Hwy winds its way up the Toutle Valley to the Johnston Ridge Viewpoint. Open highway ride with 3 distances suitable for the entire family. Brian Magnuson, Longview Rotary, tourdeblast.com

Jun 20: Tour de Fronds

Powers, OR. 6 ride options (30, 32, 62, 66, 72, 80 & 140 miles) between Powers and Glendale, OR. Low-traffic paved FS & BLM roads, tall timber, waterfalls, great climbs. Start either at Powers or Goldendale. Dave Anderson, Umpqua Velo Club, 541-459-1385, tourdefronds.com

Jun 20: Tour of Marsh Creek Valley

Pocatello, ID. 25-, 62- or 100-mile rides on roads between Pocatello and Malad Pass. In memory of Jay Anderson. American Diabetes Association of Idaho, 208-652-3532, idahocycling.com

Jun 20: Wheels to Meals

Puyallup, WA. 20-, 32-, 56- & 76-mile loops through beautiful Puyallup Valley & surrounding area. Min. \$100 in pledges. Mechanic at start, support, finish line festival, BBQ & live music. Start WSU-Puyallup campus. Fundraiser for Food Connection. Kevin Glackin-Coley, The Food Connection, 253-383-5048 ext. 102, wheelstomeals.org

Jun 21: Le Tour de Okanagan Century

Vernon, BC. New event - ride along the shores of Kalamalka, Wood & Okanagan Lakes and through Armstrong/Spallmuheen rural areas. Semi-supported. Start at 7:30am. \$10 fee. members.shaw.ca/mybike/index.htm

Jun 21: Livestrong Challenge Seattle

Seattle, WA. Signature fundraising event of the Lance Armstrong Foundation for cancer research, held for first time in Seattle. 10-, 40-, 70- or 100-mile bike rides, 5K run/walk, health & wellness expo, family-friendly post-event party. Lance Armstrong Foundation, livestrongchallenge.org

Jun 21-29: Northwestern Tour

Astoria, OR. Dip your rear wheel in the Pacific Ocean and begin the trek to Boise, ID. From the mouth of the Columbia River follow the river to Portland & head southeast up through the Cascades. Then cross the mountainous route into Idaho. America by Bicycle, abbike.com

Jun 27: Blue Cruise Wheels for Wellness

Meridian, ID. Charity ride. 100, 50, 30 & 15 miles. Each route heads south & loops back. Century elevation 2,500'. with a few challenging hills. Includes a nice lunch and live blues music. Benefits health education programs. Blue Cross of Idaho Foundation for Health, bcidaho.foundation.org

Jun 27-Jul 5: Prairie City Bicycle Invitational

Prairie City, OR. Day or week self-supported rides around Prairie City, a famous stop along the original 1976 BikeCentennial cross-continent route. Spectacular scenery, traffic-free roads & trails, wildlife, wilderness. No registration fee. Prairie City Community Assoc., prairiecityoregon.com

Jun 27: RUSA Populaire

Olympia, WA. From Olympia to Skookumchuck Dam to Tenino and Tumwater before looping back to Olympia. Paul Johnson, Seattle International Randonneurs, seathlerandonneur.org

Jun 27: Tsunami

Victoria, BC. Start at Cook Street Village, Moka House, 7am. 300km brevet to Port Renfrew. Raymond Parker, BC Randonneurs, randonneurs.bc.ca

Jun 28: Bite the Bullet

Lapwai, ID. 70 miles of paved rural, low-traffic roads, challenging climb, +/- 4,000' total elevation gain. Free, contribution for sag welcome. Starts 9am. Climbs old Winchester Grade, crosses prairie north, descends to Cleawater River. Corrie Rosetti, Twin Rivers Cyclists, twinrivercyclists.org

Jun 28: Double Dawg Tandem Ride

Bend, OR. 65-mile ride for tandems and singles from Bend to Smith Rock State Park and back. Great views, one food stop with deluxe snacks, no brutally long climbs, some short steep ones. \$5 per rider. Starts 9am at Hutch's on Columbia St. Hutch's Bicycles, hutchsibicycles.com

Jun 28: Tour de Pierce

Puyallup, WA. 12-, 30- & 50-mile routes for all levels of riders. Starts at fairgrounds. Well-marked course, maps & descriptions, rest stops, sag. Easy & flat 12-mile course, challenging and variable 50-mile route. Cara Cross, Pierce County Parks, 253-798-4177, piercecountywa.org/parks

Jun 28: Two County Double Metric Century

Olympia, WA. Supported ride starts at Millersylvania State Park and passes through Rochester, Litterlock, Vador & Boisfort. 5 loops (20, 35, 70, 85 & 126 miles) to choose from. Great warm-up ride for the STP. Jeff Cook, Capital Bicycling Club, 360-561-2567, capitalbicyclingclub.org

Jun 28: Watermelon Rides

Rickreall, OR. Oregon's original one-day double century. Start at Polk County Fairgrounds. 50, 100, 125 or 200 miles. Routes generally flat with some rolling hills through the Willamette Valley. Rest stop. Salem Bicycle Club, salembicyclingclub.org

AUGUST

Aug 1: Bike MS 2009

Stayton, OR. 25th annual, 2-day fundraising bike ride, through scenic rolling farms, covered bridges and Silver Falls State Park. Enjoy figure 8 courses from 30-150 miles, finish line festivities and camping options at rider village. Fully supported. Start/finish at Regis High School. Register teams or individuals. National MS Society, Oregon Chapter, 503-223-9511, www.bikeMSoregon.com

TRACK

SERIES

MAY

May 1: May Days

Burnaby, BC. Burnaby Velodrome Club, 604-290-0020, burnabyvelodrome.ca

May 9: Eric Kautzky Memorial Race

Portland, OR. Proceeds to benefit Eric Kautzky Memorial Scholarship Fund at Tigard HS. Open to all. Warmup 9am, racing starts 10am. Events include: paced pts, mile, chariot, scratch, unknown distance, miss and out. Cancelled if raining. Darell Provencher, 503-657-0568, obra.org

JUNE

Jun 29-Jul 4: Alpenrose Six Day

Portland, OR. New Date - The only outdoor 6-day race in North America. Offers a full program of exciting track racing, including Madison events. See website for schedule. Mike Murray, obra.org

WEEKLY

MONDAY

Monday Night Track Racing

June 1-August 29
Redmond, WA. Track racing for Juniors, Cat 4 women, Cat 5 men. Racing starts at 7pm. \$15 adults, \$5 Juniors. Rental bikes also available, \$10/night. USA Cycling license or a one-day license required to race. Cancelled if raining. Events determined nightly. Hyun Lee, Marymoor Velodrome Assoc., 206-957-4555, velodrome.org

TUESDAY

Masters & Juniors Races

June 2-August 25
Portland, OR. Track racing event for junior and Master races only. Schedule changes each week. No race on 6/23. 503-232-1704, obra.org

WEDNESDAY

Track Development Class

April 19-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

Wednesday Night Track Racing

June 3-August 26
Redmond, WA. Marymoor Velodrome. Women, Cat 4 men and Masters (35+). Starts at 7:30pm, finishes around 9:30-10pm. USA Cycling license or one-day license required. Cost: \$15. Bike rental available, \$10/night. See the website for nightly program. Marymoor Velodrome Assoc., velodrome.org

THURSDAY

Alpenrose Thursday Series

May 7-September 24
Portland, OR. Alpenrose Velodrome. Event schedule posted on website a few days before each race night. No race on 7/2. 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., 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. Separate omnium racing for beginner men and women. Registration opens at 5pm, racing starts at 6:30pm. Season pass available. No race on 6/26, 7/10, 7/17, 8/7. Jen Featheringill, obra.org

Friday Night Racing

June 5-September 11
Redmond, WA. Marymoor Velodrome. Racing for Cat 1/4 men, Cat 1/3 women. Entry fee \$15. Spectator admission \$4, under 16 free. USA Cycling license required. Kiddie kilo on the 1st and 3rd Friday of each month. Racing starts at 7:30pm. See website for evening program. No race on 7/31. Marymoor Velodrome Assoc., velodrome.org

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One Centimeter or the Art of Being a Mind Reader

By MAYNARD HERSHON

Once upon a time, my friend Judy ordered a bicycle from a fine bike shop. It was her dream bike, a made-to-measure steel frame built just for her by a local builder, assembled with new top-level parts.

The shop took measurements and studied Judy's position on her old bike. They ordered the frame and parts, including the appropriate bar, stem and saddle, so the new bike would fit her perfectly.

There was no package-price, no "deal." The bill reflected charges for each item at full price. This part is this much, that part is that much. Assembly is included. Here's the total...

When she went in to pick it up, it was glistening, lovely, worth every penny.

She'd brought cycling shoes and shorts so she could sit on the bike and clip into the pedals for a last check, to ensure the bike was indeed perfect for her.

When she was in the saddle and clipped into the pedals, the store's bike-fitter looked long and hard at her position, especially her reach to the bars.

He decided Judy would be better off with a stem one centimeter longer, so her handlebars would be just a bit further from her new bike's saddle. The setup was one centimeter from perfect — in his view.

As you may know, in the days before threadless steerers and handlebar clamps that unbolt, switching stems was a lot of work. You had to unplug and un-tape one side of the bar. You had to remove the one brake lever

and probably undo the tape holding the brake cable to the bar.

You had to loosen the stem binder and remove the stem from the steerer without kinking the brake or shifting cables. You could then loosen the clamp and wiggle the bar out of the stem.

At that point, you could reassemble with a shorter or longer stem, hoping that the one you'd just removed hadn't become scratched and hard to sell. Lotta work.

With that in mind, the shop guy told Judy he intended to charge her 10 dollars for the stem-swap. The 10 bucks wasn't payment for the new, longer stem. That, they'd simply exchange. He just wanted to cover the labor.

Judy was stunned. She'd just spent hundreds of dollars for a bike designed and made just for her. The good bike shop had fussed and fretted over small stuff so her bike would fit her perfectly from the first pedal stroke. Somehow it didn't.

Now they wanted to charge her to make it fit the way they'd assured her it would. Is that fair? She didn't think so.

I don't believe Judy said anything to anyone at that time. I know she took her bike back to that shop for post-sale services and re-truing of the wheels, stuff that was part of the deal. But she never spent another dime in the place. It's been more than 10 years since the day of that bike sale and stem change, when the shop lost her forever.

Let's look at what happened.

No doubt the guy who suggested the stem change was sincerely looking out for Judy. He

must've felt strongly that she needed a longer stem, because he wasn't going to make friends in the repair shop, asking them to partially dismantle a slick new bike they'd just built.

When he told Judy the stem change was not part of what she'd already paid for, he didn't ask her if the \$10 charge was going to spoil an otherwise fine bike-buying experience. If he *did* ask, Judy must've brushed off the question, not wanting to sound cheap or overly demanding.

By the way, some shops today (in the age of production pro-bikes) not only charge for labor to change the factory stem, they sell you the new stem and hand you the original one. Hey, it's not new anymore. YOU keep it.

My feeling is that the shop that sold Judy her bike had a right to charge her for that stem-change. It's not assembly labor, it's RE-assembly labor. They didn't try to charge her for the new part, only for the time it took to install it.

Bike fitting, despite all the technically advanced systems available to shops, is not an exact science. You can design and build up a bike as painstakingly as you have time to do. Still, when the customer sits on the bike for the first time, you often see where you might have done things differently.

You might see that someone like Judy needed a slightly longer stem.

But the salesperson should've asked Judy (or tried to sense) if that \$10 charge seemed unreasonable or insulting. Evidently he didn't. He figured she'd understand that the store had to pay someone to do the work. He hoped she'd gracefully accept the extra charge.

On her part, she didn't speak up, telling him it did indeed seem unfair. She just went away — permanently.

Because the salesperson tried so hard to do a perfect job, he unwittingly cost the store a previously loyal, happy, high-end customer. Had the guy never said he felt the bike needed a stem change, Judy surely would've ridden contentedly off into the sunset on her new bike.

And bought a few others from the same store since then.

What would you tell that guy?

Would you tell him to keep his mouth shut about last-minute changes, even if he believes they'll be beneficial? Would you tell him never to ask for payment for unforeseen changes — even if the repair guys will resent his giving away their labor?

Would you tell him that he should be more attuned to his customers' responses? How attuned is attuned enough?

The salesperson has to be super knowledgeable about all aspects of cycling, about metallurgy and musculature and marketing and manufacturers' suggested retail prices. He has to deal with all kinds of people, sincere shoppers and utter time-wasters. He has to keep the Oakley cases dust-free.

And he has to read minds. All for \$8 an hour. Sound good to you? Me neither.

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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