

# BICYCLEPAPER



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WINTER 2009

## Ride It, Pack It, Eat It



Photo courtesy of WorkCycles / Martin van Welzen

WorkCycles' Secret Service is a classically inspired bike with modern additions. Allowing riders to sit more upright and dress more casually, this workhorse comes in both men's and women's models.

In this month's issue of *Bicycle Paper* we feature an extensive product review section. With so many great cycling-specific goods on the market it's easy to be overwhelmed by which ones to choose from. We have tested lots of gear in 2009 and have elected to highlight some of our favorites. We want to thank the companies who have been graceful enough to send us these products and trust us to write candidly about them. *Bicycle Paper* also hopes that these reviews will make it easier for our readers to make decisions come holiday time. Keep riding and reading!

## What's Dutch for Durable?

By TAI LEE

Over the past few years, Dutch bikes have become increasingly popular. This should come as very little surprise because bicycles are used for roughly 1/3 of all trips in Amsterdam. The Dutch bike is an evolved machine that addresses the demands of riding in climates much like ours: low maintenance, great control and braking, bomb-proof durability and the ability to ride in the wettest conditions. To get the full experience, Dutch Bikes of Seattle lent us a WorkCycles Secret Service to test on a few wet and dark days in early November.

At first glance, the Secret Service reveals much of its identity. The lugged and matte black powder-coated steel frame suggests that one shouldn't be too worried about damaging the chassis. The high handlebar position is meant to provide a comfortable upright riding posture. It only comes in black and chrome, which would likely compliment any outfit (except lycra and tights). Handbags, panniers, baskets and other accessories that mount directly to the bike are available for even the most discerning fashionistas.

A closer inspection reveals unique features not found on typical bicycles. Roller brakes are built into both hubs for consistent braking in all conditions. The wheels use 36 13-gauge spokes, which are as thick as barbecue skewers. The rims are roughly 30mm wide, which give the 35mm wide Schwalbe City Plus tires a very flat ground contact area. The tires include a reflective sidewall for high-visibility at night.

The drivetrain is built like Fort Knox. A Shimano Nexus internal eight-speed hub provides an impressively wide range of gear ratios. The external drivetrain mimics a singlespeed and is all housed in a chaincase that could be described as an airlock. A quick-access hatch can be removed for regularly lubing the chain, which can be done with a longer lasting wetlube or oil since there is little concern for attracting contaminants.

Other features include full-coverage fenders, heavy gauge rear rack, handlebar bell, frame pump and a built-

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## ADVOCACY

### Portland Takes Proactive Measures with Bicycle Safety

By JANA MOSELEY

In 1969, 41 percent of children walked and biked to school compared to only 13 percent in 2001 ... over roughly the same period of time, childhood obesity rates more than tripled. Experts say that these two trends are related." Margaux Menneson, communication coordinator for the Bicycle Transportation Alliance (BTA), describes the conditions that led to the forming of the BTA's Bike Safety Education (BSE) Classes. Launched in 1998, in conjunction with the national Safe Routes to School effort, the program brought safety education to elementary schools throughout Oregon and SW Washington.

Safe Routes to School (SRTS) is a national effort to increase the number

of kids walking and biking to school each day. Enforced on a state-to-state level, Portland's SRTS program initiated the 5-E project in partnership with local schools. The 5-E's stand for Education, Encouragement, Engineering, Enforcement, and Evaluation. The BTA collaborates with SRTS, and local schools to provide the education aspect of the 5-E plan.

As of this year the BTA Ambassadors are teaching in a record 49 classrooms in 18 schools in Portland alone. The program is also taught in Albany, Ashland, Beaverton, Bend, Corvallis, Eugene, Salem, Springfield, Talent, and Tigard.

"In Oregon, BSE together with a comprehensive Safe Routes to School

SEE BTA ON PAGE 3

## PREPARATION

### Diversify Your Training During the Winter Months

By RUSSELL CREE, UPPER ECHELON FITNESS

A true "off-season" does not exist for most cyclists. We are a driven group and the thought of taking time off is less appealing than training. But it is necessary to vary our preparation both physically and mentally during the non-competitive season. Cycling is not the most balanced of sports. Diversifying into resistance training and cross-training is necessary to maintain health, decrease risk of injury, and if done properly, enhance your performance. Mentally, a break will help to build motivation and desire upon returning to cycling training. Here are seven tips to help create proper preparation during the non-competitive season.

#### 1. Resistance Training

While there is some debate on the benefits of resistance training to cycling performance, the advantages to your health are clear. This is a neces-

sary component to maintaining bone density, muscle and tendon integrity, as well as hormone balance. When done correctly, it can also build power and speed. Forget the old myths that cyclists only need to increase their aerobic ceiling for performance and that strength training will slow you down. Strength training will lead to power and this leads to speed. Keep in mind, the gym can be dangerous if you are new to it. When in doubt, hire a professional to walk you through the early phases. Your training should involve lighter weights and quick powerful movements. This should incorporate exercises such as power cleans, speed squats, and plyometrics such as box jumps.

#### 2. Cross-train with Other Aerobic Activities

Aerobic capacity is important for cycling, but it is also best to step away

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## NEED A COACH?

A professional can help you train to reach your optimum performance level

PG 4



## BICYCLE MASTER PLAN

What has been accomplished and what is left to do — a review

PG 8



## METAL COWBOY

From dog chases to wildlife obliviousness, what else can go wrong?

PG 9

## Seattle Bike Expo's New Digs

By JANA MOSELEY

Kick off the 2010 cycling season with the Seattle Bike Expo and help break in its new home. After a year plagued by the cold and accompanying heavy rain, the 2010 Expo is moving to a different location: The Smith Cove Cruise Terminal 91.

The Expo's latest venue is in a brand new building located at the base of the Magnolia Bridge, about three miles from downtown, and is easily accessible by bicycle via the Elliot Bay Trail. The facility offers a larger capacity for attendees as well as exhibitors, more parking and spectacular views of the city. Mike

Inocencio, business relations manager at Cascade Bicycle Club, believes, "It's a gorgeous venue. It's very bright, open. Really one of the nicest we've ever had."

Improving upon last year's frigid conditions where vendors stood on drenched floors, with cold wind and heavy rain coming through their tents, this time all booths will have full heating and access to amenities. The terminal building features two levels, 135,000 square feet of show space, and the capacity to hold more than 300 booths. Inocencio recalls 2009 Expo as "a really tough year ... we had never experienced anything like that before, and we're trying to make up for that." Nevertheless, cyclists came in good numbers, and exhibitors stuck it out. Inocencio comments, "There were circumstances we couldn't control. People dealt with it, and



we did the best we could. A lot of people were very understanding of that, and we still had unbelievable attendance. It was crazy."

The Seattle Bike Expo is among the largest consumer bicycle shows in the U.S., with regular attendance at about eight thousand. Crowds like these make it difficult to find a suitable home. Inocencio describes the difficulty in finding an appropriate venue, "We have a lot of exhibitors, programming, food, demos, etc. Also, there's a shortage of venues in the area, and a lot of other shows we're competing with. It's tough to find a venue that can hold all of that."

The 2010 Expo, presented by Raleigh America, is shaping up nicely, with more vendors and exhibitors signing up and a swanky new venue as its host. Inocencio elaborates, "Especially in the current economy, it's nice to see growth. We're doing alright."

While registration has just begun and the speaking engagements have yet to be confirmed, there should be plenty to look forward to such as the classic bike show and the photo contest. A lot is still in the works but Inocencio is confident about 2010's potential, saying, "all our sponsors are really excited to be a part of this event. We just want to put on a good show and reach out to the cycling community."

Mark it in the calendar now, March 13-14, 2010, at the Smith Cove Cruise Terminal 91. For more information visit [www.cascade.org](http://www.cascade.org).

## Portland's Robert Burchfield Honored by APBP for his Contribution

The Association of Pedestrian and Bicycle Professionals (APBP) announced the winners of its annual awards program to honor excellence in the profession at its annual meeting on October 8, 2009, during the Walk 21 Conference in New York City.

Robert Burchfield, P.E. with the City of Portland (Oregon) Bureau of Transportation, was honored as the Public Sector Professional of the Year. He was recognized for his contribution to the field demonstrated by methodical testing and implementation of innovative bicycle facility designs in the City of Portland. Examples include a formal Federal Highway Administration (FHWA) bike box experimentation process, completion of a new two-way

colored bike facility through the Rose Quarter Transit Center, and developing visionary pilot project plans to install cycle tracks and buffered bike lanes. "APBP further recognizes Rob for his effective working relationship with bicycle organizations and for collaborating with other cities interested in bicycle innovation," said Stela Reynolds of Fehr & Peers.

The Association of Pedestrian and Bicycle Professionals provides expertise for sustainable transportation and is the only professional membership organization for the discipline of pedestrian and bicycle transportation. For more information about the organization, visit [www.apbp.org](http://www.apbp.org).

## International Race News

### Williams Establishes New Record Time on the Track

Annette Williams (Kenmore, Wash.) broke her own World Best Time by 5.11 seconds, stopping the clock at 2:31.270 in the Individual Pursuit qualification round before taking the gold in the Women's 45-49 2000-meter final at the Master World Championship held in Australia October 19-24. Williams also claimed gold in the 500-meter Time Trial, silver in Sprint and a bronze in the Scratch Race.

Jerry Shafer (Seattle, Wash.) recorded a 6th place finish in the Scratch Race, a 9th in 2000-meter Pursuit and a 16th in the 500m TT.

### Road Title for Zimelman

David Zimelman (White Salmon, Wash.) rode his way to gold in the men's 55-59 Master World Road Championships in St. Johann, Austria, at the end of August. In the men's 40-44 Time Trial contest, Richard Feldman (Ketchum, Idaho) took the bronze.

## Letter to the Editor

In your fall 2009 article, "Steps to Take Following an Accident," you mention five legal measures before mentioning serious injuries. Responding to ones injuries should be the first thing, not the sixth item as in your article, to take of.

Regards, Steve Snyder

Thanks Steve, we wholeheartedly agree with you. Attending to injuries should always be first and foremost after any serious accident. We apologize for not mentioning that first. The article was written from more of a legal perspective. Thanks for your feedback.

Editor

## Idaho Velodrome Correction – Erratum

By JANA MOSELEY

In April of this year, *Bicycle Paper* published an article featuring various parks that are being constructed for mountain bikers throughout the Northwest and British Columbia.

Highlighted in that article was the Idaho Velodrome and Cycling Park project in Eagle, Idaho. It was stated that SWIMBA (Southwest Idaho Mountain Bike Association) was responsible for the building of the park. SWIMBA has donated funding, along with Bikes Belong, Lowe's, REI, Tats Rents, Wild Rockies Racing, Scott Bikes, and other local shops in Idaho's Treasure Valley. The organization responsible for leading the project, however, is the Idaho Velodrome and Cycling Park Association, IVCPA.

Construction on the park began in 2008 and will continue as funding arrives. The park is free to the public and is designed to provide a wide

range of biking venues. Currently the park offers opportunities for cross-country, freeride, dual slalom, downhill, short track and cyclocross complete with dirt jumps and pump tracks. The goal of the IVCPA is to build a park that attracts riders of all skill levels. Brad Nelson, volunteer coordinator for the IVCPA explains, "One of the great things about the park is the focus on progression for riders. Our existing freeride/jump lines have beginner, intermediate and expert level courses. The same is true for dirt jumps - there are jumps for any level of rider, including some monster gap jumps that are big enough for the pros."

As construction on the park continues, the IVCPA will hold work days and relies on volunteer labor, more than 7,500 hours thus far, to make it happen. The only facility of its kind in Idaho, the Park hopes to one day host events and races as well as be a catalyst for more cycling venues in the area.

## Snoqualmie South Fork Trail Ready to Welcome Riders

By JANA MOSELEY

What started as a dream 15 years ago is now becoming reality. With the hard work put in by Evergreen Mountain Bike Alliance (EMBA), in partnership with the US Forest Service and Mountains to Sound Greenway, the first four-mile section of the South Fork Snoqualmie Trail is rideable.

After years of applying for grants and waiting, EMBA has completed the first phase of the project. The ultimate goal is creating 23-miles of singletrack from what used to be old logging roads. Construction will come as funding arrives.

Justin Vander Pol, a board member at EMBA and a long time supporter of the project, talks about all the work done to get this finished: "It's really hard to find an 'appropriate' place for mountain biking around here. We're kind of seen as the new kids on the block, and we basically have to fight for our trails."

After a hard fought battle, EMBA received a \$75,000 grant from the Federal Recreation Trails Program in 2008, but due to a lack of resources they had to delay the grant until this year. Construction began this past summer and now the first 4.3 miles of trail are ready and waiting for riders. Vander Pol described the finished product by stating, "It's 3,300 feet up Hanson Creek Rd. and its best ridden as an out and back ride. It's narrow, windy and pretty rocky, but the views are stunning. It's a pretty awesome ride." While the trail is also open to hikers and equestrians, it has been designed specifically for mountain biking, incorporating elements such as undulations and choke points.

As of now the money has run out and Evergreen has to begin the long process of applying for grants again. Vander Pol explains, "It could take up to 10 years to complete just because finding the money is such a long process. The hardest work we do year in and year out, is writing grants. It's the hardest and the most important."

Those involved in the project are definitely in it for the long haul. There's a lot of trail left to build and a lot of work to do. Without the dedication of Evergreen's volunteers this would not be a reality.

The project was born in the early 1990s when mountain bikers lost access to many trails. A study was conducted by several groups including the Washington Trails Associate, Sierra Club, Middle Fork Outdoor Recreation Coalition, and EMBA (then known as Backcountry Bicycle Trails Club) to determine whether the Snoqualmie South Fork area would be suitable for future trails. It was deemed to be an ideal place for mountain biking and a plan for the 23-mile trail was formed. There are also plans to connect the Snoqualmie Trail with an additional seven-mile stretch in the adjacent Olallie State Park. The first segment was completed in September and now those involved are actively seeking funding for the next portion.

"This is a long-term project but we will keep pushing forward," Vander Pol states. Riders can begin using the trail right now. It is located between North Bend and Snoqualmie Pass, in the Hansen Creek Drainage. For more information on this project, visit [www.evergreenmtb.org](http://www.evergreenmtb.org).

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program can teach children and families the benefits of and skills to safely navigate their community, promote healthy and active living, and push for the prioritization of our resources to build bicycle and pedestrian routes that are safe and enjoyable for the whole family."

The goals of the BTA's program are simple enough, to increase the safety of youth bicyclists, the number and frequency of children riding their bicycles, and to improve the health, learning capacity and community conditions for bicycling. Mennesson discusses the importance of bike safety education: "Many parents are scared to let their kids ride bikes to school or even down the street ... the BTA's Bike Safety Education program helps reassure parents that their kids know how to ride a bike safely, legally, and responsibly."

Using a 10-hour curriculum combining classroom and on-bike sessions, the program brings resources to the schools, including a trained instructor, a fleet of 30 bikes, helmets, brochures and pamphlets, safety vests, videos and other equipment. Courses are taught in fourth to seventh grade classrooms and cover topics such as general bicycle safety, rules of the road, helmet fitting, flat tire repair, and bike equipment.

On-bike lessons begin with bike handling skills, hazard avoidance, right-of-way, lane positioning, and intersection practice, and culminate in one or two community rides. Once the course is completed, the BTA continues

to work with educators in order to improve bicycle facilities and to promote cycling within the school.

While studies have yet to document a significant change, the program has no doubt impacted attitudes and behaviors about transportation choices. Mennesson notes, "We've seen an increase in the number of schools and parents asking for more bike racks and requesting information about Safe Routes to School." And last month a record number participated in the International Walk + Bike to School Day, with thousands of students at nearly 200 schools throughout Oregon taking part.

Two things are essential to the success of this program: funding and volunteers. Mennesson elaborates, "The main limitation for the BTA expanding through our own resources is funding. We pay for instructor training and teaching time, as well as the bike fleet ... in addition to funding, a successful BSE program depends on supportive schools and, teachers

who are willing to fit in 10 extra lesson hours on top of their required curriculum." Schools either allocate two hours per day for a week or one hour for two weeks.

Setting its sights on bike safety education for all, the BTA developed its own curriculum so that any community can join the movement. "Other cities and states can purchase the program for

their own use." Organizations in Washington such as FeetFirst and the Bicycle Alliance are working with the Safe Routes to School program to make walking and biking to school safe, practical and fun. The SRTS website provides lesson plans and activities for teachers to incorporate into their classroom. Several local shops and

organizations also provide courses in bicycle safety, but the BTA's program is the only of its kind, providing free courses at an early age. To find out more information about the Bike Safety Education Program, visit the Bicycle Transportation Alliance website at [www.bta4bikes.org](http://www.bta4bikes.org). Or to check up on Washington's bike safety efforts go to [www.saferoutes-wa.org](http://www.saferoutes-wa.org) or [www.bicyclealliance.org](http://www.bicyclealliance.org).



Show kids how to ride safely and create healthy habits for life.

Photo by Bicycle Paper

## NEWS

# Cycle U's Second Home Receives a Warm West Seattle Welcome

BY JANA MOSELEY

It was a cold, wet and rainy day, but the weather was no obstacle for West Seattle cyclists coming to welcome Cycle U to the neighborhood. At noon on November 7, when the party officially started, Craig Udem, founder of Cycle U, seemed pleased with the turnout. "It's been great so far. We had quite a few people show up right away. People are coming and going, checking it out." The doors opened at 12 p.m. on Saturday and events lasted until 5 p.m. Food, drinks, test rides and giveaways were all a part of the celebration.

Udem and the staff at Cycle U were proud to show off their new site, located at 4550

Fauntleroy Way in West Seattle. The newest addition, the campus holds 10,000 square feet of space, containing a bike showroom, a full line of retail bikes by Specialized Bicycles, and a full service repair shop. The celebration turned emotional when it came time to give thanks to all who had made the dream a

reality. Tears and hugs were passed out among the staff members as they introduced their new

baby to the world. One thing is clear, this is more than just business to the Cycle U family, it is their life.

Cycle University, founded in 2004 by Craig Udem, a local pro cyclist, is a Seattle mainstay, offering quality training for riders of all skill levels. Its mission: to "significantly help people be healthier, stronger, safer, and faster ... to make our community a healthier and better place through endurance sport." Its program boasts a number of comprehensive classes, coaching and teaching methods ranging from riding a bike for the first time to training for competitive races.

To find out more about Cycle U's classes and services visit [www.cycleu.com](http://www.cycleu.com).



Ed Ewing and Craig Udem.

Photo by Bicycle Paper

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completely from the repetition of cycling for a while both physically and mentally. Consider alternative sports like nordic skiing, rowing, rollerblading, hiking, running, swimming, etc. Keep in mind, you will likely not be able to maintain the same volume as with cycling without risk of injury. Your workouts should be shorter and this is OK! Shoot for activities that will get your heart rate up for sustained periods of time. It is common to take up to two weeks off the bike following a long season of training and racing.

**3. Balance, Coordination and Agility**

Cycling is great training for your aerobic engine. But is not the best training for life. Often we see cyclists at their peak fitness level injure themselves lifting a box or playing with their child. As we devote more and more time to such a specific movement, we lose our muscle balance, coordination and dexterity. Again, this is where cross-training comes into play. Incorporate agility drills into your training or use an agility ladder in the gym, participate in multi-planar sports like racquetball, tennis and

soccer. Be careful not to overestimate your fitness going into these sports. Start slow and be careful to avoid extreme soreness and injury.

**4. Injury Prevention**

Remember those nagging aches and pains you felt during the race season? You didn't have time to address them then, but you do now. Visit your local sports healthcare professional for a check-up and deal with those issues before they become recurrent; you'll go into next season at a higher level of health and fitness than the previous one.

**5. Body Transformation**

Now is the time to think about changing your body composition. While it is common to hear about cyclists who gain weight during the non-competitive season, it is actually a good period to lose pounds. When you are in the midst of high intensity training, it is not the time to deny your body fuel, especially when you combine the stresses of high-intensity training and racing with exposure to illness from traveling with teammates and friends.

You should pass on the caloric deficit at that point. The non-competitive season is great for slimming down before you begin your hardest training. This will allow you to fuel appropri-



Photo courtesy of Heidi Swift

A little gym time goes a long way.

ately for proper recovery during your most difficult build cycles.

**6. Data Free Training**

Put the heart rate monitor away for a month. Get rid of the power meter too. Don't let these

measures dictate your training. Don't download data. Don't stare at the monitor. Just ride and listen to your body. Let your own perception of intensity and workload be your guide. After all, this is your greatest asset.

**7. Freeriding**

Go at least two weeks without any structured training. Don't log your training, don't write down your workouts. Simply do what you are inspired to do. Enjoy riding your bike. Go as you feel and be spontaneous.

Use these tips as a guide through your non-competitive season. It goes quickly and the races will be here again before you know it! Hit the rest button, build your health and fitness, and recharge your motivation and focus. The end of one season begins preparation for the next, so make the most of the transition.

*Russell Cree, DPT, CSCS is a cycling specialist at Upper Echelon Fitness in Portland, Ore. He and the team at Upper Echelon offer coaching, bike fitting, VO2 and lactate testing, and physical therapy for cyclists and triathletes of all levels. For more information, visit [upperechelonfitness.com](http://upperechelonfitness.com)*

HEALTH

Looking for a Coach?

By RYAN VANDERLOOP AND ERIK MOEN PT

**The Situation**

We all want the most out of our workouts. Our busy lifestyles sometimes make the day-to-day decisions for appropriate endurance training difficult. The thought of organizing interval and mileage workouts to create an effective and meaningful workout is often the last thing you want to do on a Friday night. Enter the coach. An experienced one can help organize your regimen so as to compliment your training and goals. We are seeing wide acceptance of this role in the world of endurance sports and the numbers have increased over the past 15 years. Certification programs are now in place and future coaches have ample opportunity to pay for classes that certify and license them at different levels. One of the prime drivers behind this emergence was a mandate, from the United States Olympic Committee (USOC) to the various sport governing bodies, to develop systems which would improve the expertise level and quantity of coaches. Essentially, if a certain group, such as triathlon or bicycling, wanted to keep funding from USOC, they needed to

develop a certification program. The process has been mostly successful.

**Getting Started ... What are My Goals?**

First of all, ask yourself, "What are my goals of having a coach?" Not knowing will, more often than not, lead to a poor experience. Answers to the question should include your desired outcome, your key goal events, your style of communication, and your strengths/weaknesses. Do you need a lot of hands-on time? Can you operate with an electronic plan (email, phone and calendars)? How much feedback do you need? This information will help you begin the "shopping" experience.

**How to Find a Coach**

Do you have access to the internet? Most coaches have extensive websites with details of their programs, services, prices, philosophy and testimonials. A simple search for "(insert your town) bicycling coach" instantly brings up many choices. Websites allow you to research without pressure. Another source for information is your national sport governing body. USA Cycling and USA Triathlon have searchable certified coach databases. You can find some locally and nationwide and look into their

contact details. You should be able to identify several options in light of your goals with just a few moments of effort.

**Detail Discovery**

Look closely at the listed coaching services based on what best fits your needs. Many offer different levels of contracts, details and programs. Do you prefer to meet in person, consult via phone or is email/online coaching for you? Do you want someone local or are you comfortable with a national business (e.g. CTS)? Do you need some sort of electronic prescription and logging features? Do you want your workout details to be prescribed with heart rate or power? Look through their education and achievements. Do they meet your expectations? Have they had experiences that match your goals? Have they worked with athletes you would like to emulate? Does he/she have a stated philosophy? Are there initials behind their name, or stated certifications, and what do those mean? How long have they been in your chosen sport? Does their price structure fit within your budget? You must remember that time is money. If you have expectations of getting a lot of hands-on time, that will cost more. Professionals should not be considered a non-profit or charity entity. There are no regulations on price structure. It may be helpful for you

to start a spreadsheet to compare experience, services and cost. This will help you identify a coach that best matches to your needs.

**Interview**

It is strongly suggested that you meet and/or interview your prospective trainer prior to engaging their services. This becomes more important if you will be spending a lot of time with them. Is he/she courteous, knowledgeable and professional? Ask them for personal references. Do you have trusted peers who have utilized their services? A coach needs to be someone you trust and are willing to listen to. This is essential as you are depending on them to provide critical feedback on training and performance. The best fits aren't always those with the trendy website or most impressive accolades — it is the one you respect and who is in tune with you and your specific goals.

Do your homework, meet your candidates and you should be able to identify the right match for you.

*Ryan Vanderloop is a multisport coach at Corpore Sano Sports Performance and an avid cyclist and racer on the road, trail and velodrome. He can be reached at [coachryanv@gmail.com](mailto:coachryanv@gmail.com), by visiting [www.corporenanocoaching.com](http://www.corporenanocoaching.com), or call him at 206-251-5819.*

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"PRODUCT REVIEWS" FROM PAGE 1

in wheel lock that can also integrate a chain to secure the bike to a rack. Front and rear LED lights are powered by the dyno-generator built into the front hub. An interesting element is the spring that attaches from the down tube to the back of the fork crown, which prevents the front wheel from swinging too far to one side when the dual-sided kickstand is engaged.

All these features make for a very durable machine. This bike could very well be left outside without much more concern than to cover the leather saddle with a fancy shower cap. The Secret Service is considered one of the lighter-weight bikes available at Dutch Bikes of

Seattle. Other models have even heavier-duty options, like the Bakfiets cargo bicycle that looks like it has a wheelbarrow on the front.

Dutch bikes aren't meant to be lightweight. The ride home from Ballard to Greenlake in Seattle did take a bit longer than on my usual commute machine. The weight, combined with the upright position, requires the rider to stay seated and just take it easy, which one would be inclined to do when dressed dapperly on this Dutch beauty. Despite the extra pounds, the bike remains nimble and surefooted on wet road surfaces.

For more info, visit [DutchBikeSeattle.com](http://DutchBikeSeattle.com)

## "Custom Bicycles: A Passionate Pursuit"

BOOK REVIEW BY MEGHAN MCCAUSLAND

"A bicycle frame builder is no ordinary man. He has given man the ability to travel under his own power at speeds in excess of 100 kilometers per hour." So says Phil Liggett, sports broadcaster and English voice of the Tour de France, in his foreword for the book *Custom Bicycles: A Passionate Pursuit*. Authors Christine Elliott and David Jablonka of Melbourne, Australia, traveled to three continents in search of the ultimate craftsmen, those who illustrate their own unique ability to create "art in a usable format" and construct bicycles to fit like a tailored suit.

The book features 39 builders from Australia, Europe and the United States. Colorful photos of handcrafted bicycles fill up over 200 pages,

some as beautiful, sleek and thin as a Calvin Klein model. Hours of detailed labor are evident in each as the builder strives to create a bike fit to perfection with uniquely handcrafted lugs and rear dropouts. Bob Brown of Bob Brown Cycles says he puts "a lot of love into those parts [which] shows in the final product." The frame builders also repeatedly stress the importance of knowing one's chosen material inside and out. Some choose only to work with one material such as steel, whereas others use aluminum, titanium, carbon fiber and even bamboo.

It is evident that each handmade bicycle is produced strictly with the specific patron in mind. Most like to take several hours to fit a new client, which includes going for a ride to examine the person's style, ability and technique. Dave Bohm of Bohemian Bicycles designed a practical, adult tricycle for a woman with Muscular Dystrophy. The lightness of the tricycle and the added gears allowed easier cycling up hills and enabled her to keep her legs in shape.

The featured companies are often one- to two-man operations in a single workshop with the only guide being experience and an innovative mind. Tony Giannascoli of Quebec, Canada's Guru Bicycles believes that building handmade bikes is like "honoring those two masters, science and art." He has taken his experience and interest in both and applied it

to his craft, turning out unique bicycles that fit the quirks of each rider.

Out of the three continents considered, many of the featured artists are from the West Coast. Author Christine Elliott states, "we wanted to choose a range ... from different countries, but of course the majority of custom builders are located in the U.S.A."

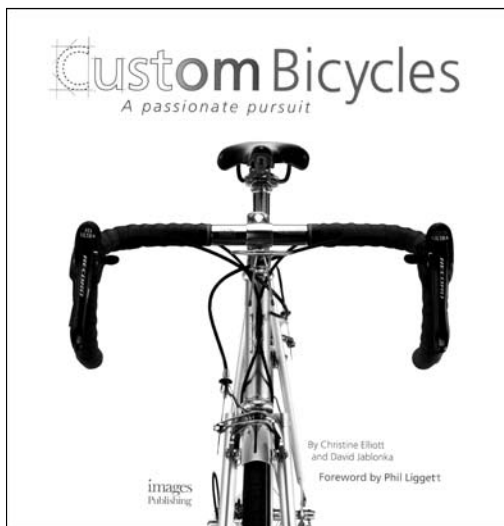
This includes Bill Davidson of Davidson Handbuilt Bicycles. His workshop near Seattle's Elliott Bay is where the company creates mostly steel, titanium and carbon fiber bicycles. Author David Jablonka discovered Davidson's work while at the North American Handmade Bicycle Show in Oregon. "David was impressed with Bill's beautiful bikes and his obvious years of experience as a master builder," says Elliott. He has been

building bikes for 35 years and continues to apply his aptitude for innovative craftsmanship to each bike.

The book is more than your average coffee table centerpiece. Elliott claims, "David and I felt that the work of custom bicycle builders was worthy of being featured in a beautifully presented book." Through attractive and interesting photography, the book illustrates the artistry of handcrafted bicycles; ones that would not only be at home in an art museum, but that are usable and accessible.

Each builder's profile follows a pattern, discussing his or her background, methods and reasons, and innovative designs. The detailed craftsmanship of each bicycle is evident and interesting to read about, even for non-cyclists. However, for those that are not savvy with all the technical jargon of bike mechanics, it may be difficult to fully appreciate. The authors take for granted some of the terminology, potentially eliminating interest for many readers. Yet the book does an excellent job of nicely presenting the many layers of building bicycles. If you are looking for an appreciation of the unique styles of custom bicycles, this book fully succeeds.

*Custom Bicycles: A Passionate Pursuit* By Christine Elliott and David Jablonka. Images Publishing Group. 233 pgs. Hardcover. At Barnes and Noble for \$48.00 USD or online at Amazon.com for \$37.80 USD.



## Bicycle Dreams: The Race Across America

BY JANA MOSELEY

"Since 1982 long-distance cyclists have been defying the limits of human endurance in an obscure bicycle race called Race Across America." These are the opening lines of Stephen Auerbach's powerful documentary, "Bicycle Dreams: The Race Across America." The film follows these ambitious cyclists through their highs and lows in the annual race's 24th running.

The Race Across America (RAAM) is seen as the single most difficult challenge in the endurance cycling world. It is a testament to the human spirit and the pinnacle of physical limits. Of all who attempt, less than half will finish. For those who do complete the race it's the accomplishment of a lifetime.

Starting in San Diego, Calif., and ending in Atlantic City, New Jersey, the route is 3051.7 miles, goes through 14 states and climbs over 100,000 feet. It can be completed solo or in two-, four- or eight-person teams. A winning solo racer typically finishes in eight or nine days, covering more than 350 miles a day, and sleeping for only minutes at a time.

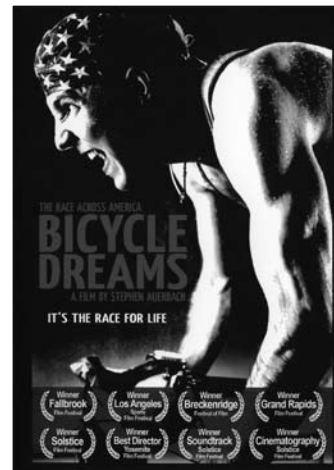
Many of the riders are seen as reckless or crazy. They see the race as the ultimate per-

sonal challenge, investing time and money into making it to the finish line. The minimum investment in the race is \$20,000, but crossing the finish line is priceless.

The journey can all but break some participants, exhausting them to the point of hallucination, hospitalization and on a few occasions, death. Auerbach takes us along on this race across the U.S. We meet the athletes, we become a part of their crew, cheering them on, and pushing them forward in this grueling competition. In the end we come to respect these men and women who race, not just against each other, but against the land, and sometimes their own willpower.

Capturing emotional and physical breakdowns, personal triumphs and ultimate tragedy, Auerbach portrays these athletes wonderfully, allowing each to tell his or her own story and ultimately answering the question: "Why are you doing this?" Do they have to be a little crazy to compete in the RAAM? Probably. But they also have to be admired. "Bicycle Dreams" is a great film, winning several awards, and captures the heart of this odyssey.

For more details go to [www.bicycledreams-movie.com](http://www.bicycledreams-movie.com). You can purchase the film from the website for \$19.99.



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## Craft Performance Rain Knickers

By DARREN DENCKLAU

In case you haven't noticed, it has been raining lately. In fact, every morning commute this past week has been done in the rain. Luckily,



Photo by Bicycle Paper

the kind folks at Craft let me test their Performance Bike Rain Knickers, and I can honestly say I couldn't be happier with how they have performed.

The latest in Craft's foul weather condition products, the pants are waterproof, lightweight,

breathable and fitted for the intricacies of cycling movements. Additionally, they feature fully

taped seams, draw cords at the waist and cuffs, removable suspenders, and reflective strips on the sides — offering a little piece of mind at night. One thing Craft does not mention on their website that I find invaluable is the material used on the seat of the pants. The additional fabric adds needed reinforcement to the area that receives the most use.

I found their knickers to be extremely comfortable, thanks to the soft polyester shell and mesh inner liner. Initially I wore them without the suspenders, but upon further testing I realized they successfully keep the pants from sliding down while riding — alleviating the need of having to tightly cinch the waist.

So far they have held up incredibly well and keep the moisture out. I like the knickers length and besides the top of my socks sticking out from my rain booties getting wet, I have no complaints, and don't see any real need for full-length pants — especially in Seattle's temperate climate.

MSPR is \$120. For more information visit [www.craft-usa.com](http://www.craft-usa.com).



Photo by Bicycle Paper

## SealLine Urban Backpack

By DARREN DENCKLAU

Bicycle commuters need something that effectively carries their gear and can withstand the rigors of inclement weather. SealLine, known for their bombproof dry bags, created a backpack for just that. During the past six months I have been using the Urban™ Backpack for my daily commute and more. Here's what I think.

It's tough. This can be attributed to both the materials used and its simplicity of design. The 600D polyurethane-coated polyester body is thick and the nylon-coated underside reinforces

It's simple. The pack is essentially a dry bag with shoulder straps. The exterior has one weatherproof pocket, suitable for small items like a phone, wallet or checkbook. There are cutouts next to the pocket to mount SealLine accessories and clip-on lights.

It's comfortable. The backpack's straps are perforated for ventilation and feature an adjustable waist strap and chest strap for added stability. Atop the straps is a convenient and comfy carrying handle. Sheathed in between the users back and the bag is a perforated foam pad that makes it incredibly comfortable even with odd-shaped contents inside.

There are optional accessories as well and SealLine



Photo by Bicycle Paper



Photo by Bicycle Paper

equipped me with their Organizer and Zip Pocket. The Organizer slides into four slots located on the inside of the pack and is a must — otherwise you'll be searching for smaller items on the floor of the bag.

The Zip Pocket is designed for carrying electronics like a small camera or an MP3 player.

I've used the Urban Backpack in every type of weather imaginable and it has performed exemplary. Though it may not be the "prettiest" backpack out there, if you're looking for something that will keep your gear dry and is really comfortable, even on the longest of commutes, this one does so in spades.

the bag for heavy loads. The radio frequency (RF) welded seams are weatherproof, heavy-duty and hardly noticeable, easily taking the abuse of every day use.

It's watertight. The roll-down closure of the Urban Backpack is modeled after SealLine's dry bags, keeping the elements outside and its contents dry inside. The opening is secured via a reflective and stretchable QuickClip™ that hooks under a 3-tiered rubber ladder.

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## Moots Tailgator Divides the Load

By JAY STILWELL

It has been awhile since a product has caught my interest from both a design and functionality standpoint. The Tailgator by Moots is one of those products. With a titanium frame that attaches to the seat post, 400-cubic inches of storage divided between an upper and lower bag, and loads of versatility, Moots has created all this within a lightweight package.

It wasn't until recently, while traveling, that I had an opportunity to try out the Tailgator. Wanting to always be prepared, I was able to bring along a multi-tool, tube, pump, tire levers, vest, hydration tablets



Photo courtesy of Moots

and some extra food, all easily organized within the bag's series of pockets and sleeves. Bulky items were stowed on top of the bag by way of an attached bungee strap. After using the Tailgator for a series of long road rides, I came to the conclusion that this bag is well worth the invest-

ment, although there were a couple of features that would be nice to have such as a taillight attachment loop and a stiffener in the lower bag. While Moots is up front about a 5-pound weight limit, I found that items may shift and cause the lower bag to sag. By adding a stiffener, heavier items could be stowed in the lower portion.

One of my friends, a Master class racer, raved about the Tailgator and recently shared with me that he has done several time trials with it attached to his bike. Racers are like the rest of us recreational cyclists — there are times when they need to carry extra items that won't fit into a jersey pocket. The bag is super light and does not require the extra weight that a rear rack would. From all points, the Moots Tailgator fits the bill.

Suggested retail for the Tailgator Rack is \$100 plus \$65 for the bag. For more information about Moots products visit [www.moots.com](http://www.moots.com)

## Primal Strips – Jerky with a Conscience

By DARREN DENCKLAU

I am not a vegetarian. I do, however, often prefer food that does not contain animal products such as meatless chicken nuggets and buffalo wings. Why? Because I know what I am eating — in today's steroid and hormone crazed meat industry, it's often hard to discern what is "healthy" and what is not. So when Primal Spirit Foods sent us a dozen Primal Strips, the *Bicycle Paper* staff was more than happy to do an intensive taste test.



Photo courtesy of Primal Strips

Primal Strips are all-natural, contain no MSG and are preservative free. They also pack in plenty of protein, thanks to the main ingredients like soybeans and peanut butter. What's more, they come in biodegradable plastic wrappers, sticking to the company's environmentally conscious creed.

Voted as a "Must Have" by *VegNews* magazine and "Favorite Snack" in the 2009 Veggie Awards, the buzz surrounding them is not just hype. First of all, they taste good. Real good. My favorite was the Hickory Smoked, followed closely by Hot & Spicy and Thai Peanut. They also come in Mesquite Lime, Teriyaki and Texas BBQ. Honestly, all of them were good.

The consistency is much different than beef jerky, as expected. They are much softer and more moist than traditional jerky. Though they lack the "bite down and pull hard" qualities of their non-vegetarian counterparts, they still look and feel like the real thing.

I will continue to buy and eat Primal Strips as an alternative to energy bars and as a quick snack both on and off the bike.

Single 1 oz. packets retail for about \$1.35 each. For more information visit [www.primalspiritfoods.com](http://www.primalspiritfoods.com)

## Bring Fashion to your Handlebars

By CLAIRE BONIN

The Zwei bag looks more like a nice handbag than your typical handlebar bag. Functional yet stylish, it can be taken off the handlebar attachment in a click. The red Mobil U5 we tested offers



Photo by Bicycle Paper

an extension allowing for more space between the bag and the bars, if needed. The system is backed up by a safety wire that runs under the stem and over the handlebar onto the Klickfix - it took me a while to figure out how to make it work, but it is pretty ingenious and a good feature.

Along and sturdy shoulder strap attaches to the back of the bag. Two strap buckles allow for multiple carrying configurations ranging from a simple shoulder strap to a more secure shoulder

solid construction, three inner compartments to keep your things organized and an outer zip pocket featuring a cell phone insert holder. The 5-liter volume (11.5" wide x 9.5" high x 3.5" deep) provides ample room to pack your lunch, a book, wallet, keys and more. Two strong magnets sewn into the flaps close the handles and a second set keep the folding top secure to the front panel.



Photo by Bicycle Paper

The bag gets safely affixed and locked onto the handlebar via a quick release system called Klickfix. Gently depressing the red button releases it. The length can be adjusted by adding

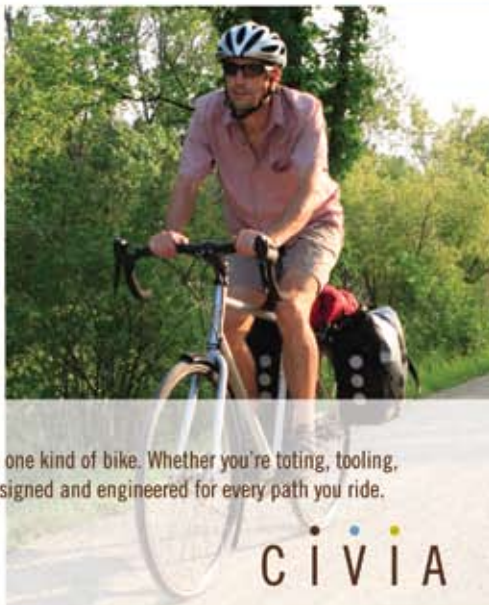
and belt set-up, and any arrangements in between can be adjusted quite easily. Once taken off the bag, the strap can be stowed away by using the nifty rubber loop under the Klickfix cover. When not mounted to the bike, the cover hides the Klickfix function.



Photo by Bicycle Paper

All and all, the Mobil is a high-quality bag with interesting features and a great design that will have you going in style. The Mobil collection is available in six sizes ranging from 3 to 18 liters. U5 MRSP \$125. Available at Wallingford Bicycles, [www.wallbike.com](http://www.wallbike.com).

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## Squirt Sweatsucker – Does the Job

By CLAIRE BONIN

We all know at least one of those people who sweat so much that water drips off their chin, and their face and body gets coated in salt ... well I am one of them. I have to admit, when I first laid eyes on the Sweatsucker I was less than impressed. How could this thin little white band, with some funny granules inside, stop sweat from getting into my eyes?

I tried it for the first time on Seattle's warmest day of the summer, 100 degrees — we don't see that often. I rode the 10 miles from the office back to my home in the heat

of the day, with no wind. Up the hill I went, and to my surprise, the little sucker was doing its job. I actually had to make sure I was sweating to believe it. When I took it off, I thought I would squeeze the sweat out of it, nope! The band was slightly damp but that was it. I adopted it and have been using it on my commute and touring rides ever since. It has not let me down, even when going over Stevens Pass.

Summer is over, but for all of you big sweaters who now ride inside on the rollers or the trainer, give it a try. The Sweatsucker really absorbs, transports and keeps the sweat out of your eyes. Check it out at [www.squirtlube.com](http://www.squirtlube.com).



## Squirt Lube – a Biodegradable Hit

By DARREN DENCKLAU

The kind folks at Bikinventions recently sent the *Bicycle Paper* staff a few bottles of Squirt Lube to test on our own bikes. Having tried just about every lubricant on the market throughout the years, I was excited to give their product a shot, or in this case, a squirt.

Instead of petroleum products used by many lubricant manufacturers, Squirt Lube is a wax-based dry lube designed for both wet and dry conditions. The company claims that it doesn't attract substances like dirt and sand and that excess lube will remove itself by shedding surplus wax as it hardens. One of my favorite attributes of Squirt: it's biodegradable.

This past summer I used the lube extensively on both my commuter bike and my singlespeed mountain bike, which included a few Wednesday Night World Championship

races at Seattle's South Seatac Park and a self-supported bike tour in Canada.

During application the lube comes out uniformly, as long as you shake the bottle first. The directions state that you don't need to wipe off the excess after applying and I found that after a few rotations of the drivetrain the lube penetrated evenly and adequately.

Performance-wise it worked superbly in all conditions. One unique aspect of Squirt Lube is that my chain stayed clean. It's been a dry summer and the races I've done were extremely dusty, which normally attracts dirt to petroleum-based chain lubricants like dehydration attracts stomach cramps. Even on my geared bike, the pulleys and chain remained cleaner than normal and what buildup did take place eventually clumped together and fell off.

I'll undoubtedly continue using Squirt Lube through the wet winter months and during cyclocross season, where the true test begins. I have a feeling it will work particularly well in Seattle's often-inhospitable climate as well as in the mud and sand that is typical of 'cross races. Besides, if it's good enough for Travis Brown and Ned Overend, both of who ride for and use Squirt Lube, it's probably good enough for a hack like me.

MSRP for a 4 fluid ounce bottle is \$10. Visit their website at [www.squirtlube.com](http://www.squirtlube.com)



Photo by Bicycle Paper

## Two Years In – Seattle Bicycle Master Plan Status Report

By IBTihal MAHMOOD

Bicycling is an affordable mode of transportation that provides physical activity, supports social interaction, lessens traffic and produces zero emissions. When the Seattle Department of Transportation (SDOT) unanimously approved the Seattle Bicycle Master Plan (BMP) in 2007, it was initiating an effort to "make Seattle the best community for bicycling in the United States," as declared in the BMP's Executive Summary. Two years later, the area has already noticed a lot of changes and improvements, confirming that the city is taking steady steps towards achieving its goal.

Given 10 years and a \$240 million budget, the ambitious plan is one of the nation's most aggressive efforts to raise the popularity of cycling and make it safer for those who ride. The BMP aims at tripling the number of bike trips and reducing the rate of accidents up to one-third by 2017. In order to achieve these goals and meet the public's high expectations, the BMP envisions the completion of a 450-mile network of on-and-off-street bicycle facilities, connecting all parts of Seattle. It will provide King County residents and visitors with easy and convenient access to transit stations, workplaces, parks, commercial areas and many other destinations throughout the city.

The plan is also an extension of Seattle's strategy to meet the targets of the Kyoto Protocol, which aims to reduce global warming pollution levels by seven percent, below 1990 levels, by 2012. In 2005, BMP leader Mayor Greg Nickels promised to uphold the Kyoto Protocol, even after the federal government failed to act on the important issue of global warming when former President Bush stated, "It would cause serious harm to the U.S. economy."

With \$12,623,500 spent so far, the SDOT announced that it has installed 56 miles of new bike lanes and "sharrows," 15 miles of bicycle route signs, 429 new bike racks and painted green bike lanes at 16 different locations. It has also distributed more than 30,000 Bicycling Guide Maps, built Seattle's first bicycle boulevard (Interurban Bikeway - 2.5 miles), opened the Chief Sealth Trail on Beacon Hill, replaced 18 sections of pavement along the Burke-Gilman Trail, trimmed vegetation at 26 trail locations, and help funded the Bike Smart Seattle program.

Being among the top priorities of the BMP, the safety of bicyclists on the road inspired the SDOT to create sharrows, an innovative system of shared lane pavement markings, including the green bicycle lanes that highlight conflict areas where bikes and cars cross paths. In the same vein, the Bike Smart Seattle education and encouragement program came as a response to more than 4,000 requests for information regarding bicycle commuting - and aims at fulfill-

ing the promise of increasing the popularity of cycling. By the end of the year we should also witness the installation of 35 additional bike lanes and sharrows, 20 miles of newly-signed bike routes and additional green lanes.

City officials estimate that approximately 6,000 people in Seattle use their bicycle everyday for commuting to work and school, and thousands more ride for activities like visiting friends, shopping and exercising. With the establishment of new guidelines for bicycle route signs, the BMP comes at a crucial time and is a necessary step to help steer riders to destinations throughout the city's trails and streets. The new guidelines for the signs are currently being studied by jurisdictions throughout the Puget Sound, and hopefully they will be adopted to create a regional system of marked routes. So far, signs have been installed from the downtown area to Fremont, along the Arboretum bypass and on Dexter Avenue.



Photo by Bicycle Paper

SEE MASTER PLAN ON PAGE 10

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# Gone To The Dogs

BY JOE "METAL COWBOY" KURMASKIE

"I'm gonna break ... I'm gonna break my rusty cage and run."

— Chris Cornell of Soundgarden

The thrill was gone. Not that I exactly relished being ambushed by roadside mutts, having to out-pedal packs of pit bulls hunting my rear wheel like wolves on the tundra, or best the snarling junkyard German Shepherd honing in on my spinning calves as if they were drumsticks, but there is something to be said for the thrill of the chase.

Panic, adrenaline, flight, that brief window when you don't know if you'll outrun chomping canines, until a final kick of speed and a few braveheart howls gets you over. Few activities shock the monkey like a good sprint to safety ... allowing you to live more fully in the present.

Tag. It's one of the first games children learn. Only the dogs along Canada's highways and byways had stopped playing with us.

We'd see them pop up and take their position, but when they got a better look at the mule train — its length, girth and how many souls we were bringing to bear down on them — dogs of every stripe turned tail and ran or dropped down on their haunches, making themselves small and inconspicuous.

The first few times this made me laugh and filled me with a predatory power. I watched a few mutts back into their driveways. "Spread the word, pooches, there's a new sheriff in town."

But as it turned out, it's lonely at the top. No one plays with the lion and her cubs.

Dogs weren't alone in this new order of things. We parted most of the animal population of western Canada in our wake. Big horned sheep, cougars, horses, elk, deer — the day we spooked a big black bear enjoying some roadside berries, I felt invincible. Every animal had the same "what in hell?" expression, followed by shear panic as we'd chug past. Only the moose wasn't impressed, but that discovery was still hundreds of miles away.

While the boys and I were untouchable, Beth and her single touring bike ... not so much. She'd made nervous jokes about cougars all the way up the northern run of Vancouver Island.

"Remember how Steve said they'll snatch a child in a flash and leave nothing but a business card," she said.

The problem was, after the hills of Salt

Spring Island, we couldn't trust a word out of our city dwelling friend's mouth, no matter how much conviction he'd put into the warning.

Sitting in my rear view mirror, sometimes 25 yards back, more often though, a quarter-mile or more off the pace, Beth lived in a state of readiness reserved for bomb silo minutemen.

Once, she wheeled up as I was taking a photo of another road sign that had caught my eye.

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"Not that anyone cares about my safety, but that sounds like you'll second mortgage the house if they eat me right off the bike. 'Cause technically, you'll be feeding the bears," she stated.

I laughed, but she was only half-joking. Without my knowledge, she'd learned how to use her voice, bike pump and the heel of her shoes to command respect from a number of dogs. Beth's a realist; she was steeling herself to battle with bigger creatures.

After another chase we knew nothing about, Beth had had enough. We'd regrouped at the top of a hill.

"Not that anyone cares about my safety," she repeated, "but when you come upon a pack of dogs, or whatnot, looking for a fight, if you have any love in your hearts for the woman who gave you life, and yes that includes you, old man, cause you'd be a zombie without me, stop and protect my honor ... and body parts. That's all I ask."

Truth was, we hadn't even noticed the last pack of dogs, or so I thought.

"I did." Enzo volunteered.

Beth gave me "the look."

I shrugged, innocent incarnate.

Cute and cuddly boys, cute and cuddly. Maybe she'll take pity on our general obliviousness and testosterone poisoning.

"You look like you survived all right, Mom," Quinn noted.

What my boys still had to learn about women: Just stop talking, gents. I removed my helmet in a show of respect.

"I promise to keep a weather eye out for animals of any size. And you have our word - right boys? - that we'll wait until you've passed

without incident before we ride on. Nothing's gonna chase you again without backup."

The boys nodded. Whatever Dad said. Beth didn't look entirely sold but what could she say in the face of such compliance?

"We'll see."

We pedaled on.

True to our word, the next time we happened upon dogs, I brought the train to a halt. We waited for Beth to roll through. As she arrived Quinn and Enzo hollered and gestured at the befuddled animals, waving lightsabers in an exaggerated show of chivalry.

"Very funny," she said.

It happened to be a group of wiener dogs waiting across the blacktop from us. We weren't taking any chances. One gave up a little chirp of a bark as Beth came close, but the other two dogs seemed to sense their predicament and promptly chased him off.

As we pedaled beside Beth for a bit, she turned and offered a smile of real gratitude.

"I know you think that was just a joke, but it felt good, you guys having my back like that. Even if it was for dogs the size of my big toe this time."

I gave her my best "knight at your service, me lady" nod.

"It's the principle of it, you know?" Beth said.

"Honey, we won't hang you out there again ... unless we don't see it coming," I replied.

Her smile dimmed a little, "Always giving yourself an out..."

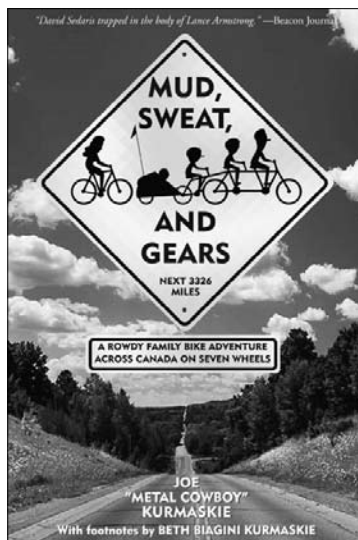
And that, boys, is why you quit at the nod.

We'd been trained to expect all wildlife — at least roadside wildlife - to step back, if not run away, from the mule train; at worst, to ignore our presence on that beast of a bike contraption. I had excellent photos of the backsides of animals in motion to prove it.

Only the moose didn't get the memo. We would learn too late that grizzly bears fear moose, so by default we would have done well to fear them. And we did, keeping a safe distance from the one standing off the road in the tall brush, but we had too much faith in the prowess of the mule train.

"Let me dig out my camera," I uttered.

"Dad!"



I didn't have to hear anything else. The tone in his voice said it all. I started pedaling without a look over my shoulder. I'd heard hooves and snorts, and that was enough for me. My quick reactions probably gave us the edge. It gave me hope, anyway.

I can't say how long we pedaled, but in a twisted way, it felt good to be the prey again, to run for our lives. The life-or-death sprint definitely blew out the king of the jungle cobwebs and put us back where we belonged, at the edge of our seats and our abilities. I looked back long enough to see that my crew was still on board.

"What's the moose doing now, boys?"

"Dad," Quinn said. He was my eyes. I waited for the status report. "I think we just left mom by herself to deal with a moose."

"It's not chasing us?"

"Not anymore."

"Oh crap," I turned the big rig around, using both sides of the highway to execute a wide circle. We kept up a good head of steam back into the thick of it. If we hadn't alerted the moose the first time through with our yacht-sized rig, Beth wouldn't be a sitting duck. We'd gotten the animal good and mad, then left town.

"You see it?" I kept yelling. The boys yelling back "No" or "Nothing yet." We needed a hyperspace button or gear or something. I dug deep for a bit more torque, not wanting to let Beth down after giving our word for the hundredth time. I looked at the canister of bear spray strapped to my handlebar, trying to remember if the fine print indicated it having any affect on moose.

That's when we blew right by her. The boys called out to their mother as we whistled past. Little Matteo laughed. I looked up from my bear spray bottle.

Another wide circle and we were beside her.

"We came to rescue you from the moose," Quinn said.

"It chased us," Enzo added.

"You mean that moose?" responded Beth.

We'd made it almost all the way back to where the great non-chase had begun. Only the moose was 25 yards further off the highway, munching brush close to where we'd left him.

"Careful now," I said.

"Dad." Enzo this time. "I never actually saw the moose come after us."

Beth smiled. "If it means anything, I had a ringside view and I never saw anything chasing you. But I watched the mule train of fools take off like it was the end of the world." She rolled over to give each of us a kiss. "Either way, I love you guys for coming back."

The moose didn't look out of breath.

As I caught mine, I kept the big animal in my sites. I just don't trust 'em. It's a safe bet they feel the same way about us.

Either way, it was good to know we could still run for our lives.

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 on bookshelves December 2009. Catch him at Seattle REI on December 8 at 7pm, and hear him recount his African and Canadian experiences. For more information go to [metalcowboy.com](http://metalcowboy.com)





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All events are listed chronologically within their respective sections: **Events** (clinics, expositions, lectures, etc.), **Camps, Multisport** (events that include cycling as part of the competition), **Series** (competitions where cumulative point standings are awarded), **Cyclocross, Mountain Bike Racing** (competition featuring singletrack and other off-road riding), **Mountain Bike Touring** (rides featuring singletrack and off-road riding), **Road Racing** (bicycle competition), **Road Touring** (road rides of various distances and for any type of bicycle), **Track** (velodrome-type events). To conserve space, we've chosen to run websites only, on events where both website and email are available. If you are an organizer and your event is not listed, or if the information listed changes, contact us and we will gladly update the calendar. Please send your event information in the same style and format seen here.

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## EVENTS

### DECEMBER

#### Dec 8: Metal Cowboy - Pedaling Dangerously

Seattle, WA. Joe Kurmaskie presents his new adventures with photos and stories taken from his last trip in Africa followed by the release party of his new book *Mud, Sweat and Gears*, which means many interesting stories from his Canadian adventures. Presented at the REI downtown location. All proceeds support Camp Creative. Presented at REI Seattle at 7pm. Ticket at the door \$5. Cascade Bicycle Club, cascade.org

## MULTISPORT

### NOVEMBER

#### Nov 22: Fall BEAST Adventure Race

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

## CYCLOCROSS

### SERIES

#### BC Cup CX

Sep 6; Oct 4, 17, 25; Nov 1, 15, 24, 28  
Series of 8 events spread over 3 months in and around Vancouver. Open to all, BC Cup points awarded to applicable categories. Full licence or one day licence mandatory. Cycling BC, cyclingbc.net

#### Inland NW CX

Oct 11, 18, 25, 31-Nov 1; Nov 8, 15, 21  
Various, WA. Day of registration only, opens at 10am. 3 race at each event. Starts at 11:30am, 12:30pm and 1:30pm. Points 10 deep. Before each race a drawing will determine if it will be scored double or single points. Cash and merchandise at the end of the series. Emde Sports, 509-326-6983, emdesports.com

#### MFG Cyclocross

Sep 20, 13; Oct 4, 10, 31; Nov 15  
Various, WA. Series of 6 events open to all categories from Beginner to National level. First start at 9:30am, last one at 2:30pm. \$20 entry fee, no licence required. Day of registration closes 20 minutes before each start. Overall standings calculated on points. Relay Team = 3 riders of any category wearing unique jerseys. Category du Jour entry level theme race for anyone who wish to try 'cross racing. Terry Buchanan, Low Pressure Promotions, mfgcyclocross.com

#### Psycho Cross Pseries

Sep 13; Oct 17; Nov 21, 29; Dec 13  
Series of 5 events presented at Camp Harlow. 7 start groups. First at 10am for Beginner. Oregon Junior cyclocross series race start at noon and at 12:30pm - Kiddie Cross. Last race at 3pm. Series prizes 3 deep gift certificates for all categories. OBRA sanctioned. CoMotion Classic Racing, 541-747-3336, comotionclassic@comcast.net

#### Seattle Cyclocross Series

Sep 27; Oct 11, 18, 25; Nov 1, 8, 22, 29  
Various, WA. Series of 8 events raced around the Seattle area. Open to all categories. Overall calculated on points. Race categories = age as of Dec 31, 2008. MTB without bar ends are ok. Series finals earn double points. Registration closes 20 minutes prior to start. First start 9:30am. All categories, including singlespeed and kids race.

Race fee: \$20, Juniors: \$10. Dan Norton, Jerry Baker and friends, seattlecyclocross.com

#### Southern Oregon Outlaw Cyclocross

Oct 24, 31; Nov 7, 14, 21  
Series of 5 events races around the south end of Oregon. Jana Jensen, 541-899-9190, obra.org

## WEEKLY SERIES

### SATURDAY

#### Fresh Air Cross

October 10-December 5  
Bend, OR. Series of 3 cross events race around Bend. Gina Miller, Fresh Air Sports, 541-318-7388, freshairsports.com

## RACING

### NOVEMBER

#### Nov 21: Hilly Cross

Bellingham, WA. Squicum Creek Park. Cascade Series. cyclocrazed.com

#### Nov 21: Inland NW CX #8

Coeur d'Arline, ID. The Village at Riverstone. Finals. See race series for details. Emde Sports, 509-326-6983, emdesports.com

#### Nov 21: Psycho Cross Pseries

Eugene, OR. See race series for details. Sal Col-lura, obra.org/flyers/2008/psycho\_cross.html

#### Nov 21: Southern Oregon Outlaw Cyclocross #5

Yreka, OR. See race series for details. Jena Jensen, 541-899-9190, obra.org

#### Nov 21: The Cube Cyclocross #3

Rexburg, ID. See race series for details. Ben Eaton, The Cube Cyclocross, 208-359-3020, thecube.rexburg.org

#### Nov 22: Krugers Crossing CCX

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

#### Nov 22: Seattle Cyclocross Series #7

Sedro Wooley, WA. See race series for details. Dan Norton, Jerry Baker and friends, seattlecyclocross.com

#### Nov 22: Wolley Cross

Sedro Wooley, WA. Marshall Will, Cascade Cyclocross, SeattleCyclocross.com

#### Nov 24: Escape Velocity Cyclo-cross

Coquitlam, BC. BC Cup #4. See race series for details. Escape Velocity Cycling team, escapevelocity.bc.ca/

#### Nov 28: Daryl Evans Racing CX #2

South Surrey, BC. BC Cup Finals. See race series for details. daryl-evansracing.com

#### Nov 29: Cycling BC CX

TBA, BC. Provincial Championships. Not part of BC Cup. cyclingbc.net

#### Nov 29: Psycho Cross Pseries

Eugene, OR. See race series for details. Sal Col-lura, obra.org/flyers/2008/psycho\_cross.html

#### Nov 29: Seattle Cyclocross Series #8

Monroe, WA. Evergreen Fairgrounds. See race series for details. Dan Norton, Jerry Baker and friends, seattlecyclocross.com

### DECEMBER

#### Dec 5-6: US Gran Prix Cyclocross

Portland, OR. Racing for all. Portland International Raceway. Brad Ross, Cross Crusade, 503-246-7338, crosscrusade.com

#### Dec 10-13: National Cyclocross Championships

Bend, OR. Chad Sperry, usacycling.com

#### Dec 12: Kringle Kross (tentative)

Seattle, WA. kringlekross.com

#### Dec 13: Psycho Cross Pseries

Eugene, OR. See race series for details. Sal Col-lura, obra.org/flyers/2008/psycho\_cross.html

### JANUARY

#### Jan 16: Chilly Cross

Bellingham, WA. Get on par with the Europeans. Cascade Cyclocross, cascadecross.com

## MOUNTAIN BIKE

## TOURING

### JANUARY

#### Jan 16: Stinky Weather Poker Run

Woodinville, WA. A 16-mile mountain/cross bike loop around the Sammamish River, Powerline, Upper Bear Creek and Tolt Pipeline Trails. Cyclists

collect five cards along the way, hoping to have a good enough hand at the end to win a prize. It's held on the statistically worst weather (rain and cold) day of the year, just for fun! Start at 9am at the Redhook Brewery. All proceeds go to the Little Bit Therapeutic Riding Center. Todd Cowles, Stinky Spoke Foundation, 425-985-9402, stinkyspoke.org

## ROAD

## RACING

### FEBRUARY

#### Feb 13: Cherry Pie Road Race

Corvallis, OR. The 26-mile course is located northwest of Albany and features many rolling hills and an uphill finish. Neutral roll-out. Tandem class offered. Distance: 1 or 2 laps. First start at 10am. Jim Fisher, 541-990-8979, willamettevalleycycling.com/cherry\_pie/cherry\_pie.html

## TOURING

### DECEMBER

#### Dec 31-Jan 1: New Year Revolution

Goodyear, AZ. Celebrate as you ride out the old and in with the new year. 2 different routes in warm and sunny AZ - an out and back, or a loop. Escape the cold & snow, relax & recharge. Ride Out the Old and Ride In the New Year. Bob Kinney, Bike 2 Bike, 801-677-0134, bike2bike.org

## TRACK

## WEEKLY SERIES

### FRIDAY

#### Friday Night Under the Dome

September 25-December 11  
Open to Novice, A, B and C categories. No racing on 11/13 and 11/20. Burnaby Velodrome Association, burnabyvelodrome.ca

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

Enter your 2010 event at [BicyclePaper.com](http://BicyclePaper.com)

## FROM PAGE 8

### "MASTER PLAN" FROM PAGE 8

According to the SDOT's communications manager and spokesperson Richard Sheridan, the implementation of the BMP receives "wide-spread support," with the Cascade Bicycle Club and Bicycle Alliance of Washington as key advocates. "While there is occasional opposition to a specific project, like completing the Burke-Gilman Trail's 'missing link,' there has been very little opposition to the implementation of the Bicycle Master Plan," Sheridan said.

Partnerships with key area transit agencies and other service providers play a major role in the success of the BMP, with the ability to provide more education, enforcement and encouragement programs. The SDOT, along with KC/METRO, provides funding support for the BikeStation Seattle transportation center located on Third Avenue S. in Pioneer Square, which offers support services such as bicycle parking and resources for repairs, maps and other information.


According to Sheridan, the current economic crisis has not negatively affected the implementation of the BMP, as a major portion of the funds comes from Seattle's resident-approved "Bridging the Gap" levy, a nine-year tax plan for transportation capital projects and for improving infrastructure maintenance, as well as grant funds from the federal government.

"Unlike programs elsewhere backed by more volatile sales tax revenue, in 2006 Seattle voters agreed to a levy that provides stable funding for transportation projects, like the Bicycle Master Plan," said Sheridan. "While

the current economic environment means more federal grant dollars are available, there is also more competition for them."

Naturally, secure funding might be the most important element in the success of the BMP, as it will ensure the possibility of including necessary accommodations in all future projects such as training staff and interpreting recommendations into city policies and regulations. With a recent turnover of city officials in this year's local elections, including Mayor Nickels, it will be interesting to see what the future holds in store for Seattle.

The Metal Cowboy is back in the literary saddle – and this time he's carrying lots of "baggage."



A Canadian adventure with my three kids and wife in a saddle.

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## Stupid is as Stupid Does

By MAYNARD HERSHON

As I pedaled across the parking lot behind our building, before I'd even reached the street, I realized I should've eaten. I'll stop if I get in trouble, I thought, and rolled to the Cherry Creek bike path. I rode the three miles to the Platte River path and headed south, trying to ignore the empty feeling.

Maybe five miles down the trail I decided I'd better head back to the big REI store, where Cherry Creek and the South Platte River converge, and get coffee and a muffin at the Starbucks there. I pulled off the path and turned my bike around. I looked both ways and saw a woman cyclist headed north, passing right in front of me. I took off after her, best I could in my weakened, hunger-knocked state.

I got to within a few bike-lengths of her and just hung there. Had she not been there, I think I'd have quit pedaling and tried to coast the miles to REI. After a mile or so, I rode up next to her and told her I was bonking, and following her was all that was keeping me going. I asked her if my being back there was freaking her out. "Nah," she said, and kept on pedaling.

A half-mile later, she slowed just a bit and waved me alongside — so she could offer me a GU. I thanked her and said I was okay at that point, but if I was about to die on the bike I'd ask for the GU. At that point, knowing that she knew I was there and didn't mind, I rode right up in her draft.

At one point as we rode, a squirrel dashed across the trail and into the deep riverside grass. I watched him disappear and saw a tiny cat next to the bike path, peering big-eyed at us. I wondered what might happen to that kitten. A few moments later, I rode up next to my new friend and asked her if she'd seen the cat.

"I didn't see it," she said, and told me if she had seen it she'd have put it in a jersey pocket and taken it home.

Following that woman was such a pleasure. I seldom get to see good riders, let alone ride with one. She rode briskly but not recklessly. She stayed to the right on the path and slowed when she couldn't see ahead. When we'd come up behind other riders, she'd wave me to the left behind her so we could pass, just as if I couldn't see ahead. Her pace was dead steady; her bike never wiggled or swerved. She was class clear through.

It was cool watching her being careful, not taking silly risks, taking care of me behind her, not assuming that oncoming riders were competent or alert. I felt I could have followed her for hours had I only remembered to eat before my ride. It was deluxe. If you have not sat on the wheel of a real bike rider, maybe it's hard for you to understand. You're with the flow there. In a zone. You want to ride a thousand miles.

She towed me in that zone to REI and I thanked her. I offered to buy her coffee but she preferred not to stop. After I drank my coffee

and ate my muffin, I called Tamar and told her about getting hungry and weak, and then riding behind a classy woman cyclist who'd saved my bonking butt. What a pleasure. What a privilege.

I left REI and headed home on the Cherry Creek path. A mile or so short of my exit ramp, I had to slow to a halt behind two cyclists, a man and a woman, who were stopped and blocking two-thirds of the path. I waited for two oncoming cyclists to pass. As they did, the couple (let's call them Stupid Guy and Stupid Gal) got back on their bikes and wobbled off down the path. Neither wore a helmet. She had toe-clip pedals; the clips hung down. She pedaled on the backs of the platforms.

His riding was not memorable but hers was. She rode on the left side of the path, the wrong side, the side oncoming cyclists, skaters and runners use. There was no reason for her choice of the left side, but that's where she'd stay. Occasionally, she'd drift to the right but soon she'd be back on the left. I remember wondering if she drives her car on the wrong side of the highway. Luckily no one was coming, then.

I was afraid to pass her. She was so unpredictable, such a loose cannon, that I hung back. So from my position a few bike lengths back, I got to watch the whole thing.

Stupid Guy was pretty far ahead of her. As I watched, he moved left to exit the path on a

left-side ramp up to street level. As he moved over, she did too, though she was still maybe 30 yards from the ramp. I saw, to my alarm, an oncoming cyclist, and she and Stupid Gal were on a collision course.

I saw the oncoming woman unclip a foot and head for the edge of the path. I heard her yell and saw her bike slowing - too late. I am sure I saw the back wheel come around just a little as she locked the rear brake. Just as the two women were about to collide, Stupid Gal steered onto the off-ramp and was gone.

I can only imagine the oncoming woman's heart-rate spike. Maybe she'll upload her monitor to her PC and publish the data. It would be spectacular.

I was shocked. I saw Stupid Guy and Stupid Gal on the sidewalk at the top of the ramp so I took it upon myself to speak to them about what had happened (politely, of course). They told me to mind

my own "god-damned business." I asked them to do the world a favor and not breed. They rode out of my life. For today.



*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.*

## NEWS

### Williams Tests Positive at Master Track Nationals

Kenny Williams, a prominent racing figure in the Northwest for the past two decades, has tested positive to the banned steroid Dehydroepiandrosterone (DHEA) at the Masters Track Nationals in August.

Williams admitted taking the illegal substance and is not contesting the positive outcome of both A and B samples. In a brief letter sent to the racing community on November 3, the Kenmore resident apologized for his actions, citing his haste to return to competition following a broken collarbone as the reason for purchasing DHEA. He also hopes for compassion and understanding.

"I am ashamed that I've done something that hurts the sport of cycling and the community of people who have become

the most important part of my life. I'm facing the very real possibility that I can try for the rest of my life to regain the confidence of the cycling community and my friends, but this cloud will be with me for the rest of my life."



Archive photo courtesy of Greg Descantes

"Bike racing is one of the most important things in my life, second to my wife, whom I owe the biggest apology to for being so irresponsible. I am sorry Annette. I also feel horrible about the results I took away from the other athletes that I raced against. I am very sorry to have disappointed all of them. To my sponsors and my clients, I am sorry. To all in the cycling community and my friends, I am sorry."

USA Cycling will decide of the sanction for his offense.

### Singlespeed World Championships

Costumes, art, music, group rides, enormous parties and perfect singletrack are just a few things that made 2009's Single Speed World Championship (SSWC) one of the most unprecedented, and over-the-top, cycling events of the year. Held on September 19 in Durango, Colorado, the event was bigger than any previous SSWC to date.

Though the official race was on Saturday, the preceding days cannot be excluded as a measurement of what made '09s Championship so exceptional. Each day leading up to the race provided ample riding opportunities, social events and entertainment offerings.

SSWC continuously attracts cycling's oddballs, and this year was no different. Many dressed in costumes, wore wigs, sported makeup or a combination thereof. In spite of this, there seemed to be a more-than-usual contingent of lycra-clad racers in team kits, sporting their race faces. Maybe SSWC has gone mainstream?

Unlike sanctioned cycling events, the winners of the SSWC don't win standard prizes like trophies, stuffed animals or yellow jerseys. Instead, the victor receives a tattoo. Event organizers warn racers, "if you don't want the tattoo, don't win." So who received it this year?

Ross Schnell took top honors in the men's division, followed by Matt Shriver in second and defending champion, Oregon's Carl Decker, taking third. The legendary Ned Overend rounded out the top four.

Heather Irmiger received the coveted tattoo in the women's division, followed by Shonny Vanlandingham, Kelli Emmett and Jen Gersbach.

The awards ceremony was held at Ska Brewing Co.'s warehouse. The event also featured the final competition for the right to host SSWC 2010. New Zealand and Italy battled it out in an often-hysterical basketball game. Although the score was close, the team representing the Kiwis won and earned hosting privileges.

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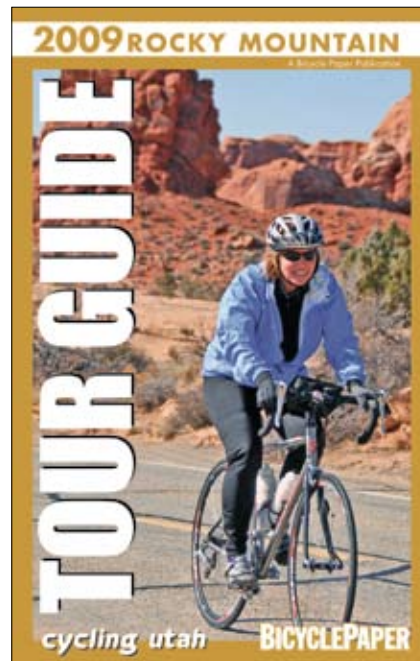
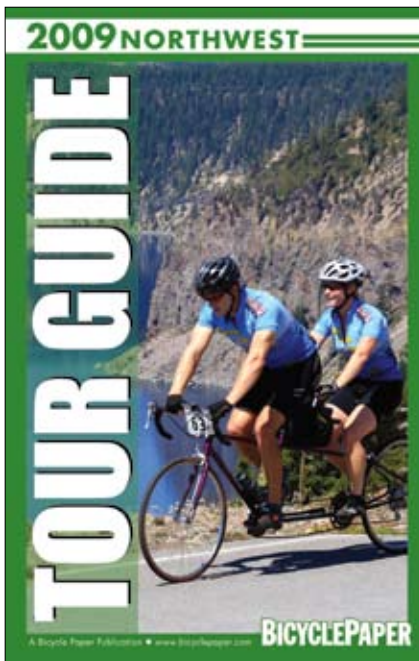


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[www.bicyclealliance.org](http://www.bicyclealliance.org)

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