



Last year Donnie Kolb and two of his friends combined their interests, bird hunting and bikepacking, by taking a trip to Deschutes State Recreation Area. Though they didn't have much luck hunting, they did have a great time. *Photo courtesy of Velodirt.com*

Hunting by Bike – the “Locovore” Way

BY DARREN DENCKLAU AND KATHERINE MONCURE

Imagine traveling through the woods as the sun is slowly coming up over the horizon. Your breath can be seen floating before you, senses heightened. You're there to track an animal and you've seen fresh tracks and know that it is somewhere near behind a thick stand of trees. Instead of revving the engine of your ATV and spooking that prized buck, you move silently, powering your bike in the semi-darkness. You carefully dismount and find a nice clearing in which to get a clean shot. You draw back the compound bow and prepare to let go at the crucial moment. Seconds later the arrow pierces the beast's side, hitting its intended mark right next to the heart. Success, but it never would have happened without the element of surprise.

A niche demographic within cycling has begun to emerge and it combines two unlikely yet highly compatible activities: mountain biking and hunting. After off-road riding gained popularity in the late '70s and early '80s on Colorado and California's trails and forest service roads, the concept of “bikepacking” emerged, and now many hunters are realizing this concept can apply to them as well. They can carry their gear and travel through the forest much quieter and be more undetectable while providing

distinct advantages over walking or using an all-terrain vehicle (ATV). Riding a bike saves time and energy when compared to traveling by foot and it has numerous benefits over engine-powered transportation including the lack of smells that come from combustible engines. Though purposing a bike for utilitarian needs is nothing new in urban settings, there's a movement that is taking place in more rural areas as well.

Mark Waters, owner of Backcountry Recumbent Cycles in Bend, Ore., is no stranger to using cargo bikes in rugged terrain. He has successfully traversed the Colorado portion of the Continental Divide Trail on a Surly Big Dummy and spends a significant amount of time riding in remote locations. He notes that the growing trend of utilitarian bikes coincides with the expanding group of “locovore” youth who are changing the traditional norms of hunting. This movement is coming from individuals who are highly aware of the environmental and ethical consequences of their lifestyles, and therefore are choosing mountain bikes as an alternative to ATVs during the hunting season. As Waters states, “mountain bikes are low-impact, human-powered tools that cause less erosion, especially with wider tires and lower pressure, while



Loaded up and ready to go. And yes, some people do hunt with sidearms. *Photo by Darren Dencklau*

SEE “HUNTING” ON PAGE 7

MECHANIC'S CORNER

Explore the World of Cyclocross Tires

BY PAUL JOHNSON

Different kinds of bike nerds obsess about different things these days. Road riders can talk about their wattage for hours. Mountain bikers can't seem to shut up about wheel size. Having settled the discbrake discussion, cyclocross riders now give their full attention to their other favorite topic: tires.

Forget carbon fiber. The real miracle material for cross bikes is rubber. Pick the right tires, and your bike will hook up in corners and shed sticky mud. Choose poorly and you'll slide through that same corner or get bogged down by mud-packed tread.

In cyclocross, you'll be obsessing about tire choices all the time. Most likely, you'll have multiple sets in your garage to choose from. You'll have tires for dry, hard-packed courses, a pair for soft, muddy conditions and puncture-resistant road tread for doing the work-week commute. There's a lot of nuance to all of this, so here's a little guide for all of your considerations.

Clincher tires are where we'll start. When viewed from head on, clinchers are shaped like a “U” and have wire or Kevlar edges (called “beads”) that hook under the edge

SEE “TIRES” ON PAGE 5

HANDBUILT

OHBS Showcased Innovative Ideas Worth Noticing

BY JOE ZAUNER

Just when you think you've got the Portland bicycle scene figured out it throws a curveball.

Take for example the recent Oregon Handmade Bicycle Show (OHBS). Sure, it met the prerequisite expectations with a retro sheik venue, a solar assist cargo bike and a guy strutting around in a kilt smoking a pipe like Sherlock Holmes. But what no one in attendance likely expected to see was a four-wheel off-road rig capable of gaining copious air, an electric assist cargo bike that you can actually afford or a local credit union pitching low-interest rate bicycle loans.

Yes, the sixth annual OHBS was a special mix of keeping Portland weird while at the same time producing innovative ideas worth noticing.

Held in the Sandbox Studio located in the heart of the Franz Bread industrial district, this one-time forklift factory billed as

“the coolest studio space in the Pacific Northwest,” seemed a good fit for the 2013 event. Greeting attendees at the entrance was a giant industrial-age boiler that stood in stark contrast to the cutting edge technology a few steps away up the cracked concrete ramp leading to the convention's center floor.

First up was the Ti Cycles booth and its CarGoAway creation, a solar-powered battery-assist cargo bike capable of achieving 32 mph on a flat road carrying a 200-pound load. Designed to replace a car, it is about the size of one. Using a traditional long-john-cargo-bike approach, designer David Levy welded an enormous bin to the front of this behemoth to accommodate a waterproof compartment bag and two solar panels. So efficient at what it does, the CarGoAway has become the creator's primary source of transportation.

SEE “OHBS” ON PAGE 6



KICKSTANDS

Acting as your personal valet, they hold your bike so it won't touch the ground.

PG 3



COLUMBIA GORGE

Cyclists can now enjoy 34 peaceful and scenic miles along the Columbia River.

PG 4



MAYNARD

Once you experience RAGBRAI, it will stay with you long after the ride is over.

PG 11

Historic American Firsts

With Chris Horner's historic "First time by an American" victory in the Vuelta, I thought it would be a great time to revisit some other landmark results.

- Q1. Who was the first American to win a major international professional stage race? Which race was it?
- Q2. During the Cold War all the way through the late 1980s, the Russians regularly trounced Americans. In fact, Mo Siegel of Celestial Seasonings Tea specifically brought Greg Lemond and Bernard Hinault to the Coors Classic, then America's premier event, in 1985 and 1986 "so the Russians don't win!" When was the first time an American team won the Team GC at a major international event and in so doing beat the Russians?
- Q3. Who was the first American to win the prestigious Settimana Bergamasca Spring Stage Race in Italy? *Hint: It was a favorite event for Edward "Eddie B" Borysewicz's teams, both in the 1980s when he coached the U.S. National Team, and later when the event became Pro-Am and he coached American pro teams.*
- Q4. Who was the first amateur American to win a major international stage race?
- Q5. What year (and what event) saw the first ever participation of an American professional team? I think most readers can guess the team...

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. After years of racing triathlons, he returned to his

roots as a competitive cyclist, now racing in the Masters category. Dave is a high school science and health teacher and cross-country coach in Newport, Ore.

100th Bicycle Parking Corral Installed in Portland, Oregon

The Portland Bureau of Transportation announced on October 23, 2013, that New Seasons Market at 4034 SE Hawthorne Boulevard is the site of the 100th bicycle-parking corral in the city. The installation is a milestone in a program that has helped Portland businesses increase on-street customer facilities ten-fold in the last nine years.

At the request of local businesses, the city has added bike corrals throughout Portland, beginning with Fresh Pot on N. Mississippi Avenue in 2004. Since then, requests and installations have accelerated, with the greatest demand coming from restaurants in high travel commercial areas, including the Pearl District, Belmont, Overlook and Hawthorne business districts.

Altogether, Portland businesses and the city have replaced 163 auto parking spaces with 1,644 bicycle parking spaces, far surpassing the number of on-street bike parking structures in any other U.S. city.

"Requests for bike corrals are really driven by businesses in the city," said Scott Cohen, a transportation demand management specialist with the Transportation

Bureau. "I hear from businesses every week asking how to get a corral, and cities throughout the world often call requesting advice on how to start up similar programs."

Bike corrals are groupings of 6 to 12 bike racks installed on the street. While most of Portland's bicycle parking is provided on sidewalks, in a growing number of commercial areas the high demand for bicycle parking is exceeding sidewalk capacity. In other cases, local businesses simply prefer bicycles in the parking strip rather than autos in order to attract and serve customers as travel patterns shift from car use.

In addition to increasing customer parking, bike corrals also free up congested sidewalks, and improve visibility at busy intersections for those on foot or behind the wheel.

The Transportation Bureau continues to respond to business requests as the demand for bike parking increases and currently has 98 additional applications under review.

To view a list of all 100 businesses and bike parking corral locations visit portland-oregon.gov.

Boise Bicycle Project Named Platinum Bicycle Friendly Business

It's simple: Bikes are good for business — and their employees. Bicycles are helping to drive economic development across the country, and they're creating a more energized, alert and productive workforce for the companies that have embraced cycling.

On November 7, 2013, the League of American Bicyclists recognized Boise Bicycle Project (BBP) with a Platinum Bicycle Friendly Business (BFB) award for leading America toward a more sustainable future. BBP has carried Gold status since first applying in 2011.

With the announcement of 90 new BFBs today in 29 states and in Washington, D.C., Boise Bicycle Project is amongst a visionary group of more than 600 local businesses, government agencies and Fortune 500 companies across the United States that are transforming the American workplace. BBP has encouraged cycling in Boise with its 2013 Bicycle Friendly Business Drive, using their experience with the application process to recruit other Boise businesses to apply. New local applicants achieving status this year include Baliho, George's, Flavors!, Foerstel, HDR Inc., ID Department of Water Resources, Oliver Russell, Richardson and O'leary PLLC, The Pursuit and The Walton Works.

"Businesses like Boise Bicycle Project are leading the way to a healthier and more sustainable future," said Andy Clarke, President of the League of American Bicyclists. "While helping boost the economy in their communities, Bicycle Friendly Businesses are also investing in a happier and more productive workforce."

BBP encourages bicycling as an option for transportation for its employees by providing the education and tools necessary to make it an accessible option. Employees at the BBP are encouraged to incorporate what they are sharing with the community into their daily commute. Amenities such as 24/7 access to tools and unlimited access to classes paired with incentives including a monthly allowance for parts to keep their main ride running and discounts on new parts and accessories make this an easy option.

"We really believe that Boise has the potential to be the cycling capital of America. As a business we have the ability to help Boise reach that potential by building from within," said Jimmy Hallyburton, Executive Director. "We are proud to be one of only nine platinum level bicycle friendly businesses in the country, and we're excited that so many other local businesses have joined the movement."

Through being a Bicycle Friendly Business, the BBP has had access to a variety of free tools and technical assistance from the League to make biking even better at Boise Bicycle Project. "When our employees bike, great things happen: our stress levels are lower, health care costs are reduced, we create an active and fun work culture while becoming connected to each other and to the greater community. We really try to practice what we teach," says Jutta Geurtsen, Development Director.

To apply or learn more about the free BFB program, visit the League online at bikeleague.org/businesses.

New Canadian Track Record Set

The Canadian Women's Team Pursuit squad started the 2014 UCI Track Cycling World Cup on the right note, earning the silver medal in Manchester, Great Britain, at the beginning of November. In doing so, the four-woman team broke the Canadian record, posting a time of 4:27.083.

In the morning qualifying session, Canada moved the gold medal race with the second fastest time of 4:28.0, behind the Olympic and World Champion team from Great Britain.

Great Britain went on to win the gold medal with a time of 4:19.604, smashing the

World Record time they set earlier in the day, while Australia rounded the podium with a 4:30.831 in the bronze medal dual facing Russia.

The event marked the first time the Women's Team Pursuit race was disputed on a 4km distance and at the World Cup level.

The Canadian team was comprised of Gillian Carleton (Victoria, BC), Laura Brown (Calgary, AB), Allison Beveridge (Calgary, AB), Stephanie Roorda (Vancouver, BC) and Jasmin Glaesser (Coquitlam, BC).

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ACCESSORIES

The Ins and Outs of Bicycle Kickstands

By JOHN LEHMAN, R&E CYCLES/SEATTLE BIKE REPAIR



Clickstand



Bottom bracket kickstand



Chainstay mount kickstand
Photo courtesy of Greenfield



Rhode Gear Flickstand

The kickstand has been a staple on basically every type of bike since the latter half of the 1800s. Dozens of ideas have come and gone since Frenchman Alfred Berruyer introduced the original design of a fork-mounted model around 1865. There is even a similar version to Alfred's available today called the "Clickstand" which is basically a collapsible tent pole with a forked end similar to a crutch, in which the top tube rests.

While some riders will balk at the idea of mounting anything like a kickstand to their bike, there are a multitude of situations where it is advantageous to keep the bike upright without having to hold on to it.

At R&E Cycles we see instances on a daily basis where a kickstand can come in handy. When a tandem or touring bike comes in after a four-month self-supported tour and still has 60 pounds of panniers mounted to the racks, it is a no-brainer that a heavy-duty bi-pod style kickstand is the best way to keep the bike from taking a spill. This stand folds both legs up on the left side of the bike and can support the back end of some of the heaviest bikes. It also lifts the rear wheel off the ground when it is engaged, allowing to turn the drivetrain by hand. This can possibly be useful to accomplish minor adjustments or parts installation without needing a huge repair stand. Any tandem and most touring bikes that carry lots of luggage can benefit from this accessory.

The model, most are familiar with are the single leg bottom bracket mounted

versions that were quite common on the Schwinn's of yesteryear.

The majority of aftermarket kickstands available now are similar to this type, but attach to the frame by sandwiching the chainstays directly behind the bottom bracket. Some frames will have a mounting plate welded to the chainstays to make the installation a breeze and won't mar the paint.

If a frame doesn't have enough room between the bottom bracket and the rear wheel, then a rear triangle mount stand is the best option. These are great for modern carbon or aluminum frames with large diameter tubes.

For riders who don't mind leaning their bike against a wall or tree, this little gizmo, "the Flickstand," was around in the '90s and was a smart way to keep bikes from taking off down the hill sans rider. Unfortunately, it hasn't been made in quite some time and I've seen them go for \$50 or more on

eBay. These days an elastic band that attaches on the drop bar and is pulled around the brake lever basically has the same effect, using the levers as a parking brake.

As you can tell by now, no one kickstand style is better than the other. It really depends on individual needs. Most of the models available now are made of aluminum, making them fairly lightweight and sturdy. Expect them to weigh in the one to one-and-a-half pound range.

John Lehman is the Head Mechanic and Shop Manager at R&E Cycles/Seattle Bike Repair. He can be reached at (206) 527-0360 or via email at john@rodbikes.com.



Image a



Brake lever elastic bands



Pedal Stand
Photos courtesy of John Lehman / R+E Cycles

Image a: Pletscher double leg stand.
Photo courtesy of Joad Sportz Supplies

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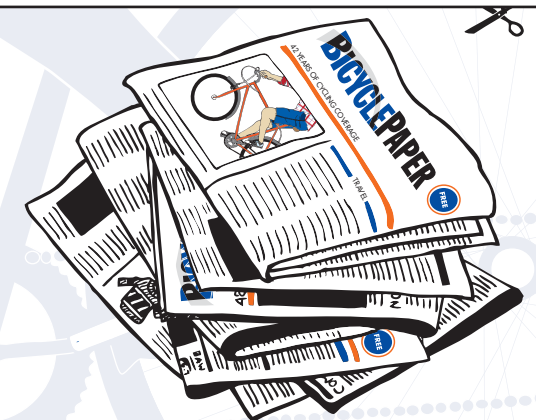
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Columbia Gorge Trail

BY PETER MARSH

Where motorists in Model T Fords once crept around curves high above the Columbia River on old U.S. Highway 30, bicyclists and hikers can now enjoy an unbroken 34-mile stretch of the scenic route from its start in Troutdale, Ore., all the way to Cascade Locks. This has been made possible by a new 1.6-mile trail connection that has been squeezed in between I-205 and the steep sides of the Columbia Gorge. It begins after the waterfall section of the old highway, where the old road merged into the freeway.

Befitting its importance, it is an unusually wide 12 feet. After a quarter mile it moves away from the noisy freeway and onto the McCord Creek pedestrian bridge, designed to reflect the craftsmanship and artistry of the old highway. It returns to the freeway for a short distance before diving into the woods for a welcome break from the traffic noise and features some fine viewpoints of Beacon Rock and the Washington side shoreline.



A view of iconic Beacon Rock from the new trail. Photos courtesy of Peter Marsh

Finally, the trail drops down and under the Moffett Creek Bridge that is part of I-205. Here it connects with 6.5 miles of state trail around Bonneville Dam and Eagle Creek fish hatchery. While the new stretch is pretty flat, the last leg is quite hilly, the surface bumpy and there is a long flight of stairs to walk, so I rode this on touring tires and was glad I did.

At Cascade Locks, you can explore the locks and imagine how they functioned before the Bonneville Dam was built back in 1938, or cross the Bridge of the Gods (toll \$.50) to explore the Washington side of the Gorge.

Historical Note

The Historic Columbia River Highway was completed in 1922 and was once Oregon's primary road through the Columbia River Gorge. Connecting Portland to Hood River and beyond, and passing stunning waterfalls while offering amazing views of the Gorge from up high, the construction of Interstate 84 destroyed many sections that were cut into the side of the cliffs.

Multnomah County hired Samuel C. Lancaster, an experienced engineer and

landscape architect, to design the Historic Columbia River Highway. Lancaster was noted for laying out Seattle's Lake Washington Boulevard in the early 1900s as a component of the city's Olmsted-designed park system. His skill can still be seen at the eastern end of the highway.

In the 1980s, new interest in the old scenic highway resurfaced. An ambitious restoration began with the removal of rock from the Mosier Twin Tunnels and of the roadbed for 6.5 miles. In 2002, the state trail was designated a National Recreation Trail. What's even better from a cycling point of view is that the old highway is still completely intact from The Dalles to Mosier, including the switchbacks to Rowena Crest. For about 17 miles it shows all the design features that made this project so exceptional: grades no steeper than five percent, reinforced concrete bridges combined with masonry guard rails and more.

Peter J. Marsh is an outdoor and nautical writer. He was the editor of Oregon Cycling from 1988-1991. He wrote Rubber to the Road

— a guidebook to bike rides around Portland (www.rubbertotheroad.com). He lives in Astoria, Ore., when not traveling the world on his bike. More of his writing can be found at www.sea-to-summit.net



The new McCord Creek Bridge captures the spirit of the old highway.



The scenery looking towards Washington.

HEALTH

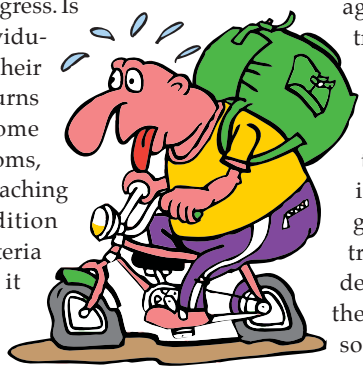
Understanding Over-reaching and Overtraining Syndromes

BY ELLEN CHOW, MS, RD, CSSD, CD

Overtraining is a broad term used to describe perceived excessive training, usually accompanied by lack of progress. Is it real or perhaps the individuals have simply reached their maximum ability? As it turns out, overtraining syndrome is a collection of symptoms, preceded by the over-reaching syndrome. Neither condition has official diagnostic criteria in sports medicine. Rather, it is as much of a qualitative report from the athlete as a physiological pattern. Although tapering, nutrition and stress management are essential to recovery, they do not necessarily prevent reoccurrences. Understanding personal triggers may be the key to fine tuning training schedules and methods.

Over-reaching

Since each of us vary in thresholds for fatigue, exhaustion and pain, it is sometimes difficult to define over-reaching and overtraining. The former usually begins with athletes setting new performance goals and as a result, increase their training time, intensity, and most likely cross training with weights and other methods. Other times they may engage in altitude training, also coined "train



high, live low," to further challenge physiological adaptations. Yet another scenario is chronically low caloric (and carbohydrate) intake, leading to low muscle glycogen storage, quick depletion during training, and subpar recovery.

Regardless of the initial causes, over-reached athletes would first notice the lack of performance improvements, or even regression, despite increased training. This is followed by a decrease in power and energy, thereby reaching exhaustion sooner. During this time, there are no changes in health and mental acuteness.

In several research studies, over-reached athletes were found to have a decreased anaerobic threshold. This was shown through lower lactic acid profiles. If the condition is not recognized and corrected, it may lead to overtraining.

Overtraining Syndrome

Extending from over-reaching syndrome, overtrained athletes reported increased irritability, sleep disruptions, and sometimes mood swings. Although an expected degree of muscle damage always occurs during physical activities, such damages were found to rise. In addition, blood samples showed higher creatine kinase, a marker

suggesting muscle damage that exceeds the rate of new muscle fiber synthesis, thus creating an imbalance. Besides muscle damages and loss of power, energy metabolism also suffers. Post-exercise blood ammonia level is an indicator of altered energy metabolism, a result from inadequate production through regular metabolic pathway. Therefore, increased blood ammonia is believed to be yet another symptom of overtraining. Finally, beyond performance, power, and muscular health, the neurotransmitters epinephrine and norepinephrine were often lower, potentially causing mild depression.

Quality of Life

Fortunately, overtraining syndrome is rare, presumably because the multiple signs of over-reaching usually prompt the athlete to taper training out of discomfort and fatigue, if not the recognition that something is "off." Also, it is possible that overtraining syndrome is under-reported and often resolved without official medical diagnosis. Just like there is no standard criteria for diagnostics, there are no guidelines for recovery.

Lifestyle remedies usually consist of reducing training or taking a temporary break for a week or more. Also, an integral part of the recovery is managing the mental, emotional, and physical stresses that impact the nervous system and impede performance. When the nervous system is busy processing stress, its capacity for other functions is reduced. Deep breathing, meditation, and other techniques can help the body regain

strength and correct physical damages caused by overtraining.

Other basic self-care actions can also create a healing environment. Eating on time, scheduling adequate sleep time and flexibility exercises can all help. While taking time off from training, try activities that simulate creativity and social connections, providing new experiences to the brain and stimulating "happy hormones" that improve wellbeing.

Prevention

Over-reaching and overtraining syndromes are not as well understood as other tangible sports injuries and there are no clear treatment guidelines. There is also no knowledge if age, sex, climate, altitude and other factors influence their development. Furthermore, the lack of statistics on reoccurrences or if individual thresholds exist make it challenging to predict if some people are more prone to them. However, official diagnoses are not common. If you feel that you may be experiencing these syndromes, taper training and check with a doctor. These conditions may be more easily prevented than treated. The bottom line is, athletes should listen to their body and always consider self-care as part of the wellness routine.

Ellen is a Seattle-based sports and wellness nutritionist. She works with athletes of all ages. She also works extensively with athletes who have stable cardiovascular and metabolic diseases. Ellen can be contacted at endgamenuitrition.com.

"TIRES" FROM PAGE 1

of the rim and hold the tire in place with an inner tube inside. The easiest tire choice here has to do with those beads. A tire that comes folded up has lightweight Kevlar beads, and a tire that holds its round shape on the showroom wall has beads made from steel wire. By choosing a folding tire instead of the cheaper steel-beaded version, you can typically save a half-pound of weight.

For cyclocross, standard clincher tires give you the widest price and performance range, but they also have some big drawbacks. Clinchers are usually the heaviest option and they require you to run the highest air pressure of all the different tires. Lastly, clinchers can suffer the most flats, usually caused by inner tube pinches, tube cuts from exposed spoke eyelets, or punctures from debris in the tread.

If you're comfortable with the idea of clinchers, then tubeless clinchers should be easy to wrap your brain around. Tubeless is possible when the tires, rims, and rim strips

Foldable tires.



a supple sidewall — the stiffer the sidewall, the more chance of "burping" air. It would seem like tubeless tires would be lighter than a standard clincher, but they're not. Liquid sealant weight replaces the weight of an inner tube, and tubeless-ready tires and rim strips usually weigh slightly more than their conventional counterparts.



Tubeless tire sealant bubbles around the edge sealing the air in.



Tubular (sew-up) tire and a tubular rim.

Tubular tires and sew-up tires are different names for the same thing. The oldest type of pneumatic tire, sew-ups, are typically made with the casing actually sewn together around an inner tube (except for the Tufo brand, which make their sew-ups hold air without using an inner tube). This all-in-one tubular tire is then glued onto a tubular specific rim. These have the best ride "feel" because the sidewalls are usually more supple and squish around, conforming to the ground more readily than clinchers. By eliminating the need for wire or Kevlar beads and the hooked clincher rim walls, tubular tires and wheels will be your lightest option. If you run sew-ups you can also run the lowest tire pressures, usually 20 psi lower than a comparable clincher. Tubulars aren't always the most expensive option, but they generally are. If you are going to spend the money for carbon fiber wheels, the smart choice is to get a pair that are tubular-style so you get the lightest weight for your money and have the best durabil-

ity during mishaps; if you suffer a flat, the tire will stay in place and won't expose rim edges and damage them while you try to stop. The biggest drawbacks to running tubulars are the extra expense because if you get a flat, you're replacing a whole tire, not just a tube, and the added work of properly gluing a sew-up takes time and can be messy. Additionally, they need to be stored correctly during the off-season to keep their proper shape and to ensure they're ready to go next time around.

Styles aside, remember that air pressure dictates how your tires perform; rim width can be a consideration too, but we'll get into that another time. Go too low with your air pressure and your bike will wash out in turns or bottom out on bumps, thereby causing rim damage and flats. Tire pressure that's too high will keep you bouncing off the ground and losing traction instead of digging in.

Lastly, you've got tread design to consider. File tread tires have shallow, tightly-packed diamond-shaped bumps and are typically the choice for hard packed dirt and dry grassy cyclocross conditions. You can expect slightly taller knobs along the edge of these treads to keep you from sliding out in corners. If

off-road conditions are a little softer and you need better traction, a good multi-purpose tire will have small knobs

placed tightly together, sometimes nearly continuous down the center of the tire. These tires work great under most conditions, but become nearly unrideable in sticky mud. Speaking of, a good mud tire will have tall widely-spaced knobs that will dig into soft surfaces but will, at least in theory, shed the mud from between its knobs as the tire rotates. My advice is that if you feel limited by your handling skills and traction, go with a more aggressive tread. If you have great balance and handling but still feel slow, go with shallower tread and lighter-weight options.

Prices for all of these options vary dramatically within each category so do some research first to determine which setup is going to work for you and what's within your budget.

If you get this tire thing all figured out, don't worry. You can still be a cyclocross nerd. You'll just have to start obsessing about Belgian beer.

Paul Johnson owns Classic Cycle on Bainbridge Island and is a former National Team mechanic and current bike nerd.

Rim width affects tire width.



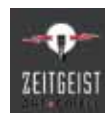
File tread, dry condition knobby, multi condition, mud tire. Photos by Paul Johnson



Same tire set up tubeless (top) and with inner tube (bottom).

(the tape that protects the inner tube from the spoke holes) are made to exacting tolerances that eliminate the need for an inner tube to keep the air inside. Liquid sealant is used to keep minute amounts of air from seeping out, but impermeable tire casing and rim strips do most of the work. By switching from regular clinchers to a tubeless set-up, you can typically reduce the air pressure by 5 to 10 pounds per square inch (psi), which will increase your traction significantly. The tubeless liquid sealant will also work to seal up small thorn and glass punctures. Tire selection is very important and you should choose models that have a tight fit and feature

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"OHBS" FROM PAGE 1

"I ride it everywhere," said Levy, owner of Ti Cycles, who designed the bike on a dare to replace his car. "I've gone 50 mph off the hills where I live, but the important thing isn't the speed, it's the practicality. Anything you can do with a car you can do with this bike."

The solar-assist aspect was a collaboration with Portland-based EcoSpeed, the company responsible for powering many of the billboard bicycles and pedicabs rolling around the area. Each CarGoAway is built to order with a price tag starting at \$12,000, which might make a prospective buyer either shutter and walk away or walk across the convention center floor to the Point West Credit Union booth and inquire into a new bike loan.

"The biking community is growing and as it does we want to meet the funding need for bicycles," said Nik Hodson, co-president of Point West Credit Union. "We're here to help support alternative modes of transportation."

With a 4.49 annual percentage rate, qualified borrowers can take up to two years to pay off their newest ride. A used bike won't qualify for a loan with Point West and in fact, the maximum amount of \$5,000 won't even cover the entire cost of the CarGoAway purchase, but there might be a solution for that.

A few steps away from the Point West Credit Union booth was the Fear No Hill Bicycle Company. Their lime green cargo bikes aren't going to win any beauty contests, but with a \$3,000 price tag it's one of the least expensive electric assist long-john-style-cargo bikes on the market. Comparably equipped models start at \$5,000 and are manufactured mostly in China. Fear No Hill bikes are created in Portland.

So new is the company it hasn't even set up a website. It operates out of a Southeast neighborhood garage owned by Miles Ramsey, a retired metal fabricator from Alaska. He's incorporated a barebones approach to the frame design and materials, using cold rolled steel for the main frame and chromoly for the forks. The emphasis at Fear No Hill is on componentry and electric assist technology.

"A lot of companies use fancy metals and that drives the price up," Ramsey said. "Ours might not be as pretty but it accomplishes the same thing."

The Fear No Hill base model sports hydraulic disc brakes and a lithium ion battery with enough power-assist to cover more than 20 miles. At 1.3 horsepower, anything greater would have to be registered with the DMV. According to Ramsey, there's no need to pedal. The power-assist can do all the work if you want it to.

If you did want to pedal, the NuVinci rear hub seamlessly ramps up or down the gear ratio by turning a knob similar to controlling the volume on the radio. There are no missed shifts because it

doesn't actually shift, and no chain chatters either because it's an internally driven hub. Just twist the knob and you get a 1:1 and up to a 1:5 gear ratio and everything in between. You might need those gears considering the bike's load capacity; the long-john cargo design has a forward compartment big enough for a pony keg with a rear rack capable of accommodating a drunken passenger. It's an exciting win-win. But maybe not as exciting as the Athos, a four-wheel creation by former BMX pro Andy Contes.

Contes said the 48-pound Athos was "the arrival of a daydream into the real world." His website said the exact same thing. It also adds that Athos was, "Inspired by BMX, Freestyle, Downhill and Motocross," and that it: "Marries the intense stability and handling characteristics of a quad with the flexibility of a bicycle."

With a base price of \$7,000, it might require another trip back to the Point West Credit Union booth for financing.



Fear No Hill's power-assist long-john style cargo bike costs only \$3000.



Ti Cycles' CarGoAway is designed to replace car. It about as big and costs about as much. Photos courtesy of Paul Cone

Inspired by motorized quad racers, this pedal powered version has independent suspension that handles anything from BMX racing to downhill singletrack to cross-country mountain biking. Also standard is the traction enhancing rear differential that keeps power flowing to the most engaged wheel.

In the YouTube promotional video, Contes is shown bunny hopping anyone willing to stretch out on the pavement.

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"HUNTING" FROM PAGE 1

ATV users often churn up soil and mar the ground in addition to creating noise pollution in otherwise silent settings."

There are also a number of benefits that bikes have aside from being less damaging to the natural world. Riders can often access areas that are off limits to motorized vehicles and they don't carry with them the smell of fuel. That said, hunters should research before choosing their destinations because many forested regions that do not allow off-highway vehicles (OHV) sometimes include bicycles in that category. If the right area can be found, however, the benefits may be well worth it. In most cases, animals have not become accustomed to humans and patterned their behavior to avoid confrontation in lesser-traveled spots, therefore making them easier to track and hunt.

Admittedly, walking is always the cheapest option, but mountain bikes are still far less expensive than the average \$9,000 ATV, though even most expensive bikes typically used for hunting can get past the \$3,000 mark. "If you're not already a cyclist, this factor can make you a cyclist," Waters remarked when discussing this notable difference.

When it comes to hunting by bike, the types and equipment available are diverse. Most choose a relatively homemade approach and use whatever they have in their

garage. Trailers, handlebar baskets, and camouflage paint are utilized to equip them to carry gear and make them more stealth, but the performance depends entirely on what the owner starts with. A good option is a hardtail bike with front suspension; rear suspension can be beneficial for recreation and racing, but inadequate to cover expansive ground when loaded with gear and most rear suspension bikes prevent one from adding a rear rack.

Fat bikes have become increasingly popular for off-road excursions. With tires that can be more than four inches wide, they will travel over rough terrain and even snow and sand with ease. They can also be ridden with very low tire pressure so the wheels hug the ground more than a traditional mountain bike while providing increased stability. On the other hand, fat bikes are generally between 35 and 40 pounds, making them heavy and significantly slower. They typically cost between \$1,500 and \$5,000, so they're not the least expensive option, but they are a great tool for travelling through snow and mud, which generally typifies hunting season.

Recently, Quality Bike Products debuted the Cogburn Outdoors CB4, a fat bike that is designed specifically for hunting and fishing and features camouflage paint and anodized



Not a bad place to set up camp. Photo courtesy of Velodirt.com

black components to avoid glare. Equipped with Avid BB7 brakes and a Shimano Deore 10-speed drivetrain, it is able to handle steep climbs and descents. They also make accessories such as a bow and rifle scabbard that can be attached to the included rear rack. The price is \$2,200 and they are currently only offered through Scheels Sports.

For gear and carrying out fresh kills, most hunters use a pull behind trailer such as a BOB or even kids' trailers. There are several how-to forums with illustrations on websites like archerytalk.com and liveoutdoors.com that show creative outdoorsman making their own pull behinds out of baby trailers, wheelbarrows and other accessible parts. One crafty individual built his with a fold out ladder that is later used to spot and get above the prey, a common hunting method for bow hunters.

Waters announced that he is soon launching a website called backcountryvelo.com. Through it he will sell off-road recumbents, semi-recumbents, and crank forwards (bicycles in which the bottom bracket and cranks are set farther forward than an upright, but not so far that back support is needed) as well as Surly fat bikes and their Big Dummy model. In addition to having alternatives to regular bicycles it will include information and equipment that will assist those looking to get out there for overnights and extended trips. He expects the website to be up and running by the end of this year.

At his Bend shop, Waters has plans to offer common equipment that goes along with hunting necessities. This includes ultra-

light camping gear, air rifles, and scabbards to carry rifles or firearms. Furthermore, he sells BOB trailers for carrying loads up to 70 pounds and Surly trailers for anything up to 300 pounds. The Surly Big Dummy has a 200-pound carrying capacity and he claims hunters can easily haul a dressed deer out on the back of one. For those wanting to travel with even more supplies or a larger animal, Matthews and a Portland-based company called Lone Wolf Bike Trailers both sell models that carry up to 400 pounds.

John Matthews, a friend of Waters, has invented a quad recumbent he's named the p Quadz™ and an electric-assist model called the eQuadz™ (conceptcycles.net). Although they do not have as much clearance off the ground, they do provide efficiency and stability and represent something different for hunters who cannot ride a regular bike but still want a solid vehicle for hunting and other excursions.

The increasing demand for products like these thoroughly demonstrates the fact that people are expanding cycling culture outside of the conventional idea of riding for pleasure or as a hobby. Fat bikes are defying what type of terrain can be ridden and cargo bikes are transforming what is possible to carry on two wheels as an increasing number of riders are towing their children around, picking up groceries, hauling tools, furniture, and more. "Cycling is a lot bigger than it's allowed to be within the cycling culture of the United States," Waters comments. "Bikes are not just toys; they're a practical means to an end."



There are numerous ways to carry gear. Photo courtesy of Velodirt.com

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Sage Cycles’ PDXCX 2

By DARREN DENCKLAU

Ever since I laid my eyes on a Moots mountain bike back in the ‘90s, I’ve always been slightly obsessed with the looks of titanium. The gunmetal gray of a Ti frame may be simple looking to the casual observer, but those in the know realize the positive characteristics of the material: lightweight, comfortable, strong, and rustproof. Enter the latest steed I procured: the PDXCX 2 from Sage Cycles.

Designed and assembled in Portland, Ore., the PDXCX is a cyclocross bike that could also be used for touring, commuting or as a “gravel bike.” The frame is disc brake-specific with integrated fender mounts and it’s designed to run full-length cable housing for brakes and derailleurs. The 44mm head tube allows the bike to be setup with a straight 1-1/8” or a tapered steerer fork. The oversized head tube combined with the ovalized top tube stiffens the frame — one of the few complaints you’ll hear about titanium besides it’s expensive is that it flexes too much, especially for heavier riders — provides a more efficient transfer of power from rider to bike.

Though Sage Cycles are designed in Portland, the one I tested was made in Taiwan. That said, I’ve been informed from the company’s owner, David Rosen, that all models are going to be made in the U.S.A. beginning in 2014. The price tag will undoubtedly go up for this, but Rosen states that they will still be at a competitive price and lower than many other builders who specialize in titanium.

The 55cm bike I tested was equipped with a Whisky Parts Co. No. 5 carbon fork; FSA Wing Compact handlebars (42cm); FSA Gossamer stem (100mm), crankset (46/36) and seatpost; Shimano 105 shifter/levers, front and rear derailleur; Mavic Crossride wheelset; Hutchinson Toro CX tires (32c); and a Prologo Scratch Pro saddle. Though it had mechanical disc brakes, the PDXCX can also be equipped with hydraulics. Also, it was put together with a top pull front derailleur, but a bottom pull derailleur with an integrated pulley mount is also an option.

I’ve taken the PDXCX out on technical and root-strewn mountain bike trails, long stretches of gravel road, and put it to the test at cyclocross races in both dry and extremely muddy conditions. It handled like

a champ and everything you’d expect from the frame material is what I experienced. It absorbs the small bumps and flexes minimally when cranking on the pedals, leaving little energy wasted when hammering up hills or performing intervals on the ride to and from the office. The bottom bracket clearance is ample and instills confidence while pedaling through the corners at angle. I found the disc brakes were very fun for ‘cross racing and often I came into sharp turns with lots of extra speed before braking at the last second, helping me take the inside line and boxing out riders going slower on the outside.

The geometry of the bike fit my physique well, although I did lower and flip the stem immediately following my first ride because it felt like I was doing the “sit up and beg” routine, which is fine for a commuter or touring bike, but not so on a racing rig.

There were a couple negatives worth mentioning. First, the heavy stuff; the Mavic Crossride wheels, an inexpensive set designed for mountain bikes, are quite substantial. Though they pinned the bike to the ground and made wheel rotations slower, they do make up for it by instilling confidence while riding off-road, as they seem to be indestructible. The other slight I will give is the location of the cable housing mounts on the top tube; they are offset toward the drivetrain side to aid in shoulder portaging while racing, but the middle set stuck out just enough to hit my right knee at times — it’s not the actual frame material that was the culprit but rather the plastic clips that keep the cables in place. I placed a short section of Bike Wrapper (April 2012 issue of *Bicycle Paper*) around the area and that did the trick.

Taking everything into account, the PDXCX is a solid machine that provides a responsive and comfortable ride that will undoubtedly last for many years. Rosen proudly claims that all of Sage Cycles’ offerings can be spec’d to accommodate a rider’s component preferences through the company’s dealers. For anyone looking for an affordable titanium bike that will turn the heads of even the most carbon-equipped racers, I wouldn’t hesitate to steer them toward this up and coming brand from Portland.

MSRP for the PDXCX 2 tested is approximately \$3,600. For more info and a complete look at the lineup visit sagetitanium.com.



Photo by Darren Dencklau

Sage Skyline E2 56cm Road Bike

By JAY STILWELL

As a fan of metal frames, titanium has always been one of my favorites because of its weight savings and its ability to absorb road shock. At one time in the mid to late 90s, titanium frames were highly desired and sought after much like carbon fiber frames are today. There were a lot of options with several manufacturers to choose from. It seems that with the advent of affordable carbon frames, only a handful of frame builders now offer titanium, so it is nice to see newcomer Sage Cycles offering a selection of Ti bikes for road, mountain biking, and cyclocross.

I recently tested the Skyline E2 model, their middle of the line road bike. With the luxury of six weeks to ride it, I was able to do so in a variety of conditions, from a 20-mile daily commute to a longer 55-mile ride around Lake Washington. All said, the Skyline E2 was ridden 400+ miles in preparation for this review.

There are many features that stand out but here are some of my favorites. The Skyline came equipped with Shimano’s Ultegra groupo and Di2 electronic shifting, so the transition between gears is absolutely flawless; with auto-trim, the derailleur



Photos courtesy of Sage Cycles

senses the position of the chain and automatically adjusts. Combined with the smooth ride of the titanium, I was often wishing that the ride wouldn’t end.

Sage Cycles designed the Skyline’s compact frame with a tapered head tube, which adds stiffness to overcome titanium’s tendency to flex, especially when paired with the Enve 2.0 road fork. This was particularly noticeable when getting out of the saddle to climb or when taking a sharp corner. With an

overall weight of 18 pounds, that bike made me want to go tackle some hills. I found that the gear range was good for both climbing and cruising on the flats but it took me a couple days to find the legs for the 53-tooth chainring it came equipped with. Combining a large gear ratio with the Mavic Ksyrium wheelset and its aero spokes and rims make this one fast ride. I definitely noticed that my average speed increased when compared with my regular steel road bike.



Testing the Skyline was an overall great experience and it was very enjoyable to ride, however, there were a couple of things worth mentioning. Though saddles can easily be swapped out, the stock Prologo took a lot of getting used to and my preference would be a seat with a little more padding. Also a matter of preference, a traditional drop handlebar is more comfortable to me than the FSA Wing Pro Compact bar mounted on the Skyline; it is narrower and features a shallower bend, which gave me the feeling that my elbows were up to my shoulders and left me wishing for more width between my hands — again, easy to swap for either a larger width (up to 44cm) or regular-style bars.

Overall, there aren’t many bikes that cause me to pause and think about the possibilities, which is the case with the Skyline E2. Sage Cycles has done a great job building a titanium bike that competes well with other bikes in the \$4,000-\$5,000 range and I wouldn’t hesitate to recommend it to anyone looking for a supple yet agile bike that sets itself apart from most bikes out there.

Specifications
Frame: Sage Cycles Road Frame
Fork: Enve 2.0 road fork,
Wheels: Mavic Ksyrium Equipe S, black
Handlebar: FSA Wing Pro Compact road bars, 31.8mm
Stem: FSA SLK Stem (black w/white), 31.8mm x +/-6°
Brakes: Shimano Ultegra BR-6700
Cassette: Shimano Ultegra CS-6700 10-speed HG, 12-28T
Shifters: Shimano Ultegra ST-6770 Di2 dual control levers
Saddle: Prologo Scratch Pro T2.0, black/white
Crankset: Shimano Ultegra Hollowtech 6700, standard: 39/53T

Rozik Men's Trousers

By DARREN DENCKLAU

Pants. We all need them for day-to-day life. But riding in them isn't always a pleasant experience; I often used to do the commute in jeans but those overlapped seams on a fresh pair of Levi's can grind into the skin on longer rides. It can also get expensive since the crotch will eventually wear through due to countless pedal rotations and from getting on and off the bike.

Texas-based company Rozik makes "clothes that go in any direction life takes you," and their products include men's trousers, shorts, and knickers, as well as T-shirts, caps, and their signature jersey. All of their garments are made in the U.S.A. of imported materials and the company is committed to keeping it that way. They also employ workers from the Dallas Lighthouse for the Blind to inspect, fold and tag all apparel before it is shipped.

I've recently had the opportunity to review their men's trousers and I can safely say they've been getting a lot of use. Designed with both activity and style in mind, the slim fit "Euro-style cut" is perfect for slender people like myself. The gusseted crotch stretches to leave plenty of room for movement without ever bunching while the barely



noticeable seams make them comfortable on the bike. The raised back of the waistband keeps the plumber's crack in check and the button/tabs found below the outside section of the knees allow the pants to be rolled up and worn as knickers. In addition, the right back pocket has a zipper to ensure you don't lose your wallet while the other side has a 3M reflective strip sewn into the flap that folds out for extra visibility.

Made of lightweight cotton, they aren't going to last forever. In fact, I've managed to puncture a couple of small holes in the front pocket, possibly caused by my keys, and I've ever so slightly torn the stitching at the bottom of the fly. But what the Rozik trousers lack in durability



when compared to other materials, they make up for in both comfort and good looks. I find myself wearing them more often than any of my jeans lately, although not usually for the 15-mile daily commute because I want them to last a long time. I also like the olive color I was sent — classy yet kind of militant; like a true American.

MSRP is \$119 and they come in black, khaki, and olive. Expect them to shrink a little (approximately 1/2" to 1" in length). Waistband size stays true. No built-in chamois. Visit rozik-us.com for more information and other products.

Zoic Nirvana Jersey and Black Quattro Convertible Pants

By JAY STILWELL

For many, bicycle commuter clothing has moved away from skintight lycra and has been replaced by more casual and comfortable garments that can double as everyday wear. The Zoic Nirvana Jersey and Black Market Quattro Pants certainly fit into this category.

Made of a blend of nylon and polyester that includes one large rear pocket with silicone gripper pulls and a handy front pocket for a phone or iPod, the Nirvana jersey wicks moisture and breathes well. It has a soft feel against the skin and I found the cut to be loose fitting both in the chest and the arms but trim enough that it didn't feel baggy.

Offered in both solid and plaids, this garment can be worn causally as well as athletically — perfect for the commuter that doesn't want to change outfits once reaching their destination. Retailing at \$74, it features a comparable price to other cycling jerseys. The only issue I found was with the zipper — after pulling too hard on one occasion, I broke it. Caution is suggested when zipping the rear pocket.



The Black Market Convertible Quattro Pants are one of the most comfortable trousers I have worn. Versatile, they come with a removable chamois, zip-off legs, zippered thigh pockets, and a web belt. With a gusseted seam, I didn't experience any saddle hang-ups when mounting or dismounting. A handy microfiber glass wiper is located in one of the pockets. Another nice feature is the button-up cuffs with reflective panels for visibility on the road. I also liked the relaxed fit, leg pockets, and the ability to wear them as pants or shorts.

The combination of the Zoic apparel allows me to have one set of clothes instead of two, which is nice in certain commuting situations. Both of the items have quickly become my favorites and I would recommend them for the cyclist wanting style and versatility both on and off the bike.

Suggested retail price on those items — Nirvana jersey \$74, Quattro Pants \$130. More information can be found at www.zoic.com.

Walz Cycling Caps

By DARREN DENCKLAU

Contrary to what some of the "old schoolers" say, cycling caps aren't just for looks; I've actually had an older bike shop owner judge me when trying on a new helmet while wearing one. My guess is that he probably thought I was a "hipster" for doing so. I told him that caps are great on those cold mornings because they keep my head warm, especially during the first five minutes of the commute, which is mostly downhill. He wasn't impressed. Regardless, I am sticking to my guns. For me, caps also keep the rain from pelting my glasses and the sun out of my eyes in addition to soaking up sweat.

Walz Caps sent me one of the Hi Viz lids from their "Share the Road" collection as well as a gray wool model with earflaps. The Hi Viz I received features the brightest yellow one can imagine and the bill has a reflective stripe at its edge as well as a 3M "Share The Road" message on the underside of the visor; pretty snazzy. I have the large/extra large size and it was still a tad too small for my head (about 58.5 cm), but after some wear, the elastic stretched out and it's now comfortable. I don't frequently for the commute and when I go for a run. It's very visible, I like how breathable it is and that it amply

stretches when my head is swollen (admittedly sometimes from ego).

The wool model with earflaps also fits very tightly. It should be noted that it does not look exactly like the one on Walz's website. On the site, the flaps hang straight down and appear almost seamless. The one I received has an elastic strip sewn into the outer most edge, which retracts the flaps to fit snugly around the ears and back of the neck. While it's good in that it keeps the cold air out, I find it claustrophobic. When combined with a helmet, it makes it even more confined. I would prefer the flaps to have a more natural "hang" to them. It does do a great job of keeping my head warm.

I like what Walz Caps is doing and they are quality lids, but my suggestion is to figure out a way to ditch the "bunchiness" of the elastic, streamline the seams so there isn't as much excess material inside the cap, and to make the L/XL size larger.

Made in the U.S.A. The yellow/black Hi Viz retails for \$24.99 and the wool earflap model goes for \$32.99. Go to walzcaps.com to see the many options.



Skratch Labs Hydration

By DARREN DENCKLAU

Water is good. Water with benefits is even better. Over the years I've learned to always attempt to keep thoroughly hydrated and generally put down a lot of H2O each day, especially when exercising. In fact, I'm usually the first guy who runs out of water on prolonged mountain bike rides far from civilization, so for me, supplementing my cache with electrolytes and additional sources of energy is key to long efforts and it adds some flavor to savor.

Skratch Labs' hydration mix features all natural ingredients including cane sugar, dextrose, sodium citrate, fruit, citric acid, magnesium citrate, calcium citrate, potassium citrate and ascorbic acid (vitamin C). The flavor I tested is the "with lemons and limes." For the past few months I have used Skratch before, during, and after many rides and cyclocross races and it has always done what it's supposed to do — hydrate and

keep me coming back for more. I found it easy to drink and the taste was never overwhelming. It's also low in both calories and carbohydrates. I generally prefer hydration tabs that come in rolls because they are easy to transport and simply require dropping them into water bottles to dissolve instead of having to scoop powder out of a bag, but it's nice to break things up.

One pound is \$19.50 and comes in a variety of flavors. Visit skratchlabs.com for more information.



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Welcome to the Pacific Northwest's Most Comprehensive Bicycle Calendar

All events are listed chronologically within their respective sections: clinics, expositions, lectures, etc.; events that include cycling as part of the competition; competitions where cumulative point standings are awarded; competition featuring singletrack and other off-road riding; rides featuring singletrack and off-road riding; bicycle competition; road rides of various distances and for any type of bicycle; 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

FEBRUARY

Feb 9: Seattle Bike Swap

Seattle, WA. Seattle Center Exhibition Hall. A bargain hunter's paradise where you can find new and used cycling related equipment and clothing. Over 100 independent sellers. Open 9am-2pm. Entry fee: \$5, kids under 15: free. David Douglas, Cascade Bicycle Club, 206-769-6575, cascade.org

MULTISPORT

NOVEMBER

Nov 16: Grand Ridge Trail Run

Issaquah, WA. Distances: 5 miles, half and full marathon and 50km. Start/finish at Grand Ridge Trailhead. Double and singletrack. Roger Michel, 4th Dimension Racing LLC, 425-301-7009, 4thdimensionracing.com/duathlon

DECEMBER

Dec 14: Street Scramble at the Market

Seattle, WA. How many of the 30 checkpoints marked on a map can you find in 120 minutes? Solo or team. Fun way to explore the city. Various categories. Refreshments at finish. On-foot event only. Start 9:30am. Eric Bone, Meridian Geographics, 206-291-8250, streetscramble.com

CYCLOCROSS SERIES

Cascade Cross Series

Oct 6, 12, 26; Nov 2-3, 16; Dec 14; Jan 11 Bellingham, WA. Various courses. Self-seeding categories A, B, C and youth. New women only category as well as Men 50+. First race 9:30am, event ends 3pm. cascadecross.com

Cross Crusade

Oct 6, 13, 20, 27; Nov 3, 10, 17 Portland, OR. Largest cyclocross race series in the nation. Individual and team competitions. Six races count toward overall. \$20K in prize. Brad Ross, Vivo Productions, 503-459-4508, crosscrusade.com

Cross on the Rock

Sep 29-Nov 24

Various, BC. Series of 7 events. Multiple categories. Grass roots, laid back, fun, social, surprisingly competitive. Event location varies but always on the south end of Vancouver Island. Norm Thibault, crossontherock.com

Grand Prix Erik Tonkin

Aug 31; Sep 7, 21, 28; Oct 26; Dec 8

Various, OR. Series of 9 events, best 7 results count toward overall. Must race 5 events to be in GC, top 30 score points. No BAR points. Field limit 75 per category. Cash for overall Elite men and women. Beginners, Clydesdale, Masters, Singlespeed, Juniors and Seniors all welcome. David Saltzberg, Zone5 Promotions, gpet.cx

Seattle Cyclocross Series

Sep 22-Dec 1

Various, WA. Series of events raced around the Seattle area. Open to all categories. Overall calculated on points. Race categories - age as of 12/31/2013. MTB without bar ends OK. Series final earns double points. All categories, including singlespeed and kids race. Dan Norton, seattleccx.com

Southern Idaho Cyclocross Series - SICX

Oct 5-6; Nov 2, 16, 23-24

Various, ID. Series of events. Overall calculated on points for men, women, Masters 35+, Masters 45+. Best 5 results count, need minimum of 4 to be in standings. Medals, raffle prizes. First start at 11am, last at 2:10pm. Women have their own start time at noon. Jared Rammell, cxidaho.com

Vancouver Superprestige Series

Aug 25; Sep 1, 28, 29; Oct 20; Nov 2, 23

Various, BC. Lower Mainland area. cyclingbc.net

Waffle Cross Idaho

Oct 19-20; Nov 9-Oct 10; Dec 15

Eagle, ID. 5 races presented at Eagle Velopark. First race start at 11am. Noon start for men 1, 2, 3 and 35+. Last start for Juniors and 1st timers at 1:10pm. Most compete in 3 races to count for overall series awards. Other dates TBC. idahowafflecross.com

CYCLOCROSS

NOVEMBER

Nov 16: Nampa - SICX #4

Nampa, ID. Part of Southern Idaho Cyclocross Series - SICX. 208-869-4055, cxidaho.com

Nov 16: Thanks' Given'er

Lake Samish, WA. See race series for details. cascadecross.com

Nov 17: Cross Crusade # 7

TBA, OR. See race series for details. Brad Ross, Vivo Productions, 503-459-4508, crosscrusade.com

Nov 23-24: Sandy Point Cross - SICX #5/6

Boise, ID. Lucky Peak State Park. Part of Southern Idaho Cyclocross Series - SICX. Hal Miller, 208-869-4055, cxidaho.com

Nov 23: Vancouver Superprestige Series

Vancouver, BC. Jericho Beach. See race series for details. Vancouver Cyclocross Coalition, cyclingbc.net

Nov 23: WSBA Cyclocross Championships

Arlington, WA. Arlington Municipal Airport. Presented by Bikesport Racing; supported by 20/20 Fuel and the W.S.B.A. WSBA, facebook.com/WAstateCXchampionship?ref=hl

Nov 24: Krugers Crossing CCX

Sauvie Island, OR. Held at Kruger's Farm on rutted farm roads, pastures and through berry fields. Kids race, live band, raffle and doggie dash CX. Kris Schamp, 503-333-9865, portlandracing.com/cx

DECEMBER

Dec 8: Winter Cross

Vancouver, WA. At Ninkasi venue. New course. Part of Grand Prix Erik Tonkin. David Saltzberg, Zone5 Promotions, 360-823-9778, gbtb.cx

Dec 14: Idaho State Cross Championships

TBD, ID. Brian Price, 208-908-5421, idahocyclocross.com

Dec 14: Logger Cross

Lake Samish, WA. See race series for details. cascadecross.com

Dec 14: Santa Cross

Corvallis, OR. Mike Ripley, 541-823-3030, mudslingererevents.com

Dec 15: Kringle Cross

Eagle, ID. Donation/drop off spot for the Treasure Valley Salvation Army. Bring unwrapped toy. Part of Waffle Cross Idaho. Team Eastside Cycles, idahowafflecross.com

JANUARY

Jan 8-12: USA Cycling Cyclocross Nationals

Boulder, CO. Valmont Park. Mike Eubanks, usacycling.org

Jan 11: Chiller Cross

Bellingham, WA. See race series for details. cascadecross.com

MOUNTAIN BIKE TOURING

JANUARY

Jan 18: The Stinky Spoke Poker Ride

Woodinville, WA. 18-mile mountain bike poker ride held on the statistically worst-weather day of the year. Riders collect playing cards and hope for a winning hand. Proceeds benefit Little Bit Therapeutic Riding Center. Limit 1000. Cowles, 425-985-9402, stinkyspoke.org

MARCH

Mar 8: Mussels in the Kettles

Coupeville, WA. Non-competitive MTB and poker ride on Whidbey Island starting at Fort Eby. 3 routes: Easy 7.8 miles with double track, moderate 9.75 single and double track, expert 11.25 miles with technical single track. Matt Plush, 360-914-0692, musselsinthekettles.net

ROAD TOURING SERIES

Community Bike Ride

Jan 25-Dec 27

Bremerton, WA. A fun and friendly ride around town. On the last Friday of every month. The route is approximately 5-10 miles of the least hilly, most fun route we can find. Bring appropriate lighting. Start at Bicycle Works in Manette. Beer or warm drink afterward. West Sound Cycling Club, westsoundcycling.com

Ride with Cascade Bicycle Studio

Jan 5-Dec 28

Seattle, WA. Come ride every Saturday in 2013. Rides depart from Cascade Bicycle Studio at 10 am sharp. Led by a CBS ambassador on a predetermined route at a controlled pace, the rides vary in speed and will regroup at the top of hills. Terry Buchanan, Cascade Bicycle Studio, 206-547-4900, cascadebicyclestudio.com

TOURING

DECEMBER

Dec 26-Jan 1: Death Valley Christmas Ride

Nevada. Extended winter holiday trip with the NumBumz club. Stop for short rides and scenic spots enroute and spend at least 4 days in Death Valley National Park doing semi-support-

ed group rides. Steve Watts, NumBumz Bicycle Club, 503-650-0854, meetup.com/NumBumz

JANUARY

Jan 1: New Year's Day Populaire

Victoria, BC. Celebrate the new year and ride 60km. Start at 10am at the Kelseys Family Restaurant. Route: Victoria-Saanich loop. Mike Croy, BC Randonneurs, 250-385-2769, randonneurs.bc.ca

Jan 1: Polar Bear Ride

Bend, OR. 30-mile ride to Alfalfa and back. No steep climbs, but small rollers coming back into town. 10am start. Meet at Hutch's on 3rd St. Free. Hutch's Bicycles, 503-382-6248, hutchsbicycles.com

FEBRUARY

Feb 23: Chilly Hilly

Bainbridge Island, WA. Classic 33-mile recreational ride around Bainbridge Island. 2675' climbing. Open 8am-3pm. Cascade Bicycle Club, 206-522-2403, cascade.org

MARCH

Mar 8: Solvang Century & Half Century

Solvang, CA. 50-, 65- or 100-mile ride starts/ends at Hotel Corque. Finish line festival, BBQ lunch and raffles. Benefits SCOR Cardiac Cyclists Club and 3 summer camps that support children with heart related illnesses. Randy Ice P.T., C.C.S., 562-690-9693, bikescor.com

TRACK WEEKLY

FRIDAY

Racing Under the Dome - Fall

October 4-December 13

Burnaby, BC. Racing from 6:30-9pm, Cat A, B, C, Novice and women. Scratch, Elimination, Points and Sprint. Score top 5 places in all events, tie broken by number of wins. Jeremy Storie, Burnaby Velodrome, burnabyvelodrome.ca

TRACK

DECEMBER

Dec 27-30: 4-Day International Race

Burnaby, BC. Tentative. Kelyn Akuna, Burnaby Velodrome Association, burnabyvelodrome.ca

- Family Friendly Ride or Event
- BAW Supports Bicycle Alliance of WA
- BTA Supports Bicycle Transportation Alliance of OR
- Commercial Tour

MUSSELS IN THE KETTLES

Mountain Bike & Poker Ride

March 8, 2014

\$20 pre March 1 — \$30 after
musselsinthekettles.net

Fix It Sticks

By DARREN DENCKLAU

Anyone who has ever tried to free a stuck pedal or a seized stem bolt with

a tiny multi-tool knows that it sucks. Big time. Those ridiculously short arms offer very little leverage and I've broken plenty of them through the years as well as having practically turned into the Incredible Hulk on the side of the road when I couldn't get the torque needed from them.

Fix It Sticks' "Standard Set B" is a two-part tool that quickly transforms into a 3-way which features three hex sizes — 4, 5 and 6 mm — and a Phillips #2 head. There are no moving bits and it's easy to use, simply put one end into the other part's machined hex hole, and start turning. At 4-1/2 inches long, I found there was plenty of torque for trailside repairs and on the fly adjustments. Made of aluminum



and weighing a mere 51 grams, they take up minimal space in a jersey pocket or seat bag when tucked away in the included carrier made from a recycled inner tube.

Personally, I would suggest also having an 8 mm adapter that fits onto the largest diameter hex for those who use the same pair of pedals on multiple bikes. Also, labeling each end would at least give users the knowledge of the size hex they need by a quick glance. At \$30, the Fix It Sticks are definitely not inexpensive when compared to other options, but they do a fine job of minimalizing tools and weigh next to nothing.

Different size hex and tool options are also available. Visit fixitsticks.com for more information.

PRODUCT REVIEWS

Avex Pecos Autospout Insulated Bottle

By DARREN DENCKLAU

Water bottles are fairly basic, right? They hold liquids, have a removable top, and fit nicely into bottle cages. They're made of plastic, they're cheap and are often handed out free from bike shops or at events — the pros even discard them on the side of the road during a race when contents are drained. So how can something be improved upon if it's not broken?

Avex has created an insulated bottle that features some unique innovations such as a patented Autospout that eliminates leakage and a self-sealing valve that prevents spillage when the valve is open. It holds 22 oz. of your favorite liquids and made of BPA-free materials.



The design is pretty nifty and the Autospout is easy to open and close. I found it very difficult to spill anything, even when trying. Cold fluids stayed that way for a longer period of time and the fact that there's no exposed spout kept mud, dirt and grime from ever touching my lips. It does weigh more than traditional bottles, but I wouldn't hesitate to take it with me, on the bike or off.

Made in China. MSRP is \$12.99. Visit avexsport.com for more details and options.

Home from RAGBRAI

By MAYNARD HERSHON

I've been home from RAGBRAI for a few months. I didn't ride but instead followed it in a car and wrote about it for a few magazines and now *Bicycle Paper*. In those months, I have found myself thinking of the event and wanting to talk with cycling friends and RAGBRAI riders about it. I can hardly recall when an event or person has got such a hold on me as that huge ride in Iowa.

I was able to go courtesy of WD-40 BIKE, a new assortment of bicycle care products made by the nice WD-40 people we know and trust. Thanks, guys! My WD-40 BIKE friends washed, lubed and tuned over 2,000 bikes for grateful RAGBRAI riders. All for free.

As you surely know, RAGBRAI stands for the (Des Moines) Register's Annual Great Bicycle Ride Across Iowa. Riders start at the Missouri River on the western edge of Iowa and pedal across the state in a week, finishing at the Mississippi River at the state's eastern border. It follows a different route each year.

Iowa itself is a wonder, a return to an America you may have read about but few of us can recall. People are nicer in Iowa, more interested in you. They have time for you even in Des Moines, but certainly in the series of small towns we passed through.

Fourteen thousand people rode RAGBRAI this year, but many more joined the endless line as the event passed through Des Moines. If you stood on the roadside, as I did several times, to watch that line pass by and you wore nothing that identified you as a cyclist, you would find that at least one of every three riders passing waved and said hi.

I cannot tell you if those riders say hi even to other riders where they live, but in Iowa they smile and wave and want to know how you're doing. Evidently RAGBRAI riders absorb Iowa friendliness.

Because the towns are close together and the terrain is not so hilly, most anyone who wants to can finish RAGBRAI. I saw many seriously un-sleek people riding across Iowa. I saw skinny roadies. I saw bikes that had spent the last 51 weeks (since last year's RAGBRAI) in barns under leaking roofs. I saw people with many sorts of disabilities. I saw smokers on \$7,000 bikes.

I saw every sort of recumbent you could imagine. I saw fixed gear bikes and single speed freewheel bikes and electronic shifting bikes and belt drive bikes and three-person bikes and antique bikes and a bike with no seat and many, many bikes you'd be reluctant to ride around the block but were serving adequately for the 425-mile ride across Iowa.

I saw a couple in bride and groom outfits from their waists up, cycling shorts below. I saw a guy who carries a banjo on his back, no case, every year at RAGBRAI. He plays at meal stops and at each day's destination town. He plays well.

I saw a woman who dresses as the Miller High Life "girl on the moon" each year to ride RAGBRAI with her club, the technically unsponsored but quite enthusiastic Miller High Life Team.

I met a husband and wife who ride linked recumbent trikes. When asked how fast the rig would go, he said, "Forty downhill and four uphill. Some people walking their bikes go faster uphill than we do. I ask them to please slow down."

She pointed out the sound system on their train-of-trikes and said, "People pedal by and hear the music. They ask me why I'm not singing. I tell them I'm out of breath."

I met a guy, mid-40s, who had a stroke in his 30s and was told he'd never work again and might not walk. He too was riding RAGBRAI on a recumbent trike. Next year he'll ride from the San Juan Islands

to Key West, "to Jimmy Buffett's house," he said.

I met a guy who drives to RAGBRAI every year from his home in Spokane, an old Schwinn cruiser and a BOB trailer in the back of his old Porsche 911. He ever misses a RAGBRAI.

I stood on Main Street in a small Iowa town and listened to a band playing in someone's front yard. As I stood there, 10 cyclists — in Lycra and cleated shoes — began dancing in the street. Then there were 25, then 50, then 100 bike riders line-dancing in the street, joined by three young girls from the town. There is no us/ them at RAGBRAI.

I walked into a bar in the same town or another like it and could move around only by turning sideways. The place was full of cyclists drinking beer and cocktails. At 9:30 a.m.

I saw Team Roadkill, all of whom carry cheap, colorful Mardi Gras beads. When they come upon a deceased animal on the roadside, they drape beads over the poor creature in a small, quiet ceremony.

The guy who rides across Iowa year after year with no seat on his bike, stands the whole way, stops for anyone on the roadside with bike trouble and helps that person. His bike is strung with pieces of fruit and small trinkets, all of which he gives away in the course of his ride.

I saw that a farmer had set up a water-slide, his tractor rigged to pump water from his pond to the top of the slide. I watched dozens of cyclists in their riding clothes dive headfirst into the water to emerge in the pond, grinning and waving at their friends.

I realized that at RAGBRAI you cannot tell the riders from the locals. Only a few of

the riders look like greyhounds. Most look like, well, anyone. Like Iowans.

I ate homemade pie and homemade ice cream made in more than 100-year-old machines driven by equally ancient gasoline motors. The pork chop man sold 1,500 pork chops each day, served in paper towels to be eaten from your hand.

I saw lots and lots of kids under 10 pedaling across the state of Iowa in a week. I heard stories about small town locals who invited RAGBRAI riders to stay in their homes, swim in their ponds, camp in their yards, "Please come back next year."

If you have not ridden RAGBRAI, you will think I have taken leave of my senses. If you have ridden RAGBRAI, you will be nodding and smiling, because you know the truth of all the above. If you have become cynical, doubtful of the essential goodness of your neighbors, please ride RAGBRAI.

Iowa is like a balm, a gentle cure for much of what ails us. RAGBRAI is Iowa squared. I had a sense of unreality the first couple of days, but soon all the wackiness starts to make a kind of sense. Bike riding is fun at RAGBRAI.

My job there demanded long days, far longer than I'm used to. I had to do most of my work after 10 at night, when I'm not at my best. I was so worn down by the end that I began forgetting details and making minor errors.

But I did not want it to end. It made me sad when it did. I'm keeping it going in my head... and in *Bicycle Paper*.



PRODUCT REVIEW

Scrubba Wash

By DARREN DENCKLAU

For those touring or bikepacking, traveling light is usually a top priority so we often carry less and extend the time between washing ourselves and our clothing. And saddle sores caused from a lack of washing those crusty cycling shorts are no fun at all. When there's limited or no access to washing machines, cleaning clothes can sometimes be a difficult task; hand washing is an option, but there may be an easier and more effective way.

Scrubba Wash is a collapsible "pocket-sized washing machine" that claims to be as effective as the electric kind — in only three minutes time. It's essentially a dry bag with a flexible plastic washboard attached within. Simply place clothing inside, add water — usually 0.5 to 1.5 gallons — and soap, clip and roll down the top, deflate it by using the valve located near the top of the bag, and rub the clothing on the agitator.



To rinse, empty the dirty water, ring the majority of the soap from garments by hand, put them back in the bag, add clean water and oscillate. If there's fresh water such as a stream it may be easier to rinse in it. I would recommend always using a biodegradable soap that will not harm water sources. Following these steps, ring out and hang to dry, and then rinse out the inside of the bag. Directions for use are also stamped on the bag itself in case you forget them.

The Scrubba Bag weighs about six ounces, so it's not a huge penalty for those trying to keep things light. It would also be great for traveling in general, especially in other countries with limited infrastructure.

Since it uses minimal water, home use is another option for times when only one or two garments need washed such as that dirty kit after a cyclocross race, which may take a couple of rinses depending on the conditions and the course.

MSRP is \$64.95. For more details visit thescrubba.com.

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TRIVIA ANSWERS FROM PAGE 2

- A1. Greg Lemond in the 1983 Dauphine Libere. It almost was not to be: as race leader after six stages, he was dropped by Frenchman Pascal Simon 4 km from the summit of Mt. Ventoux and fell over two minutes behind in the overall classification. A few days following the event, however, Simon tested positive (then a 10-minute penalty) and Lemond was declared the winner.
- A2. Again, in that pivotal year of 1983 where Doug Shapiro, Davis Phinney, Ron Kiefel, Thurlow Rogers, Alexi Grewal, and Andrew Weaver triumphed as a team in Italy's prestigious Settimana Bergamasca. Rogers won a stage en route to place 2nd overall and Grewal claimed 4th.
- A3. Lance Armstrong! He triumphed in 1991, revealing to a worldwide audience his fierce competitiveness and alpha male approach to racing. With Lance representing the U.S. National Team, Eddie B wanted him to help Nate Reiss (on Subaru-Montgomery, Eddie and Lances trade team) win, but Lance would have none of it and rode against his own teammates (in most of the year's races anyway) to triumph.
- A4. Matt Eaton of Pennsylvania who took the 1983 British Milk Race, then one of the three biggest amateur races in the world.
- A5. 1985 at the Etoile de Besseges, France. Team 7-11, of course, consisted of: Jeff Bradley, Richard Scibird, Matt Eaton, Chris Carmichael, Davis Phinney, Ron Kiefel, and Ron Hayman (Canadian). Olympic Champion Alexi Grewal made his debut here as well with the Dutch Panasonic-Raleigh team.

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Calendar Deadline Jan 17, 2014

To be listed in the Northwest Tour and Race guides send us your event information by January 17, 2014. Enter it on our website at bicyclepaper.com or email it to claire@bicyclepaper.com