



CROSS CRUSADE GOES BEYOND THE BIKE

Autumn is recess time! For most cyclists the racing season is over. Now it's time to go have some serious fun in the mud, and cyclocross events are just what everyone needs when the rain starts falling. *Photo courtesy of Dave Roth*

BY KATIE HAWKINS

One state's crappy weather is 1,000 racers' gold. The Pacific Northwest is infamous for its wet seasons that seemingly last year-round. Clouds, rain, and mud — to some it's only good for one thing: cyclocross. That's probably why Portland's Cross Crusade is the nation's premier 'cross series. Or it could be the music, beer, free food, prizes and all around great time.

Cyclocross is one of the most popular racing disciplines in competitive cycling. In the early 1900s, European road racers recognized that riding on rough terrain during the winter could keep them in shape during the off-season, and soon it became a season of racing all its own.

The first national championships were held in France in 1902. Belgium (1910), Switzerland (1912), Luxembourg (1923), Spain (1929) and Italy (1930) were soon to follow. The first competitions were more like what a cross-country mountain bike race is today, consisting of leaving one point, crossing fields, forests, hills and rivers, and eventually the finish line.

Cyclocross slowly developed in popularity, and promoters began to search for shorter courses in order to facilitate spectators. These were usually in cities where obstacles became long sections of stairs, gardens and small fences similar to what is utilized today. The first World Cyclocross Championship was presented in Paris in 1950. In the 1960s, the sport made its way to the U.S. as a somewhat underground phenomenon in Seattle and Portland, New England, Northern California

and Colorado. Recently, it has become bigger than ever.

Over the years, the sport has undergone many changes and the International Cycling Union (UCI) began to standardize racecourses. Now, typical short circuits vary from 2.5km to 3.5km. The courses run through both paved and gravel roads, country and forest paths, and have obstacles that may or may not require riders to dismount and carry their bikes on their shoulders. Each course is 80 to 90 percent rideable with up to four natural and/or artificial obstacles. Short 30- to 60-minute races are a great way to extend the cycling season and a fun way to train.

Today, some of the top professional cyclocross riders, such as Portland's Sue Butler (Hudz/Subaru) and Bend's Ryan Trebon (Felt Bicycles), can sometimes be seen at Cross Crusade races. But Rick Potestio, founder of Cross Crusade, and director Brad Ross emphasize that the reason Cross Crusade is the most popular series is because it is not exclusive to elite racers. In fact, their goal is to get anyone and everyone to try the sport.

"Cross Crusade is the most attended cyclocross series because of the way we recast it as an event that attracts newcomers to the world of cycling," explains Potestio, who took over in 1990 when it was formerly known as "First Mud," a mere three-race elite series. By 1993 he and his team changed the name and revamped it to include categories for all abilities. It grew from between 70 to 100 participants its first year to averaging 1,150 people per race.

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HEALTH

Yoga for Cyclists

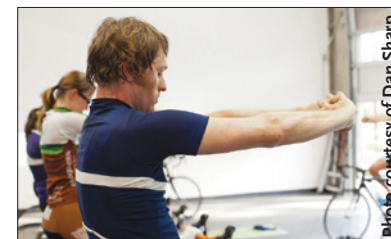
BY JULIE WESTLIN-NAIGUS

Three years ago I found the love of my life. Her name was "Black Stallion" and she was the best and worst thing that had ever happened to me. She was a matte black Specialized Allez road bike, and from the moment I sat on that saddle, I never wanted to get off.

Most cyclists probably remember their first road bike and the exuberance and freedom felt out on the open road. Never in their right mind did they think about riding 5,000 miles in one year or finishing centuries and perhaps even riding until they almost cried. But in the end that is what tends to happen, and the

beauty of it all is seeing results that cannot help but make you want more.

However, the one thing that cyclists tend to not be proud or even conscious of is their tight hips, the pain in their lower backs, the lack of upper



Get rid of those tight muscles and increase your flexibility. *Photo courtesy of Dan Sharp*

body strength, or the multiple injuries throughout their bodies. What us cyclists tend to forget is that we are not invincible; we are slowly destroying our bodies and causing irreversible damage on the inside even though, on the outside, we look and feel strong.

For the last five years, I have been working with athletes who push themselves to the limit and are constantly

SEE "YOGA" ON PAGE 6

CLOTHING

What Not to Wear: Dressing for a Fall Century

Weather makes gear selection a key decision on rides

BY GARY MEDLEY

In the Pacific Northwest, autumn announces crisp mornings, sunny afternoons, and a color palate unmatched by other seasons. Few cyclists would argue that fall is one of the best times of the year, as it typically stretches toward Halloween, and October riding can offer ideal cycling weather. Sure, our famous drizzles descend on occasion, but the mild temps make for enjoyable outings.

Moreover, opportunities to take part in organized rides are plentiful: centuries, gran fondos, tours, club rides, etc. — all beckon. Centuries, of course, have become the most popular long-distance format for recreational riders, presenting an endurance test as well as the chance to mix it up with participants of all abilities. Tucking into a 20-mph paceline can be a challenge worth taking. And if you drift off the back to enjoy a slower pace, well, no one's the wiser.

That said, whether you're hammering in an impromptu peloton or casually pedaling with your family, the clothes you wear can make the difference between an enjoyable ride or a frigid, soggy sojourn. Fall cycling, with its clammy climbs and wind-chilled descents, presents a mind- (and potentially finger- and toe-) numbing range of temperatures.

Considering autumn's schizophrenic forecasts, then, what's the best combination of gear to wear on a century? One word trumps all: flexibility. Chose an ensemble that can be adjusted, removed or added to meet the conditions. Sure, you could tow a Burley with a closet-full of gear, but that isn't practical. Better to bring the fewest — and lightest — pieces of clothing as possible that can handle variable conditions.

Ed Dalton, president of Showers Pass, the Portland-based maker of rain

SEE "FALL CLOTHING" ON PAGE 3



BIKE MS

Riding in tandem on a long distance ride, literally.

PG 4



MOUNTAIN BIKE

Carve those corners like a pro and pull away from your friends.

PG 7



MAYNARD

He was ready for RAGBRAI (part of it) but the train got in the way.

PG 11

Ergon PC2 Pedals

BY DARREN DENCKLAU

Ergon, the makers of all things ergonomic, recently released a new flat pedal called the PC2. They are designed to fit the natural curvature near the balls of the feet, allowing for better power transfer and comfort. We received a pair to try out and I put them on the office bike, a Breezer Up-town 8. So far I'm impressed.

The pedals are unique in both design and aesthetics, featuring a lightweight composite constructed body, narrow axle (bringing feet closer to the crank arms), contoured platform, reflectors, and 3M-SafetyWalk™ tape for grip.

From the moment my feet hit the PC2s I noticed a difference. The wide platform and concave shape cradled my soft-soled shoes and made for a pleasant ride. They are super comfy and the raised inside lip combined with the close proximity to the crank arms help keep feet in the sweet spot.

Having lived in Central America for two years, I often rode my bike barefoot — after my “Americanized” soft soles became hardened from the simple life, of course. As I was riding

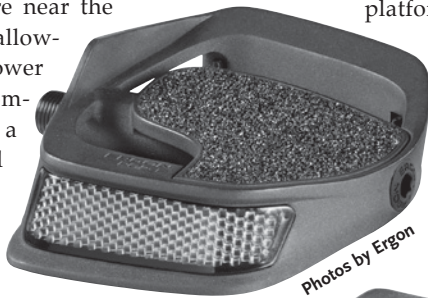
I suddenly had a thought, “I bet these would be sweet sans shoes.” That said, I ditched “mis zapatos” and cruised my way through south Seattle. I was right, the PC2s are that comfortable — unlike most flat pedals that use the platforms’ perimeter to create traction with intermittent lugs or “spikes.”

I did notice their low clearance — since the PC2 platforms are so wide, I recommend keeping the inside pedal up when taking tight corners to avoid bottoming out. Also, a 8mm hex wrench is needed to install and remove them — a 15mm pedal wrench will not work, a trade-off to having the pedals sit closer to the cranks.

Overall, I enjoy the PC2s. Like Ergon’s line of grips, they make the contact points pleasant, thereby increasing the chances of enjoying a longer ride. And if these pedals help accomplish that, it is really all that matters.

Other staff members of *Bicycle Paper* have commented on how much they enjoyed the pedals as well. So far they have held up nicely, although I honestly haven’t had a significant amount of time on them. I look forward to testing their durability and getting out of the office more to do so.

MSRP is \$69.99 and they come in sizes small and large. Visit www.ergon-bike.com for more information.



Photos by Ergon



Nokomis Jacket and Pants

BY DARREN DENCKLAU

I hate to say it, but it’s true. The dreaded changing of the seasons is nigh and soon it will be back to long sleeves, pants and wet weather gear. Luckily, there are tons of options to keep one dry during the inescapable moisture laden fall and winter months. O2 Rainwear™ sent me a set of their Nokomis jacket and pants this past spring when I had ample opportunity to test them out.

Developed by Rainshield, Inc., located in Minneapolis, Minn., O2 was originally created to help cyclists withstand the area’s well-known harsh winter conditions. The Nokomis pant and jacket are made of waterproof, lightweight and breathable brushed rip-stop nylon with taped internal seams, sealed zippers and elastic cuffs. It’s the extra features of this clothing line that set it apart from others.

The jacket has detachable sleeves that provide options on not-so-wet or balmy days. Three snaps and two zippers help convert it from hardcore rain gear into a well-ventilated vest. An ample-sized single back pocket offers lots of room for items such as arm warmers, keys, cell phone and wallet. Right below the pocket there’s a

sewn in hook for attaching a rear flasher, too.

The collar comes up high, keeping moisture off the neck, and is soft on the inside to prevent chafing. Additionally, the back pocket turns inside out, allowing users to store the sleeves (which are just one piece of material — bolero style) or pack the jacket into itself. Two Velcro straps inside the pocket allow you to secure it on either the seatpost or top tube instead of carrying it.

The pants are made of the same material as the jacket and have a looser fit to accommodate for regular clothing being worn underneath — great when you’re caught off guard.

The elastic bands on the cuffs keep them from riding up the leg as well. Moisture beaded up on them when in the rain. I did not test the pants nearly as much as the jacket, but I believe they are of the same quality.

The Nokomis gear has held up well and met my expectations, although the zippers that detach the sleeves became hung up on occasion. It kept me warm, dry and looking stylish — as stylish as raingear can be. The reflective strips on the jacket are nice too, especially since I went with black on both garments.

MSRP for the jacket (colors come in black or yellow) is \$189.95, and \$89.95 for the pants (black only). For more details visit o2rainwear.com.



Photos by O2 Rainwear

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TRIVIA

Bicycle Trivia

BY DAVE CAMPBELL

While the Fall Classics and the Vuelta are all intriguing, for many of cycling’s best one-day riders, they are merely tune-ups as they focus ahead on the World Championships...

The Race for the Rainbow

- Q1. There are only two Americans who have won three medals in World Road Championships. Can you name them?
- Q2. Thor Hushvold of Norway, the reigning World Champion, is coming off an incredible run of Tour de France success and would love to defend his rainbow jersey. Only five riders in history have won back-to-back titles. Can you name them?
- Q3. One of the favorites for the World title is another Norwegian, who also won two Tour stages this year, Edvald Boasson Hagan. Although just 24 years old, “Eddy Boss Hog” would be far from the youngest Worlds winner should he triumph. Who is the youngest ever World Champion?
- Q4. With three-time World Champion Oscar Friere and also top Worlds performers Alejandro Valverde, Igor Astorloa, and Sammy Sanchez, Spain has become a major force in the World Championship road race in recent years. Who was the first-ever Spanish road race champion? *Hint: It wasn’t that long ago.*
- Q5. The Italians are quite fond of the rainbow jersey, and in 2002 Mario Cipollini brought it back to Italy for the first time in ten years. Paolo Bettini then proceeded to win it in 2006 and 2007, and Alessandro Ballan claimed the title in 2008 to swell national pride. A defense of the title by a different rider from the defending nation is actually quite a rare occurrence. Prior to Ballan, when was the last repeat by a different rider from the same nation at the World Road Championships?

Answers on page 11

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 and health teacher and cross-country coach in Newport, Ore.

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"FALL CLOTHING" FROM PAGE 1

gear, knows all about riding in the Northwest. His aptly named company offers a host of rain gear for commuters, racers and riders.

"Yes, riding in the fall is a challenge," Dalton explains. "You never know what's going to happen. And nothing takes the fun out of a ride, particularly a long one like a century, than not having the right gear. This is the premise that goes into the apparel we design."

When planning for a typical fall tour, say the Harvest Century in Hillsboro, Ore., on October 8 (touted as the last organized ride of the year), you can count on temperatures ranging from 50 degrees to maybe high 60s, with a chance of rain. Here are some helpful suggestions on what to wear.

A Jacket for All Trades

The most important piece in your weather defeating arsenal is a lightweight, packable jacket that offers both wind and rain protection. You might only wear it the first few miles, only to need it later when that rain squall moves through. Gear that offers rain protection will block the wind as well. It should be packable and light, too, so it will wad up into a small package that fits in your jersey pocket. (You could also go "Euro" and carry your jacket in a water bottle with the top cutoff — de rigueur for gran fondo riders in Italy.)

Showers Pass makes two jackets that are ideal for autumn centuries, the Elite Pro and the Pro Tech. The Elite Pro weighs a mere 8 ounces with a sleek, contoured fit. It uses Elite™ Fabric, both waterproof and highly breathable. In addition, adjustable ventilating cuffs, water-resistant zippered core vents, asymmetrical front zipper and a rear exhaust vent allows maximum breathability. And finally, it can be scrunched into a tidy package for storage.

Even lighter is the Showers Pass Pro Tech. It weighs only 5.5 ounces, constructed with a nifty transparent stretch membrane that allows race numbers and kits to show through. The fabric is both windproof and waterproof-breathable, and packs down into a very small pocket-sized bundle. For milder days with just a chance of precipitation, this or something similar would be an excellent choice.

Shorts and Knickers

Fall riding can usually be done in summer weight Lycra or mountain bike shorts. Choose shorts that you know fit you well and are comfortable over the long haul — because 100

miles is a long haul. If the temperature is too chilly for exposed knees, you have two choices, a pair of knickers or knee warmers. For days that are likely to remain cold, bibknickers are the way to go. However, if a warmer afternoon arrives, knee warmers can be removed, but you do have to carry them home.

Knickers are particularly popular in the Northwest (only the coldest winter days require tights). Most cycling apparel companies offer them. One brand that combines made-in-Italy style and surprisingly affordable pricing is Nalini. They offer the Bacchiglione Bibknickers, with an anatomical fit, proven ECP pad, and anti-abrasion fabric on the crotch. It is rated for temperatures between 54-64 degrees. Nalini also offers women's knickers, sans bibs, called the Sopka, which utilizes a female-specific pad, a non-squeezing waistband, and slightly colder temperature rating of 43-54 degrees.

Tops and Jerseys

For a fall ride, deciding on what to envelope your torso with is straightforward: baselayer and a jersey. The big decision is long-sleeve or short-sleeve jersey with arm warmers. If you are convinced the temperatures will remain brisk, the long-sleeve option is the way to go. But the short-sleeve arm warmer combo provides the same adjust-on-the-fly flexibility as shorts and knee warmers do. For example, on a long climb, with your body temp rising as fast as your heart rate, arm warmers can be pushed down over your wrists. This delivers instant cooling. Sadly, it has no affect on your pulse.



Showers Pass Pro Tech jacket.
Photo by Showers Pass

A number of apparel makers offer jerseys with removable sleeves that convert into a vest. Nalini adds an interesting wrinkle: Its Vomano jersey uses a "quick-bust" zipper that removes long sleeves with a simple tug — and underneath is a short-sleeve jersey.

If no rain is forecast, you could leave the jacket at home, then start off with a jersey, arm warmers and a lightweight packable vest — which can also be used on cold descents.

Hands and Feet

Those who ride in fall and winter know one indisputable fact: If your hands and feet are warm, your entire body is warm. Unless it is guaranteed to be cold and wet, you'll probably want to carry both long-finger and short-finger gloves. If it promises to rain all day, bring two pairs of long-finger gloves, waterproof, of

course, as they will inevitably get soaked, and a dry backup pair will save the day.

Keeping your feet warm and dry is important, too. Wool socks are a must, as they provide warmth even when wet. To keep the cold and moisture out of your shoes, there are three options. For dry, medium temperature rides with no rain, go with toe covers, which block air from flying into the mesh toe box, adding unexpected warmth. These things really do work. Next up are full booties that wrap the entire shoe and ankle, warding off wind and water. They are a pain to put on, but if you expect a deluge, you have little choice. Some companies offer lightweight shoe covers — like you see the Pro riders use during a time trial. They will fend off some moisture and block the wind, and they make your shoes more aerodynamic — always important on recreational rides!

The Head

As anyone who has taken a class on hiking or skiing knows, much of your body temperature in cold conditions can escape through your head. So, what to wear under your ANSI/Snell-approved helmet? The simplest option is the standard short-billed cycling cap. It provides warmth and the bill can flip up and down, keeping moisture off your glasses. If it is really cold, a skullcap with ear flaps can keep your noggin toasty, but perhaps too toasty during a climb, and there is no neb to block the rain.

One item bests all for its flexibility. The Buff is a lightweight, stretchy fabric tube, measuring 20 x 9 inches. It can be used in a variety of ways: a simple head wrap, balaclava, neck warmer, ear warmer — you name it. They come in a wild array of colors and designs. You can get them at REI or online, I highly recommended them.

Non-cyclists laugh at the plethora of gear that overcrowds our closets. But few sports dish up such a variety of weather conditions and ever-changing temperatures and windchill, and fall is the most challenging. Rebecca Miller, event director for the Harvest Century, knows this all too well.

"This will be our ninth Harvest Century," she explained, "And we've probably had every possible weather occurrence ... Last year it drizzled for most of the event, which could have dampened the fun. But it didn't. Most riders had the appropriate gear and had a great time. The right apparel made the difference."

Comfortable fall riding is all about preparation and flexibility. The above tips can help you make the most of your autumn century experience.

For more information on the products and event mentioned, visit showerspass.com, albabici.com, buffusa.com, and harvestcentury.org.

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Riding for Remission, Collecting for a Cure

By KATIE HAWKINS

On September 10 and 11, Sharon Dodge, along with her 17-year-old son and her 12-year-old twin girls, will join 2,000 cyclists on a ride along the scenic figure-eight courses of the National Multiple Sclerosis Society (NMSS), Greater Northwest Chapter's Bike MS Ride and fundraiser. They will cross the lovely Deception Pass Bridge, take in the picturesque views along Chuckanut Drive, and experience the peace of the forests and farms of Mount Vernon, Wash.

During the tour, there will be a time when Sharon Dodge's body will tire. Her breath will become harder and harder to catch, and her legs will feel more pain with every push of the pedals. Just when she thinks she can't go on, her head will drop, and she will see a bandana tied around her handlebars. Written on it is her father's name, and it will give her the strength to push forward and cross the finish line.

Sharon Dodge has multiple sclerosis — a disease to which her father, Walt Rogers, a former Navy A-4Skyhawk and American Airlines pilot, lost his fight at the young age of 48. This time, her father isn't the only one who is missing. Her husband, or "wingman," is in Afghanistan, and for the first time in five years he will not be riding beside her during the event. But she can take comfort in knowing that, across the world, Navy Commander Bill Dodge will be on a bike at exactly the same time. Just like her father, he is with her in spirit.

"[The weekend of the ride] is always emotional for me, and this year will be even more so," says Sharon.

In the U.S., someone is diagnosed with MS every hour. It is an unpredictable disease that affects the central nervous system, which interrupts the flow of information between the brain and the body. Symptoms range from numbness and tingling to blindness, and even paralysis. In other words, it stops people from moving.

There are four different types of MS:

* Relapsing-Remitting — clearly defined exacerbations (episodes of acute worsening of neurologic function) followed by partial or complete recovery periods and are free from disease progression. This is the most common form of the disease.

* Primary-Progressive — a slow but continuous worsening of the disease, with no distinct relapses and remissions. There may be minor improvements.

* Secondary-Progressive — an initial period of relapsing-remitting MS, followed by a steady worsening of the disease with or without occasional exacerbations. About half of those who start out with relapsing-remitting are diagnosed with secondary-progressive within 10 to 20 years of the initial diagnosis.

* Progressive-Relapsing — a steadily worsening disease from the onset with subsequent acute exacerbations, with or without recovery.

The Pacific Northwest has, for unknown reasons, more people diagnosed with the disease. Data shows that MS occurs with much greater frequency in higher latitudes (above 40°) away from the equator. For example, Washington state lies between the 46° and 49° parallel and has an estimated prevalence rate of 180/100,000 persons. States closer to the equator, such as Florida

and Texas, have an estimated prevalence rate of 68/100,000 persons. Researchers are currently studying the role of Vitamin D, environmental factors and genetic predisposition.

Although MS is not directly inherited, studies indicate that genetic factors may make certain individuals susceptible to the disease. Unlike her father who suffered from primary-progressive MS, Sharon was diagnosed with relapsing-remitting MS in 1996. She struggles most with fatigue. She is an active person, which helps, but has learned to understand her limits.

"During last year's Bike MS Ride, I got into an accident because I attempted to push too hard," she remembers. It was raining hard



Some of the members of Team Navy during last year's ride.

on the second day of the event, but her crew, Team Navy, wanted to continue through it. They rode up to the Burlington Northern train tracks, which were extremely slippery because of the rain. "My front tire slipped, and people say they saw my helmet bounce off of the rail. I was unconscious for seven minutes and had to go to the hospital. After that, I learned to listen to my body."

According to Maureen Manley, a pro-cyclist who has been riding for 20 years with MS, this is the most important thing to do if you are cycling with the disease (see sidebar).

400,000 people in the U.S. and 2.5 million worldwide are affected by the condition, and so far, a cure has not been found. However, fundraisers like the Bike MS Ride brings a remedy one step closer to becoming a reality.

"A friend of ours gave a prayer last year before we started, reminding everyone how powerful a group can be when they join together for a cause," says Dodge. Team Navy fluxes between 20 to 25 participants annually, and since their first tour in 2006, has continued to grab the highest pledge average award per cyclist. Excluding this season's pledges, they have brought in over \$200,000. In order to be eligible to ride in Bike MS, participants must raise a minimum of \$250; to join Team Navy, members are required to secure at least \$1,000.

Their contributions have certainly made a difference. In 2010 the Washington Bike MS Ride garnered \$1.5 million. The goal this year is \$1.75 million and \$2.12 million Chapter-wide to support more than 12,000 people with MS and 72,000 others affected, including family, friends and caregivers throughout Alaska, Montana, and Washington. The Chapter, which expanded a year ago to include Alaska and Montana, now holds three Bike MS Rides annually, one in Billings, Mont. (Aug. 27-28) and another in Girdwood, Alaska (Sept. 10-11), in addition to the Washington event.

"Coming together [with Alaska and Montana] allows us to pool our resources and offer better access to our programs and services, whether in a rural area or a metropolitan city," explains Rosanna Snyder, communications manager for the Greater Northwest Chapter. "We strive to give everyone the same experience no matter where they are."

During the last 65 years, the NMSS has been at the core of virtually every major breakthrough in treating and understanding the disease. Since the society's founding in 1946, it has contributed more than \$721 million to advance research. Approximately 66 percent of its revenue comes from special events like the Bike MS Rides, and that money has funded innovative research that has helped accelerate the development of new disease modifying therapies to slow the affliction's progression.

"Money raised now will go toward research that will help to stop disease activity and prevent further progression, restore all function that has already been lost to nervous system damage and to end MS forever by finding a cure," says Snyder. The goal of the national research initiative launched this year is to raise \$250 million by the end of 2015.

To get there, some serious fundraising must be done, and those participating in the Bike MS Ride are ready to contribute. The event includes individual riders and teams. But why bicycling events?

First of all, cycling is an excellent way to exercise for those who have MS. Maureen Manley explains that it helps with proprioception and improving balance, as well as with the nervous system. But it isn't just the health benefits of the sport that gets people excited about joining.

"Cycling reaches those who are disconnected from MS. It has an appeal because it is a challenge," comments Snyder on the combined 150-mile ride. "People can train and prepare, and when they come they meet and hear the personal stories of those with the disease. They walk away feeling connected, and they keep coming back. That is why we have amazing growth. People start as individual riders, come back forming teams, and the teams keep growing."

Some groups have more than 100 riders. Several corporate companies put together squads for team building and camaraderie, as well as to make a difference. Though donations are always accepted, some may want to actively fundraise online.

"There are a lot of reasons to get involved — whether it is to boost company morale, or to ride for a loved one," says Snyder. "People walk away understanding the prevalence of MS in our region, and they feel like they helped."

People can even participate as virtual riders if they aren't able to physically be there. Virtual riders, just like their active counterparts, still register, are given their own personal fundraising page, and if they choose, can join in by riding a stationary bike or cycling at the same time as the event but in a different location.

Bill Dodge will be doing just that at Camp Phoenix, a NATO/Joint base near Kabul in eastern Afghanistan.

"The base doesn't have enough space to ride, so I'll be using a stationary bike," says Commander Dodge. Because of the 11-and-a-half hour time difference, he will be pedaling from 7:30 p.m. to midnight, accompanied with a

bandana to remind him of his wife back home. He will also be raising money for the event on the military base, and even doing some recruiting.

"My good friend has a sister with MS. He doesn't know it yet, but he is riding with me," jokes Dodge, who will return from his one-year unaccompanied tour in January. But even though he laughs, he seriously admits that he will be missing home.

"There is no place better to ride than the Pacific Northwest," says Dodge. And of course, it is difficult to be away from his family. "The separation is hard. I'm hoping this will be the last time I leave."

Sharon Dodge also hopes that she will be the final member in her family who will have to cope with this disease: "I really want to be sure that my kids do not sit in a neurologist's office and hear, 'You have MS, you have the same disease your mother had.' It's not a good thing to go through. I want to spare them that."

It is fundraisers like the Bike MS Ride that help bring researchers closer to a cure and to prevent this conversation.

On event day, the first wave begins at 7:30 a.m. and the course will close at 5 p.m. The organization provides six full meals, generous amenities, stocked rest stops, and festivities with music and a beer garden at the end of the day. Everyone is welcome to come support the riders. Registration is open until Friday at 8 p.m. on site, and pledges are collected until a month after the ride has concluded. For more information, visit bikewas.nationalmssociety.org.

Biking with MS

ADVICE FROM MAUREEN MANLEY

The number one thing you must do when cycling with MS is to listen to your body. This is a key factor that should be taken into account when following the points below:

- **Safety.** The first thing you should ask yourself is how well you can balance. MS often affects proprioception. Get the right bike for you — whether it be a mountain bike because the wheels are thicker, or a recumbent bike with three wheels.
 - **Set Goals.** Start small by riding on a safe trail. Next, set some goals for yourself in terms of time spent on the bike or distance, and work your way up. If you exhaust yourself right away, you won't want to get back out there. Success builds off of success. Take note of how long it takes you to recover after a ride. This will let you know if you are ready to speed up or increase mileage.
 - **Keep yourself cool.** Humidity can lock in heat and raise core temperature, which is difficult for those with MS. Use ice packs on your neck during water breaks, pour water over your head — whatever you need to do to cool down. Also, try to exercise in the morning when it's cooler outside.
 - **Take time to recover.** After an exacerbation (or what Manley calls an "MS Smackdown"), take a few days off. When you feel ready to get back out there, ride slowly and for shorter distances. Manley admits that it usually takes her about 3 to 4 weeks to get back up to speed.
- In motivational speeches, Manley discusses what she believes is "The Path of a Champion": Act, Reflect, Adjust, and Act Again. Tune into your body, recognize your limits, and you will improve with time.

Bikes vs. Cars: Traffic Riding Safety

By KATIE HAWKINS

We are currently at war, but not the type that first comes to mind. These days it seems that two- and four-wheeled commuters are commonly battling on the streets. In shedding some light on traffic safety for both bicyclists and motorists, we hope to reduce the conflict, taking drivers' hands off the horn and placing riders' middle fingers back on the handlebars.

Though transportation planners like that fewer cars are clogging up the streets, environmentalists enjoy fewer greenhouse emissions, and doctors like to see healthier patients, with the surge of new bicyclists in recent years, there is still one major problem: many cyclists and motorists are undereducated concerning bike laws, safety, and the basic rules of the road.

Oftentimes, drivers accuse cyclists of having a blatant disregard for the law, especially when it comes to stop signs and red lights. Cyclists exclaim that drivers act as if bikers don't exist. Unfortunately, the good riders are lumped in with the bad ones, as most drivers remember only the scofflaws and those making bad decisions, effectively creating a stereotype of all cyclists. And so the infamous "bikes versus cars" saga continues.

A 2010 Canadian Automobile Association (CAA) survey of 4,000 members found that 65 percent of members attributed "traffic incidents" to lack of infrastructure. Sixty-three percent pointed to cyclists' lack of familiarity with the road rules. About half of the respondents said increased traffic volume factored in, and the same number said incidents between cars and bikes are due to the inattention of both motorists and cyclists. Since then, education for both groups has increased, but may come as an out of pocket expense.

Large organizations such as The League of American Bicyclists charge anywhere from \$25-85 to learn basic skills, urban cycling techniques, and tips for commuting. Smaller organizations like the Cascade Bicycle Club Education Foundation in Seattle charge between \$40-\$80 for classes, but intermittently offer free classes and has scholarship opportunities for low-income riders.

Portland, on the other hand, offers free safety classes through programs managed by the Portland Bureau of Transportation such as Portland By Cycle and Women on Bikes in an attempt to encourage people to consider cycling for more than just recreation.

"Our number one goal for the 2030 project is to make 25 percent of the commuting trips

by bicycle," says Portland Bureau of Transportation spokesman, Dan Anderson. One way the city plans on doing this is to create more safe and comfortable bikeways by separating drivers and riders. Portland is in the process of developing more neighborhood greenways, or bike boulevards, that parallel busy roads. They also held a 2010 summer safety campaign called "Street Smart" to reframe the "war on cars" issue. The bike advisory board, president of the truck association, AAA, and the members of the pedestrian coalition were in attendance.

"Safety is our number one priority," says Anderson. "We are all in this together. We all have to share the road."



While at a stoplight, position yourself in the thru lane to allow motorists and other cyclists to use the right turning lane.

Portland is also offering the "Share the Road Safety Class" (SRSC) that drivers, pedestrians and bicyclists can take to possibly erase a traffic citation for being in the wrong place on the road, failure to yield the right of way, or defective equipment or non-use of safety equipment. The class focuses on traffic law and safety, teaching how to share the public right-of-way in a safe and lawful manner.

The 2010-2011 legislative agenda of the Bicycle Alliance of Washington's Board helped pass a bill that requires driving schools attended by motorists who have received a traffic ticket be taught the Department of Licensing's approved curriculum for safe driving around cyclists and pedestrians.

As of summer 2008, the Washington State Department of Licensing requires drivers' education classrooms to discuss bicycle safety and sharing the road in the curriculum, and also demands that at least one question about bike safety is included on the comprehensive test.

This year, Idaho is requiring a video of bicycle and pedestrian safety be shown in driver

training classrooms. Idaho has also just released "Rules of the Road" cards, which illustrate traffic scenarios on one side and describe what to do if you are a driver, pedestrian or cyclist on the other.

In Canada, the Greater Victoria Cycling Coalition (GVCC) publishes *Bike Sense*, the official bicycle operator's manual for the province of British Columbia, which ensures that cyclists understand their rights and responsibilities as users of the transportation system.

Bike safety isn't just being talked about. Infrastructure projects are underway to make the roads safer for both cyclists and motorists. Portland is going strong with their 2030 plan, hoping to build and improve upon 700 miles of bicycle trails and roadways. Vancouver, B.C., also has big plans for the future, where the bicycle infrastructure budget has doubled, protected bicycle lanes have been added, and more car-free days have been included to the schedule within their aggressive 2040 plan for a more sustainable city.

However, some motorists complain that bike safety comes at their expense. Anderson explains that motorists should be supportive of these projects, as the more cyclists there are on the road, the better off motorists are; there are more parking spaces, less congestion, less pollution, and shorter lines at the gas station.

It isn't just drivers who are frustrated with ignorant riders, it's fellow cyclists as well. Unfortunately, when a motorist hits a cyclist, the driver is considered bad; but when a cyclist violates a traffic rule, ALL cyclists are seen as being bad. So, if you don't want everyone on the road upset with you — after all, you represent all cyclists — it would be wise to follow these rules.

Safety Tips:

- Protect your dome and wear the chrome! Though it is not against some state laws, many cities require cyclists to wear helmets.
- Don't ride wearing headphones. Hearing is almost as important as sight. You need to be able to hear cars or other cyclists. Having anything other than hearing aids in or over your ears is illegal in Vancouver, B.C.
- Don't ride on sidewalks — you are invisible to motorists. Canadians also made this illegal. If you are riding in a place where it is legal and choose to ride on a special sidewalk that is safe to ride on (really long,

no need to frequently cross streets, and free of driveways and pedestrians), then slow down before you cross a street or driveway and check the traffic in all directions, especially behind you if you're riding with the flow of traffic.

- It is illegal to ride more than two abreast, but if you really don't want drivers angry with you, we recommend riding single file. Nothing upsets motorists more than riding in pairs when there is only one lane available!
- Don't ride against traffic. In most areas this is illegal. Besides, how would you make a right turn?
- Make yourself visible to drivers. Though it is stated that a cyclist must ride to the right, it is often smarter to take the lane. Don't move in and out of parked car lanes. You may think you are getting out of the way, but this makes it more difficult for drivers to see you. Stay away from parked cars, as someone could open their door in front of you, and you'll be less visible. If you ride too far to the right, motorists coming from behind may pass too close, and you will have nowhere to go, literally running out of road.
- Make yourself heard! When overtaking a cyclist or pedestrian, announce "on your left," or ring a bell before you pass so they don't suddenly move into you.
- Cyclists can and should use turn lanes. To be courteous to drivers who are turning right, don't sit in the turn lane if you are waiting to go straight. Instead, wait in the forward lane. Use the blue or green bike boxes if available.
- Never pass a car (or another cyclist) on the right. This will prevent them from accidentally making a right turn into you and left turning vehicles from running into you at an intersection.
- Never move left without looking behind you first. Some motorists pass cyclists extremely closely. Practice holding a straight line while looking over your shoulder. If you aren't able to keep yourself straight, think about getting a mirror.

Laws: The two- and four-wheeled machines are not so different from each other. The law states that bikes have the same rights and responsibilities as cars. Just like drivers, cyclists who violate traffic laws may be ticketed.

- Riders, like drivers, are required to signal before turning. To signal a left turn, extend the left hand and arm horizontally beyond

SEE "TRAFFIC" ON PAGE 11

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"YOGA" FROM PAGE 1

looking for better tools to assist them in reaching their goals. I find that athletes are turned off by yoga initially because they tend to believe that it is too hard, too easy, or will distract them from their training. This misconception is far from the truth because with the right program, yoga can fit in perfectly with any athletes training and racing schedule.

I will admit that I find myself in the same boat — I want to be on my bicycle as much as possible — but for every day on my bike the more my body screams for relief. Through my yoga background, I gained the mind/body connection that helps balance out the destructive physiological effects of my riding and thus gives me a heightened awareness of my form, strength, focus, stamina and breath on the bike.

I emphasize to my resistant cyclist friends that yoga is the best cross-training tool out there. It can help anyone increase efficiency, decrease injury, encourage speedier recovery, reduce stress and lead to more enjoyment on the bike. Many riders recognize that they are tight and lack a balanced training regimen. They tend to be scared of these deficiencies and therefore continue to stray from anything resembling stretching. I stress to my friends, clients, and now you, that a few hours a week of yoga can help reenergize your training and help you better understand your potential on the bike. Here are four basic, yet essential, benefits you will get out of yoga:

1. Flexibility

In my own yoga practice as well as in my Yoga and Cycling class, I use simple postures that increase range of motion and flexibility. There are three forms of stretching that I bring to a cyclist's program: passive, static and isometric.

Passive, or relaxed stretching, is defined as assuming a position and holding it with the assistance of other body parts, a partner, or other apparatus such as a strap or wall. This form of stretching is a powerful tool that lets you maintain the posture for a considerable amount of time, thus allowing the stretch to go deeper into the muscles and connective tissues.

Static stretching, on the other end, means gradually lengthening the muscle to its farthest point while the body is at a resting position and holding it for 30 seconds to two minutes. It loosens up the muscles and allows deeper relaxation and lengthening.

Isometric stretching is a type of static stretching that involves resistance through an isometric contraction (example: no motion while pushing against a wall) and can be the fastest route to

increasing static-flexibility. Because the static form can be difficult for the tight cyclist, it can be helpful to incorporate both isometric and passive methods as an integral part of a routine.

Posture: Reclining Big Toe Pose (Supta Padangusthasana).

2. Pedal Stroke

There is no way of getting around it, if you ride your bike then you are consistently shortening and tightening your leg and glute muscles with every pedal stroke. Through yoga, you will develop longer and leaner muscles and take pressure off the joints. If you continue to ride with tight legs and hips, your hard work will eventually become ineffective. So, give the lower body a little T.L.C with some hamstring and glute stretching.

Posture: Supine Pigeon (Supta Kapotasana)

3. Core and Lower Back Strength

I'll just come out and say it: cyclists have a weak core! The biggest issue with this is that the core muscles are what protects the lower back, and seeing that cyclists are constantly in a hunched over position, they need all the back support they can get. So, the two most important things to take away from this is that twists and core work can help give you your body back. There are significant studies showing that cyclists tend to develop osteoporosis at an early age (see <http://well.blogs.nytimes.com/2009/07/01/is-bicycling-bad-for-your-bones/>). Take the time to become aware of your body and the effects of your sport.

Posture: Knee Down Twist (Supta Matsyendrasana)

4. Breathe Deep

When a cyclist learns how to effectively breathe, the inhale will deliver oxygen to the overworked muscles and the exhale will release toxins like lactic acid and carbon dioxide from the muscle. Through yogic breath (also called Pranayama) a cyclist will build a greater pain threshold, stronger lungs and will relax more on the bike.

Posture: Three-part Breath (Dirgha Breath) — Also known as deep belly breathing, is a calming and relaxing breath that increases lung capacity and blood flow to muscles while removing toxins. Breathe deep into your belly, ribs and then upper chest slowly, sip in the breath and then reverse the breathe on the exhale. Practice daily.

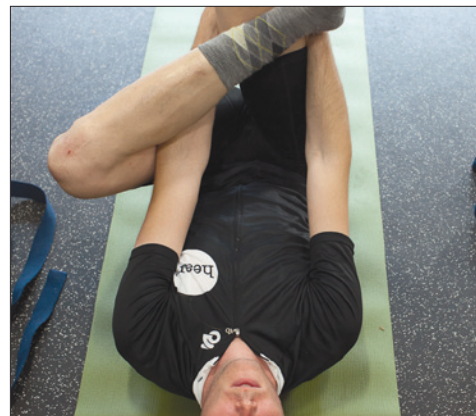
Every cyclist strives to become better at their sport, and by adding the dynamics of yoga to their training, will start seeing great results. Look to your local yoga studio for a

gentle or Hatha class to find simple stretching and beginning breath work, or come visit Upper Echelon Fitness in Portland, Ore., and check out my Yoga and Cycling class. Keep stretching!

After living and working at Kripalu Yoga Center for two years, Julie received her 200-hour Yoga Teacher Training. Bringing her teachings to Portland in 2008, she became an avid cyclist and began riding for Sorella Forte, an all women's cycling team. She since has developed a Yoga and Cycling class for Upper Echelon Fitness.



Reclining Big Toe Pose (Supta Padangusthasana)



Supine Pigeon (Supta Kapotasana)



Knee Down Twist (Supta Matsyendrasana)

Photos courtesy of Dan Sharp

Bike Polo Update

By KATIE HAWKINS

Remember the awesome sport of bike polo we wrote about in our July issue? Don't forget to check out the 2011 World Hardcourt Bike Polo Championships (WHBPC) presented by Brooks and hosted by 206 Bike Polo, on September 7-11 at Magnuson Park. There will be food, beer, and six courts that will see five straight days of polo action.

In order to qualify for the World Championships, teams had to place in the top 24 at their respective North American Championships in Calgary, Canada, and European Championship in Barcelona, Spain, or finish in the top six at the Australasian (includes New Zealand) Championship in Adelaide, Australia. Additionally, three squads were invited from Japan, one from Mexico, one from Seattle, and one from the Cascadia Region (Pacific Northwest). A total of 72 teams will be competing at the event.

Seattle players reigned supreme at Nationals, with five teams getting their tickets for Worlds, including The Guardians who "shot" their way to first place. The Outsiders (4th) and Horse With No Name (20th) also count at least one player from the area in their rank. The Crazy Canucks from Vancouver, B.C. (3rd); Top Centaurs, with players from Victoria and Vancouver, B.C. (11th); and Portland teams The Full Kenichi's (18th) and Portland United (12th) round out the additional Pacific Northwest contingent.

Forty-eight teams that did not qualify for Worlds have a chance to sneak into the main event during the wildcard tournament on September 7-8. The top 12 will advance. On Friday, September 9, the official WHBPC Swiss Rounds (teams play each other several times) will take place. Those finishing in the top 32 after Saturday's contest will make it to the double elimination rounds on Sunday, when polo enthusiasts and spectators can expect to see the quarterfinals, semifinals, and championship games starting around 3 p.m.

The top three teams will receive medals made by West Coast Waterjet and other prizes donated by sponsors. There will also be raffles for players and spectators as well as Bikeworks' youth exhibition matches. Play begins at 9 a.m. daily.

Check out hardcourtpodium.com or [facebook.com/hardcourtpodium](https://www.facebook.com/hardcourtpodium) to keep up with the action.

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How to Master High Speed Corners

By SYLVIE ALLEN

When you carve a corner like a Pro it feels fast and smooth, like it should, and good rid-



Photos courtesy of Brad Holmes

Choose your line wisely, enter corners wide, look for the smoothest path and scan for the exit.

ers will leave their friends in the dust once the cornering starts. This is where you can gain or lose a lot of speed. This article will break down the main skills it takes to carve one of those awesome feeling corners.

Every turn is different, whether it's bermed, flat, loose, off-camber, etc. First, we'll discuss the fundamental skills for all corner types, then add changes for some of the variations.

Body Position

Where you are over the bike is the first thing to tackle. Like the previous article on descending [July 2011 *Bicycle Paper*], you want to be in the proper neutral position and lower into your "attack" position as you initiate the turn. Neutral position means your center of mass is balanced between both front and rear wheels — too far back and you lose control of the front end. Your feet should be weighted equally and pedals level to the ground. Your joints are relaxed with your elbows out and ready to absorb bumps and move the bike from side to side. Your attack position is achieved by bending in your elbows, hips, knees, and ankles with your butt out and back flat. Keep your shoulders over your bars, if you drift back

your bike will want to shoot out ahead of you; don't let it take you for a ride, you should be the one in charge!

Lower into the attack position right as the corner starts and spring back up when the corner straightens out. Load your feet as you go through the corner to improve traction and increase speed.

Look

... with your whole body! Where you point it, not just your eyes, will determine where the bike will go. Turn your head to scan through to the exit of the corner, looking as far into the turn as you can. Lead with your chest and your belly button will also point in that direction. Lastly, your inside knee should open up and point in the direction of the turn (there's an eyeball on your kneecap, did you know that?) This action will get your hips in the correct spot over your bike, slightly to the outside. Commit to where you're looking and you'll get there!

Lean

Your bike will carve when you lay it into the corner. Extend your inside arm. Remember you are already low at this point so you have lots of reach to use up. Your hips and torso, moving as one unit, will counterbalance your movement. The tighter and faster the turn, the more you have to lean.

Low — Look — Lean

Got it? Good.

But that's not all...

Line Choice

Entering wide is the best bet for most corners. Plan your entry as you're looking way down the trail. Coming in to the inside might force you to make a sharper turn, which will slow you down. Look for the smoothest and widest path.

Braking

There's usually nasty braking bumps leading into a sharp corner — don't brake in them! The harder you squeeze the levers here, the rougher your ride. Just because everyone else does



Photos courtesy of Brad Holmes

Open up your inside knee and point it in the direction of the turn. Look ahead and follow through.

this doesn't mean you have to as well! Brake before and after, to the inside or to the outside of the bumps; stay loose to absorb the turbulence if you do end up braking. Ideally, you're applying pressure just before the corner while you're still going straight, letting off the brakes as you enter the turn (or at least by the apex), and please, no front brake here.

Fine Tuning for Different Types of Corners:

1. Bermed Corners

If you're lucky enough to have a bike park in your backyard you will probably have access to lots of sweet berms. This playground is the best place to

practice since you can do so many repetitions, thanks to not having to climb! In this instance you will need to lean with your bike and body at the same angle, your hips just slightly to the outside of your saddle. Hang on, as you will accelerate out with g-force. Commit to your vision and low position and enter high — the slower you go, the more you get sucked down to the lower part of the berm, and that's usually where it's loose.

2. Flat Corners

Opposite of a berm, there's nothing to lean against! In a flat corner you'll need more bike/body separation. Lean your bike into the corner by extending that inside arm and get the hips and shoulders counterbalancing to the outside.

3. Loose Corners

Oh, even worse — no berm and it's loose! Here you may drop your outside pedal to the bottom of the stroke to weight the rear tire as you also lean your body to the outside — this helps to maintain traction.

Have fun out there and hopefully this gave you a few tips to try on your next ride to speed away from your friends.

Sylvie Allen rides for Fanatyk Co. out of Whistler, BC and has been instructing mountain biking for more than 10 years. She runs her own Sweet Skills clinics for women out of Whistler and does privates and guiding on request. An accomplished elite downhill and cross-country racer (from 1993-2002), she still participates in local events. If you're planning a trip to Whistler and need a guide to show you the area's best, whether uphill or downhill, or would like a lesson, give her a call at 604-966-8330.

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"CROSS CRUSADE" FROM PAGE 1

"For many, it serves as an entry point for any competitive cycling discipline," says Ross. "It is the first place people go to compete because it is the least threatening and the most fun."

Fun seems like an understatement when Ross and Potestio describe Cross Crusade. Not only are there killer courses, but there is also free food, lots of beer, and a plethora of prizes.



Photo courtesy of Dave Roth

Go hop a few barriers with a couple hundred friends at Cross Crusade or any event near you.

"We decided prizes shouldn't be limited to the top three finishers in each race, so we came up with other ways to distribute them," says Potestio. And they got creative. Racers who see "The Black Knight," a rider dressed in black who can cut the course and ride anywhere, are able to grab prizes (such as gift certificates or redeemable receipts) out of his back pocket if they can get within reach. There is also a daily "bingo number," and if someone finishes in

that spot they receive a free six-pack of beer. Costumes are encouraged around Halloween, where participants get discounts and prizes if they dress up. Even riddles became a part of the tradition after numerous poster confusions about race venues.

"It became an adventure to find the races sometimes, so when people would ask us about it, we would say, 'We didn't want to make it so easy for you to find!' The mistakes soon turned into us purposely planting [them] on our posters, and those who solved them would win something," says Potestio. This also inspired the annual scavenger hunt, where participants can solve a riddle that points them to a historical spot in Portland where they must find another clue. Those who solve them win a prize at the end of the season, and are entered into a raffle for round trip airfare to see the World Championships in Europe.

However, in the last few years it has become quite the challenge to come up with riddles that will stump smart phones. It is still to be decided if the Crusaders will be putting on a treasure hunt this season, but they will for sure be hosting a film festival the weekend following the series, where a competition will be held to see who makes the best cyclocross mini-film. Cross Crusade organizers plan to rent a theater, have an "orange" carpet (to match their official colors), and celebrate, Portland-style.

With all this surrounding the competition, many would agree that Cross Crusade is more like a festival than just a few heats of racing.

"We changed what cyclocross means," says Potestio, who explains that when his team decided to revitalize the original series, they decided — after several beers — that cyclocross "should be more than a series, but a season. Then we said, 'no, more than a season — a religion.'" And that is how the Cross Crusaders formed their name, deciding they wanted to create a following that puns the pseudo-religion controversies that were taking place during the early '90s. They succeeded. "[Cyclocross] is something we want people to think about all

year round. It's a movement that attracts all sorts of people."

Not only does the series draw more than 1,000 participants per race, it attracts even more spectators. Cross Crusade is extremely viewer friendly, another contributing factor to its popularity. Friends and family can pull their cars right up to the edge of the track and tailgate and BBQ while they watch the race. But Ross emphasizes that, though cyclocross is fun to watch, it is even more fun to join in.

"Our goal isn't to get spectators, the goal is to get participants," he says. "Don't spectate; participate."

Ross and his team of Crusaders are always planning ways to keep the series fun and interesting, and this year's races are looking to be the most attended, both by participants and spectators, ever.

"It's still about the race," emphasizes Potestio. But who says you can't make it a party?

Starting in October, everyone can get in on the fun:

Oct. 2	Race 1	Alpenrose Dairy	Portland, Ore.
Oct. 9	Race 2	Rainier High School	Rainier, Ore.
Oct. 16	Race 3	Heron Lakes Course — Portland International Raceway	Portland, Ore.
Oct. 23	Race 4	Washington County Fair Complex	Hillsboro, Ore.
Oct. 29-30	Race 5-6	Old Mill District	Bend, Ore.
Nov. 6	Race 7	Barton Park	Barton, Ore.
Nov. 13	Race 8	Pro Paddock Course — Portland International Raceway	Portland, Ore.

METAL COWBOY

The Selfish Act Of Riding A Bicycle

By JOE KURMASKIE

While tuning up my wife's bike, her daily commute as a school teacher about to begin, one of the neighbor kids stood off to the side for a few minutes, looking like he wanted to ask me something. That or use the bathroom. We were standing in the August sun, tools and tubes and tires spread out from the carport to the grass. We have something of an open door backyard policy on the block, and lots of toys, so the kids end up in our yard the way those little fish swim alongside whales, whether my own sons are around or not.

Once he'd messed with enough of the equipment, I put him to work. As he helped find a bucket for soaking a chain and learned the different uses for all those Allen wrenches, he tossed out the question that had been making him fidget.

"Why do you guys ride your bikes so much?" Not, why do you love riding your bikes so much? Not, what does it feel like to ride so much? He'd gotten to the root of it. He asked for my core motivation without all the window dressing.

Why do people do anything? Didn't seem like the right time to talk about binge drinking and peer pressure. He was eight years old.

I was about to launch into a holy roller speech involving peak oil, Robert Moses, the pitfalls of our car culture, the curative powers of exercise, the egalitarian aspects of this mode of

transportation, how it combines several activities at once, all of which being good for you and at a dollar savings that runs into real money, not pocket change. I mulled over quotes from Mark Twain, CS Lewis, and The Big Lebowski.

I mentioned that my audience was an eight-year-old. He deserved the truth.

"I ride a bike so much because I'm selfish. It's my happy place, a little vacation every time I get into the saddle and go."

He looked me over a little more closely. I'd seen this expression on the school kids at the zoo trying to spot the snake in the rainforest exhibit.

"What I'm saying is that sometimes you can do things in this world that are good for it, but you're really doing it for yourself."

He smiled. "I like chopping down weeds on our fence with my Pirates of the Caribbean sword."

Come to think of it, I'd heard his mom praising him for the ingenious combining of yard work and imaginative role playing — until he started beating up the roses.

"Exactly," I told him.

Later, back on the bike, with the simple act of movement under my own power setting me free once again, that old spinning magic works every time, I put another question on the table.

If I found out tomorrow that bicycling hurt the planet, created pollution, caused traffic jams, forced us to build and expand more roads and highways, reduced the amount of exercise I got and killed and injured large numbers of people every year, would I still love to do it?

I'm glad I don't have to answer that, because giving up something you love is the hardest thing to do in this world.

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 in.

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2010 World Champion Cadel Evans, left, trains with 2010 US National Champion George Hincapie on team BMC.

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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

SEPTEMBER

Sep 25: Portland Sunday Parkways

Portland, OR. Northeast Portland, Alberta Park. 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](#)

OCTOBER

Oct 2: Take a Kid Mountain Biking Day

Various. IMBA, [imba.com](#)

Oct 22: Bicycle Alliance

Annual Auction Seattle, WA. Join 400 bicycling enthusiasts at the annual auction and help raise money to support advocacy in the state of Washington. Seattle Fisher Pavillion. It's a ton of fun. Louise McGrody, 206-224-9252, [bicycleealliance.org](#)

NOVEMBER

Nov 19: Cranksgiving

Seattle, WA. Tentative date. Ride around Seattle buying food for the Rainier Valley Food Bank. Start at Cal Anderson at 10:30am, ends Genesee Park. Tom Fucoloro, [SeattleBikeBlog](#), [seattlebikeblog.com](#)

CYCLOCROSS

SERIES

Cross Crusade

Oct 2, 9, 16, 23, 29-30; Nov 6, 13

Portland, OR. Largest cyclocross race series in the nation. Category A, B, C, Beginner and Master 35+, Clydesdale. All bikes legal. Pre-registration recommended, day of reg. available. Overall winner calculated on points. Team competition - top 10 results across all categories count. Kiddie Cross for 12 and under, prizes for all categories. Overall cash prize \$20,000+. Brad Ross, 503-806-6943, [crosscrusade.com](#)

Cross on the Rock - COTR

Sep 11; Oct 2, 10, 15-16, 30; Nov 20

Various. Series of 7 events. Multiple categories and prizes. Norm Thibault, [crossontherock.com](#)

Crossafflixion Cup

September 24-November 12

Bend, OR. Series of 3 cross events raced around Bend. Courses with varied terrain including run-ups, barriers as well as fast sections with great spectating opportunities. Points to top 10. MTB and CX bike ok. Gina Miller, Fresh Air Sports, 541-323-0964, [obra.org](#)

Grand Prix Molly Cameron

Sep 3, 17-18; Oct 8, 15, 22, 29; Nov 5, 19; Dec 4

Various. Nine event series organized by various promoters. David Saltzberg, Zone5 Promotions, 306-823-9778, [obra.org](#)

Inland NW CX

Oct 1, 8, 9, 16, 23, 29, 30; Nov 6, 13, 20

Various, WA. Series of 10 events. Day of reg. only, opens at 9am. 5 start - 10:30am, 11:30am, 12:15pm and 1:15pm and 2:1pm. Points 10 deep. Before each race a drawing will determine if it will be scored double or single points. Cash and merchandise at the end of the series. Michael Emde, Emde Sports, 509-326-6983, [emdesports.com](#)

Interior Cyclocross

Sep 24; Oct 9, 15-16, 30

Various, BC. Series of 5 events running in Vernon, Penticon, Kamloops and Kelowna. Two starts - B group at 11am for 30-40 minutes, A group at 12pm for 45-50 minutes. Points to top 10 in both groups. Catharine Pendrel, [cyclingbc.net](#)

MFG Cyclocross

Sep 11, 18; Oct 2, 23, 29; Nov 13

Various, WA. 6 events open to all from beginner to National level. First start 9:30am, last one 2:15pm, no license required. Day of reg. closes 20 minutes before each starts. Overall standings calculated on points. Relay Team = 3 riders of any category wearing unique jerseys. Category du Jour entry level theme race to try cross racing. Terry Buchanan, [mfgcyclocross.com](#)

Psycho Cross Series

Sep 10; Oct 22; Nov 19, 26-27

Eugene, OR. Series of 5 events presented at Camp Harlow. 7 start groups. First at 10am for Beginner. Oregon Junior cyclocross series race start at

noon and at 12:30pm - Kiddie Cross. Last race at 3:30pm. Sal Collura, 541-521-6529, [comotionclassic@comcast.net](#)

Seattle Cyclocross Series

Sep 25; Oct 9, 16, 30; Nov 6, 20, 27

Various, WA. Series of 7 events raced around the Seattle area. Open to all categories. Overall calculated on points. Race categories - age as 12/31/2011. MTB without bar ends ok. Series final earns double points. Registration closes 20 minutes prior to start. First start 9:30am. All categories, including singlespeed and kids race. [seattlecyclocross.com](#)

Southern Idaho Cyclocross Series

Oct 1-2, 22, 22; Nov 19-20

Various. Series of 6 events. Overall calculated on points for Men, Women, Masters 35+, Masters 45+. First start at 11am, last at 2:10pm. Women have their own start time at noon. Jared Rammell, 303-819-0054, [cxidaho.com](#)

Southern Oregon Outlaw Cyclocross

Oct 16, 23, 30; Nov 6, 13, 20; Oct 15

Series of 6 events races all around southern Oregon. Course varies each week. First start 10am. A, B, C groups. Weekly raffle. Overall based on points. Last race mandatory. Jana Jensen, 541-899-9190, [obra.org](#)

WEEKLY SERIES

TUESDAY

Hutch's Twilight Cross Series

September 6-27

Eugene, OR. Racing for every levels. First start at 6pm for Cat C, Beg., Master 50+, Women B/C, Master Women. 6:30pm start for Cat A, B, singlespeed, Master 40+ and Women A. Presented at Camp Harlow. Course is 2 miles long on various terrain. Series prizes for all categories. Sal Collura, 541-521-6529, [obra.org](#)

WEDNESDAY

Blind Date at the Dairy

September 28-October 26

Portland, OR. Raced under the lights at Alpenrose Velodrome. Kiddie Cross and Toddler Cross start 5pm. 5:10pm - Juniors, 6pm - Cat C, 6:50pm - Cat B and Singlespeed, 7:45 - Cat A. Women can race in any of the starts. Registration up to 10 min. before each start. Bike and helmet lights allowed. Joe Field, 503-228-9115, [crossseries.com](#)

THURSDAY

WebCyclery Thrilla 'Cross Series

September 8-29

Bend, OR. 8th annual series consist of four races to be next to Summit HS at NW Crossing Neighborhood. Registration opens at Start 5:25pm for Junior and beginners, second start at 6:15pm for others. Nightly prizes and overall winners get trophies. Kevin Gorman, 541-318-6188, [webcyclery.com/pages.php?pageid=82](#)

RACING

SEPTEMBER

Sep 3: David Douglas CX 1

Vancouver, WA. David Douglas Park. Fast flat grass sections, paved trails, gravel, forest single track, fast drop-in's and a lung busting run-up. First start at 8:50am. Races for all including kids. Part of Grand Prix Molly Cameron. David Saltzberg, Half Fast Velo Team, 360-823-9778, [obra.org](#)

Sep 4: Mighty Riders BC Cup

Langley, BC. [cyclingbc.net](#)

Sep 5: Labor Day Cyclocross Championships

Milton, WA. "The Pit" at Lloyd Enterprises Retail Yard. Can race multiple categories. Reg. 8am. MTB without bar ends ok. Start 9am. A mixture of grass, gravel, and paved portions and short fast run ups. No license required. Brian Volkert, 206-849-6409, [brianvolkert@hotmail.com](#)

Sep 10: Cross 542

Bellingham, WA. Silver Lake County Park. A, B, C classes. First time 'cross racers welcome. Start at 9am. NorKa Recreation, [FESTIVAL542.com](#)

Sep 10: Psycho Cross #1

Eugene, OR. See race series for details. Sal Collura, 541-521-6529, [comotionclassic@comcast.net](#)

Sep 11: Coal Cross - COTR #1

Cumberland BC. See race series for details. Norm Thibault, [crossontherock.com](#)

Sep 11: Cross on the Rock #1

Norm Thibault, [island-multi-sports.com](#)

Sep 11: Kick-Off Cross - MFG #1

Kirkland, WA. At Big Finn Hill Park. Part of MFG Cyclocross. Terry Buchanan, [mfgcyclocross.com](#)

Sep 11: Pain+Suffer'n CX

Hillsboro, OR. Presented at Bald Peak. First race at 10am. \$1,600 cash prize. Paul Greenwalt, Sunset Cycles, 503-466-2096, [sunsetcyclesnw.com](#)

Sep 14: CrossVegas

Las Vegas, NV. Waits Marketing, [crossvegas.com](#)

Sep 17-18: Hood River Double Cross

Hood River, OR. Double weekend of 'cross. Hood River Valley High School on Saturday, County Fairgrounds on Sunday. All categories, including kids kross. Cash and merchandise for all categories. Overall winner receives trophy. Registration opens 7:30am. Saturday race only part of GPMC. Part of Grand Prix Molly Cameron. Jeff Lorenzon, [obra369@yahoo.com](#)

Sep 17: StarCrossed

Issaquah, WA. 10th annual. Twilight racing presented at Lake Sammamish Park. Fast and spectator friendly course surrounded by a festive atmosphere. Beer garden, raffle, food and more. Race starts at 11:45, last start at 7pm. Terry Buchanan, 425-503-2333, [mfgcyclocross.com](#)

Sep 18: Rapha-Focus Gran Prix - MFG #2

Issaquah, WA. Lake Sammamish Park. Part of MFG Cyclocross. Terry Buchanan, [mfgcyclocross.com](#)

Sep 24: Penticon Bike Fest CX

Penticon, BC. See race series for details. [bikepenticon.com](#)

Sep 25: Battle at Barlow

Gresham, OR. Sam Barlow High School. Registration 8am. First race 9am. All categories and singlespeed. Challenging, railroad tie stepped run-up and long off-camber section. Two gradual climbs per lap. Euro-style course. Cash prizes and trophies. Charles Warner, 360-624-1803, [obra.org](#)

Sep 25: KFCX More Cowbell #1

Klamath Falls, OR. Moore Park. Lilian Schiavo, 541-892-7894, [obra.org](#)

Sep 25: Klamath Falls CX 1

Klamath Falls, OR. Moore Park. Grass course, hard packed dirt and road. Very fast course. Kids races. All levels welcome. Perfect venue for beginners. Lilian Schiavo, 541-892-7894, [obra.org](#)

Sep 25: Seattle Cyclocross #1

Marymoor, WA. See race series for details. [seattlecyclocross.com](#)

Sep 25: Wedgewood 'Cross

Vancouver, BC. Dave Cressman, [teamwedgewood.com](#)

OCTOBER

Oct 1: Inland NW CX #1

Spokane, WA. See race series for details. [emdesports.com](#)

Oct 1-2: Sandy Point Cross - SICX #1/2

Boise, ID. Sandy Point State Park. Part of Southern Idaho Cyclocross Series. Jared Rammell, SICX, [cxidaho.com](#)

Oct 2: Cross Crusade #1

Portland, OR. Alpenrose Dairy location. See race series for details. Brad Ross, 503-459-4508, [crosscrusade.com](#)

Oct 2: Lumber Cross - COTR #2

Port Alberni, BC. See race series for details. Norm Thibault, [crossontherock.com](#)

Oct 2: SCCA / Starbucks - MFG #3

North Bend, WA. Five Mile Lake Park. Part of MFG Cyclocross. Terry Buchanan, [mfgcyclocross.com](#)

Oct 2: Westcoast Racing XC

Vancouver, BC. Vanier Park. Sven Sturm, West Coast Racing

Oct 8: Heiser Farms Cross

Dayton, OR. Montage of terrain, stunning vistas of the Willamette Valley and family farm fun. All categories. First race starts at 9:15 am. Part of Grand Prix Molly Cameron. Jeff McNamee, 503-857-5733, [buylocalcycling.com](#)

Oct 8: Inland NW CX #2

Moscow, ID. See race series for details. [emdesports.com](#)

Oct 8-9: Moose Cross

Victor, ID. Pioneer Park. 2-day 'cross festival, party, movie, camping, motel, host housing. Racing starts 12:15pm on Saturday. Sunday 10am. David Bergart, 307-690-4373, [moosecross.com](#)

Oct 9: Cross Crusade #2

Rainier, OR. Rainier High School location. See race series for details. Brad Ross, 503-459-4508, [crosscrusade.com](#)

Oct 9: Inland NW CX #3

Colfax, WA. See race series for details. [emdesports.com](#)

Oct 9: Interior Cyclo-cross #2

Vernon, BC. See race series for details. Catharine Pendrel, [cyclingbc.net](#)

Oct 9: KFCX More Cowbell #2

Klamath Falls, OR. Moore Park. Lilian Schiavo, 541-892-7894, [obra.org](#)

Oct 9: Klamath Falls CX 2

Klamath Falls, OR. Moore Park. Grass course, hard packed dirt and road. Very fast course. Kids races. All levels welcome. Perfect venue for beginners. Lilian Schiavo, 541-892-7894, [obra.org](#)

Oct 9: Seattle Cyclocross #2

Steilacoom, WA. See race series for details. [seattlecyclocross.com](#)

Oct 9: The Schmuck Cross Race

Colfax, WA. Schmuck Park. Mix of grass, dirt, sand and farmlands. No pre-reg. Day-off opens at 10am. First race at 11:30, last start at 2:15pm. Open to all. Joel Jones, 509-432-3515, [facebook.com/pages/TheSchmuck-Cyclocross-Race/141056975926314](#)

Oct 10: Victoria - COTR #3

Victoria, BC. See race series for details. Norm Thibault, [crossontherock.com](#)

Oct 15-16: Interior Cyclo-cross #3/4

Kelowna, BC. See race series for details. Catharine Pendrel, [cyclingbc.net](#)

Oct 15-16: Nanaimo - COTR #4/5

Nanaimo, BC. See race series for details. Norm Thibault, [crossontherock.com](#)

Oct 15: Ninkasi Cross

Washougal, WA. Part of Grand Prix Molly Cameron. David Saltzberg, 360-823-9778, [obra.org](#)

Oct 15-16: Velo Park Cyclocross #1/2

Eagle, ID. [idahocyclocross.com](#)

Oct 16: Cross Crusade #3

Portland, OR. Heron Lakes course at PIR. See race series for details. Brad Ross, 503-459-4508, [crosscrusade.com](#)

Oct 16: Inland NW CX #4

Spokane, WA. See race series for details. [emdesports.com](#)

Oct 16: Seattle Cyclocross #3

Silver Lake, WA. Thorton A. Sullivan Parkin Everett. See race series for details. [seattlecyclocross.com](#)

Oct 22: Het Meer CX Race

Vancouver, WA. Part of Grand Prix Molly Cameron. David Saltzberg, 360-823-9778, [obra.org](#)

Oct 22: Kuna Cross

Kuna, ID. Bernie Fisher Park. Jared Rammell, [cxidaho.com](#)

Oct 22: Lake View Park - SICX #4

Nampa, ID. Part of Southern Idaho Cyclocross Series. SICX, 303-819-0054, [cxidaho.com](#)

Oct 22: Psycho Cross #2

Eugene, OR. See race series for details. Sal Collura, 541-521-6529, [comotionclassic@comcast.net](#)

Oct 22: SICX #3

Kuna, ID. Part of Southern Idaho Cyclocross Series. 303-819-0054, [cxidaho.com](#)

Oct 23: Cross Crusade #4

Hillsboro, OR. Washington County Fair Complex location. See race series for details. Brad Ross, 503-459-4508, [crosscrusade.com](#)

Oct 23: Inland NW CX #5

Liberty Lake, WA. See race series for details. [emdesports.com](#)

Oct 23: Pumpkin Cross

Maple Ridge, BC. Halloween themed, BC Cup race. Great course, costumed riders, fun for the whole family. First race starts at 11am. Barry Lyster, Local Ride Bike Shop, [localride.ca](#)

Oct 23: Raceway CX - MFG #4

Redmond, WA. Marymoor Park. Part of MFG Cyclocross. Terry Buchanan, [mfgcyclocross.com](#)

Oct 29-30: Cross Crusade #5/6

Bend, OR. Old Mill District. See race series for details. Brad Ross, 503-459-4508, [crosscrusade.com](#)

Oct 29-30: Crosstober Fest

Ketchum, ID. River Run Plaza at the base of Bald Mountain. Idaho State Championships on Sunday. [emdesports.com](#)

Registration opens 11am, first race 12:15pm. Day of reg. only. Bill Olson, [powerhouseidaho.com](#)

Oct 29: David Douglas CX 2

Vancouver, WA. David Douglas Park. Part of Grand Prix Molly Cameron. David Saltzberg, [obra.org](#)

Oct 29: Inland NW CX #6

Walla Walla, WA. See race series for details. [emdesports.com](#)

Oct 29: King County CX - MFG #5

North Bend, WA. Lakewood Park. Part of MFG Cyclocross. Terry Buchanan, [mfgcyclocross.com](#)

Oct 30: Inland NW CX #7

Walla Walla, WA. See race series for details. [emdesports.com](#)

Oct 30: Interior Cyclo-cross

All Mountain Toonie Race Series

Sep 11; Oct 2
6 events. Overall calculated on points. Super D and XC events. All mass start races. Start 10am. BBQ. FVMBa, fvmba.com

Island Cup Series Marathon

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

Mt Hood Downhill Series

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

Pistis STXC Series

Sep 11, 18
Grants Pass, OR. MTB short track racing. Alternating courses, 9 to 1.5 miles long. Vertical climbs of 100-150'/lap. All categories, including kids race for under 12. Trophies and prizes given at last race. Start 5:30pm. Steve Law, Pistis Ministries, 541-944-4104, pistis.us

RACING

SEPTEMBER

Sep 3-4: Oregon Super D - Sandy
Sandy Ridge, OR. 8 miles, 3,000' drop, 700' climbing. Last 4 miles on newly built trails. See race series for details. oregonsuperd.com

Sep 4: Black Rock Flow Cup XC
Fall City, OR. Course open for training on Saturday. Race Sunday at noon. Chris Eggen, 503-606-2122, flowcupracing.webs.com

Sep 4: Campbell River 50km
Campbell River, BC. Staged at the PRT Nursery on the outer edges of town bordering the Pumphouse and Snowden Demonstration Forest. 2 loops of 27km each, made up of 98% singletrack. Free camping. Part of Island Cup Series Marathon. Dan Clement, 250-286-1184, islandcupseries.com

Sep 10-11: High Cascade 24 Hours
Bend, OR. 16.5 miles and 1,400' per lap, including 5 miles of gravel road/double track. Ride in a team of 2, 4 or solo. Fun, beer and food. Max 200 teams. Mudslinger Events, mudslingerevents.com

Sep 10: MTN 542
Bellingham, WA. Cross Country MTB race at Silver Lake County Park. Cyclocrazed, NorKa Recreation, 360-303-1717, FESTIVAL542.com

Sep 10: Targhee Downhill #2
Alta, WY. A singletrack course over 2 miles long. Grand Targhee Resort, grandtarghee.com

Sep 11: Pistis STXC Series
Grants Pass, OR. See race series for details. Steve Law, 541-659-4104, pistis.us

Sep 11: Red XC
Mission, BC. Part of All Mountain Toonie Race Series. fvmba.com

Sep 17: FAT 55 MTB Marathon
Oakridge, OR. Point to point 55-mile race with 10,099' of climbing/descending over Oakridge best trails. 40% singletrack, 40% dirt & 20% paved roads. Start at Oakridge High School 8:30am. Benefits GOATS. Limit 155 riders. Eugene Cathcart, 541-736-6424, fatfiftyfive.com

Sep 17: Marathon MTB Nationals
Bend, OR. Chad Sperry, usacycling.org

Sep 17: Velo Park STXC Championships
Eagle, ID. Wild Rockies, wildrockiesracing.com

Sep 18: Bend Super D
Bend, OR. Devon Lyons, 541-301-0192, obra.org

Sep 18: Mt. Ashland Hill Climb
Ashland, OR. TT up Mt. Ashland. Start at Lithia Park. 18 miles. All categories start 9am. Registration 7:30am. Follows old Spring Thaw route on 2060, then 2080 to join access road after Bull Gap. Last two miles paved. 6,500' elevation. Ed Garfield, 541-840-0713, garfield@fatcatsglass.com

Sep 18: Pistis STXC Series
Grants Pass, OR. See race series for details. Steve Law, 541-659-4104, pistis.us

Sep 18: The Ramble Marathon
Parksville, BC. 60km epic ride. Part of Island Cup Series Marathon. Arrowsmith MTB Club, arrowsmithmtbclub.com

Sep 23-25: Oregon State Championships
Mt Hood, OR. Part of Mt Hood Downhill Series. Petr Kakes, Hurricane Racing, skibowl.com

Sep 24: 6 & 12 Hours of Capitol Punishment
Olympia, WA. 6 & 12-hour race using the trails of Capitol Forest. Semi-technical singletrack with rolling climb. Start 9am. Trey Wilson, 360-402-0967, 12hoursofcapitolpunishment.com

Sep 24: Echelon Hood River Challenge & Gran Fondo
Portland, OR. Mountain bike option - 50 miles. Hunter Ziesing, 415-720-6789, echelongrandfondo.org

Sep 24-25: Gravity MTB Nationals
Beech Mountain, NC. usacycling.org

Sep 25: Test of Humanity
Summerland, BC. Annual race designed for mountain bikers with beginner to expert abilities. Fun for the whole family, with individual categories and courses for all ages. Benefits Canadian Humanitarian. testofhumanity.com

OCTOBER

Oct 1-2: 24-Hour MTB Nationals
Colorado Springs, CO. usacycling.org

Oct 1-2: Silverox - AGS #7

Silver Mt., ID. Part of All Gravity Series - AGS. 509-392-7729, allgravityseries.com

Oct 2: Bear Super D
Mission, BC. Part of All Mountain Toonie Race Series. fvmba.com

Oct 21-22: Moscow Arms Race - AGS #8
Moscow, ID. Finals. Part of All Gravity Series - AGS. allgravityseries.com

Oct 28-30: Collegiate MTB Nationals
Angel Fire, NM. usacycling.org

Oct 30: Black Rock Flow Cup DH
Fall City, OR. Endurance DH 1.7 miles top to bottom. Technical section with a few ladders and jumps. flowcupracing.webs.com

TOURING

SEPTEMBER

Sep 1-5: Best of Oakridge
Oakridge, OR. 5-day tour for intermediate and up. Fantastic singletrack. Discover 11-14 trails in the area. Also available 9/21. 3-day option available. Randy Dreiling, Oregon Adventures, oregon-adventures.com

Sep 11-15: Fremont National Park Epic
Bend, OR. 100+ miles over 3 days. Advance riders only. Cog Wild Bicycle Tours, cogwild.com

Sep 24-25: Sisters MTB Festival
Sisters, OR. Intermediate and beginner rides for individuals and families. All women's ride & kid's camp. Sunday is fun oriented with shuttles up the mountain and a poker ride descent. Fundraiser for the Sisters Trail Alliance. Ken Serkownek, sistersmountainbikfestival.com

Sep 30-Oct 2: Methow Valley Fall Bike Festival
Winthrop, WA. 25th Annual Methow Valley Fall Bike Festival includes road, mountain bike and cyclocross rides, kid's cycling events and a bicycle film festival. MVSTA, 509-996-3287, mvsta.com

OCTOBER

Oct 7-9: Bike and Brew Weekend
Bend, OR. The best that Bend has to offer: MTB and beer! 47 miles of singletrack over 3 days. Cog Wild Bicycle Tours, cogwild.com

Oct 14-16: Bend's Big Fat Tour
Bend, OR. 1, 2 or 3 days of guided fully supported group rides. Earn your "No Whiners" patch by completing all 3 days. bendsbigfattour.com

ROAD WEEKLY SERIES

TUESDAY

PIR Handicap Series
September 6-27
Portland, OR. 4-event series at speedway track. Handicap format. 3 groups starting 2 minutes apart. Cat 4 start first, followed by Cat 3, and Cat 1/2. All race same number of laps, and contest ame sprint. All finish as single group. Cat 3 riders may choose to start with the 1/2s. Prizes based on points accumulated in primes and at the finish. Start 6pm. Josh LeBus, obra.org

WEDNESDAY

Wednesday Night Races
March 16-September 28
Mission, BC. Mission Raceway 2.1km-long closed circuit course. All ages and abilities. 3 groups, intensity and distances vary according to ability. Registration 6pm. Separate kids race. Phoenix Velo Training Group, wentings.com

RACING

SEPTEMBER

Sep 3: Mt Bachelor Hill Climb TT
Bend, OR. 20 miles/2,800' of climbing. Molly Cogswell-Kelley, 541-388-0002, mbset.org

Sep 4: BC Masters Series #24
Cobble Hill, BC. 65km RR with one big hill. Start 11am. Double points. bcmasterscycling.net

Sep 10: RBC Gran Fondo Whistler
Vancouver, BC. Ride 120km from downtown Vancouver to Whistler. GranFondo Canada, RBCGranFondoWhistler.com

Sep 10-11: Ring of Fire 12/24hr TT
Maupin, OR. Non-stop individual or team time trial. 24, 12- or 6-hour duration. Not a RAAM qualifier. Start at Imperial Lodge. George Thomas, 541-354-1520, raceacrossoregon.com

Sep 11: Ride 542 - Mt. Baker Hill Climb
Bellingham, WA. 24.5-mile race from Glacier to Artist Point on Route 542. Gradual grades dominate until the last 2.5 miles. Mt. Baker Highway closes for cyclists only. NorKa Recreation, FESTIVAL542.com

Sep 15-17: Pro Criterium Championships
Grand Rapids, MI. usacycling.org

TOURING

SEPTEMBER

Sep 2-5: The Great Escape
Tonasket, WA. Canceled. ovlandcouncil.org/great-escape.shtml

Sep 3-6: 1000km Brevet
TBC, BC. Eric Fergusson, BC Randonneurs, 604-733-6657, randonneurs.bc.ca

Sep 3-26: Ride the West
Astoria, OR. Ride starts in Astoria for an exciting 23-day, 1,400-mile ride to Newport Beach, CA.

Fully supported. Bill Lannon, America By Bicycle, 888-797-7057, abbike.com

Sep 3-18: S25F (Seattle to San Francisco)
Seattle, WA. Over 1000 miles on US 101 and US 1 ending in San Francisco to benefit The Ndoto Project. \$300 entry and \$1500 sponsorship required. Semi-supported. Return trip and escort vehicle included. Phillip Jones, The Ndoto Project, 360-321-0361, s2sf.org

Sep 4: Great Northwest Fall Tour
Newport, WA. 15-, 30-, 50- or 85-mile route on paved county roads. Food/water stops and meal at finish. Starts at Newport City Park. Newport/Priest River Rotary Club, gnwft.homestead.com

Sep 4: Hutch's 100km
Bend, OR. Metric century beginning and ending at Tumalo State Park. Mostly small rollers, has some of the best views of the Cascades. \$5. Start 9am. Hutch's Bicycles, hutchsbicycles.com

Sep 5: 200km Brevet
Fort St. John, BC. BC Randonneurs, randonneurs.bc.ca

Sep 5: Perimeter Ride of Seattle (PROS)
Seattle, WA. A challenging and scenic course with lots of hills and views. Full route is 80 miles with 4,500' of gain, shorter option of 56 miles available. Starts at Discovery Park. Cyclists of Greater Seattle, prosride.org

Sep 10-11: Bike MS Ride
Mt Vernon, WA. An unforgettable journey through Skagit, Whatcom & Island Counties on courses ranging from 22 to 92 miles. Proceeds support MS research, programs & services. Use discount code BICYCLEPAPER & get \$10 off registration. National MS Society of WA, bikemsnorthwest.org

Sep 10-12: Bike MS: Trail of Coeur d'Alenes
Mullan, ID. 2-day, 150-mile, fully supported event along the Trail of the Coeur d'Alene. Minimum pledge \$250. Benefits Inland Northwest Chapter of the National Multiple Sclerosis Society. WAI National MS Society, bikewai.nationalmssociety.org

Sep 10: Bike the Bluff
Seattle, WA. Walk or ride a 4- or 7-mile loop around Magnolia. Start 10am at the Pop Mounser Pool. 1-mile ride for small kids. Fundraiser for fifth grade class. bikethebluff.org

Sep 10: Bike the Rogue River
Gold Beach, OR. Bicycle the scenic and wild Rogue River on the Oregon Coast. 24 and 42 miles. Start at Curry County Fairgrounds. Finish the day at the Brew and Art Fest. Golden Beach Rotary, goldbeachbiketherogue.org

Sep 10-17: Cycle Oregon
Sutherlin, OR. SOLD OUT.

Sep 10: Cycle Umpqua Vineyard Tour
Roseburg, OR. Ride along the beautiful Umpqua River on lightly traveled & scenic roads. Visit award winning wineries, tasting available. From: 30, 40, 60 and 100 miles with multiple rest stops. Kids ride. S/F at Community College. Finish line festival. Marty Fink, Cycle Umpqua, 541-378-4549, cycleumpqua.com

Sep 10: Emerald City Lights Bike Ride
Auburn, WA. 18-, 30- or 65-mile routes. 5km walk. Start 8am at Auburn Game Farm Park. Proceeds benefit "Our Daily Bread Basket," helping to feed families in need. All riders receive a tote bag. Fully supported. Emerald City Lights Bike Ride, emeraldcitylightsbikeride.org

Sep 10: Group Health Golden Valley Bike Pedal
Goldendale, WA. Fabulous end-of-season ride. Features moderate to challenging courses from 30, 45, 65 and 100 miles. Soroptimist Int'l of Goldendale, goldvalleybikeride.com

Sep 10: Olympic Discovery Bike Adventure
Port Angeles, WA. New date. Metric century plus 10 and 25 miles on Olympic Discovery Trail. Port Angeles to Sequim. Start at City Pier. City of Port Angeles Parks and Rec., olympicbikeadventure.com

Sep 10: Purple Ride
Spokane, WA. Ride 36 miles on the Centennial Trail & help raise funds for the Pancreatic cancer research and awareness. Shorter distances available. Starts at Mission Park. North Idaho Affiliate of the Pancreatic Cancer Action Network, pancan.org/purpleride

Sep 10: RBC Gran Fondo Whistler
Vancouver, BC. Ride 120km from Sea to Sky. For recreational riders and racers alike. 60km also available. Fully supported. Toit Events, RBCGranFondoWhistler.com

Sep 10: Siskiyou Century
Yreka, CA. One of the best bicycle tours in southern Oregon & northern CA. 34, 64 & 103 miles. Yreka Chamber, siskiyoucentury.com

Sep 10: Tour de Cariboo
Williams Lake, BC. Challenging 75km ride from Williams Lake to Gavin Lake. Spectacular scenery, varied terrain, and great fun. Fully supported. Big Brothers / Sisters of Williams Lake, bbswlake.com

Sep 10: Tour de Frog
Milton-Freewater, OR. 4 ride options: 25-, 50-, 77-, or 100-mile rides. Start/finish at Yantis park. Lunch stop at Whitman Mission National Historic Site. Eastern Oregon Sports Training LLC, 541-969-9724, eosportstraining.com

Sep 10: Tour de Kids Team USA Seattle Children's Classic
Seattle, WA. 25, 60 and 100 miles to benefits The Children's Hospital. Min. fundraising \$250. Seattle Children's Hospital, tourdekidsteamusa.com

Sep 11: 100km Mountain Populaire
Issaquah, WA. Open to all. Seattle Int'l Randonneurs, 206-612-4700, seattlerando.org

Sep 11: Fall Isle-Lander
Victoria, BC. 200km brevet. Start 7am. BC Randonneurs, 250-474-4756, randonneurs.bc.ca

Sep 11: High Pass Challenge
Seattle, WA. 114 miles with 7,500' elevation gain through Gifford Pinchot Wilderness Area. Novices should abstain. Cascade Bicycle Club, cascade.org

Sep 11: Mt. Baker Hill Climb - Ride 542
Bellingham, WA. 24.5, 50, 100 or 150 miles from Glacier to Artist Point. Supports the Ken Meyer Memorial Foundation. NorKa Recreation, 360-303-1717, FESTIVAL542.com

Sep 11-16: People's Coast Classic
Astoria, OR. Astoria to Brookings Harbor. 6-day event benefits Arthritis Foundation. Daily 50-70 miles, rest stops and activities, dinner and camping included. 2- & 4-day options available. Tai Lee, Arthritis Foundation Pacific NW, thepeoplescoastclassic.org

Sep 11: Rona MS Bike - Thompson River Ride
Kamloops, BC. Gear up for fun, for a challenge, for a cure. Min fundraising \$100. Food, entertainment, road support crews and awards for fundraising. Great scenery. Staging at Riverside Park. 12, 28, 40 and 57km. MS Society of Canada, 250-314-0773, mssociety.ca/kamloops

Sep 11: SpokeFest
Spokane, WA. Largest cycling event in the inland NW catering to all riders. 2.5-, 9-, 21- and 47-mile loop through scenic Spokane River Gorge finishing atop Spokane Falls. 2.5-mile loop through Riverfront Park. Celebrates health, fitness and the great outdoors. Bike to Work Spokane and SpokeFest Association, 509-777-0232, spokefest.org

Sep 11: Sunnyside Century
Bend, OR. One of Oregon's oldest centuries, it's a little shorter than it used to be. 85 miles. Two rest stops, no SAG. Susan Bonacker, Sunnyside Sports, 541-382-8018, sunnysidesports.com

Sep 11: Tour de Lab
Portland, OR. An easy 18 miles where you'll visit 3 pubs while the big dogs get you around 4 pubs in 30 miles. Good Sport Promotion, tourdelab.com

Sep 12-16: Park-2-Park Montana (P2P)
Glacier, MT. 400-mile route from St. Mary's KOA in Glacier Park to Yellowstone National Park. CASA of Montana, park2parkmontana.org

Sep 16-18: Hot Springs Express
Seattle, WA. 2-day ride from Seattle to Harrison Hot Springs in BC. Return by bus on Sunday. Experienced cyclists only. Redmond Cycling Club, redmondcyclingclub.org

Sep 16-19: Trek Tri-Island
Anacortes, WA. 3 days of biking in the beautiful San Juan Islands. Ride a different island each day. Must raise \$750, includes reg. fee. Team entry available. Enter the code "bicyclepaper" to get a \$20 discount. Laura Sanford, American Lung Assoc. of WA, cleanairadventures.org

Sep 17: 200km Randonneur Brevet
TBA, WA. 200km RUSA brevet. Seattle Int'l Randonneurs, 206-612-4700, seattlerando.org

Sep 17: AMA Challenge - Tour de Cure
Ashton, ID. 30-, 50- or 100-mile "Ultimate Challenge" from Ashton to Mesa Falls and back. Tackle the daunting 5-mile Ashton Hill. Start 8am, scenic ride (30 miles) at 11am from Ashton City Park. Stephen Parker, SEICPA, amachallenge.com

Sep 17: GFCC Century Fun Ride
Grand Forks, BC. "Where did the summer go?" century. 54 or 110km rides through beautiful Grand Forks area. Start 10am at the Russian USCC. Grand Forks CC, grandforkscyclingclub.com

Sep 17-18: Ride to Joseph
Lewiston, ID. Ride from Lewiston to Joseph, Oregon. Return on Sunday. Rattlesnake Grade and the Wallows in the same event. SAG available. Corrie Rosetti, Twin Rivers Cyclists, twinriverscyclists.org

Sep 17-18: Rona MS Bike Tour Okanagan Grape Escape
Kelowna, BC. Spend 2 days pedaling through scenic Kelowna & West Kelowna with visits to great local wineries. Min. fundraising \$300. Myra Majeran, MS Society of Canada, 250-762-5850, mssociety.ca

Sep 17: Seek Justice Challenge
Sammamish, WA. Ride around Lake Sammamish (30 miles) or make it a metric century. Lunch after ride. S/F at Presbyterian Church. Also 5km walk, 10km run and kids run. Help free victims of slavery, oppression & exploitation. International Justice Mission, sponline.org/sjc

Sep 17: Soldier Ride Seattle
Seattle, WA. A WWP initiative that provides rehabilitative cycling opportunities across the country to help wounded warriors restore their physical and emotional wellbeing. Min. fundraising \$125. WWP, 904-296-7350, woundedwarriorproject.org

Sep 17: Tour de Vin
Pocatello, ID. 25 or 60 miles through Marsh Valley followed that evening with a wine tasting gala. All proceeds go to help the Family Services Alliance. Sarah Leeds, Family Services Alliance, FSAlliance.org

Sep 18: Chukanut Century
Bellingham, WA. One of the most scenic rides in Washington. Distances range from 25, 50, 62, 100, or the double metric century of 124 miles. Ride support and food stops. Benefits the Whatcom Hospice Foundation. Doug Schoonover, Mt Baker Cycling Club, 360-410-6431, mtbakerbikedclub.org

Sep 18: Cycle the WAVE
Issaquah, WA. All women's non-competitive ride. All levels welcome. 25-mile Girly Girl, 40-mile Middle Sister or the 62-mile metric century with lot of climbs. We pamper you with an experience you won't forget including finish line festival. Benefiting domestic violence programs. Sharon Anderson, 425-891-3523, cyclethewave.com

Sep 18: Fall Flatlander
Fort Langley, BC. Start 7am at Marina Park. Keith Fletcher, BC Randonneurs, randonneurs.bc.ca

Sep 18: Tour des Fermes
Port Townsend, WA. Explore local farms on a self-guided tour. Water stations at various farms, food for sale. Family friendly. Kate Dean, Small Farms Program, 360-379-5610, pbikes.org

Sep 20-24: WaCanId 2011
Sandpoint, ID. 5-day, 350-miles in 2 NW states & 2 countries. Fully supported ride on Int'l Selkirk Loop's incredible Scenic Byway through Wash., Canada and Idaho. Start location: Sandpoint, ID, Creston, BC or Nelson, BC. Benefits Rotary Club supported enhancements within communities of the WaCanId Ride. Int'l Selkirk Loop & Rotary Clubs of the Selkirk Loop, 888-823-2626, WaCanId.org

Sep 23-25: WA 1000
Seattle, WA. 1000km ACP brevet. Seattle Int'l Randonneurs, 206-612-4700, seattlerando.org

Sep 24: Echelon Hood River Challenge & Gran Fondo
Portland, OR. Spectacular ride. Begins at the Discovery Center and follows the Columbia River to The Dalles, Dufur and Hood River. Minimum fundraising \$125. Chip timing - do it at your own pace or race to the finish. Upper Echelon Gran Fondo, 415-720-6789, echelongrandfondo.org

Sep 24: Gran Fondo Walla Walla
Walla Walla, WA. A 22-mile "Crush" ride through the vineyards, a 30- and 60-mile ride through scenic eastern Wash. Lunch included. Wine pairing is offered Saturday evening in downtown Walla Walla for \$35. Benefits the St. Mary Regional Cancer Center "Patient Special Needs Fund". Mardi Hagerman, 509-522-5700, smmc.com

Sep 24: Hood River Harvest Ride
Odell, OR. 16-, 18-, 27-, 30-mile easy to challenging loops through Hood River Valley. Combined them for longer distance. Stops at farm stands & other point of interests. Kids 47 miles. Staged at the Hood River County Fairgrounds. Peter Cornelison, Hood River Valley Resident's Committee, hrharvestride.com

Sep 24: Quiche Brevet
Fort St. John, BC. 200km brevet. 75km and 150km also available. BC Randonneurs, randonneurs.bc.ca

Sep 24: Tour de Whidbey
Whidbey Island, WA. 5 routes: rural roads, beautiful scenery, great rest stops, breakfast, post-ride chili feed. Challenging Century, 30, 40 & 50 are moderate to difficult. Benefits Hospital. Whidbey General Hospital Foundation. Whidbey General Hospital Foundation, 360-678-7656 ext. 4021, whidbeygen.org/whidbeygeneralhospitalfoundation/tourdewhidbey

Sep 24-25: Wine Country Bike Trek
Yakima, WA. Ride from Yakima to Prosser and back. Apple Valley Kiwanis/Prosser Kiwanis, prosserkiwanis.com

Sep 25: Kitsap Color Classic
Edmonds, WA. Multiple loops from 14 to 64 miles around Kitsap Peninsula. Start from Kingston or Edmonds. Cascade Bicycle Club, cascade.org

Sep 25-Nov 4: Pacific Coast
Bellingham, WA. Ride the Pacific Coast Bicycle Route. Adventure Cycling Association, adventurecycling.org

Sep 25: Peach of a Century
Salem, OR. 100-, 75-mile & 100km routes. Start/finish at Chemeketa Community College. Larry Miles, Salem Bicycle Club, 503-580-5927, salembicycleclub.org

Sep 26-29: Oregon Wine Country Classic
Portland, OR. Enjoy great ride, wine tasting and sightseeing. Bicycle Adventures, 800-443-6060, bicycleadventures.com

Sep 30-Oct 2: Methow Valley Fall Bike Festival
Winthrop, WA. 25th annual Methow Valley Fall Bike Festival includes road, mountain bike and cyclocross rides, kid's cycling events and a bicycle film festival. MVSTA, 509-996-3287, mvsta.com

OCTOBER

Oct 1: Manastash Metric Century
Ellensburg, WA. Century and half century through Kittitas County. Well supported, rest stops at historic sites, free BBQ. All welcome. Course opens at 7:30am. Supports RSVP Program. RSVP of Kittitas County, 509-962-4311, rsvp-wa.org/ellensburg

Oct 1-2: Over the Top Bicycle Ride
Oakridge, OR. New event. Oakridge to Blue River via the Auferdeide drive and back over 2 days - 70 miles per leg. Start at either end. Fully supported, hearty meals, magnificent scenery, hot springs and climbing. Oakridge Hostel, oakridgehostel.com

Oct 1-2: Wellspring Lake2Lake Ride
Vernon, BC. A 2-day, 220km fully supported ride on quiet hwy's and rural roads in BC's North Okanagan. One day ride option available. Fully supported. Benefits Wellspring. The Wellspring Foundation for Education, lake2lake.org

Oct 2: Bikenfest
Hood River, OR. 200km ACP brevet. Start 7:30am. Oregon Randonneurs, orrandonneurs.org

RAGBRAI, Almost

By MAYNARD HERSHON

It's Sunday afternoon, the last day of the Tour de France. I was supposed to be in Iowa today, visiting friends and preparing to ride the last four days of RAGBRAI, but my trip fell apart Monday evening.

This was the plan: My bike and I would board an Amtrak train, the California Zephyr, here in Denver at 7 p.m. on Saturday, July 23. I'd get off in Osceola Iowa on Sunday morning, the 24th.

I'd roll my bike out of the baggage car and pedal north to Des Moines. I'd find my way through town using an Iowa state cycling map and advice from two gracious bike shops. (If you email an Iowa shop for touring advice, you don't get just a helpful response. You get invited to come by the shop and say hi. No kidding.)

Once safely through Des Moines, I'd ride another 30 or so miles to Ames, where my wife Tamar would be visiting her best friend Kathy. I'd spend Monday and Tuesday in Ames with Tamar, Kathy and Kathy's husband Matt, then ride out of town to join RAGBRAI as it passed close by.

With RAGBRAI, I'd enjoy the company of 20,000 pedaling soulmates, crossing Iowa in an easterly direction to Davenport, this year's finish, on the Illinois border. I'd luxuriate in a long shower or two in a Davenport hotel or motel, then pedal south to Galesburg Ill., an Amtrak stop.

In Galesburg, I'd board the westbound California Zephyr for another all-nighter, arriving in Denver on Monday morning, the first of August. And I'd pedal home from the Amtrak station.

Tamar told me in May that she'd be in Ames visiting Kathy, and asked me if I might meet

her there. I didn't want to fly just to be in Iowa for two or three days. And if you look at a map of the middle of the country, you will see that driving from Denver to Des Moines or Ames is a dreary prospect. It's boring interstates across boring eastern Colorado, Nebraska and Iowa.

In investigating ways to make the travel more interesting, I realized that RAGBRAI would be under way and passing close to Ames. Ah-ha!

Further research revealed that Amtrak's California Zephyr route features a stop in Osceola, south of Des Moines, an 80- or 90-mile pedal from Ames. And further east, the Zephyr stops in Galesburg, just 40 or so miles south of Davenport.

Hey, this was falling together nicely. I bought my train tickets in mid-June. I rode 200 miles every week. Never having done such a trip, I was nervous. But I forged ahead nonetheless. What a hero, huh?

I put a luggage rack on my Rivendell. I bought little rings for the back of my saddle from which I could hang the large, funky Rivendell saddlebag Tamar used when she commuted in Tucson.

Luckily, I had a pair of unused Louis Garneau panniers that would clip to the rack. I bought a lightweight sleeping bag. I borrowed a tent and a short, lightweight sleeping pad. I bought a mosquito net to hang inside the tent.

I bought a battery-powered bug repellent and refills. I purchased a pair of lightweight travel pants so I wouldn't have to haul jeans across Iowa. I got a featherlight microfiber towel.

I took my bicycle into Turin Bikes in Denver for a check-up, where it got new cogs for its cassette, a new chain and a clean bill of health. Oh, and two pudgy Specialized Armadillo tires, not light (by any means) but bulletproof.

Weather reports from Iowa indicated a temperature adjusted with humidity of 120-degrees-plus. My toughest riding day would be the first, from Osceola to Ames. I worried about that day, and I worried about camping and showers and bugs and food en route.

A friend from Iowa who has done many RAGBRAIs mentioned that I did not have to ride as an outlaw. Look on the forum, he said, where it lists official wristbands for sale. You can buy a wristband and be a paid entrant. I looked on the forum where I found and bought a wristband.

Wearing it, I could put my gear in a duffel bag while with RAGBRAI and throw it on a truck in the mornings, where it would appear each day at ride's end and I could retrieve my stuff. I wouldn't have to do the whole ride while carrying my life on my bike. I could also enjoy the services of RAGBRAI mechanics and first-aid folks and not feel that I was cheating.

Concerned that I might have to box up my bike for the train rides, Tamar and I went to the Amtrak station here in Denver ... after trying and failing to call the station directly.

I'd read the information on the Amtrak website and came away confused. Some trains have baggage cars with hooks for hanging bikes. Some baggage people, I was told, just put the bike in the baggage car and bungee it to a wall. Others require a bike box.

No matter how you pack, it has to go in the baggage car. Amtrak wants you to arrive at the station early so you can give it to a baggage handler well before departure.

At the Amtrak station my trip came apart. It seems that recent budget cuts have forced Amtrak to reduce the staff at many (many) of

their stations, meaning no baggage handlers. When the train stops at one of those (many) stations, no one unlocks the baggage car. Those are called "unmanned stations."

Both Osceola and Galesburg are unmanned stations. In fact, if you board a train in Denver headed east, you can get off the train with your bike in Lincoln, Neb., or Chicago but nowhere else, meaning nowhere in the state of Iowa. Is that amazing or what?

If you tell the ticket agent that you're traveling with a bike and intend to get on or off the train when it stops at a small town station, he or she will refuse to sell you a ticket. Can't be done, sir.

Disgusted, I got my ticket money refunded. I sold my wristband at a modest loss via the RAGBRAI forum. I returned the borrowed air mattress and tent. When Tamar gets home from Ames we'll return the mosquito net and lightweight towel to REI. I'll ride the Armadillos and enjoy my new chain and cogs.

I'd still like to ride RAGBRAI or part of it and may make the effort again next year. I thought this year that I'd put together an elegant plan, with no cars and no aircraft, just public transportation and my bicycle.

If you look hard enough on the Amtrak site, you can find a warning about unmanned stations. You have to look really hard. I told the woman at the 1-800 ticket refund number that Amtrak should change the site to make that unmanned station situation clearer, more obvious.

But Amtrak probably won't. Someone should blow the whistle.



FROM PAGE 5

"TRAFFIC" FROM PAGE 5

the side of the bicycle. To signal a right turn, extend left hand and arm upward beyond the side of the bicycle, or right hand and arm extended horizontally to the right of the bicycle.

- Stop when you see red. Both motorists and cyclists are required to stop at stoplights and stop signs (unless you are in Idaho, where they have the Idaho Stop Law, stating that cyclists can treat stop signs as yield signs if the intersection is clear. NOTE: It is called the Idaho Stop Law for a reason: It is the only place where this is legal!).
- A rider must keep at least one hand on the handlebars in order to have full control at all times, just like a driver on the steering wheel.
- Similar to the seatbelt law, cyclists cannot carry more riders than a bike is safely equipped to hold.
- A rider cannot follow another vehicle too closely.
- Cyclists must yield the right of way to other vehicles or riders.
- Lights are required at night: white in front, red in back.

Motorists:

- In Oregon, Washington, and British Columbia, it is illegal to drive while talking or texting on the phone.
- It is illegal to enter, leave, or open the door of a motor vehicle on the side adjacent to

moving traffic unless it is safe to do so and can be done without interfering with traffic.

- Motorists cannot drive in a bicycle lane except to execute a turn, and must yield to cyclists!
- Drivers must pass a cyclist with at least three feet of clearance.
- It is illegal to pass a stopped car that is waiting for a cyclist or a pedestrian.

It is also evident that some bikers and motorists don't understand what painted symbols on roadways mean. This is for you:

Painted Lanes: Highlight areas where bicycle and cars cross paths. Motor vehicles should yield to bicyclists in those lanes, and cyclists should be alert and watch for crossing vehicles.

Bike Box: Provides a place for cyclists to wait for lights to change in front of vehicles. These have greatly reduced intersection collisions.

Bike Lanes and Sharrows: Bike lanes are four to five feet wide dedicated solely to bicyclists. Sharrows are shared lanes where a motorist can still drive, but should expect to see and share the road with bicyclists. Sharrows are used on streets that are not an adequate width to provide separate space.

Contraflow Lane: Provide bicycle lanes that head the opposite direction of motor vehicles on one-way streets where there is no parking.

Loop Detector: Tell when a motor vehicle or bike is waiting for the light to turn green.

Bike specific pavement markings indicate where to position the front wheel in order to change the signal. NOTE: Most roads don't have this sensitivity. If you are a cyclist and come to a light that doesn't sense you're there, press the cross walk button. If there is no crosswalk

button, look both ways for cars before crossing traffic. You are still required to stop. Bike Dots: Pavement markings for signed bike routes, not intended to provide guidance on positioning, but a tool for direction.

Buffered Bike Lane: Provides a striped cross-hatched area between cyclists and motor vehicles.

So until we all become educated, cyclists and motorists, let's ease the tension, abide by traffic laws, and remember these safety tips. The more battles we avoid, the closer we are to ending this conflict and making travel more enjoyable for everyone.

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TRIVIA ANSWERS FROM PAGE 2

- A1. Greg Lemond in the Professional Road Race: silver in 1982, gold in 1983, and silver in 1985. Kristin Armstrong: Women's Time Trial: bronze in 2005, gold in 2006 and 2009.
- A2. Italians Paolo Bettini (2006 & '07) and Gianni Bugno (1990 & '91), and Belgians Rik Van Looy (1960 & '61), Rik Van Steenbergen (1956 & '57), and Georges Ronsse (1928 & '29).
- A3. Lance Armstrong, who took the title at just 21 years and 10.5 months back in 1993 in ... Oslo, Norway!
- A4. Abraham Olano, who won the title in 1995 in Bogota, Colombia, the same year the Vuelta switched to the Fall, no doubt a major factor in Spain's emergence in competitiveness in the late fall championships.
- A5. In 1979, when Dutchman Jan Raas won on home ground (Valkenberg) after Gerrie Knettemen won for Holland in 1978.



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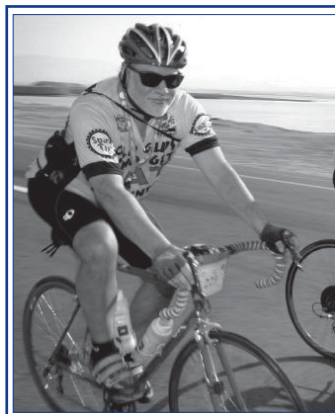


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