



It all begins at the lumberyard, where wood is selected for desirable ride qualities and beauty before being tested at the shop to determine its individual characteristics. Below: Two identical halves are hollowed by a CNC cutting machine and then bonded together to form a single frameset. Photo by Bicycle Paper

BY JOE ZAUNER

Ken Wheeler admits he has never even built a half-decent coffee table.

"I had wood shop in high school but never made anything from wood after that," he says.

That didn't stop the aircraft designer from launching Renovo Hardwood Bicycles out of his Southeast Portland, Ore., workshop. Now, four years on, he is the only builder of monocoque wood bicycles in the world and, surprising to some, business is booming.

Currently there are more than 50 customers in the queue waiting for their individually built Renovo, which costs between \$1,495 and \$3,200 per frameset. Each takes about four months and more than 35-labor-hours to complete. On top of that, the German automobile manufacturer, Audi, has partnered with Wheeler's company to sell Renovos — branded with the Audi four-rings insignia — in their North American dealerships [see sidebar].

"It's been a pretty amazing thing to see," says Jonathan Maus, editor and publisher of BikePortland.org. "He's had a huge trajectory of success. It's just so hard to market something new to this industry. Like when recumbents and e-bikes first came out, no one was too interested. The bicycle market is pretty traditional."



Photo courtesy Joe Zauner

To Maus, and many other longtime industry insiders, Wheeler's success has been nothing short of amazing. Many believe bicycle framesets and wood are a bad combination. According to *Bicycling Science*, the industry bible on bicycle design authored by Massachusetts Institute of Technology professor David Gordon Wilson, wooden bicycles can't be made effectively. Wilson states the material isn't suitable. He believes that, although early bicycles were mostly wood, modern materials such as carbon fiber, chromoly and aluminum make wood-built obsolete.

Wheeler begs to differ.

"[I] don't need carbon for stiffness," he says. "Wood is pretty ideal all in all. It's not as light as carbon [Renovo's weigh as little as 4.5 pounds], but beats it in most other respects. And for many folks, handcrafted wood is a superior alternative to mass-produced Asian plastic."

Most who have ridden a Renovo seem to agree. A brief Internet search turns up only rave reviews by professional columnists and want-to-be bloggers alike. A *Men's Journal* column states, "It's pretty, but how does it ride? Damn well...it can hang with carbon fiber

rivals," while another reviewer asserts, "The R4 was stiff, responsive, quiet, fast, and so smooth that I extended

SEE "RENOVO" ON PAGE 8

ENDURANCE

Riding RAAM for Autism

BY MELVIN DICK

Craft beer, the Race Across America, and autism; at first glance you would say they have nothing in common, but you would be wrong. What unites them is Team Laughing Dog Brewing, a four-man cycling team from Sandpoint, Idaho. Their mission is to compete in the 2011 Race Across America while raising awareness and funds for autism organizations throughout the Pacific Northwest.

The team's title sponsor, Laughing Dog Brewery, is a five-year-old micro-brewery based in Sandpoint, which has been winning the hearts of craft beer drinkers all over the country. The company has become famous for its great brews and its signature label that features a picture of Ben, the owner's yellow Labrador.

In its 30th year, Race Across America (RAAM) is the longest running and one of the most respected

endurance events in the world. Raced between Oceanside Calif., and Annapolis, Md., it covers 3,000 miles, climbs over 170,000 vertical feet, and goes through 12 states. To put it into perspective, it is 30% longer than the Tour de France (TdF), and contrary to stage races where riders rest at the end of each day, RAAM runs non-stop 24/7. More like an extra long time trial, teams must complete the full distance within nine days, while solo riders have 12 days to do so, half the time pro racers take to complete the TdF. This is why it is one of the pinnacles of sporting accomplishment, is globally seen as the highest rung on the endurance sports ladder and stands as a monument to human endeavors.

The third component of the equation involves autism. The Autism Society defines it as "a complex developmental disability that typically appears during the first three years

SEE "RAAM" ON PAGE 10

MECHANIC'S CORNER

Spring Drivetrain Maintenance

BY ISAAC GMAZEL, SECOND ASCENT

This is the first installment of a two-part feature.

Ah, springtime in the Northwest! Cyclists all over the region emerge with gasping breath to roll out over terrain long obscured by dark, searching for precious sun breaks between rainsqualls. The longer miles and spring downpours that batter our bodies and spirits also play hell on our bicycles. Often the worst hit and most overlooked system on the bike is its drivetrain: the chain, cassette, and chainrings. With some simple maintenance guidelines and technical know how you can leave behind the noisy chain, squeaking like angry mice, and enter the serene realm of a smooth running machine.

Starting with the easy task of cleaning your chain and working

towards more complex procedures, drivetrain care is a repeating cycle of cleaning, lubricating, inspecting, and replacing worn parts. What you need to participate in this sequence are shop rags, toothbrush, appropriate chain lube, an accurate ruler or chain gauge for measuring wear, a chain rivet tool, and a set of hex wrenches. It is also nice to have some disposable gloves for handling the nastiest parts.

To answer the question, "Is it a good time to clean my drivetrain?" The reply is always, "Yes!" A gunked up or dry chain degrades efficiency, makes shifting inaccurate, accelerates wear and is generally annoying. While many aspects of drivetrain maintenance are hotly debated by mechanics throughout the community, the need to clean is not. If tackled regularly, all you need is a rag and some patience.

SEE "MECHANIC'S CORNER" ON PAGE 4



LEGISLATION

Results from Washington's latest session are in. Here's the good, the bad and the ugly.

PG 2



PROFILE

Bend Endurance Academy strives to put more Oregon kids on bikes.

PG 3



HEALTH

Suffering from heel pain? Take a closer look at your calf and Achilles tendon.

PG 7

2011 Washington Legislative Summary

By TED INKLEY, BAW BOARD PRESIDENT

The 2011 legislative session is expected to produce a mix of the good, the bad and the ugly for Washington bicyclists, with several significant victories and disappointing losses already apparent as *Bicycle Paper* went to press.

Vulnerable User bill passes legislature

On the good side, lawmakers have finally passed legislation designed to protect vulnerable road users. The law, Substitute Senate Bill (SSB) 5326, cleared the Senate on April 18 and was on its way to the governor for her signature.

If enacted, the law would strengthen penalties under the state's negligent driving law for motorists who kill or severely injure bicyclists, pedestrians, and other vulnerable road users such as motorcyclists and equestrians.

Under the current law, the penalty for second-degree negligent driving, a non-criminal traffic infraction, is a flat \$250 fine regardless of the harm caused to others. Under SSB 5326, a motorist who drove negligently and caused the death or serious injury of a vulnerable user would be subject to a maximum \$5,000 fine and would lose his/her driver's license for 90 days.

In lieu of that penalty, a driver could ask for a court hearing; in that case he or she would be required to pay a \$250 fine, attend traffic school, and perform community service that included activities related to driver improvement and traffic-safety education. Motorists who chose to go to court but failed to follow through with their obligations would be subject to the \$5,000 fine and a 90-day license suspension.

Passage of the Vulnerable User bill caps a multi-year effort by the Cascade Bicycle Club and others, who have promoted such legislation since 2009.

Traffic schools to teach safe driving around bicycles, pedestrians

In other good news, the governor has signed legislation, promoted by the Bicycle Alliance of Washington (BAW), which broadens the requirement that driving courses include instruction about driving safely around bicyclists and pedestrians.

The law had already required that this instruction be included in driver-training courses aimed at those, such as teenagers, who are working toward their first license. Under the new law, House Bill (HB) 1129, instruction given to motorists ordered to attend traffic school because they have committed a traffic offense, must include the same curriculum.

"Complete Streets" bill on its way to the governor

The state took another step toward accommodating cyclists, pedestrians and transit users as a legitimate part of the transportation mix when the legislature passed HB 1071, the so-called "Complete Streets" bill.

The bill establishes (but doesn't fund) a Washington State Department of Transportation (WSDOT) grant program to encourage local jurisdictions to adopt "Complete Street" ordinances that call for the re-design of arterial streets to accommodate all users, including cyclists, pedestrians and transit users. According

to the bill, these ordinances would have the goals of promoting healthy communities, improving safety, preserving community character and encouraging alternatives to driving alone.

20 mph legislation dies in committee

The bad side of the legislative equation includes the death of the so-called "20 mph" bill, which perished in the Senate Transportation Committee. The bill, promoted by the Bicycle Alliance, would have allowed cities to more easily establish 20 mile-an-hour zones on non-arterial streets in business and residential districts. Current state law generally mandates a posted speed limit of no less than 25 miles an hour in these areas.

The bill, HB 1217, was based on research that has shown that 20 mph speed limits, when enforced, can sharply reduce deaths and serious injuries among pedestrians and bicyclists. In Britain, for example, the city of London found that the introduction of these zones cut road injuries by more than 40 percent and reduced by half the traffic deaths and serious injuries among children.

The 20 mph legislation passed the House on a 92-0 vote, and cycling advocates were initially optimistic about swift Senate passage as well. After House passage the bill went to the Senate Transportation Committee, which

failed to schedule a vote on it following a public hearing. The Bicycle Alliance is considering re-introducing the legislation in 2012.

Transportation Project Design bill also dies

HB 1700, which would have given greater flexibility to transportation planners in choosing design standards for bicycle and pedestrian facilities, died on the Senate floor after passing the House with a 67-31 vote. The bill was meant to allow the use of more modern standards and create higher-quality facilities.

License fee boost could benefit Safe Routes to Schools program

The fate of a bill that could benefit the state's "Safe Routes to School" program was uncertain as *Bicycle Paper* went to press. The legislation, HB 1700, would increase some Department of Licensing (DOL) fees and impose new fees for some other DOL services. Part of the money generated by the fees would be earmarked for "Safe Routes to Schools," a program designed to encourage more students to walk and cycle to school and increase the safety of those who choose to do so.

For updated information on this bill and other legislation, visit the Bicycle Alliance of Washington's legislative issues webpage or the Cascade Bicycle Club blog.

NEWS

Good News for Cyclists Traveling by Plane

On April 13, 2011, Frontier Airlines announced they will remove the flat fee on checked-in bicycles for passengers who purchase either Classic or Classic Plus fares. Effective on all tickets purchased after the date of the announcement, bikes will now be considered one piece of two the airline accepts as complimentary checked baggage. For Economy class passengers, Frontier's least expensive option, it will

cost \$20 (each way) as part of the two checked bags. Bicycles will be exempt from oversize fees but may be subjected to overweight and excess bag (more than two) fees. After a quick flight search on their website, it is still less expensive to pay the \$20 fee than upgrading to Classic or Classic Plus, but it comes with less options, such as free itinerary changes. Visit frontierairlines.com for more information.

TRIVIA

Bicycle Trivia

The Queen of the Classics... Paris-Roubaix

By DAVE CAMPBELL

The American television coverage of this year's Roubaix was superb. The cobbles were dry and dusty and the winner was a deserving and determined underdog, and his team was ... American! In honor of this mighty Classic, in which strength, agility, cunning, and fortune all come together, this month focuses on "The Hell of the North" and all of its rich history.

- Q1. With only four professional victories to his credit and at thirty years of age, 2011 Champion, Johan Van Summeren, is a domestique, a worker. However, he will now forever be known as a winner of Paris-Roubaix, one of the sport's one-day monuments. Who was the last domestique to triumph here?
- Q2. Who holds the record for most finishes at Paris-Roubaix? What is "the magic number"?
- Q3. This rider won Paris-Roubaix, with all its complexity and difficulty, on his first attempt and in only his second year as a professional! Can you name the rider?
- Q4. Belgian Roger De Vlaeminck, known as "The Gypsy," won Paris-Roubaix four times to top the winner's list. However, five men have won the race three times — four Belgians and one Italian. Can you name them?
- Q5. Belgium is the all-time leader in wins, with 54 titles of the 109 editions contested. Last year's podium (Swiss Cancellara, Norwegian Hushvold, and Spaniard Flecha) was Belgian-less. This has only happened on two other occasions since 1994. Name them.

Answers on page 15

Dave Campbell has been writing race trivia since 1992. He began racing in 1982 in Wyoming, moving to Oregon in 1987. He was the 1992 Oregon BARR champion and 1993's *Bicycle Paper*

"Top 10 in the Northwest," elite cyclist. He now focuses on triathlons. Dave is a high school science & health teacher and cross-country coach in Newport, Ore.

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FEATURES

An Academy that Gets Kids on Bikes

By RHESA BUBBEL

Nestled on the eastern edge of the Cascade Mountain Range rests Bend, Oregon. With the Deschutes National Forest, Deschutes River, Mt. Bachelor Ski Resort, and let's not forget the Deschutes Brewery among its many attractions, Bend has been identified as the gateway for outdoor sports, with easy access to incredible mountain biking, hiking, skiing, whitewater rafting, camping and rock climbing. It's safe to say that this little city is an outdoors Mecca and therefore the perfect place to house the Bend Endurance Academy.

In its third season, the Bend Endurance Academy (BEA) is a non-profit organization dedicated to building endurance athletes by providing coaching, mentorship, and educational experiences. Offering programs in Nordic skiing, cycling, and triathlon, BEA strives to involve and encourage youth and young adults (ages 6 - 23) to participate in and help build a better community through these sports. March 15 marked the season kick-off for the 2011 cycling programs.

Bill Warburton, cycling director at BEA, explains what's in store for road and cross-county training. "The program lasts from March through August; we practice four days a week, riding inside and out as weather dictates. Riding for two hours at a time, we work on things like lead-outs and sprints and starting in April, we'll begin riding to places." The program also spends a lot of time discussing road safety and mentally preparing racers for event day.

"We find that athletes really improve when they understand the race and what they are trying to accomplish — they know what to do if they get stuck in the pack and realize it's not about sprinting the whole thing," says Warburton.

All of this training and discussion is preparation for several state championships

in August, but the Academy aspires to more than just winning. There is a much bigger picture centered on creating a community and promoting education. "We are trying to do a few different things with our cycling program," states Warburton, "The first is to get more kids on bikes starting at age six." The Academy offers a Mini Bike course for little grommets ages 6-8. Participants learn from specially trained youth coaches the skills necessary for off-road cycling through various games and short adventures.

After a student has shown satisfactory skill in Mini Bike they can then progress to BEA's most popular program, Mighty Bikes (ages 8-12). Parents can enroll their kids in this 12-week, 24 ride program for \$320. Over that period of time youth attain valuable skills like how to master steep hill starts, bunny hopping obstacles, and repairing flats on the trail unassisted. By pairing a small group of riders to each coach, usually five to eight, students receive the focused attention that not only ensures safety, but also fosters a supportive community. "These programs give kids a sense of independence and freedom so they're not dying to get their [driving] licenses the second they turn 16. And when they see the older kids getting in the van to go race they get inspired and that's really cool," Warburton explains.

He goes on to say their second goal is to expose riders to something different, something that stretches their comfort zone. They accomplish this by holding three different camps (cyclocross, mountain bike and road) open to anyone apart of Oregon Bicycle Racing Association (OBRA). Participating in these camps introduces athletes to a wider community, full

of people with the same interests and goals, and this in turn creates a sense of support.

"The third aspect, and most important, is that we are trying to be a resource for other clubs and programs." Warburton has been spending a lot of time talking to people who run other junior programs and high school teams about collaboration and working to fill the gaps, to get juniors connecting to a broader community. He explains that by facilitating coaching and giving young riders the support they need, it allows them to make educated decisions and pursue spots on local, national or pro teams. So far the program has been successful. "We've seen a huge increase in youth cycling in Bend and across Oregon — an increase in participa-



Some of BEA's Mini Bike participants ready to tackle the trails.

tion in high school programs and in our own program's enrollment," Warburton remarks. BEA's cycling attendance has almost doubled — from 45 participants in 2009 to 85 enrolled in 2010 — while the statewide junior cyclocross series jumped from 50 riders in 2009 to 120 last season.

With a dedicated staff and a bevy of knowledgeable volunteers creating a fun and supportive community for athletes, its no wonder the BEA is experiencing success. For information on all other Bend Endurance Academy programs, camps and pricing, log onto bendenduranceacademy.org.

NEWS

Dave Janis Leaves the Bicycle Alliance

By DARREN DENCKLAU

The Bicycle Alliance of Washington (BAW) is losing one its key figures. Policy Director, Dave Janis, is stepping down at the end of April, shortly after the close of this year's legislative session. He has served nine years within the BAW.

Janis began his tenure with the organization in 2002 while working as a contractor to cre-

ate Seattle neighborhood biking and walking route maps. He was later employed full-time to focus on the Safe Routes to School program, a statewide project that assists various agencies by providing encouragement and helping improve infrastructure for children to safely walk or bike to school. He has also been a key figure in many of the state's bicycle-related legislation, including the 2010 passing of Washington State Senate Bill 6345, the Distracted

Driver bill, which makes it a primary offense to either hold a cell phone to the ear or text message while driving.

Forthcoming plans for Janis include enjoying a few regional getaways and traveling to Ohio to celebrate his father's 101st birthday. He will also be preparing for the birth of his first grandchild. Although leaving the Alliance, Janis intends to remain involved with the state's bicycle advocacy efforts. In the meantime, look for him riding around Seattle on his Brompton folding bike.

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The procedure can be done with the bike intact, either clamped in a stand or positioned in such a way that the crank and pedals can be freely turned backwards. With rag in hand, grab a fistful of chain on the bottom stretch between the rear derailleur and the front chainring. Pedal the bike backwards with your free hand, allowing the chain to run through the rag; reposition it periodically to expose clean portions. After twenty rotations or so take a look and then employ an old toothbrush to remove any stubborn or hard to reach grime. For especially mucky chains you might need to add some diluted citrus solvent to the rag. If you do apply some, do so sparingly because the chain needs to be solvent-free before lubrication. Now wipe down the rest of the drivetrain's components. Floss between the cassette rings in the back and then the front chainrings with the edge of your rag. Big chunks can be removed with careful use of a flat head screwdriver. Shift the bike into different gears to expose hidden grime and don't forget to



To clean, pedal backwards and let the chain run through the rag.

that are either wax-based or have some other slippery molecules built in. Wet lubricants tend to be longer lasting and pernicious, and best

used in wet environments. Dry lubes tend not to attract road grit and mud, leaving a cleaner chain, but often require frequent applications. Choose a product with properties that match your riding needs and be realistic about your re-lubrication diligence; if it's likely that you won't re-lube often, choose a longer lasting product.

Apply lube along the same lower stretch of chain that you grabbed earlier, one drop at a time from above so that it can penetrate the pins and rollers inside the chain — don't worry about saturating the inner and outer side plates, these parts need only a thin coating to prevent corrosion. Again, with a free hand, pedal backwards to expose dry chain along the lower stretch. Be careful not to get any lube on the rims or brake rotors, the consequences could be scary!

Next up in this drivetrain cycle of maintenance series is inspecting for wear and replacing worn out parts, which will be presented in detail in the June issue of *Bicycle Paper*. Isaac will explain what to look for to determine if the chain must be replaced and will provide step-by-step details on how to do it yourself.

Isaac Gmazel is a Northwest native who began studying bicycle repair as a young mountain biker during an awful Washington winter when everything broke. He then traded in the mud and mountains to work the mean streets of New York and San Francisco as a courier. The last decade has found him splitting time between bike shops, libraries, and local singletrack trails. Isaac currently works at Second Ascent in Ballard alongside an awesome crew.



Lube the chain one drop at a time.

wipe the pulleys of your rear derailleur, it is often packed with gunk.

Now that the drivetrain is reasonably clean you can lube your chain. Don't just reach for a spray can of WD-40! There is a remarkable selection of specific chain lubricants on the market and as many opinions on which one to use, and how often to use it. Basically they are either "wet" oil-based lubes or "dry" lubes

Just Another Ordinary Day

By TOM PETERSON

I woke up this morning. It was 10 a.m. I rolled over and scrolled through new messages on my phone. Then I tripped over the clutter: helmets, Garmin units, a bike frame, bike shoes, and made my way out to the living room. It was an ordinary day.

In the living room I flipped open my laptop, clicked on the stereo, and turned on the TV. With all the electricity flowing I sat back on the couch and did a bit of daydreaming — half focused on nothing, half focused on the TV/stereo/computer combo. I had no plans for the day, the same as yesterday.

I slipped back into the moment just in time to hear a Euro dance mix hit the stereo system. I cranked the volume a bit, stood up, and slid open the sliding door out onto the terrace. I took in the third story view of Girona and the Pyrenees and exhaled the fresh morning air. I could feel the bass from the Euro beats bumping in the living room; it felt like they were urging me to do something today.

I could see a woman with her dog below, in the park. I could hear the dog bark, and I watched it chase after a ball she threw. I thought, "She has probably been awake now since 8 a.m.," she probably did that everyday. And I had to ask myself, "What would she think if she knew I slept regularly until 10 a.m. or even 1 p.m. sometimes?" It didn't matter because it was too complicated.

I went to the kitchen and flipped on the hot water heater for coffee. Plans for the day had begun to formulate in my head. Hours of business, training intervals, chores, grocery shopping. I poured the hot water over the coffee in the French press and lit the gas on the stove for an omelet. I needed to get down to the bank before 2:30 p.m., when it closed, to sort through some automatic transaction problems that had been lost in translation with the teller the last time I called. But it was a Thursday, and so I could always do it tomorrow and avoid doing it today.

I brought the omelet and coffee into the living room with the TV and stereo and laptop. I checked when the sun was scheduled to set so that I could do my training program at the last possible moment without training in the dark.

I had a bite of the omelet and a sip of coffee. I let the taste of the coffee sit for a moment in my mouth as I pondered the bank decision.

"I will go tomorrow," I decided. "I will do everything tomorrow."

That moment of decision was a relief and a weight off my shoulders. Briefly, I had feared that I would be active during the day, which was a significant change to my normal routine.

For the next three hours I went between Twitter, Facebook, TV, PS3, coffee, cycling news websites, and *The Seattle Times*, where I lived vicariously through articles, longing for just a passing breath of familiar Seattle air.

My training program called for five hours, and with an 8:30 p.m. sunset I had to be riding by 3:45 at the latest, assuming a dusk sort of period where a bit of light remained.

At 3:15 I drank my last cup of coffee. By 3:35 I put my noise cancelling ear buds in. At 3:44 I was riding the elevator down to the lobby, and by 3:45 I was on my bike riding through traffic, listening to a mix of Celtic folk music and Pitbull.

I shot through roundabouts and dodged intersections and traffic lights until I was spinning effortlessly through a beautiful picturesque Spanish countryside. I couldn't help but wonder why it had been so hard to get myself on my bike when the weather was so pleasant, the scenery so perfect, and the road so smooth.

I rode for five hours as hard as I could; able to only see and hear where my bike was taking me. In my ears I listened to Pitbull and the slight

gush of wind as I floated through perfection.

The sun began to set as I neared Girona. Soon I was in the elevator on my way back up to the apartment. Then the stereo was on again, the laptop was open and the TV was on. As I sat and began to daydream again, I suddenly remembered about the plans to go to the bank tomorrow.

But then I thought, "Maybe it would be easier to just do it Monday."

Washington native and Renton/Girona resident Tom Peterson is a Garmin-Cervélo professional cyclist. This month's schedule includes the Presidential Tour of Turkey followed by either the Giro d'Italia or the Tour of California. Last October, Tom founded Peterson Bicycle (petersonbicycle.com), a bike shop that reflects his passion for cycling.



Photo courtesy: Garmin-Cervélo

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By JOE "METAL COWBOY" KURMASKIE

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It's a symphony one day and an all night rave the next. Pedal a bike and you'll have all the proof you need of a balanced universe. Stronger than St. John's Wart, Prozac, and Viagra combined, the bicycle has saved drunks and junkies and quietly discontented accountants alike. It's defibrillated couch potatoes awake and away from the mushy twilight of the TV's glow. It has turned back time for retirees who thought their day was done. Don't take my word for it, though....

David Frost

Love is tricky. That's why people are always looking for something to help make the connection. David Frost swears by his bicycles, not only as matchmaker, but as the glue that bonds a happy marriage. From their first conversation in a downpour during a cross-state ride to their first date, a lively visit to REI's flagship store in Seattle to check out the enormous bike department, David and Mary embody the maxim — a couple that rolls together, holds together. The honeymoon? A bike adventure in France. And how do these athletic lovebirds get quality time together between raising children and working for a buck?

Frost explains, "On many days Mary rides down to my office and we commute home together. We've had some of our best talks and shared moments taking the long way home. The bicycle has also helped them deal with the sickness clause in their wedding vows. "During Mary's breast cancer therapy our bike rides made the difference physically and for her emotional outlook." Only weeks after the last treatment, David, Mary, and the kids took a family bike vacation on the San Juan Islands. "It was deeply satisfying to watch our children learn about the wonderful freedom and independence a bike can provide."

Marc Alton

Sometimes less really is more. If Marc Alton's life were a screenplay, the pivotal scene would have to be when this overweight, drunken, couch potato catches sight of the police cruisers flashing their lights in his rearview. By the time he sobered up, Marc had no driver's license. "I really

felt this was the worse thing that could have happened in my life. If I'd been clear in my head and able to see beyond my next highball I would have realized I was drinking myself to death," he says. For the first time in 15 years, Marc found himself pedaling a bike. The seven miles to work was a wakeup call. He couldn't make it without huffing and resting over the handlebars.

"Now I ride about 8,000 miles a year and the last century I did without leaving my clips once." Marc traded in glasses of alcohol for water bottles of Powerade and a TV remote control for a cyclocomputer. "AA helped too, but my bike ... it endures. Many times while on a ride, whether down a lonely country road or deep in the woods, I reflect upon just how much of my life I owe to my bike." Less really is more.

Kelly Iniguez

Bag all those store bought remedies, pocket the throat lozenges and leave your antibiotics inside their little hard-to-open containers. School bus driver and avid cyclist, Kelly Iniguez, has a novel answer to the rising cost of health care.

"I drive a load of coughing, sniffing school children in a tight metal container twice a day and I haven't been sick in years. It's my daily bike commute.

Kelly's roundabout commute takes 45 minutes with snow tires on, and 30 minutes without, one way. By the time she finishes, then tacks on errands, Kelly has a minimum of 15 miles in the saddle. Call it stress relief, or chalk it up to the fresh air, during the height of flu season Kelly delivers precious cargo without

even a tissue in her hand. "I love it, the morning ride wakes me up, and on the commute home I unwind. Maybe I'll use my sick day pay to get another bike."

Ben Royce

"She wasn't coming back and neither was the car. I held my three small boys (then one, three, and five) and wondered how things were going to turn out. So much happens inside when you're the one left behind — resentment, anger, a hopelessness that threatens to freeze you in place. I had to quit my job to stay home and take care of the kids. I had just lost my mom when my wife left, then my best friend was killed. This could have been the beginning of a very long downward spiral, but I never gave up on school or used our lack of a car as an excuse for sitting around the house and feeling bad.

Without even realizing it I became a cyclist, and took my boys with me. My toddler rode in the baby seat, with the five-year-old leading the way from my voice commands, and the three-year-old following behind him. Cycling took the stress away from being a parent. We went from pedaling on sidewalks to cycling the roads, logging 30 miles a day and, without pushing it, my boys became my friends. We've spent many hours in quiet conversation on one road or another, and now my step-sons have found the joys of cycling as well. My dream? Ride cross-country from San Francisco to New York with them as grown men. For now we're planning a spin from Tallahassee to Gainesville, Florida, to help raise money for The Children's Miracle Network. Where I once thought I only had mouths to feed, the bike turned us into a family that feeds my soul."

Matt Siegel

As a teenager in downtown Chicago, Matt was so sure he would go to medical school that when doubt crept in during a pre-med course load at Amherst, it rocked his world. His dad was a successful doctor, and more importantly, a true healer, so the expectations were in place, if not overt pressure. But to do it right one had to take it as a calling, and the last thing Matt wanted to do was pose inside someone else's career.

With a liberal arts degree in hand he took to the world for answers. A car was too harsh and distant for a real vision quest. And his feet felt too familiar. The bike rang true. So much so that he made it all the way around New Zealand, Tasmania, and Australia finally getting off in Indonesia. All those miles in the saddle cleared his mind and focused his future back on medicine. He'd come full circle, but this time it was on his own terms.

There are more stories just waiting behind garage doors and in basements all over the world. So go ahead, get on your bike and start a revolution.

You Might Be A Cyclist if... is Joe Kurmaskie's latest book — a collection of inspiring and humorous affirmations that every cyclist will recognize themselves through. The stories above are part of a Cadence Press project called Soul Rides. If you have an inspiring story about how the bike changed your life, contact Joe at mtcowboy@teleport.com

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Boosting Sales with In-store Service

By ANTHONY CORKE, CYCLEFIT AT TACOMA BIKE

How can the local bike shop remain ahead of the curve when faced with increased competition from online cycling sales?

In times of economic decline customers often choose their vendor based on the highest perceived value. For many this means choosing the lowest delivered price, which online retailers seem to offer, so what used to be the sole domain of the local bike shop is now dominated by the remote online vendor. The internet well prepares customers with technical comparisons and often empowers them with the confidence to precisely self-select many products, even high ticket items, without the need for any personal contact. Once the online guides, reviews and forum debates have given the customer confidence about a particular item, web retailers will frequently give the shopper a compelling reason to buy with a lower-than-retail price, a "from the sofa" transaction, quick delivery, and often a no questions asked return policy. With the increasing price competition that massive online sellers are offering, it is now becoming a well-known and widespread belief that shopping at the local bike shop is going to be more expensive.

So how to overcome this hurdle? For a bricks and mortar local bike shop to survive and prosper in the ever expanding sphere of the bicycle market-place it needs to offer clear

the lowest prices often find that they have to minimize service and product offerings in order to cut costs, and thus lose the very advantage that can help them win the consumer.

For the interested bike shop, bike manufacturer, and customer, I'd like to briefly share a case study, some personal experience and encouragement on what I believe to be the cutting edge and greatest hope in service-driven value for bike store sales.

I am a professional bike fitter by trade. While apprenticing I gained an insight into the wonderfully privileged relationship that an accomplished bicycle fitter can develop with its clients. I conducted approximately 250 two- to three-hour comprehensive fittings a year and had the opportunity to fit a wide range of cyclists, from World Champions to elderly ladies on shopping bikes. One of the crucial lessons I learned, and one that is often downplayed (knowingly and unknowingly) by those wishing to retail online is: bicycles, cycling equipment, footwear and clothing are only good if they fit the person using them.

Numerous times I have seen cyclists wasting money on technically advanced equipment that has disappointed them. Why? Because despite it being significantly superior in many aspects, it didn't fit them well — and often fit them worse than the cheaper, lower-tech product they were hoping to improve upon. Too many times eager cyclists visit me for a fitting with a brand

a whole was failing in this most fundamental aspect of new bike and component sales and service. Quite frankly, this realization bugged me and continues to do so. In fact, the strength of my conviction has driven my career down a whole new path.

In 2009 I left my home country (England) to pursue my ambition to develop a clearer understanding of the fitting service issues presented to bike store retailers. With Mike Brown at Tacoma Bike, I have been able to bring my expertise and set up a deliberately retail-focused in-store bike fitting studio. In the two years working closely with new bike, shoe and equipment sales, I am now fully convinced that the gap in the industry's fitting expertise and offerings is not only recognized by myself as a professional fitter, but is also felt by a large proportion of cyclists who walk through our doors. I have been able to prove over and over how a value orientated customer presented with the exact same product — available from either local stores, multiple retailers or online — will happily choose to spend between 15% to 40% more to buy the same equipment from the store that they believe will size and set them up correctly. When that store meets and/or exceeds that service expectation they will benefit from wholehearted customer referrals and high repeat customer business.

It is interesting to note that the case study store, Tacoma Bike, went from zero to close to a million dollars of business in just two years, during one of the lowest points in American economic history. They did this without carrying Specialized, Trek or Cervélo (and their associated marketing draw), without advertising or any in-store bike branding/merchandising, with only four full-time staff in an area with lower than average income and cycling activity, and a very well-established Industry Top 100 bicycle retailer within four miles. Of course there are many other aspects that contributed to its success, but it is clear that a large proportion has been due to the store's service-led sales and fitting expertise.

To summarize the important points out of this experiment:

- Bike stores will always find it very hard to beat online retailers if they focus only on technicalities and price.
- Bike stores hold a key advantage over internet-based competitors in that they get to meet their customers personally. This provides an opportunity to better learn about, understand, and fulfill their clients' needs and hence offer the highest level of service and value ... if they know how.

- Bicycle fitting potentially allows a member of a retail staff to build a level of relationship and display a level of expertise that is possible in very few other ways.



Photo courtesy of Gillian Corke/Tacoma Bike
Bike fitting provides a one-on-one unique relationship opportunity.

- The fit of a product should often precede any other technical function, something that is very hard to do well over the internet. (Even after thousands of bike fitting hours, I still cannot tell a cyclist what frame size is optimum just by looking at them. My best guess is 80% correct, which is a whole lot more accurate than online measurement-based fit calculators.) It is crucial to assess optimum frame size and fit whilst watching each individual pedaling. There is no good short cut.
- Bicycle retailers who are serious about service are proving to be popular and successful. It's easy to find places to buy merchandise cheaply (online) and it's also easy to find someone to sell a product based on its technical merits (online again), but it's much harder to find somewhere that can help a cyclist understand what exact product is best for them. This is the arena where the bicycle retailer must live.

Apart from the immediate success of my own business, I am keen to help the industry at large improve its fit service offerings. Through BikeFit Systems in Wash., I enjoy training retailers and bicycle fitters on how to understand the human body in relation to cycling and the bicycle as well as helping them realize how to utilize and maximize their fitting skills to enhance the profitability of their business. I am currently excited to see so many retailers re-think what they thought they new about fitting and join me in the pursuit of a more professional retail industry.

Anthony Corke can be reached at Tacoma Bike, Tacoma, Wash., www.tacomabike.com



Photo courtesy of Gillian Corke/Tacoma Bike

Gathering at Tacoma Bike for a Saturday morning group ride.

and compelling service-led value. It has been written/talked/debated about many times, with a general consensual agreement that improving value can win sales. A bike shop's main advantage over online retailers is that it gets to interact with its potential and current customers face to face, and has the industry's absolute best opportunity to understand its client's needs and offer unbeatable service. Retailers that get drawn into marketing with

new high-end bicycle, bought from reputable bike shops that had conducted some "fitting." They were not only very badly adjusted, but also riding the wrong frame size and/or inappropriate geometry. It's a hard conversation to have, telling them that their beautiful new bike will never feel great because it doesn't fit them. The frequency of these occurrences with bikes, pedals, shoes, bars, stems, clothing, etc., persuaded me to believe that the industry as

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Heel Pain and Bicycling

By ERIK MOEN PT

Heel pain is not all that common to cycling, but the most frequent source of it originates from excessive strain while pedaling. Bicycling is obviously a highly cyclical sport — one can count about 10,800 crank revolutions when averaging 90 revolutions per minute (rpm) during a two-hour ride. The prevalence of heel pain is mostly related to the calf and then the foot, whose primary roles are to create a rigid lever to the pedal, thus allowing for the transfer of force from the quadriceps and gluteals into torque to the drivetrain.

The most common source of heel pain for cyclists is a strain of the Achilles tendon at its bony attachment to the calcaneus, or heel bone. This type of irritation is sometimes called an apophysitis, which is simply a mild tearing of the tendinous insertion to the bone. It causes inflammation — swelling, redness, pain, and sometimes heat — creating tenderness when touched or when the Achilles tendon is loaded by weight, such as standing on the toes.

The plantar fascia, commonly described as the connective tissue that passively supports the

bottom of the foot in stance and during activity, can become strained. It results in a plantar fasciitis, or an irritation of the plantar fascia's attachment at the medial tubercle of the heel bone. It is oftentimes initiated by walking and/or running and usually is a result of irregular motion of the foot, weakness, or inflexibility of the calf. Although it can be a source of heel pain, cycling infrequently causes it. Concurrent plantar fasciitis can be aggravated by riding in soft shoes or by placing the foot awkwardly back on the pedal. It can also be a result of the cleat being too far forward on the shoe.

The calf musculature (gastrocnemius and soleus) attaches at the back of the knee, runs down the lower leg (tibia and fibula) and blends into the Achilles tendon. Dorsiflexing the foot or bringing toes/foot up towards the shin stretches the calf and Achilles tendon. When the calf contracts (shortens) it pushes the foot down into a plantar-flexed position.

The calf creates motions (think gas pedal), attenuates load (return from jump), creates leverage (pedaling a bike), and helps stabilize the foot for balance. These muscles are commonly known as plantar flexors. Used in cycling mostly as a means of keeping the foot rigid during the



The gastrocnemius and the soleus.

Photo courtesy of Primal Pictures Ltd.

propulsive phase (push from the quadriceps and gluteals), the actual ankle range of motion is somewhat limited to about 20 degrees of plantar flexion when pedaling at 90rpm. The foot does not assume any dorsiflexion when riding at tempo on a well-fitted bicycle. Normal



Photo courtesy of Primal Pictures Ltd.

The Achilles attachment to the calcaneus.

ankle range of motion for a person walking or running should be near 40 degrees when assessed from a standing calf stretch. Typical plantar flexion range of motion varies between 70 to 80 degrees. This makes an approximate 110-degree arc for normal motion of the foot and ankle. Hardly the motion required of typical endurance cycling.

Bicycling related heel pain commonly comes from training errors, poor equipment or improper positioning, and irregular pedaling. Training errors are frequently a result of too much too soon when considering volume and intensity, which creates excessive workloads. Poor cleat positioning creates a long lever of

the foot to the pedal, while good cleat placement allows full advantage of the natural bony levers to better withstand the pedaling force transference through the foot. Other common equipment irregularities include saddle placement — too low and it can create an excessive eccentric (lengthening phase) load to the calf, while too high can overstrain the calf from end range concentric contractions (shortening phase). Irregular pedaling mechanics or skills can also be a source of heel pain, and the use of large gears and low cadence can directly lead to an overstrain of the Achilles tendon.

Treatment is, as always, a function of the pathomechanics or source of the injury. The trick is finding the true issue related to the problem and applying the proper corrective measures. Acute (fresh) pain should be managed by icing.

Good pedaling, attention to proper training, and bike positioning will help you avoid heel pain. Cycling does not do much for calf flexibility, as endurance road cycling requires very little of it. However, it should be attended to so as to tolerate activities that we deem as healthy and necessary, such as walking or running. Work it out!

Erik Moen PT is the owner of Corpore Sano PT in Kenmore, Wash., and a recognized expert in the field of bicycle biomechanics and bicycle-related injury intervention and treatment. Corpore Sano PT is an orthopedic and sports physical therapy practice specializing in post surgical rehabilitation, spine rehabilitation, treatment of overuse injuries and sports performance. Contact him at 425-482-2453 or FixMe@BikePT.com.

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"RENOVO" FROM PAGE 1

my ride for an extra 20 miles. I finished the 50-mile ride and I gathered with my friends in the parking lot and the buzz continued. As they admired the style and beauty of the R4, they realized that this was not just a wood bike, but a performance bike that deserves respect."

Respect travels far in the bicycle industry. Out east and due south in Miami, Fla., Chris Dupuis, a product manager and designer at the bicycle distributor J&B Importers, says he wants a Renovo for his collection of more than a dozen high-end bicycles hanging in his garage.

"I like those bikes a lot," he adds. "I saw one at a bike show a while back. I'd love to get one of his city bikes or one of his 29ers."

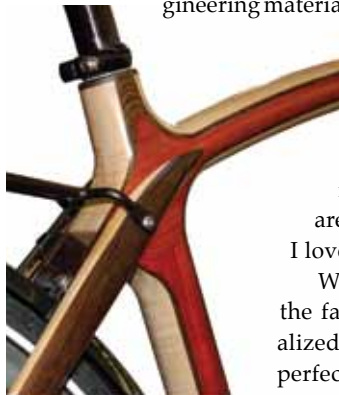
The 29er mountain bike is one of six models produced by Renovo. There are three road frames, a triathlon/time trial machine, the 29er and an urban commuter. All are made of wood. Maus says that trends rapidly sweep through the bicycle industry, but not all of them are good. He adds that had it been any other frame builder, he wouldn't have put much stock in a wood bicycle vision.

"Well, I'd think it would be a little unorthodox [building bicycles out of wood] but with Renovo it's a little different," Maus explains. "This isn't your average person who took a frame building or a welding class and then decided it would be a good idea to build bicycles out of wood. Ken Wheeler has an amazing background, he was well capitalized going into it and I could tell he was serious about the bikes he was planning."

Wheeler comes from the aircraft industry with his most noted creation being the Wheeler Express, a kit aircraft capable of transporting nearly one-third of its weight on a full tank of fuel for 1,800 nautical miles. Production of the four-seater started in 1984 and it is still regarded as revolutionary.

But Wheeler's airplanes weren't designed out of wood. He explains that although there were some fine examples of wood aircraft, notably the 400-mph British De Havilland Mosquito used during World War II, laminating and CNC (computer numerical control) cutting technology wasn't readily available at the time of his projects. It wasn't until Wheeler bought a CNC cutter that he realized a wood frameset made sense.

"I bought the CNC [machine] for a wood chest project that didn't get off the ground," he states. "The important thing to recognize is that I am a designer and wood is merely another engineering material; something with advantages and drawbacks. In the case of bicycles, the advantages are in performance and ride quality. Drawbacks are in manufacturing, which are the kinds of drawbacks I love to solve."



Wheeler reveals that after the failed chest project he realized the CNC machine was perfectly suited to the production of a monocoque frameset made of wood. He explains that

although there are other wood framesets available, none are monocoque. He has a patent pending on the process.

Sarah Bennett, Renovo production manager, says that although the CNC machine is critical to the process, there's more than 35-handcrafted-labor-hours dedicated to each

bicycle. It all begins at the lumberyard where different woods are selected for desirable ride qualities and beauty. After the wood is brought back to the shop, a small sample from each is tested to fully understand its individual characteristics since wood varies from tree to tree.

Each board is cataloged based on its characteristics and selected according to the ride qualities for the individual client. Maybe a heavy race cyclist gets Purpleheart, while Sapele works better for a smaller commuter.

After the individually tailored wood is selected, the pieces are bonded, finger jointed, CNC'ed into hollow, identical halves, bonded together and laminated to form a frameset. Every step of the process is done by hand except for the CNC machining. It's a time consuming process that won't likely lend itself to mass production.

"I think [Renovo] bikes *could* be made in China," ventures Dupuis, who has designed more than 1,500 bicycle products at J&B Importers. "But, they would lose almost all of the appeal of having something handcrafted and custom built for you. That is the appeal of the product to me and I think that part would be completely gone. If I wanted performance at a cheaper price I would buy another material. Wood crafting says 'high attention to detail, handmade and beautiful finish.' People will not be interested in cheap and cheerful wood bikes from China, in my opinion."

Wheeler sees it much the same way. "These things aren't going to mass-production, which is where most bike shop [sales] are," he explains. "There are people who need inexpensive mass-produced things and others who want handcrafted and beautiful. The customers are far fewer but they love our bikes and there are enough [of them] for us."



Sarah Bennett, production manager.

No Joke: Audi Teams with Wooden Bicycle Builder

By JOE ZAUNER

It must have seemed like an April fools joke on the front page of the business section of the *Oregonian* this year: Portland Bike Earns Audi Insignia.

But it wasn't. One of the biggest car companies in the world was partnering with one of the smallest and most unique frame builders to produce sustainable and greenhouse gas emission-free transportation.

The deal could put a wooden Renovo bicycle branded, with the distinct Audi four rings, in one of every 300 dealerships in America. Three models are being produced for the automaker and range in price from \$6,530 to \$7,460 for complete bicycles.

Ken Wheeler, owner of Renovo Hardwood Bicycles, expects to add to his staff of ten and recently bought a new curing oven to ramp

up production at his several-thousand square-foot facility in Southeast Portland. But that doesn't mean he'll be making bicycles faster, just more of them.



Photo courtesy of Audi of America

"We constantly strive to improve everything following the Lean Manufacturing concept of Kaizen," Wheeler says, referring to the Japanese word and manufacturing philosophy of continuous improvement. "Still, handwork takes time [and there's] no shortcuts for that."

Jonathan Maus, whose website BikePortland.org covers a vast array of bicycle related

issues and also advocates on behalf of bicycle commuters, says he had mixed feelings about the Audi deal.

"Anytime you partner up with an auto company, well, it's like sleeping with the enemy."

He says in the past, automakers that partnered with bicycle companies were often only paying lip service to environmental and alternative transportation issues and believes more times than not these companies mass-produced their products in third world economies.

"But with Renovo you have a distinctive, beautiful product with the Portland pedigree that's truly sustainable. I think that puts them [Audi] in a different light," he adds.

Maus points out that Renovo framesets are produced out of sustainable wood on the same continent in which they will be sold and although there aren't many Renovos to offset the influx of bicycles made from non-sustainable materials shipped from China, that could change.

"[Renovo] could be making a couple thousand frames a year in a couple years ... Who knows?"

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Breezer Uptown 8

By DARREN DENCKLAU

Upright bikes are very vogue right now, particularly in larger urban areas like Seattle. Internal gear hubs are also increasing in popularity. If you put the two together and add fenders, full-time lights, an enclosed chain case and a suspension seat post, you get a comfortable ride that calls for little in the way of maintenance. Enter the Breezer Uptown 8.

Joe Breeze, who has been credited for many firsts, including building one of the original mountain bikes, has inspired legions with his ingenuity and vision of what a bicycle can do — particularly on surfaces beyond the asphalt.

The Breezer Uptown 8 is a sturdy commuter and it's apparent that the company has put a lot of thought and design into their European-inspired line of town bikes. The aluminum frame and steel fork are sleek and not overstated, especially in the low-key colors of dark brown and black. The drivetrain consists of the Shimano Nexus 8 rear hub, Nexus crankset, KMC Z-51 chain and Nexus Revo shifters. Shimano's Dynamo front hub, 26" Alex DH19 36-hole rims, Tektro V-brakes and levers, and Breezer's own quill stem, handlebars, ergo grips, seat post and saddle round out the main components.

What sets this bike apart from other commuters are the extras like the polycarbonate fenders, Busch & Muller headlight, Basta taillight, and the aluminum rear rack — all the "extras" are included and it's ready to serve duty year-round in all weather conditions.

Upon putting the Uptown 8 together, a simple task that only requires a multi-tool and

wrench, I discovered that one of the spokes in the front wheel had been broken during shipment. I promptly took it to JRA Bike Shop where Julian replaced the spoke and nipple and trued the wheel for me (Thanks, Julian). I rode it home that same evening for an eight-mile analysis.

Right away I realized that I needed to get used to the slower feel of the bike, mostly due to the wider tires and the somewhat noticeable drag that happens with generator hubs, which power the lighting system. It was a comfortable ride, and once the Uptown 8 gets moving it cruises along smoothly and quietly. The handlebar/grip combination proved to be comfortable and it was refreshing to sit more upright and check out my surroundings a little more than usual.

The Nexus grip-shift is easy to use and intuitive — to get into a bigger gear, simply "gas" the right grip like you would on a motorcycle. That said, the Uptown 8 was often slow while changing gears, especially when "up-shifting" and while the chain was under tension, but this is to be expected with all internal gear hubs. I regularly had to stop pedaling for a moment to properly shift; it's not a deal breaker, but nonetheless it was frustrating when trying to accelerate with the flow of traffic. Perhaps this can mostly be solved with a quick tune-up, which should be performed on all new bikes after a few weeks anyway, as all new brake and shifter cables will stretch. Also, the gear range is drastic, especially on the low end — even the most out of shape riders probably won't use the lowest gear of the Nexus 8.

The Tektro V-brakes performed well and were always there when I needed them. The fenders are solid and do a great job of deflecting water, especially when paired with the WTB Freedom Cruz tires. Speaking of the tires, they are beefy, puncture resistant, and have a reflective strip on the sidewalls for better visibility; though there is definitely a weight and speed penalty with the 26 x 1.5" dimensions. I wouldn't hesitate to ditch the pavement and ride gravel or even smooth dirt trails with them either. I had zero flats on the Uptown 8 so I never had to perform any roadside repairs — I am not sure how easy this would be due to the chain case, which requires a Phillips head screwdriver to remove a small "window" below the rear cassette to free the wheel from the dropouts. It also requires a wrench because the wheels aren't equipped with quick-release skewers.

The included rack comes in handy for mounting panniers. The rear light, attached to the rack, is at an odd downward angle but provides ample light and keeps shining well after the bike is stopped (that goes for the front light, too). I like the spring-loaded clamp that is integrated on the deck of the rack — it works well for holding down a U-lock and other small items. While on the subject of bike security, the Uptown 8 comes

equipped with a frame-mounted rear wheel lock (a small bar goes between two spokes). This works great for a quick fix like running into a coffee shop with large windows, but it wouldn't deter a determined thief, as they could simply shoulder the bike and run, or toss it into an automobile and later remove the mechanism with an allen wrench.

Overall, I enjoyed riding the Uptown 8 and found that it performs particularly well if I was not limited on time — it is not designed to be a race bike. The upright geometry is groovy and I felt more visible to motorists and looked around more than usual. I would change out the pedals right away, as the Wellgo CO21's become slick when wet. It is built rugged, albeit a bit heavy, and handles shorter distances in adverse weather conditions superbly. For those new cyclists thinking about joining the bike commuter revolution, the price may seem steep, but the extras included with the Uptown 8 make it a desirable ride for the no-fuss types. It is ready to go at all times and a great option for the regular commuter and for running errands. There are few bikes ready for year-round commuting right out of the box. The Breezer Uptown 8 is one of them. MSRP is anywhere between \$880 and \$1,159. For more information and geometry specs visit breezerbikes.com.



Photo by Bicycle Paper

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"RAAM" FROM PAGE 1

of life and affects a person's ability to communicate and interact with others." Known as a "spectrum disorder," it ranges from mild to severe and impacts people differently. Currently 1 in every 110 births is diagnosed with autism, boys being the most affected, and it is the fastest growing disability in America. Of the estimated 1.5-million people in the U.S. contending with



Jackson's father, David, is a member of the Team's 12-person support crew.

autism, 80% are under the age of 20 and there is no known single cause for it, although it is generally believed to have roots in abnormalities in the brain structure or its functions.

Living with autism can be hard. From diagnosis through adolescence and into the adult years, there are incredible challenges such as finding knowledgeable medical and dental care, insurance coverage, schooling, or even finding a sitter for a parent's night out — it can wear on a typical family. Living and dealing with autism can be a 24/7 challenge, just like the effort it will take to complete RAAM, but unlike the race, where riders get to cross a finish line and move on, autism offers a lifetime of challenges.

Jackson Barth, a 12-year-old child from Sandpoint, has autism and in spite of his challenges, he brings happiness to all around him. Jackson is the inspiration for our participation in the ride and his dad, David, is a member of Team Laughing Dog's support crew. The team's goal, apart from completing the event, is to raise \$1 million for local autism organizations such as Autism Societies of Oregon, Washington and Idaho, and the Northwest Autism Center that help families living with the disorder.

So, how does someone decide to enter such an event and what exactly does it take to get ready for it besides thousands of hours of preparation and training?

It all began as an idle thought I had somewhere on a long steep climb in the Rocky Mountains in 2008 during a 10,000-mile solo cross-country bicycle trip. When you ride

thousands of miles on a bicycle by yourself, you have lots of time to reflect, think of your next adventure, and dream the 'impossible dream' like riding from Alaska to Patagonia, cycling around the world, and competing in the Race Across America (RAAM).

Fast-forward to July 2009: the idea resurfaced during a weeklong self-supported tour with three great friends. During a photo opportunity in Yellowstone National Park, two of us ran into [came across] a parked car with a RAAM bumper sticker, luck would have us meet the driver who asked us where we were heading, which lead me to ask about the sticker. Turns out the driver had been a RAAM competitor on a four-person team a couple of years prior and had also entered the event solo without being able to complete it. Following that encounter, I couldn't stop thinking about RAAM and two days later, around a campfire in the Grand Tetons of Wyoming after way too many beers ... the three of us agreed that we would enter RAAM as a four-person team in two years. Although I wasn't sure anyone of us would remember the night's events, and actually be serious about it, the dream turned into reality and the preparation phase began.

The devil is in the details

"Just getting to the starting line is a big deal," says Al Lemire, as he recounts that when they first agreed to race RAAM, the one thing they knew was that they didn't know what it would take.

"There was lots of talk about the training and the money, but hardly any discussion about the time and/or organization that it would take to get our entire crew to the starting line in Oceanside and then home from the finish in Annapolis," he adds.

The initial plan was to caravan a few vehicles and the crew/racers; it would all be fun, like a big road trip with a little racing in the middle. That idea faded away when reality settled in, and the realization that RAAM was a much bigger endeavor than what we first expected. We have since adopted the advertising line from the UPS commercials: "We love logistics."

To beat the cut-off time set by the organizers, each registered team needs to ride approximately 350 miles a day to cover the full distance in the time allocated, which means that all teams will have riders pedaling at all hours of the day and night for nine consecutive days. In order to have everything run as smoothly as possible, multiple vehicles are required.

"Racing (and driving) across the U.S. at 20 mph means there is no time for stopping at hotels. If the race was only a couple of days long you could simply go without sleep, but our team is looking at completing the event in 7 to 8 days. That means we need a place for both racers and crew to try and get some quality sleep," explains Lemire. Renting an RV became the obvious solution and the team will be picking up theirs in San Diego, Calif., and returning it in North Carolina.

In addition to the RV, two 15-passenger vans will also be required for safety reasons, as cyclists completing a leg between 8 p.m. and 6 a.m. have to be followed by one with its flashers on. The van's headlights will also help illuminate the road ahead, providing better visibility for the racer. Since the team will be switching riders every 30 minutes, two vehicles are necessary as the vans will be used to shuttle racers up to the next handoff area.

Finally, a chase/gopher vehicle will be available to run errands during the race. As the RV will be parked most of the time while the crew and racers are sleeping, and with the vans supporting racers on the road, having an additional vehicle on hand to run to the store, the laundromat, etc., seemed necessary.

Having the vehicles ready to go is one thing, but they won't drive themselves. To enter an event of the scope of RAAM, a full support team is necessary. Although not involved in the pedaling action, they are the ones that keep the machine rolling smoothly.

Team Laughing Dog Brewing plans on having 12 crewmembers, and although it may seem like a lot, a quick look at the operation confirms their needs. "We will have four vehicles operating 24 hours/day. That means a driver and a navigator for each vehicle — that's eight people right there. Toss into the mix; someone to take care of food, a bicycle mechanic, someone to do laundry, a massage therapist, and you start to get the picture. Oh, and don't forget someone to run to Starbucks around five times/day — a caffeinated crew is a happy crew!" writes Lemire.

Finally, time off work must be booked and travel arrangements made for everyone involved. Because of the size of the operation and

the race prerequisites, "We can't simply show up the day the race starts [June 18]," Lemire explains, adding, "Some of the team members need to be in Oceanside at least four to five days before the start," which means hotels and meals have to be budgeted for. The follow vans have to be fitted with safety light bars, the RV needs to be picked up and set up as all team vehicles and bikes must go through the official race inspection. Enough food and supplies must be purchased in order to feed and hydrate 16 people for eight days.

In addition to those making the final preparation touches, the remaining seven crew



The riders (l/r) Al Lemire, Jacob Styer, Wayne Pignolet and Mel Dick.

members, some of whom are trying to stay gainfully employed while helping out, will fly in closer to the start date and nine will leave immediately after the race is over.

At a glance, the logistics for Team Laughing Dog Brewing reads as follows:

- 4 vehicles
- 45 hotel rooms
- 16 flights arranged around seven airports
- 650 meals prepared or bought for crew and racers
- 1,500 gallons of fuel
- 21,000 miles driven over 16 days

With the goal of completing the distance in 7 to 8 days while raising a million dollars to help families living with autism, Team Laughing Dog Brewing has left nothing to chances as the planning phase is reaching the end, and pre-race excitement fills the air.

To read about the team and support their fundraising efforts, go to teamlaughingdog.com. More information about autism can be found at autism-society.org. For details on Race Across America visit raceacrossamerica.org.

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Welcome to the Pacific Northwest's Most Comprehensive Bicycle Calendar

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

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EVENTS

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 14: Bike-a-thon

Lynden, WA. Presented at the Lynden Fairgrounds, event benefit the Cyclic Fibrosis Foundation. DeeDee Tjoelker, 360-354-5752, cff.org

May 18: Bike to Work Day

Various. National Bike to Work Day is a good day to start commuting. Check with local bike clubs for event in your region. League of American Bicyclists, bikeleague.org

May 18: Ride of Silence

Portland, OR. Gather at Holladay Park Lloyd Center at 6pm, 5-mile ride start 6:20pm after announcements. Post ride at RonToms on Burnside. See event website for location near you. Brian Echerer, rideofsilence.org

May 22: Portland Sunday Parkways

Portland, OR. East Portland. Bike, walk, roll or stroll in the street of Portland without traffic worries. Street artists, food and all sort of good fun awaits. Event runs 11am-4pm. orbike.com

May 28: Gig Harbor Street Scramble

Gig Harbor, WA. How many of the 30 checkpoints marked on a map of Gig Harbor can you find in 90 or 180 minutes? On foot or bike, solo or team, compete to win or just have fun exploring the city. Eric Bone, Meridian Geographics, 206-291-8250, streetscramble.com

CAMPS

MAY

May 3-26: Hill Climb Bootcamps

Seattle, WA. Get better on the hills! 4 weeks of intensive instruction by top coaches, twice a week from 5:30-7:30pm. Workout and technique coaching all in one package for any level rider. This class will give you all you need to take your climbing to the next level. Craig Udem, Cycle U, CycleU.com

May 7: Road 301

Seattle, WA. Focus on climbing and descending skills. Craig Udem, CycleU.com

May 14-15: Trek Dirt Series

N. Vancouver, BC. Learn new skills, increase confidence on the bike, or simply enjoy the sport like never before. World class women's only instructional weekend camps for beginner, intermediate, and advanced riders. Jo Fergie, Sugoi Dirt Series, 604-484-6238, dirtseries.com

May 25: Road 101 Classes

Seattle, WA. Work on your group riding skills during this 2hr class. Craig Udem, CycleU.com

May 28-29: Trek Dirt Series

Whistler, BC. See May 14-15 listing for details. Sugoi Dirt Series, 604-484-6238, dirtseries.com

BMX

JUNE

Jun 4-5: Abbotsford BMX

Abbotsford, BC. UCI Class 4 & 5 events. Gary Harder, 604-853-4563, www.abbotsfordbmx.ca

Jun 10-12: Sea to Sky Nationals

Squamish, BC. ababmx.com

MULTISPORT

MAY

May 1: Fight For Air

Seattle, WA. 5km run or walk presented at Magnuson Park. Last minute registration from 7:30-8:30am. Min. \$100 fundraising. Amy Holan, 206-441-5100, lungseattle.org

May 1: Mt. Rainier Duathlon

Enumclaw, WA. Expo Center. Age group, relay 2 or 3 person. Long course: 5-mile run, 28.8-mile bike, and 3.8-mile run. Short course: 1.6-mile run, 14.4-mile bike and 3.8-mile run. USAT sanction. BuDu Racing, 206-920-3983, buduracing.com

May 7: Elk Beaver Utras

Victoria, BC. 50km, 50 miles or 100km trail run. Also 26.2-mile first time marathon. 25-mile ultra walk. Start 6am. Run 10km loop around the lakes. pih.bc.ca/elk-beaver-ultra.html

May 7: Over the Dam Run

Grand Coulee, WA. One of the most scenic and unique runs in the NW - the Grand Coulee Dam. 5km, 10km and half-marathon open to runners and walkers. In conjunction with Colorama festival. Melissa Newbury, Trifreaks, 425-270-1407, trifreak.com

May 7: The Fiasco in Pasco

Pasco, WA. International XC Course on Road 36. 5km run, 30km bike, 5km run. All dirt and sand trails. All age groups. Start 8:30am. 3rnr.org

May 21: Junior Ridge to River Relay

Wenatchee, WA. For "mini" racers. Teams of school-aged children tackle running, paddling, biking and obstacle course. Ages 5-12. Start at Walla Walla Point Park. 509-662-3461, r2r.org

May 21: Pole, Pedal, Paddle

Bend, OR. Teams, pairs or individuals alpine ski, cross-country ski, bike, run, canoe/kayak and sprint to the finish. Starts at Mt Bachelor and ends in Les Schwab Amphitheater. Mini PPP on Sunday for kids grade 1-6, team entry. 541-388-0002, mbsef.org

May 21: Ultimate Orienteer #5

Moses Lake, WA. cascadeoc.org

May 22: Duck Bill Thrill Triathlon

Fall Creek, OR. Olympic distance, open water 750m swim, 40km bike, 10km run. Relay, co-ed, high school and solo categories. University of Oregon Triathlon Team, duckbillthrill.com

May 28: MOMAR - Mainland

Squamish, BC. 30 to 50km course. Kayaking, MTB, trail running, trekking, orienteering. Beginners to advanced. Moderate navigation. Solo or teams of 2 or 4. Approx. finish time 4-8 hours. Bryan Tasaka, 866-912-3331, mindovermountain.com

May 29: Happy Girl

Bend, OR. Half-marathon, 5km and 1.5km runs. Mix of gentle trails, groomed paths and paved surfaces. Gina Miller, 541-318-7388, freshairsports.com

May 29: Onion Man Triathlon

Walla Walla, WA. Bennington Lake. 1,500m swim, 40km bike, 10km run. Start 9am. Dan Elsom, 509-529-9187, www.multiposports.com

May 29: Ski To Sea Race

Bellingham, WA. Downhill 85 miles from Mt Baker Ski Area to Bellingham Bay. 7 legs - XC ski, DH ski/snowboard, run, road bike, canoe, MTB and sea kayak. Pete Coy, Whatcom Events, 360-746-8861, skitosea.com

May 30: Heart of the Valley Tri & Du

Corvallis, OR. Sprint triathlon, sprint duathlon, kid's triathlon. Osborn aquatic center. racecenter.com

CYCLOCROSS

MAY

May 22: Krugers Spring Kermesse

Sauvie Island, OR. Criterium-style race on farm roads! Same great location as the Kruger's Crossing cyclocross race, so expect a fun and spectator-friendly event. All ages - all levels - all bikes allowed. Free kids races. Kris Schamp, Portland Racing, 503-466-9007, obra.org

MOUNTAIN BIKE SERIES

All Mountain Toonie Race Series

May 15; Jun 5; Sep 11; Oct 2

6 events. Overall calculated on points. Super D and XC events. All mass start races. Start 10am. BBQ. FVMB, fvmba.com

BC Cup DH Series

Jun 18-19; Jul 8-10; Aug 6-7, 13-14, 26-28

Kevin McCuish, Cycling BC, 604-737-3034, cyclingbcmtb.ca

Hell of a Series

May 14, 28; Jun 3-5, 18; Jul 23-24; Aug 20

7-event series regroup the best marathon races in BC. Best 5 of 7 results count towards overall. BC Masters Cycling Association, testofmetal.com

Indie MTB Series

May 1, 22; Jun 4, 25-26; Jul 24

Various, WA. Series of 4 events raced/organized by different promoters but regrouped for points and awards. Overall standing based on points. No minimum number to qualify for overall, but use 4 best results. Final not mandatory. Age categories defined as rider's age as of 12/31/11, Clydesdale 200+ lbs. indieseries.com

Island Cup Series DH

Apr 17; May 15, 22; Jun 11-12

Vancouver Island, BC. 4-event series on some of the best courses from Victoria to Port Alberni. Open to all. Point system determines winner in each category. Bring non-perishable food bank donation. islandcupseries.com

Island Cup Series Marathon

Jun 5, 18; Sep 4, 18

Vancouver Island, BC. 4-event series on some of the best courses from Victoria to Port Alberni. Open to all. Point system determines the winner in each category. Bring non-perishable food bank donation. islandcupseries.com

Island Cup Series XC

Mar 13, 20, 27; Apr 3, 10; May 8, 29; Jun 11-12, 25-26

Vancouver Island, BC. 9-event series on some of the best courses from Victoria to Port Alberni. Open to all. Point system determines the winner in each category. Bring non-perishable food bank donation. islandcupseries.com

Mt Hood Downhill Series

May 7-8; Jun 24-26; Jul 8-10; Sep 23-25

Mt. Hood, OR. Series of 4 events all around Mt Hood. OBRA sanctioned. Petr Kakes, Hurricane Racing, 503-272-0146, skibowl.com

NW Epic Series

May 14; Jun 11; Aug 27

New series. 3 endurance events. Roger Michel, 4th Dimension Racing LLC, 425-301-7009, NWEpicSeries.com

Oregon Super D Series

May 28-29; Jul 2-3; Aug 6-7; Sep 3-4

Series of 4 events, 3 to count for overall. Pts awarded 12 deep. Highest points total wins. Start 10am, 1-minute intervals. Courses average 80% downhill and 20% uphill and vary each race. Race time 20+ minutes. Brandon Ontiveros, 503-222-2851, oregonsuperd.com

Rivercity Oregon XC MTB Series

May 1; May 8, 14-15, 29; Jun 5-6, 18-19, 26

Various, OR. Series of 10 XC, ST and MXC events, with points awarded to overall series winner. Best 7 out of 10 counts, ties decided on placement at final race. Teams count best 5 riders' results per race. See individual events for location and start times. 25 categories, individual and team standings. Mike Ripley, Oregon MTB Series Directors, mudslingerevents.com/2010-oregon-xc-mtb-series

Washington High School Cycling League

Mar 3; May 1

New series. 2 events for high school participants. Team and individual classification. Lisa Miller, 206-291-7773, washingtonmtb.org

WEEKLY SERIES

MONDAY

Jacksonville STXC

June 6-27

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

Portland MTB Short Track Series

June 13-August 1

Portland, OR. Multiple laps on fun and challenging 3-5-minute course with a lot of bumps and turns. From 5:30-8pm on the infield of Portland Int'l Raceway. MTB or cyclocross bike. All ages, abilities, free kiddie races. Points 15 deep. Best 6 of 7 count toward overall cash. Weekly prizes. Kris Schamp, 503-466-9007, portlandracing.com

WEDNESDAY

Wednesday Night World Championships

April 6-August 31

Seattle, WA. Racing at North Seatac starts at 6pm for the beginners and 7pm for others. Men and women classes. No points, no overall, just plain fun on a course that changes every week. Excellent for training. Big end of year party. \$10/race. Wick, 206 919 5741, stiffwickproductions@comcast.net

RACING

MAY

May 1: Dry Hill XC - Indie #1

Port Angeles, WA. New event. Part of Indie MTB Series. Scott Tucker, N-Dub, nwcup.com

May 1: Wash. HS Cycling League - Race #2

First class XC MTB race for high school aged student-athletes. To start a team, visit the website. See race series for details. Lisa Miller, 206-291-7773, washingtonmtb.org

May 4: Central Oregon STXC

Bend, OR. Matt Plummer, Central Oregon Racing, 541-385-7413, mplummer@bendcycling.org

May 7: NW Adventure Sports Festival

Port Gamble, WA. Kayaking, trail run, MTB, paddleboard, triathlon. Spring Courtright, 360-297-4659, oocshop@kayakproshop.com

May 7-8: Spring Fling

Mt Hood, OR. Either using Dog River or Bridle Trail. Part of Mt Hood Downhill Series. Petr Kakes, Hurricane Racing, 503-272-0146, skibowl.com

May 7: The Beast MTB Race

Port Gamble, WA. New course. Start in town followed by fast singletrack and all types of trails. U18+ classes. 10, 14 and 24 miles. Start 2pm. Part of NW Adventure Sports Festival. Spring Courtright, Olympic Outdoor Center, 360-297-4659, oocshop@kayakproshop.com

May 7: The Chainsmoker

Wenatchee, WA. Classic XC race with lots of climbing, lots of prizes, and lots of "fun." Jake Maedke, Vicious Cycle Events, 509-754-6361, beezleburn.com

May 7: Velopark Grand Prix #2

Eagle, ID. veloparkgrandprix.com

May 8: Port Alberni XC

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

May 8: Unicorn 5000

Kamloops, BC. DH with an amazing course on Harper Mountain. Race designed for riders of all ability levels. Cheryl Beatie, Bicycle Cafe Kamloops, 250-828-2453, bicyclecafe.com/kamloops

May 8: WebCyclery Cascade

Chainbreaker

Bend, OR. Oregon's biggest MTB race of the year. Over 300 other riders on a great mix of fun singletrack, double-track and fire roads. Many trails usually not open to public. Tandem category. Part of Rivercity Oregon XC MTB Series. Chadra vanEijnbergen, 541-617-7092, webcyclery.com

May 13-15: NW Cup #2

Port Angeles, WA. At Dry Hill. 3-day event with practice starting on Friday. Pro seeding run and racing on Sunday. Scott Tucker, N-Dub, nwcup.com

May 14: Coyote Classic - KTS #2

Boise, ID. High speed rolling double-track, tight, technical sagebrush singletrack, water crossings, quick steep drops, nasty little granny gear climbs. Singlespeeders' dream. Knobby Tire Series, knobbytireseries.com

May 14: New Venue - KTS #3

TBA, ID. This race is so new we have yet to get a name. Knobby Tire Series, knobbytireseries.com

May 14: OreCrusher MMX

Squamish, BC. LeMans-style start, 40km lap race on singletrack. Raises funds for Don Ross Secondary School's Outdoor Leadership Program. Part of Hell of a Series. Jim Douglas, Test of Metal, 604-898-5195, testofmetal.com

May 14-15: Spring Thaw MTB Festival

Ashland, OR. Saturday: XC at Lithia Park - Beginners start 9am for 9 miles, others 9:30am for 23.5 miles. Kids 1pm. Kenda Cup qualifier race. Sunday: thrilling 1.7-mile DH, w/ technical sections, tight switchbacks and slight uphill finish. Every age and ability. First riders off 11am from Four Corners. Part of Rivercity Oregon XC MTB Series. Amy Warner, SOMBRA, 541-601-9663, echelonrace.com/springthaw

May 14: Stottlemeyer 30/60

Port Gamble, WA. One epic ride. 30/60 mile MTB race mostly on singletrack, fully stocked aid stations, great day out on the trails. Part of NW Epic Series. Roger Michel, 4th Dimension Racing LLC, 425-301-7009, NWEpicSeries.com

May 15: Port Alberni DH

Port Alberni, BC. Port Alberni Lake Trails. Part of Island Cup Series DH. islandcupseries.com

May 15: Salty Dog 6 Hour Enduro

Salmon Arm, BC. Sold out. Tom Peasgood, Skookum Cycle & Ski, 250-832-7368, skookumcycle.com

May 15: Unravel the Scratchgravel

Helena, MT. Presented in the Scratchgravel Hills it is open to all categories. Big SKy Cyclery Race Team, bigskybikes.com

May 15: Vedder Super D

Chillawack, BC. Part of All Mountain Toonie Race Series. fvmba.com

May 22: Benson 80 Marathon

Nanaimo, BC. Robin Dutton, dutton.robin@gmail.com

May 22: Hammerfest DH

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

May 22: Whidbey Island Mudder - Indie #2

Langley, WA. Canceled. Part of Indie MTB Series. Mait Hickman, One Speed Promotions, indieseries.org

May 27-30: Black Hills Fat Tire Festival

Rapid City, SD. Singletrack tours, races, socials, and entertainment that appeals to all riders. Vendors, food, music & more. All races located at our urban MTB park and miles of singletrack for every skill level within a few miles of city limits.

Kristy Lintz, Rapid City Department of Parks & Recreation, 605-394-5225, bhfatirefestival.com

May 27-30: Idaho Velopark

Eagle, ID. Twilight 10km trail run, DS, STXC, DH over 4 days. Darren Lighthfield, Wild Rockies, wildrockiesracing.com

May 28-29: 24 Hours Round the Clock

Spokane, WA. 24-hour race for all ages and ability levels at Riverside State Park. Solos and teams from 2-10 people. Onsite camping and vendors. Memorial weekend. Free kids race Sunday. Wendy Bailey, Round & Round Productions, 509-953-9831, roundandround.com

May 28: Nimby Fifty

Pemberton, BC. New event. Approximately 50km in length, boasting a lung busting 101 switchbacks of pristine single-track climbing. This ain't your typical XC race. Start 11am. Limit 200. Part of Hell of a Series. Dean Linnell, nimbyfifty.com

May 28-29: Oregon Super D - Hood River

Hood River, OR. Held in Post Canyon. Drop 3,600' in 7 miles with 500' of climbing. See race series for details. Brandon Ontiveros, oregonsuperd.com

May 29: Black Rock Flow Cup DH

Fall City, OR. Endurance DH 1.7 miles top to bottom. Technical section with a few ladders and jumps. Chris Eggen, 503-606-2122, flowcupracing.webs.com

May 29: Hammerfest XC

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

TOURING

MAY

May 15: Swale Canyon Wildflower Bike Ride

Goldendale, WA. Ride from the high prairie of the Goldendale plateau down to Wahkiacus. Frequent stops to admire native wildflowers. Meant to be a slow-paced ride to take in the scenery of Swale Canyon. Shuttle back. Start 9am at Lyle Trailhead. Nancy Allen, 541-442-5111, klickitat-trail.org

May 27-30: Black Hills Fat Tire Festival
Rapid City, SD. Singletrack tours, races, socials, and entertainment that appeals to all riders. All races at urban MTB park. Miles of singletrack for every skill level. Rapid City Department of Parks & Recreation, 605-394-5225, bhfattirefestival.com

JUNE

Jun 17-19: 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. Also available July, Aug, Sept and Oct. Cog Wild Bicycle Tours, cogwild.com

Jun 18-19: Boise 2 Idaho City MTB Tour
Boise, ID. Recreational adventure with proceeds benefiting SWIMBA, BYRDS and IVCP. Staged at Fort Boise Armory. Fully supported, all meals and snacks. SAG available to those who want a shorter tour. 100-mile ride with 18,000' total vertical for the weekend or a shorter 42-mile option. Darren Lighfield, Wild Rockies, wildrockiesracing.com

Jun 18: Dirt Fest / Subway WA State Games

Issaquah, WA. Guided trail rides and more. Race at Duthie Hill Park for kids 17 and under. Jump Jam Show with pros. Bill Moore, 206-524-2900, evergreenmb.org

Jun 19: Ashland Mtn Challenge

Ashland, OR. Ride for free with the Ashland Mtn Challenge crew. Start 10am. Race on Saturday. William Roussel, 541-499-2298, ashmtndv.com

ROAD

SERIES

As the Raven Flies TT

May 7
McMinnville, Or. Series of 3 events. 6 miles out and back for a 12-mile race on an up and down course. Open to men, women, Juniors, Masters. Day of registration only. Kevin Nichols, 971-237-1206, obra.org

BC Masters Series

Apr 17; May 1, 21-22; Jun 4, 5, 12, 19, 26; Jul 2-3, 16-17, 22-24, 31-Aug 1; Aug 7, 14, 21, 28; Sep 4
Various, BC. Series of 24 races. Best 15 results count toward overall. Open to men and women 30+. Staged in Lower Mainland, Vancouver Island or Interior. Age group cat: 30-34 and all subsequent in 5-year increments. Relaxed and fun atmosphere. BCMCA membership, CBC Citizen or UCI license needed. Bill Yearwood, 604-267-7338, bcmasterscycling.net

Carnation Time Trial Series

Apr 3; May 8; Jun 19
Carnation, WA. WA's only TT series is back for 4th year. 3 separate races - 4/3 (short), 5/8 (hilly) and 6/19 (long) courses. Start 8am at Tolt Middle School (SR 203). \$1,200 cash prize for each overall men and women top 3 series finishers. Points awarded to top 10 in each race. Age group U20, 21-39, 40-49, 50+. USA Cycling sanctioned. Neal Goldberg, FootWorks Cycles, LLC, 206-632-4578, footworkscycles.com/timetrial

Cascadia Crit Series

Jun 4-Jul 17
Various, WA. Series of 6 criteriums around King County. Top 25 gets points. Points primes at each race, 150 points bonus for starting all events. Men and women 1-4 and Masters 35+. Overall cash prizes. Robert Tremblay, cascadiacrits.com

Dirt Bag Dash Series

Mar 26; May 7
Various, ID. 2-event series. Surfaces vary from dirt, gravel, mud, sand; you might even find some pavement. Points awarded to top 10. Cash prize for overall winners. Open to all, including Junior 10-14. James Lang, 208-571-1853, joyride-cycles.com

Estacada TT Series

Apr 17; May 1
Estacada, OR. 2-event series, each 20-mile TT for adult categories, 10-mile for Junior 10-14. Starts at Promontory Park, East of Estacada at mile marker 31 on Highway 224. Out-and-back on highway 224 along the Clackamas River. Overall standings and awards. Pre-reg & day of 8:30-9:30am, first rider off at 10am at Promontory Park. Geri Bossen, Team Bossen, 503-297-2434, obra.org

George's Cycles Spring Series

Mar 13; Apr 23; May 1
Boise, ID. 3-event series (1 TT, 2 RRs) open to Select Master (30+ Cat 1/2), Master A, B, C. \$1,000 raffle prize. Pre-registration only. Mike Cooley, Boise CC / George's Cycles, 208-343-3782, georgescycles.com

Happy Ravens TT Series

Apr 23-May 7
Blodgett, OR. Series of 3 events. 6 miles out and back for a 12-mile race on an up and down course. Open to men, women, Juniors, Masters. Day of registration only. Kevin Nichols, 971-237-1206, obra.org

Inland Road Race Series

May 7, 22; Jun 5; Jul 3, 16; Aug 14
Various, WA. 6 race series. Courses featuring a variety of terrain should challenge all levels of riders with \$1,500 cash and merchandise going to the winners. Overall calculated on points. All USA Cycling races. Spokane Rocket Velo Cycling Team, spokanerocketvelo.com

Norm Babcock Cat 4 Women's Series

May 28; Jun 12, 26; Jul 2, 9-10; Aug 7, 27-28
Various, OR. 6 events with specific Cat 4 women fields to help women develop/learn strategy and tactics. Top 99 get points toward overall. For stage races, points given on GC classification. Kenji Sugahara, obra.org

POC Cat 4 Women's Series

May 7, 20-22; Jul 17, 30; Aug 13
Various, WA. Series of 11 events. Points to top 15 finishers in Cat 4 events, plus points for finishing other events. Prizes for top 15 overall. Minimum 2 races to qualify for overall. Martha Walsh, WSBA, wsbaracing.com

Volkl Cup Cat 3 Women's Series

May 7; Jul 17, 30; Aug 13
Various, WA. 11 events where women race on their own or with Cat 1/2 but scored separately. Points to top 10 finishers. Overall standings not the single events of the Mason Lake and Lake Washington overall series and Tour of Walla Walla GC count towards points. WSBA, wsbaracing.com

WSBA BARR

May 1; Jun 5; Jul 3, 4
Various, WA. Best all around road rider competition. 5 State Championship events count towards overall BARR results. Points allocated to top 10 in each category. Only WSBA members get points. Team points (Cat 1-2) calculated on sum of top 5 riders. All Senior & Masters men and women categories. No juniors. wsbaracing.com

WEEKLY SERIES

MONDAY

McBeth Hill Climb

June 6-27
Eugene, OR. Series of 4 events. hutshbicyclesc Eugene.wordpress.com

Monday PIR

April 18-August 29
Portland, OR. Masters 30+ men (novice and experienced) and all women (any age/ability, including Juniors) at 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. New racers are welcome. Women first time rider clinics 2nd Monday of each month. Registration at start/finish line at 5pm, first race 6:15pm. GC at the end of each month. Adam Edgerton, 424-242-2326, racemondaynight.com

TUESDAY

Baddlands Twilight Series

April 12-August 23
Spokane, WA. All races start 6pm sharp, registration open 4:45pm. Type of event and location vary each week, check website for details. Yellow centerline rule in effect in all TT and RR. Awards party after last race. Locations include Spokane, Cheney and Coeur d'Alene. Points individual and team classification. Baddlands Cycling and Seattle Super Squadra Cycling Clubs, 509-456-0432, baddlands.org

Hutch's TT Series

May 3-24
Eugene, OR. Series of 5 events. Flat, windy 15km loop outside of Coburg has become the standard to test one's TT fitness. Bring your new equipment. All categories. Sal Collura, 541-747-3336, obra.org

Kelowna HC/TT Series

May 3-June 23
Kelowna, BC. CORBA's series start at 6:45pm. Registration from 6-6:30pm. Events include TT, hill climb races. 250-762-2453, kelownacycle.ca

Pacific Raceways Series

March 22-August 30
Kent, WA. 2.25-mile closed course. Reg. from 5:30pm to 6:50pm. Start 7pm, except March - 6:45pm. Course varies weekly. Women Cat 3/4 every second race starting 4/12. Rory Muller, 260-920-3983, buduracing.com

SWICA Criterium Series

May 3-July 12
Boise, ID. 11 Tuesday night races at Expo-Idaho, south of Hawks Stadium. All events count towards SWICA points in each category. 5 different groups. First start: E light 5:45pm, A light 8pm. Registration starts 5:15pm. Kurt Holzer, 208-890-3118, idahobikeracing.org

Tuesday PIR

April 5-August 30
Portland, OR. RR circuit at Portland International Raceway. Genders combined for Cat 1/2/3, Cat 3/4, Cat 4/5. 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 canned food and receive discount on entry fee (up to 3 cans, \$1/can). Benefits Oregon Food Bank. Start times: Cat 4/5 6:05pm; Cat 3/4 6:30pm; Cat 1/2/3 6:45pm. Team and individual season passes available. Jeff Mitchem, 503-233-3636, obra.org

Twilight Criterium Series

June 7-August 30
Eugene, OR. Traditional flat, fast, 4-corner, wide open 1km course at Greenhill Technology Park. Primes every night. Weekly and monthly prizes. Open to all. Registration opens at 5pm. Sal Collura, 541-747-3336, obra.org

World Tuesday Night Championship

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

WEDNESDAY

Central Oregon Crit Series

May 25-August 17
Bend, OR. 8-event series. Registration opens 5:10pm. Race C: 5:40pm - 30". Race B: 6:10pm - 40". Race A: 7pm - 50". OBRA license required. Matt Plummer, Central Oregon Racing, 541-385-7413, deschuteshoney.com

Central Oregon TT Series

May 11-August 17
Bend, OR. 7 event series. First start 6pm. OBRA license required. Only on-site registration available. Matt Plummer, Central Oregon Racing, 541-385-7413, deschuteshoney.com

River City Bicycles Mt. Tabor Series

June 8-July 13
Portland, OR. Challenging 6-week circuit race series held on a 1.3-mile hilly loop closed to traffic around the upper reservoir in Mt. Tabor Park. All categories, including fixed-gear. Overall calculated on best 5 of 6. Final race: double points. Start 6pm. Benefits the Oregon Food Bank - up to \$3 discount if you bring canned food. Clark Ritchie, 503-936-2575, mtaborseries.com

Wednesday Night Races

March 16-September 28
Mission, BC. Mission Raceway 2.1km-long closed circuit course. All ages and abilities. 1hr training to learn group tactics, cornering, sprinting before race. Friendly competitive atmosphere. Top 5 each night receive points toward overall standings. 3 groups, intensity and distances vary according to ability. Registration 6pm. Separate kids race. Bruce Wenting, Phoenix Velo Training Group, 604-826-1411, wentings.com

THURSDAY

Champion Thursday

May 26-September 1
Ashland, OR. Thursday night racing. Distance varies as daylight permits. A: 18+ laps. B: 5 races each distance - 10, 12, 14 laps. Each lap is 1.2 miles with an elevation gain of 50'. A - Cat 1/2/3 B - Cat 4/5. Good event to work on team strategy. Ed Garfield, 541-840-0713, obra.org

Kelowna Cycle Criterium

May 5-June 23
CORBA's training series start at 6:45pm. Registration from 6-6:30pm. 250-762-2453, kelownacycle.ca

Seward Park Criterium Series

April 7-September 1
Seattle, WA. Criterium. Short 0.8-mile raindrop-shaped loop in the park. Very good pavement, 200m hill each lap, 140 degree turn. Race directions vary. \$10 per night. Juniors and women only \$5. Registration on race day only. Opens at 4:30pm, first start 5pm, last 7pm. Nightly cash and primes. Pts 6 deep. David Douglas, northwestvelo.com

Thursday Challenge Series

May 5-August 25
Richmond, BC. 1.4km criterium flat course at Riverside Industrial Park. Sign in 5:30pm at Horseshoe Way & Horseshoe Place. Open to all, split in 3 racing groups: A, B and C. Points allocated after each race. Men & women. First race \$20, others \$10. Todd Hansen, Team Coastal, 604-838-4462, teamcoastalcycling.com

TRC Time Trials

April 7-June 9
Clarkston, WA. 10- and 5-mile out-and-back TT on Downriver Rd on the Snake River near Clarkston. Riders go off at 30-second intervals starting at 6pm. No fee, helmets are required. Corrie Rosetti, Twin Rivers Cyclist, 509-758-9303, twinriverscyclists.org

RACING

MAY

May 1: BC Masters Series #2

Maple Bay, BC. 65km RR on rolling terrain. Start 12pm at Moose Hall. See race series for details.

David Mercer, 778-430-0646, bcmasterscycling.net

May 1: Beautiful Estacada TT #2

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

May 1: Emmett-Roubaix RR - SS#3

Boise, ID. Start at Emmett City Park 10:30am, distances between 45-65 miles. Part of George's Cycles Spring Series. Mike Cooley, Boise CC / George's Cycles, 208-343-3782, georgescycles.com

May 1: Olympic View RR / State Championships

Brady, WA. Mostly flat with a few rolling hills, 18-mile loop, number of laps vary based on category. No separate Junior class. First start 9am. Start Olympic View Grange Hall. Part of WSBA BARR. Erik Anderson, ssvr.weebly.com

May 1: TTT Rehearsal

TBA, OR. Ernie Conway, 503-329-7978, obra.org

May 6-8: Collegiate Road Nationals

Madison, WI. usacycling.org

May 7: Dirt Bag Dash #2

Mountain Home, ID. Start 10:30am from Veterans Memorial Hall. See race series for details. James Lang, 208-571-1853, joyride-cycles.com/dirt_bag_dash

May 7: Happy Ravens TT #3

Blodgett, OR. See race series for details. Kevin Nichols, 971-237-1206, happyravens@yahoo.com

May 7: Liberty Road Race #1

Spokane, WA. Excellent pavement in rolling farm country of the Palouse. Two 29-mile loops. Fast course with a few good rollers. Team tactics and wind could be a factor. Start/finish on top of gentle climb east of Liberty HS. Part of Inland Road Race Series. Spokane Rocket Velo Cycling Team, spokanerocketvelo.com

May 7-8: Race the Ridge

Maple Ridge, BC. Challenging 3-stage race. TT, Crit and RR. Exciting, high-speed, and spectator-friendly events on tried and true courses. Includes Youth Stage Race for youth under 17 and free kid's race. Local Ride Bike Shop, localride.ca

May 7: Ravensdale RR

Ravensdale, WA. 9-mile loop on county roads. A few small hills. Registration opens 7:15am, first group 8:30am. Men 1-5, women 1-4, Masters A-D. Part of POC Cat 4 Women's Series, Volkl Cup Cat 3 Women's Series. Deanna Muller, DuBu Racing, 206-920-3983, buduracing.com

May 8: Carnation TT #2

Carnation, WA. Hilly course - 14 miles. Beautiful and challenging loop that starts with a 10% grade uphill. See race series for details. Neal Goldberg, FootWorks Cycles, LLC, 206-632-4578, footworkscycles.com/timetrial

May 8: Co-Motion TT / Tahdem TT Champs

Eugene, OR. Sal Collura, 541-747-3336, obra.org

May 8: Warp Speed TT/TTT

Abbotsford, BC. Tentative date. A 20km ITT followed by a 20km/40km TT and the popular "Merckx Class" for people who want to do a TT without all the fancy equipment. All categories. Stuart Lynne, 604-461-7532, escapevelocity.bc.ca

May 12-14: Boise TT Festival

Boise, ID. 3-day, 4-stage TT stage race. 2 races and festival on Saturday. Must enter all stages to be eligible for cash and medals. All categories. John Rogers, Team Bobs Bicycles, 208-284-9671, teamrace.obccwd.com

May 14: Mt. Constitution Hill Climb

Orcas Island, WA. TT. 7.6 miles, 2,475' vertical climbing beginning at Rosario Resort and Spa and ending at the top of Mt. Constitution. First off 11am. All categories including recreational division. 360-472-0908, islandathleticvents.com

May 14-15: OBRA Silverton RR Champs

Silverton, OR. 17.5-mile loop with few flat sections, couple of extended climbs, fast finish. Pre-reg. recommended. Tandem category available. Registration open 8am. First start 9am. All OBRA Road categories available. Kurt Haas, 503-362-0370, obra.org

May 14-15: Wenatchee Velo Omnium

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

May 15: Mission Sports Park Open

Mission, BC. New course with lots of climbing and fast technical descents. Hill climb followed by a road race around Mission City Hall. Bruce Wenting, Phoenix Velo Training Group, 604-826-1411, omnium.wordpress.com

May 20-22: Mutual of Enumclaw

Enumclaw, WA. \$10,000 in prizes and merchandise. Saturday: flat TT in am, followed by figure-8 criterium course in downtown. Sunday: RR up Mud Mountain. Part of POC Cat 4 Women's Series. Erik Anderson, Blue Rooster Team, 360-870-5025, mutualofenumclaw.com/stagerace

May 21-22: BC Masters Series #3/4

Cedar, BC. Saturday: 70km circuit race on rolling terrain. Sunday: rolling 16km ITT and flat criterium in Nanaimo. See race series for details. Peter Mc Caffery, Mid Island Velo Association, 250-244-1597, bcmasterscycling.net

May 21: Mt. Tabor Circuit Race - OC #5

Portland, OR. 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 Oregon Cup - Road. Nathan Hobson, obra.org

May 22: Belle District Criterium

Nampa, ID. 1.1-km spectator-oriented course with long straightaways and fast left- and right-hand turns. Team Dobbiaco, teamdobbiaco.com

May 22: OBRA TTT

TBA, OR. Jim Fisher, 541-990-8979, obra.org

May 22: Riverbend Criterium

Spokane, WA. Fast, flat, ovalish crit course. Most of the course is non-technical, but for one sharp 90-degree corner which requires concentration to find a good line. Open to all men and women, all masters. Part of Inland Road Race Series. Team Forza Veloce, spokanerocketvelo.com

May 28: Bend Don't Brake

Bend, OR. Relatively flat, well-paved 9.9-mile circuit with a few rolling hills and a fast, sprint finish. Number of laps varies according to category. Open to all categories, no separate Junior race. First race 9am. Part of Norm Babcock Cat 4 Women's Series. Amanda Atwill, 415-652-1484, freshairsports.com

May 28: Eastern Wash. Senior Games

Walla Walla, WA. 50+ Master bike racing events for men and women. No racing experience needed. 2 TTs, 1 RR, 1 crit. After event dinner and entertainment for nominal fee. Charles Stanger, 509-520-2288, nwc@pocketinet.com

May 28: Garden Creek Gap RR

Pocatello, ID. Idaho RR Championships. 25-mile lap with 3-mile climb through Garden Creek Gap, 5-9% grade. 11-mile downhill followed with flats. Finish is flat and straight, most likely windy. UT/ID challenge. Sam Krieg, Idaho Cycling Enthusiasts, 208-233-0951, idahocycling.com

May 28-30: Human Power Challenge

Portland, OR. Presented at PIR. Open to all types of HPV (recumbent or upright). Several disciplines: RR, TT, Drag Racing, Auto Cross, 200m, short track. Social activities & exhibits. Oregon Human Powered Vehicles, 12212 SE 13th St, ohpv.org

May 28-29: Lewis & Clark Ultra 12/24

Hockinson, WA. 12- or 24-hour TT through the Gorge, Mt St Helens and Wind River. Those who log the most miles wins. Rolling hills loop is 140 miles long with 5,700' of climbing. Start 6am at the Hockinson Middle School. Men, women, tandem and relay categories. Glenn Johnson, 360-718-0173, lacultra.com

May 28: Pebble Creek HC

Inkom, ID. Start at Inkom Elementary school. David Hachey, Idaho Cycling Enthusiasts, 208-251-4737, idahocycling.com

May 28-30: Pro Road & TT Championships

Greenville, SC. usacycling.org
Roseburg, OR. Douglas County Fairground. 0.5-mile course with one tight turn & one slight hill. Start 4pm with kids race. All categories, tandem, no separate Junior race. Sal Collura, 541-747-3336, obra.org

May 28-29: Victoria Cycling Grand Prix

ROAD CALENDAR

Jun 5: BC Masters Series #8

Cobble Hill, BC. 65km rolling course. Start at Bench School. See race series for details. Larry Pommen, 250-652-5815, bcmasterscycling.net

Jun 5: Cheney-Rock Lake RR

Cheney, WA. From downtown Cheney ride south onto an epic 73-mile loop through the classic rolling hills of the scablands and Palouse country. Mix of wide open farm country, Palouse rollers, and usually southwesterly wind. No sustained climbs, but several 200-400' rollers make this a challenging course for all levels of riders. Part of Inland Road Race Series. Spokane Rocket Velo Cycling Team, 509-868-8604, spokanerocketvelo.com

Jun 5: Tenino ITT State Championships

Tenino, WA. Mostly flat with a couple of rolling hills on twisty windy roads. Start 9am at Tenino City Park. Open to all. Master 50+ scored in 5-year brackets. Tandem category. Part of WSBA BARR. Erik Anderson, ssvr.weebly.com

Jun 5: Vanport Kermesse

Portland, OR. Doug Moak, 503-998-4481, obra.org

Jun 6: McBeth Hill Climb

Eugene, OR. hutcheseugene.com

Jun 10-12: Capital Stage Race

Olympia, WA. New. 3 days, 4 stages - Friday RR, Saturday - TT & criterium, Sunday RR. Pre-reg. mandatory. Scenic routes in Olympia, Thurston County, Grays Harbor County, and Lewis County. Erik Anderson, capitalstagerace.weebly.com

Jun 11-12: Great Northern Stage Race

Whitefish, MT. 2-day, 3-stage event consisting of a Downtown crit, TT up Big Mountain and challenging circuit race with approx 500' of elevation per lap. Located 4 hrs from Spokane. Rob Hagler, 406-899-1670, fvbr.wordpress.com

Jun 12: BC Masters Series #9

Mission, BC. 3K 10% HC and rolling circuit. See race series for details. Goeff Oram, bcmasterscycling.net

Jun 12: Cirque du Cycling Criterium

Portland, OR. Family ride 1:30pm. Racing at 5pm with Cat 3 followed at 6pm by Pro 1/2. Course between N. Shaver & N. Vermont St. Elongated figure 8 course provide 2-way racing. \$5,000. Good Sport Promotion, 503-502-9880, cyclingcircus.com

Jun 12: OBRA TT Championships

Peoria, OR. Part of Norm Babcock Cat 4 Women's Series. Steve Holland, 360-600-2702, obra.org

Jun 12: TNA Westside Cycling Classic

Vancouver, BC. Start at W 10th and Sasamat, going counterclockwise around Pacific Spirit Regional Park near UBC. 10.5km loop completely closed to traffic. 7-12 laps depending on category. Open to Junior to Master C. BC Cancer Foundation fundraiser. BC Championship Junior/Senior. Wedgewood Cycling Team, teamwedgewood.com

Jun 13: McBeth Hill Climb

Eugene, OR. hutcheseugene.com

Jun 14-27: Race Across America (RAAM)

Oceanside, CA. The world's toughest bicycle race. RAAM, raceacrossamerica.org

Jun 15-19: Race Across the West

Oceanside, CA. From Oceanside to Durango, CO. RAAM, 720-425-7903, raceacrossamerica.org

TOURING

MAY

May 1: May Day Metric **BAW**

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 & Orling Food Bank. Supported rest stops every 25 miles. Phil Meyer, Phil's South Side Cyclery / Tailwind, 253-661-3903, maydaymetric.net

May 1: Monster Cookie Metric Century

Salem, OR. 35th annual. 62-mile route goes over back roads from State Capitol Mall, through Keizer, and on to Champeog State Park and back. Snacks, fruit, and refreshments served at rest stops. Larry Miles, Salem Bicycle Club, 503-580-5927, salembicycleclub.org

May 1: Rhody Bike Tour **BAW**

Port Townsend, WA. 32-, 45-, 55- and 62-mile routes & 12-mile family trail ride. Longest routes on East Jefferson County's rural roads. Few hills on the Half Metric Century, family ride is flat and on the Larry Scott Trail. Start/finish at Haines Place Park and Ride. Mary Toews, Port Townsend Bicycle Association, 360-301-4384, pibikes.org

May 6-8: Fleche Pacificque

Harrison Hot Springs, BC. Teams of 3-5 compete to cover the most distance in 24 hours. Routes are designed by teams and must be at least 360km. Entry deadline 4/21. Patrick Wright, BC Randonneurs, randonneurs.bc.ca

May 7: Lewis County Historical Bicycle Ride

Chehalis, WA. 29th annual. Start in Stan Hedwall Park. 4 country routes to choose from: 20, 48, 70 and 100 miles, small rolling hills. SAG, mechanical support, rest stops. Mazie Schlickeiser, Chehalis/Centralia Optimists, 360-262-9647, LCHR. CycleLewisCounty.org

May 7-8: Oregon Coast 600

Forest Grove, OR. No support along this route. Riders must exercise the randonneuring ethos of self-sufficiency. Rolling terrain and fantastic roads. 600km. Susan France, Oregon Randonneurs, 503-679-5126, orrandonneurs.org

May 7: RACC - Ride Around Clark County **BAW** **BAVA**

Vancouver, WA. 4 beautiful and challenging ride options (18-, 34-, 65- & 100-miles) through scenic Clark County. 4 rest stops. Ride starts at your

convenience between 6:30-9am at Clark College. Dennis Funk, Vancouver Bicycle Club, vbc-usa.com/

May 7-Oct 25: Remember the Wounded Ride

Salem, OR. An 8,165 trek across the US that starts in Salem to raise awareness and support for combat wounded veterans. On May 7 the ride starts at Outer Rim Bike Shop for a celebration before the ride rolls on. Join him along the way. Scot King, rememberthewoundedride.com

May 7: Skagit Spring Classic **BAW**

Burlington, WA. 25-, 40-, 65- and 100-mile routes through scenic northern Skagit and southern Whatcom Counties. Food stops, post-ride meal, pint glass if pre-registered. Start 7am from Bayview Elementary School. Jamie Wells, Skagit Bicycle Club, 360-421-2126, skagitspringclassic.org

May 11: Bike-A-Roo Breakfast Ride

Bend, OR. Meet at Sunnyside shop for coffee and Great Harvest treats, followed by a 25-mile season kick-off road ride. \$5 for breakfast and the ride. Susan Bonacker, Sunnyside Sports, 541-382-8018, sunnysidesports.com

May 11: Wheel to Heal **B**

Coquitlam, BC. 10, 40 or 80km fundraising ride benefitting Eagle Ridge Hospital Foundation. Start in Town Centre Park. Eagle Ridge Hospital Foundation, 604-469-3128, wheeltoheal.ca

May 13-15: Robb's Ride

Grand Forks, BC. 3 days of fun and social riding. Day 1: Grand Forks to Northern WA and Osoyoos. Day 2: Osoyoos to Grand Forks. Day 3: local roads. Luggage transport and minimal support. Grand Forks Cycling Club, 250-442-0421, grandforkscyclingclub.com

May 14: 300km Brevet

Southern Interior, BC. Start 7am. BC Randonneurs, randonneurs.bc.ca

May 14-15: 400km Randonneur Brevet

Seattle, WA. Start 5am. Self-supported ACP brevet. Mark U. Thomas, Seattle Int'l Randonneurs, 206-612-4700, seattlerando.org

May 14: Camano Climb

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

May 14: Highway to Hell

Victoria, BC. 400km brevet starts in Victoria and heads north on Vancouver Island through many island communities following the eastern shore of the Salish Sea. At Union Bay (200 km) the route returns to Victoria. Jim Fidler, BC Randonneurs, 250-479-8858, randonneurs.bc.ca

May 14: Le Grand Tour de Pece

Fort St John, BC. 400km brevet. Wim Kok, BC Randonneurs, 250-785-4589, randonneurs.bc.ca

May 14: Prineville 400

Prineville, OR. 400km ACP brevet. John Henry Maurice, Oregon Randonneurs, orrandonneurs.org

May 14: Rupert Century Bike Ride

Rupert, ID. 33-mile scenic loop starting from the Rupert Square. Takes you through country roads on an out-and-back to Walcott State Park. Benefit ride, 9 am. Alice Shenk, runnerschenk@gmail.com

May 15: Lilac Century & Family Ride **BAW**

Spokane, WA. 15-, 25-, 50-, 66- or 100-mile rides. 15 & 25 for less experienced riders mostly on the Centennial Trail. Start at Spokane Falls Community College. Fully supported, potato feed & live music at finish. Optional 5km run and duathlon. Jim Schindler, Spokane's Aurora Northwest Rotary Club, 509-499-7770, northdivision.com

May 15-22: Tour de California Race Epic

Sacramento, CA. Intermediate to advanced 8-day ride averaging 70 miles per day. Ride the actual course of the Tour de California pro race. Bicycle Adventure, 800-443-6060, bicycleadventures.com

May 18: Bike to Work Day

Various. National Bike to Work Day is a good day to start commuting. Check with local bike clubs for events in your region. League of American Bicyclists, bikeleague.org

May 18: Ride of Silence

Various. Cyclists worldwide take to the roads in a silent procession to honor cyclists killed or injured while riding on public roadways. See event website for location near you. Start 7pm. rideofsilence.org

May 19-23: Eastern Washington Tour #1

Chelan, WA. 4-day, 295-mile loop. Beautiful quiet roads, lush valleys, challenging climbs up several mountain passes. Ralph & Carol Nussbaum, Cascade Bicycle Club, 206-612-4700, cascade.org

May 20-23: Okanagan BC Wine Tour

Okanagan Falls, BC. 4 days, 3 nights to explore, taste & experience new, exciting wineries in N. America. This area is a vacation and riding paradise. Fully supported. Must be 21. Registration deadline May 1. Ryan Griffith, Spokane Parks and Recreation, 509-625-6246, spokaneparks.org

May 21-24: 1000km Brevet

TBC, BC. Eric Fergusson, BC Randonneurs, 604-733-6657, randonneurs.bc.ca

May 21: 400km Brevet

TBC, BC. BC Randonneurs, randonneurs.bc.ca

May 21: Blazing Pedals Fun Bike Ride **B**

Maupin, OR. A great ride in the rural areas around Maupin. 20, 40, 65 and 82 miles, each with progressively more climbing. 40- and 84-mile loops include 8 miles along the Deschutes River. Fully supported. Fundraiser for Juniper Flat Rural Fire PD. Lynn Harris, 541-328-6291, juniperflatrffpd.com

May 21: 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 & socks 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 21: Group Health Inland Empire Century **B** **BAW**

Richland, WA. Century with 25-, 50-, and 75-mile route options. Century goes west to Benton City, up Webber Canyon Road to Prosser, and back to Richland. Host hotel: Red Lion. Mitch Cunningham, Kiwanis Clubs of The Columbia and Tri-Cities Industry, 509-586-6836, inlandempirecentury.org

May 21: High Tide Ride **B**

Anacortes, WA. Fully supported, beautiful ride on Fidalgo Island with breathtaking views of the Skagit flats and San Juan Islands. 25, 50 or 75 miles begin/end at the Anacortes Waterfront Festival at 8am. 5-mile family ride. Liz Jenkins, North Islands Young Life, 360-941-1091, sites.younglife.org/sites/northislands/default.aspx

May 21: Reach the Beach

Portland, OR. 28, 55, 80 or 104 miles through Oregon wine country, forests & little-known towns to a breathtaking finish point at Pacific City. Start locations: Portland, Salem, Amity or Grand Ronde. Fundraising \$100 min. American Lung Assoc. of OR, 503-459-4508, reachthebeach.org

May 21: Seattle Tour de Cure **B**

Redmond, WA. Ride to raise money to cure diabetes. 25, 45, 70 and 10 miles on scenic and challenging routes. 15-mile family ride on trail system. Start/end at Marymoor Park. Food, music, beer garden & more. Kimberly Patterson, American Diabetes Assoc. of WA, 206-282-4616, main.diabetes.org/seattletourdecure

May 21: TriCities 400

Tri-Cities, WA. 400km ACP. Paul Whitney, Oregon Randonneurs, orrandonneurs.org

May 22: CrimeStoppers Canyon for a Day **B**

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

May 22: Munchen Haus Bike Ride

Leavenworth, WA. 50, 75 and 100 miles with aid station every 25 miles. Check in at the Munchen Haus between 8-9am. First 100 riders receive a cycling cap. Free post-ride beverage. Proceeds benefit Cancer Research Lab. Ivan Crossland, Platypus Sports, 509-662-2066, munchenhausbikeride.com

May 22: Your Canyon For A Day **B**

Yakima, WA. A 35-mile round trip ride through the scenic Yakima River Canyon. Follow the Yakima River up a gentle grade with few hills. The highway will be closed to thru traffic. A perfect ride for the whole family. 509-248-9980, crimestoppersyakco.org

May 27-30: Century Ride of the Centuries (CROC) **B**

Pendleton, OR. Ride 3 centuries in 3 days (almost). Enjoy low-traffic roads of eastern Oregon by day and explore historic Pendleton by night. Multiple route & distance options each day. Pendleton on Wheels Bike Club, cyclependleton.com

May 27-30: Columbia Gorge Explorer

Vancouver, WA. Self-supported 4-day bike camping tour of Columbia River Gorge. 55-65 miles/day. Some hills. No SAG. 2 night camp spaces \$10/person. Limit 38. Low-cost intro to bike camping. Jim O'Horo, Vancouver Bicycle Club, 360-449-0804, johoro@pcezc.com

May 28: 400km Brevet

Southern Interior, BC. Start 6pm. BC Randonneurs, randonneurs.bc.ca

May 28: 600km Brevet

Victoria, BC. Start 10pm. BC Randonneurs, randonneurs.bc.ca

May 28: Dash Race for the Kids **B**

Prosser, WA. 10-, 20-, 50- & 100-mile rides, wine tasting, BBQ, silent auction, kids events and running race. Stage at Prosser Wine & Food Park. Benefits The Make the Dash Count Foundation. Geoff Moore, 509-788-0008, makethedashcount.org

May 28-29: Foothills Randonnee

Fort St. John, BC. 600km brevet. Wim Kok, BC Randonneurs, 250-785-4589, randonneurs.bc.ca

May 28: Gig Harbor Street Scramble **B**

Gig Harbor, WA. How many of the 30 checkpoints marked on a map can you find in 90 or 180 minutes? Solo or team, fun way to explore the city. Meridian Geographics, 206-291-8250, streetscramble.com

May 28: Ryder Hesjedal's Tour de Victoria

Victoria, BC. For cyclists of all ages and abilities, 3 distances: 35km, 90km, and 140km. Course showcases the best of Victoria's roads - scenic waterfront, quiet rural roads, and challenging climbs through majestic rainforest. Come train with Ryder as he prepares for the 2011 Tour de France. Limit 1,500. Seamus McGrath, 250-590-6325, tourdevictoria.com

May 28: Umpqua Ultimate Bike Ride

Sutherlin, OR. Choose from lightly traveled, scenic routes of 20, 46, or 65 miles. Umpqua Valley's best biking country. Cross an historic bridge, see century farms, pass vineyards, and ride along the famed Umpqua River. Fully supported with lasagna and beer. Scott Cameron, Purple Foot Gang, 541-440-3012, purplefootgang.com

May 29: Davis Phinney Parkinson's Benefit Ride

Redmond, WA. Known as the Glenn Erikson Parkinson Ride, this unique benefit ride offers 3 distances that will appeal to racers and recreational riders. Benefits Davis Phinney Foundation. Glen Erickson, Erickson Cycles & Byrnelvent Cycling Team, glennbike@comcast.net

May 29-Jun 4: Land of Enchantment **B**

Albuquerque, NM. Ride the Turquoise Trail through the historic mining towns beneath the Sandia Mountains, the High Road to Taos, and the legendary Enchanted Circle. Bicycle Adventures, 800-443-6060, bicycleadventures.com

May 29: Okanagan Shuswap Century Ride **B**

Armstrong, BC. Choice of 14, 56 & 100km. Spectacular scenery, quiet roads, fun & friendly atmosphere. Start & finish at Memorial Park. Online registration only. Limit 400 riders. Darrel Graves, COBRA/Olympia Cycle, 250-768-3809, oscr.ca

May 29: Southside Ride

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

May 30: 7 Hills of Kirkland

Kirkland, WA. Renowned for its scenic and challenging routes (40, 60, or 100 miles), great food, support, and hills! Staged at Kirkland Marina Park. Proceeds support KITH's work to assist Eastside families facing homelessness. Ruth Mar, KITH Cares!, 425-576-9531 x 106, 7hillskirkland.org

JUNE

Jun 2-6: Eastern Washington Tour #2

Chelan, WA. See May 19-23 listing for details. Cascade Bicycle Club, 206-612-4700, cascade.org

Jun 4: 3 Rivers Race Against Domestic Violence **B**

La Grande, OR. 69- 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. T-shirt and BBQ included. Mary Ellen La Berge, 541-377-3175, 3riversrace.com

Jun 4-5: 600km Randonneur Brevet

Seattle, WA. Start 5am. ACP brevet. Mark U. Thomas, Seattle Int'l Randonneurs, 206-612-4700, seattlerando.org

Jun 4: Apple Century Ride **B**

Wenatchee, WA. 24th Annual. New route. Start at Walla Walla Point Park, and wind through the orchards and vineyards of Monitor, Cashmere, Dryden and Peshastin en route to Leavenworth. 50 and 100 miles, fully supported. Matt, Wenatchee Sunrise Rotary, 509-663-1112, applebikeride.com

Jun 4: Chafe 150

Sandpoint, ID. 4th annual. Starts/finishes on the shores of Lake Pend Oreille. The route winds into Montana through lush river valleys of the Cabinet Mountains. It's the premier Idaho-Montana bike ride. The distance is challenging but elevations are modest, with no mountain passes. There is also the 1/2 Chafe 80-mile option. Geraldine Lewis, Panhandle Alliance for Education, 208-290-7148, chafe150.org

Jun 4: Life Cycle Bremerton **B** **BAW**

Bremerton, WA. Choose the ride for you: Easy 3-mile "Ride with the Mayor," 10- to 30-mile options or 100-mile challenge. Kids (ages 5-12) enjoy a bike rodeo at Evergreen Park from 10am-2pm. Raffle & after ride cook-out. Benefits the American Red Cross in West Puget Sound. Janet Heath, American Red Cross West Sound Service Center, 360-478-7681, westsoundredcross.org

Jun 4: Marilyn Jensen Memorial Bicycle Rides **B**

Weston, OR. 2 free rides: 8-mile family ride out-and-back flat course, 37-mile road course. Secondary roads are paved, lots of rollers. Well supported. Held in conjunction with the annual Umatilla County Pioneer Reunion. Start/finish at Elliott Memorial Park. Honors fallen rider. Gary Jensen, Family of Marilyn Jensen, 541-566-3915, gri@bmi.net

Jun 4-5: MS Bike Tour - Fraser Valley Grape Escape

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. Jason Hulbert, MS Society of Canada, 604-602-3221, mssociety.ca

Jun 4: Pioneer Century

Canby, OR. Experience the beauty of the Cascade foothills and the bucolic farmland of the Champeog region. 32-, 45-, 55-, 77-, 100-mile routes. Exceptional rest stops, lunch, SAG support. Each loop begins/ ends at the Clackamas Fairgrounds in Canby. Portland Wheelmen Touring Club, 503-775-8300, pwtvc.com

Jun 4: Swan Century & Family Fun Ride **B**

Sedro Woolley, WA. Scenic ride in beautiful and flat Skagit Valley. Travels along Skagit River to Puget Sound. Century, metric century and family 13-mile ride. Fully supported. Benefits provide small loans to women in Bolivia. Terry Gifford, Serving Women Across Nations (SWAN), 360-941-3782, swancentury.org

Jun 4-5: Tour de Hood

Hood River, OR. 2 days of riding in the most breathtaking, diverse terrain. Day 1: 50 miles through the Columbia River Gorge. Day 2: Single lane forest service roads into Mt. Hood National

Forest. Watch the pros race that same course. Kendra Wenzel, Orange Cat Events LLC / Mt Hood Classic, 541-912-9792, tourdehoodride.com

Jun 4: Wheels to Meals **B**

Puyallup, WA. 6th annual ride through Puyallup Valley and surrounding area. 10-, 20-, 32-, 56- or 75-mile course. Min fundraising \$100. Start WSU-Puyallup campus. Numerous rest stops and finish line festival. Proceeds support emergency food programs in Pierce County. Kevin Glackin-Coley, 253 383-5048 ext. 102, foodconnection.org

Jun 5: Fort2Fort Ride **B**

Port Townsend, WA. Hilly & challenging metric century on lightly traveled roads to Fort Flagler. Family-friendly 17-mile ride follows quiet streets to Larry Scott Trail. 35-mile loop from Fort Worden to Old Fort Townsend and back. Benefits the Friends of Fort Worden State Park. Rick Sepler, The Friends of Fort Worden State Park, fort2fortride.org

Jun 5: Peninsula Metric Century **BAW**

Southworth & Gig Harbor, WA. Challenging ride on scenic Kitsap Peninsula. Waterfront views, rural countryside, rolling hills. 40-, 62- or 100-mile route. Two start locations, Southworth Ferry Dock & Gig Harbor. SAG, rest stops, dessert at finish line. Secretary, Tacoma Wheelmen's Bicycle Club, 253-815-9061, twbvc.org

Jun 5-6: Walla Walla Wine Tour

Walla Walla, WA. Great wines, wonderful riding, beautiful scenery. Stay at historic Marcus Whitman Hotel. Support vehicle, guides, two meals, one night lodging. Must be 21. Registration deadline May 22. Ryan Griffith, Spokane Parks and Recreation, 509-625-6200, spokaneparks.org

Jun 8: Ride2Survive

Kelowna,

CALENDAR

Jun 17-20: 1000 Brevet & Second Chance 400-600
Monroe, WA. 1000km, 600km and 400km brevets available. Mark U. Thomas, Seattle Int'l Randonneurs, 206-612-4700, seattletrando.org

Jun 18-21: 1000km Brevet
Vancouver, BC. Start 6am. Eric Fergusson, BC Randonneurs, 604-733-6657, randonneurs.bc.ca

Jun 18: Ann Weatherill Cycling Classic **EA**
Walla Walla, WA. 6th annual. 30-, 60- & 100-mile options. Ride, wine & dine in the road riding capital of WA. Fully supported with end of ride party. Register at active.com. Stay an extra day and ride the "4000 in 50" century. Charles Stanger, Wheatland Wheelers CC, 509-520-2288, wheatlandwheelers.com

Jun 18-26: Fueller Center Bike Adventure
Kellogg, ID. Join in this transamerican ride and cover the remaining 13 states, averaging 75 miles/day and including six build days. Do it all or join in for a day, or one of the last 8 segments. Fuller Center for Housing, 229-924-2900, fullercenter.org

Jun 18-20: Hare & Tortoise 1000km
Victoria, BC. Experienced randonneurs only! Self-supported, Victoria to Port Hardy and back. All paved roads. Scenic and hilly route. 75-hour limit. Riders receive route sheet & control card. ACP brevet. Lee Ringham, BC Randonneurs, 250-729-4943, randonneurs.bc.ca/schedule/sch_main.html

Jun 18: I Made the Grade
Clarkston, WA. 18-mile ride along the Snake River and up the Old Spiral Highway to the top of the Lewiston Hill - 2000' gain in altitude. Event for all riders. Chris Moore, 208-743-1516, clarkstonpres.pcsa.ca/IMTG/index.html

Jun 18: Jay Anderson Tour of Marsh Valley
Pocatello, ID. 15th annual. Fully supported 25-, 60- or 100-mile tour, with 3 feed stations, winds through the beautiful Marsh Valley in southeast Idaho. In memory of Jay Anderson. Mike Collaer, Idaho Cycling Enthusiasts, 208-681-0919, idahocycling.com

Jun 18: Petal Pedal
Silverton, OR. Tour the Willamette Valley riding the less-traveled road. Options: 30, 60 and 100 miles. Start/finish at the Oregon Gardens, the beneficiary of the event. Good Sport Promotions, petalpedal.com

Jun 18: Ride 2 Survive
Kelowna, BC. 1-day epic 400km ride over 2 mountain passes to raise funds for Canadian Cancer Society. Leaves Kelowna at 3:30am, arrives in Delta before 10pm. Pedal 15 hrs, climb 12000' under police escort. Min donation required. Fully supported. Vicki Kunzli, Team Coastal Cycling Club, 604-590-8340, ride2survive.ca

Jun 18: Ride for Two Rivers **EA**
Sisters, OR. 21-mile family friendly route, and longer 51 miles for more serious cyclists from Black Butte Ranch, through Sisters and up McKenzie Pass and back. Fully supported. Proceeds support stewardship & restoration efforts on the Metolius River and Whychus Creek. Lisa Leonard, National Forest Foundation, nationalforests.org

Jun 18-19: Ride to Conquer Cancer
Vancouver, BC. Route out of metropolitan Vancouver as urban landscape gives way to broad, lush valleys and rolling farmlands. Day 2 leads you through inspiring and breathtaking views of distant mountains in coniferous forests. Minimum fundraising required. Benefits BC Cancer Foundation. BC Cancer Foundation, 888-771-2453, conquercancer.ca

Jun 18: Rock and Ride **EA**
Quincy, WA. 10, 30, 70 & 100 miles on country roads through the Quincy Valley. The routes are flat to rolling hills with one 4-mile climb that can be

bypassed. Lunch is supplied after the ride. Non-profit ride. Dan Robinson, Quincy Valley Chamber of Commerce, 509-398-1236, quincyvalley.org

Jun 18: Run, Walk or Ride for Habitat **EA**
McMinnville, OR. 5, 10, 14 & 27 miles in Yamhill Valley foothills. Shorter distances for walk and run. Start at the Duniway Middle School. Support McMinnville Area Habitat for Humanity. Becky, 503-472-9637, rwr.machabitat.org

Jun 18: The Great Owyhee Ride
Ontario, OR. Scenic century ride through rural Oregon, winds from Ontario, OR, up to base of Owyhee Dam. 50-mile option available. All proceeds benefit Southeast Oregon Regional Food Bank. Peter Lawson, Southeast Oregon Regional Food Bank, 541-889-9206, oregonfoodbank.org

Jun 18: Tour de Blast **EA**
Toutle, WA. Ride Mt. St. Helens blast zone! Most spectacular scenery on a bicycle tour anywhere. Ride up and back down a state highway to the flanks of Mt. St. Helens. 3 distances: 57, 87 and 135km. Buz Ketcham, Longview Rotary, 360-673-6356, tourdeblast.com

Jun 18: Tour de Fronds **EA**
Powers, OR. Tentative. 7 ride options (30, 32, 62, 66, 70, 80 & 140 miles) with variable elevation up to 10,000' over coast range between Powers to Glendale. Start from either direction. Follows low-traffic BLM and FS roads. The Umpqua Velo Club, Cities of Glendale and Powers, 541-496-4833, tourdefronds.com

Jun 18-25: Willamette Valley Cruise
Oregon City, OR. Ride down the east side of the Willamette Valley to Corvallis and return north on the west side of the valley. Ralph & Carol Nussbaum, Cascade Bicycle Club, 206-612-4700, cascade.org

Jun 19: 4000 in 50 Century
Walla Walla, WA. Revival of our classic one-day after the Ann Ride (June 18). Unsupported. 4,000' of elevation gain. Great 20-mile descent. \$5 fee support our club. Day of registration only. Charles Stanger, Wheatland Wheelers CC, 509-520-2288, wheatlandwheelers.com

Jun 19-25: Cycle Around the Peninsula and San Juans - CAPS
Seattle, WA. Starting in Seattle, visit Sedro-Woolley, Friday Harbor, Port Angeles and Montesano. Travel along the Sound in the shadow of the Cascade Mountains. Jared Tilleit, Jared's Bike Tours, jaredsbiketours.com

Jun 19: Journey Home Ride
Woodinville, WA. Ride from Woodinville to Vancouver in one-day. Last year's ride was in memory of Michael Meier to help fund the development an education and early cancer detection program. journehomebc.blogspot.com

Jun 19: Loreen Miller Bike Ride **EA**
Mead, WA. Start at Mt. Spokane High School for 12-, 25-, 50-, or 100-mile ride. 3-mile family ride & 5km walk/run. 100-mile route traverses the beautiful Peone Prairie and Greenbluff, and travels north to Elk with beautiful views of Mt. Spokane. Includes T-shirt, breakfast, and lunch. Nikki Rabey, Cancer Patient Care, 509-456-0446, cancerpatientcare.org

Jun 19-27: Northwestern Tour
Astoria, OR. Astoria, OR to Boise, ID. 630 miles, fully supported. Bill Lannon, America By Bicycle, 888-797-7057, abbike.com

Jun 19-26: San Juan Islands - Victoria **EA**
Seattle, WA. Experience many of the best features of the Pacific Northwest, San Juan Islands and Victoria. Other dates available. Bicycle Adventures, 800-443-6060, bicycleadventures.com

Jun 20-Aug 6: Big Ride Across America
Seattle, WA. 3,300-mile supported ride to Washington, DC. 40 riding days averaging 85 miles per. Experience the mountains and river valleys,

prairies and farmlands and ridges and rail trails. Raise funds and awareness for ALAW critical research, education and advocacy programs. Bridgett Herzog, American Lung Assoc. of WA, 206-441-5100, bigride.org

Jun 23: Jackson's Ride the Gorge **EA**
Hood River, OR. Family flat 25-, in addition to the 50- and 100-mile rides. Fully supported and gourmet dinner with free beer and live music at the finish. Ride starts/ends at the Western Antique Aeroplane & Automobile Museum. Tour Columbia Gorge to benefit NW Sarcoma Foundation and Children's Cancer Association. Good Sport Promotions, 503-459-4508, jacksonsridethegorge.org

Jun 24-26: Yakima Valley Wine Tour
Yakima, WA. Enjoy 3-day wine tour through Yakima Valley. Gear (and wine) transport provided. 2 nights lodging in country inns, SAG, 7 meals, guides. Registration by 5/24. Ryan Griffith, Spokane Parks and Recreation, 509-625-6246, spokaneparks.org

Jun 25: Blue Cruise Idaho - Meridian **EA**
Meridian, ID. Charity ride for all levels. 15, 30, 50 & 100 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 development of the Boise Greenbelt. Peter Wood, Blue Cross of Idaho Foundation for Health, 866-482-2252, bluecruiseidaho.com

Jun 25: Cannonball
Seattle, WA. 275 miles with approx. 10km of climbing. Timed event. Start 3am on MLK Way at I-90 bike path. Support vehicle allowed. Duane Wright, Redmond Cycling Club, 206-523-7404, redmondcyclingclub.org

Jun 25: Chelan Century Challenge **EA**
Chelan, WA. 3 loops (30 to 40 miles each) combine challenging hills with captivating scenery. Each loop climbs 2,500'+ for a total of 8,606' of elevation gain. Ride 1 or 2 for shorter distances. Optional timed hill climb up McNeil Canyon (2nd loop) and Chelan Butte (3rd loop). Lester Cooper, Lake Chelan Rotary Club, 509-682-4699, chelancenturychallenge.com

Jun 25: Cycle de Vine **EA**
Chelan, WA. 35-mile ride through breathtaking scenery, visiting some of Chelan Valley's preeminent wineries. Selected wineries host rest stops. Each rider receives a card punch by each winery visited. Once completed, get tickets for 2 glasses of wine at the venue(s) of your choice. Lester Cooper, Lake Chelan Rotary Club, 509-682-4699, chelancycledevine.com

Jun 25: Freedom Ride **EA**
Clatskanie, OR. A 25-miler through the historic scenic back roads of Clatskanie, Ore. 8-mile family ride. Food, booths, parade and music all day! Starts 8am. Kris Lillich, Clatskanie Heritage Days, 503-369-6502, clatskaniedays.com/bike.html

Jun 25: Key Bank Cycle Challenge **EA**
Salem, OR. Fully-supported tour of the Willamette Valley, starts at Willamette Mission State Park. 31-, 62-mile route or family fun ride & walk. Benefits the Boys & Girls Club of Salem, Marion & Polk Counties. Every mile, every dollar makes a difference in the life of a child. Kari Roberts, Boys and Girls Club of Salem, 503-581-7383, bgc-salem.org/cycle.

Jun 25-26: Mazama 2011
Marblemount, WA. Cycle 75 miles on North Cascade Hwy climbing 6,800' over Rainy and Washington Passes to Mazama. Return next day with only 4800'. 150 miles/11,600' climbing. Redmond Cycling Club, redmondcyclingclub.org

Jun 25: Mountain Lakes Challenge
Ashland, OR. Three challenging routes in the southern Oregon Cascades. Go for 58 miles (5,000' elevation gain), 100 miles (7,100') or the new "Double Trouble" 135 miles (10,000'). Scenic lightly traveled roads. Coffee before, killer food during

and dessert after. Charles Whitaker, Siskiyou Velo Bicycling Club, mountainlakeschallenge.com

Jun 25: Mt. Adams Country Bicycle Tour **EA**
Trout Lake, WA. 11.5-mile family ride, 51-mile Glenwood-Bz-Trout Lake loop, 54-mile Trout Lake loop. 105-mile loop combo. Backcountry paved roads, fully supported, bento feed at finish. Benefits Trout Lake School. Rick Allen, 509-395-0024, troutlakewashington.com

Jun 25: Nanaimo Populaire
Nanaimo, BC. 100km open to all. Lee Ringham, BC Randonneurs, 250-729-4943, randonneurs.bc.ca/schedule/sch_main.html

Jun 25: RATPOD
Dillon, MT. 1 day, 130 miles with 5,500' of climbing to benefit Camp Make-A-Dream, a cost-free medically supervised camp program for children, teens, young adults and families affected by cancer. Limit 650 riders. Jennifer Benton, Camp Make-A-Dream, 406-549-5987, ratpod.org

Jun 25: Victoria Gran Fondo
Victoria, BC. 260km epic ride around beautiful southern Vancouver Island. Starts in Victoria north to Duncan and Lake Cowichan, west to Port Renfrew, south to Sooke and back to Victoria. Rest stops, 2 meals, SAG and shuttle if needed. David Sudbury, 250-389-6177, victoriagramfondo.com

Jun 26: Bite the Bullet
Culdesac, ID. We may return to the race format from Culdesac to Winchester this year or stay with the day tour concept. Either way you climb the old Winchester Grade. Race would be 16 miles while the day tour is closer to 70. Corrie Rosetti, Twin Rivers Cyclists, twinriverscyclists.org

Jun 26: Mukilteo Classic **EA**
Mukilteo, WA. Community ride. 8-mile family ride, 28- & 40-mile options with amazing views. Follows bike lanes & trails. Begin/end at Mukilteo's City Hall. Fun for all, great support & food stops. Start 7am. Kay Peterson, Quality Fitness & City of Mukilteo, 425-347-5191, qualityfitnessmukilteo.com

Jun 26: Tour de Pierce **EA**
Puyallup, WA. 20th annual. 12-, 30- & 50-mile routes for all levels of riders. Start at fairgrounds. Well-marked course, maps & descriptions, rest stops, SAG. Easy, flat 12-mile course, challenging and variable 50-mile route option. Cara Cross, Pierce County Parks Department, 253-798-4177, piercecountywa.org/parks

Jun 26: Two County Double Metric Century **EA**
Olympia, WA. Supported. Starts at Millersylvania State Park and passes through Rochester, Littlerock, Vador & Boistfort. 5 loops (20, 35, 70, 85 & 126 miles) to choose from. Great warm-up ride for the STP. Capital Bicycling Club, capitalbicycleclub.org

TRACK

WEEKLY SERIES

MONDAY

MVA Monday

June 6-August 29
Redmond, WA. Men 4, Juniors alternating with Open Madison, TT, Sprint Mania. Start 7pm. Rental bikes available. USA Cycling license or a one-day license required. Canceled if raining. Free spectators admission. 206-957-4555, velodrome.org

TUESDAY

Masters Juniors Track

June 7-August 30
Portland, OR. Track racing for Junior and Masters only. Schedule changes weekly. No race on 6/28. Robert Huff, 503-621-8896, obra.org

WEDNESDAY

MVA Wednesday Night

June 1-September 7
Redmond, WA. Marymoor Velodrome. Women/Men Cat 4 and Masters (35+). Start 7:30pm. USA Cycling license or one-day license required. Cost: \$15. Bike rental available: \$10/night. Free spectators admission. See website for nightly program. 206-957-4555, velodrome.org

THURSDAY

Alpenrose Thursday Series

May 5-September 1
Portland, OR. Alpenrose Velodrome. Event schedule posted on website a few days before each race night. No race on 6/23. Charles Warner, 360-624-1801, obra.org

MVA Thursday

May 5-August 25
Redmond, WA. Marymoor Velodrome. Provides a racing opportunity to newcomers coming out of the adult track classes. Men Cat 5 and Women Cat 4. Program determined nightly. Must have racing license and be an MVA member. Hyun Lee, 206-957-4555, velodrome.org

FRIDAY

Fast Twitch Fridays

May 6-August 26
Portland, OR. Match sprinting for Cat 1-4. Separate omnium racing for beginner men and women. Registration 5pm, racing 6:30pm. Presented at Alpenrose Velodrome. No racing 7/1, 8, 15 or 8/5. Jen Featheringill, 503-227-4439, bike-central.com

Friday Night Racing

June 3-September 9
Redmond, WA. Marymoor Velodrome. Racing Men 1/2, Men 3, Women 1/3. Spectators \$5, under 16 free. USA Cycling license required. Kiddie kilo (2-12 years old) on 1st and 3rd Friday of each month starting in June. Start 7:30pm. See website for evening program. Hyun Lee, 206-957-4555, velodrome.org

TRACK

MAY

May 7: 5th Annual Eric Kautzky Memorial Race

Portland, OR. Alpenrose Velodrome. Proceeds benefit the Eric Kautzky Memorial Scholarship Fund at Tigard High School. Race the first omniums and points races of the season. Categories: Juniors, Women 4, Masters Women 40+, Women 1/2/3, Men 5, Men 4, Men 3, Men 1/2, Masters Men 50+, Masters Men 40+, Kiddie Kilo. Canceled if raining. Darel Provencher, 503-657-0568, teamrosecity.org

JUNE

Jun 11: Alpenrose Heartbreaker

Portland, OR. Full day of racing with events for all skill levels and a women's only Madison. Cash and merchandise. Program includes Points Races, Keirins, Madisons. Steven Beardley, 503-317-5836, obra.org

Jun 19: Blue Ribbon Race

Portland, OR. Phil Sanders, 503-649-4632, phil@bbcbike.com

Jun 20-25: Alpenrose Six-Day

Portland, OR. The only outdoor 6-day race in North America. Full program of exciting racing, including Madison events. See website for schedule. Mike Murray, 503-661-5874, obra.org

MARKETPLACE

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TRIVIA ANSWERS

Trivia answers from page 2

- A1. Dutchman Servais Knaven in 2001. Although a past champion, Paris-Roubaix was only his eleventh career victory. Prior to Knaven, two domestiques triumphed twice in a row, Belgian Dirk DeMol in 1988, and his countryman, Jean Marie Wampers, in 1989.
- A2. The aforementioned Dutchman Servais Knaven (from 1995 to 2010) and Belgian Raymond Impanis (1947 to 1963), with the magic number being sixteen, curiously it is also the record for Tour de France finishes.
- A3. Italian legend, and one of the few to defeat Eddy Merckx head to head, Felice Gimondi, in 1966. Gimondi went on to win the World title, all three Grand Tours, and all of the Monuments except Flanders.
- A4. Italian Francesco Moser (he won his consecutively), Belgians Rik Van Looy, Eddy Merckx, Johan Museeuw, and Tom Boonen.
- A5. 2007, when Aussie Stuart O'Grady triumphed over Spaniard Flecha and German Steffan Wesseman, and in 2004 when Sweden's Magnus Backstedt won in front of Dutchman Tristan Hoffman and Brit Roger Hammond.

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Nice Wheels

By MAYNARD HERSHON

Bob turned the sign to CLOSED and clicked off the outside light. He went back to the bench and the bike stand and the half-trued wheel. "Last one out of here as usual," he thought, turning the wheel a quarter-turn each way, not yet touching it with the tool.

He liked working after closing, without noise or distractions or people waiting for their stuff. He liked knowing he could think about whatever he wanted and could take his time, no clock ticking.

He heard tapping at the door, and saw that it was Eric and motioned him to come in. "Not locked," he mouthed, nodding and making door-opening movements.

Eric came in looking puzzled. He had a Campagnolo box tucked under his arm. Hubs, maybe.

"I was rooting around in the dumpster for an old rim to stretch a sew-up on, and look what I found," Eric said.

He handed Bob a Chorus hubset — it had "9-sp, 32H" scrawled on the top in black marker in Bob's writing — and one of the shop's pricetags stuck on the end. Eric shook his head, wearily waved goodnight and left.

Unwilling to believe what he saw, Bob stared at the box. He looked up at the shelf where the hubs should've been, and by golly they weren't there. No. Until a moment ago, they were in the dumpster.

"Only someone working for me would leave this box in the dumpster after sneaking it out

of the store. Anyone else would've taken these hubs right home. An employee might leave them out there, then come back after closing, after midnight maybe, and grab them when no one would see," he reasoned.

If someone found them out there, it could be an accident: "Why, they must've fallen into the wastebasket by mistake, and ended up in the dumpster with the rest of the junk. Sure lucky you found them."

"Jeez," Bob said out loud, "someone's taking stuff from the shop."

"Whoever did this wouldn't leave this box out there longer than they had to," he thought, "must've been someone who worked today."

Imagining one of his guys stealing, and having to play detective to figure out who it was made Bob tired. "I don't wanna do this," he thought. "I sell the guy's stuff, 10% over cost. If they can't pay now, they pay little-by-little out of their checks. If they need to borrow something of mine, they know they just have to ask. If they need my help, whatever it is, they just have to ask. Especially if they're riding their bikes a lot, riding every day or training and racing, I'll do about anything to help."

Still, here was serious evidence that one of his guys was stealing.

Bob opened the box and took out the rear hub. He turned the axle and felt the grease-slowed smoothness of the bearings, spun the cassette body and listened to the pawls ratchet inside.

He pulled his Sutherland's Manual down from the shelf above the bench and leafed

through it, found the pages he wanted and did some arithmetic in pencil inside the lid of the Campy box.

He bent down to boxes under the bench and counted out butted stainless spokes in three lengths, dunked the threaded ends into a bottle of spoke prep. He tamped the wet ends on a rag and spread the spokes out on the bench to dry.

He scooped a handful of nipples out of another box, found two 32-hole Mavic aero clincher rims and unwrapped them, laying them gently on the bench. He laced spokes onto both of the Campy hubs, threaded the spokes into the holes in the rims and screwed on the nipples a few turns.

Once, while he was mindlessly starting nipples onto spokes, he found himself wondering who the hell had taken the hubs. He made himself stop thinking like that and went on building up the wheels.

He took the customer's wheel out of the stand and hung it on a hook. He chucked the newly laced front wheel into the stand and took his time making it fine, tight and true. He took it out of the stand and squeezed the spokes together. He put the wheel on the floor to stress it out, and then put it back in the stand and touched it up. Just right.

He got a Velox cotton rim strip and a Phillips screwdriver. He put the Phillips through the valve hole in the tape and the valve hole in the rim, and then stretched the tape around the rim tight and straight.

He dusted the rim strip with talc, found two lightweight tubes and two light folding road clinchers. He sprinkled talc on the tube, put one of the tubes and one of the tires on the rim. He put in 40psi with a floor pump, checked the bead, and ran it up to 100.

He built the rear wheel in the same methodical way, installed the other rim strip, tube and tire and put in 110psi worth of air. He found a 12-23 Campy cogset, lightly greased the cassette body, slipped the cogs and spacers on and tightened the locknut.

"Nice wheels," he said, and they were.

He cinched the customer's wheel back into the stand so he'd remember to work on it first thing the next morning. He turned off the fluorescents above the shop and rechecked that the back door was locked. He got his jacket and tidied up the bench, turned out lights, turned on other lights, walked to the front door and set

the alarm.

Carrying the fine new wheels out with him, he turned to lock the door within the seconds the alarm allowed. He peered through the glass past the PowerBar sticker and the Oakley sticker and the GT sticker and saw that all was just as it should be.

As he passed the dumpster on the way to his old truck, he lifted the lid and gently put the wheels inside. As he lowered the lid, glare from a streetlight glinted off one of the hubs. "Nice wheels," he thought, and they were.

Nice wheels.



FEATURE

Scot King is Riding to Remember

By DARREN DENCKLAU

Scot King is a man on a mission, one that shouldn't come as a surprise. Beginning in Salem, Ore., on May 7, the former U.S. Marine and Portland resident is planning on riding his bike to the steps of every state capitol building in the lower 48.

His assignment: to boost awareness and raise funds for Afghanistan and Iraq's combat-wounded veterans through an organization he founded, Remember the Wounded.

The cause doesn't stop there, however, as King sees this as an opportunity to personally thank those who have given time and part of their lives to serve their country.

Remember the Wounded was conceived in September of 2009, when, as King recalls, "I lost my job and instead of being upset about this change in my life, I decided to look into how I could help others." He served in the Marines from 1986 to 1990, getting out shortly before the first Gulf War broke out. Seeing how our military personnel are so easily forgotten in today's current political and economic climate, his aim is to help those who have physically and mentally lost so much, and who still need our support long after they return from war.

"We [Remember the Wounded] want to help our combat wounded veterans through giving to organizations that have a hands-on approach with our most critically injured... from

all branches of the military. We want to make sure that families get the help they need from financial assistance, food ... and the basics that are needed when the families are away from home," he explains.

King belongs to the Order of the Elks, an organization that dedicates a lot of its resources

to assist those who have served; in fact, many of its members are also veterans. He plans on using this connection to garner support and attention before arriving at each

capital. Raising one million dollars is the ultimate fundraising goal and much of it will go to Operation Military Embrace, a Texas-based charity that supports veterans and their families at San Antonio Military Medical Facility by providing services to wounded veterans from across the nation.

He expects to gain momentum by getting ample media coverage as he gets further east, mostly by going to VFW halls, Elks lodges, and being featured on local radio and television stations in addition to newspaper and magazine exposure. Visiting wounded veterans at multiple gatherings in each state will hopefully create more interest in the cause and bring in more money. That said, King emphatically states, "I want to be transparent with the money I raise. It is all going to the veterans and their families."

King originally intended to start the ride in June of 2010, but realized that he needed more

time to get ready for such a large endeavor; he also wanted to make sure it was done right. The extra year helped him plan, gather more sponsors and, of course, dedicate more time to riding his bike in preparation.

During the journey he aims on being completely self-contained. He is planning to camp and prepare his own meals most of the time and realizes that he will be riding many of the miles by himself. To accomplish this he will be pulling a trailer and sporting front and rear panniers as well as a handlebar bag to carry everything he will need.

When asked why he chose to ride a bike instead of getting around by automobile or flying in planes, he replied, "I believe when people can see the effort that is being put in by bicycling, it will earn their respect. Also, by driving a van or car I would use up funds that can help many veterans. I do not see the fuel prices coming down any time soon."

This year he plans on visiting the capitals of Oregon, Washington, Idaho, Montana, Utah, Colorado, Wyoming and 25 other states before reaching Washington, DC. After his stopover at the nation's capital he will head home to

Portland in late October. King intends on resuming his mission in May of 2012, beginning where he left off in DC then riding to all of the remaining statehouses not visited in 2011. He aims on making it back to Salem — a total distance of roughly 20,000 miles — late next year.

Finding sponsors to aid him on his mission was no easy task. He quickly realized that companies are solicited on a daily basis

and through this he developed "thick skin" to handle rejections. However, the businesses that are supporting him, such as Fuji, Castelli and Portland's Outer Rim bike shop, are very supportive and firmly believe in his cause.

King invites citizens to ride with him on any leg of the journey. He especially wants Northwestern residents to gather with him on launch day and readily encourages anyone, especially children, to participate, as an important component of his quest is to teach children the value and respect our veterans deserve.

To celebrate and kick off his mission, meet King along with veterans and other riders at 8 a.m. on Saturday, May 7, at the state capitol building in Salem. The group will ride 55 miles to Portland, then to Olympia the following two days. He insists the group will travel at a leisurely pace — as military infantrymen say, "No one gets left behind."

You can keep up with his progress, find schedules and route maps, and check out the blog, which he plans on updating frequently, by visiting rememberthewoundedride.com. To contact King's team of supporters email rememberthewoundedride@yahoo.com



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