

Trestle bridges like this one were built in 1915 by the Chicago, Milwaukee, St. Paul and Pacific railroad line. Today cyclists, rather than trains, cross them regularly. Photo courtesy of Port Angeles Chamber of Commerce

## Escape to the Olympic Discovery Trail

By PETER MARSH

**H**ave you ridden the Olympic Discovery Trail? I hadn't even heard of it until I reached Washington's North Olympic coast on a "last-minute" bike tour this past September. In fact, it took a string of coincidences to put me on the road around Washington State's Olympic Peninsula and back to my home in Astoria, Ore. Hopefully, I can inspire you to give it a try without waiting for your stars to align.

Wanting to escape for a week, I had been studying my map collection, looking for a new route that would interest me enough to pack and get going. I realized that I would have to use some transport — either road or rail to jump-start this ride. In 2012, I had ridden county buses from Astoria to Bremerton in eight hours, connected with the ferry to Seattle then taken the bike trail north to my destination in Ballard. I arrived around 10 p.m., and was pleased to find my total cost was less than \$4! However, I had no idea if this system could help with a real tour. Then I received an email from a boating friend reminding me that the Port Townsend Wooden Boat Festival was on the upcoming weekend. Every few years I have driven there after Labor Day with my bike in the truck and my kayak on the roof, and had a great

outdoor experience. I decided then and there to go again, using the bus-and-bike system.

By midweek I had packed the bike and was taking a test ride along the Astoria waterfront before departing. I stopped in at the dive shop on Pier 39 at the east end of town to talk to the owner. When I explained what I was planning, he stopped me in my tracks by offering me a ride to a dive camp he was leading on the Hood Canal that weekend. That would save me about 200 miles of bus riding, so I gladly accepted the offer.



Always impressive, old growth trees can still be found along the Olympic Discovery Trail.

Photo courtesy of Peter Marsh

We set off on Friday afternoon with my bike perched on top of a pile of air bottles, wetsuits and gear bags. I enjoyed the winding road along the canal, not having to keep my eye on the road. That evening, at Mike's Beach Resort in Lilliwaup, Wash., I watched the dive students gear up with lights and compasses for a night dive while the moon rose over the water. After an hour, they returned safely, and I was soon in my bunk bed in the cozy cabin they had rented.

### Lilliwaup to Port Townsend

Waking at first light, I slipped out quietly and what little there was of Lilliwaup was soon behind me. I enjoyed skirting the unspoiled shoreline below Highway 101. It was cool, misty and silent as I rode over the Duckabush River and continued pedaling steadily north to Brinnon past oyster beds and rustic resorts where no one was awake.

Soon after, the mist turned to light rain. I pulled on my cape and pressed on. By 11 a.m. the rain had eased off and I was ticking off the miles, still trying not to rush. Navigating the old-fashioned way (by

SEE "OLYMPIC TRAIL" ON PAGE 8

## Evergreen Mountain Bike Alliance Expands Education Program

By STACY KARACOSTAS

**M**ountain biking continues to grow in popularity and as a family sport. Just spend a day at King County's Duthie Hill Bike Park — built in partnership with the nonprofit Evergreen Mountain Bike Alliance (Evergreen) — and you'll see an amazing number of kids and families riding the trails. Everyone from dads chasing tots on balance bikes, to moms cruising the trails with their sons and daughters, to packs of teenagers practicing their mad skills can all be found happily riding around the park. The only things needed are a working bicycle with wider knobby tires, the ability to operate it, and a helmet.

If you're thinking about introducing yourself, your kids, your partner or friends to mountain biking, a class is the best way to learn the basic skills needed to have fun from the moment the tires hit dirt. There are now more options than ever for getting started and thanks to an increase in the demand for youth classes, in 2014 Evergreen Mountain Bike Alliance is offering new, five-day Kids Mountain Bike Day Camps in addition to kids beginner skills classes and the Dirt Riders Club series. Additionally, there are adult coed and women-only classes for beginning to advanced riders age 17 and up.

"In 2013, we saw a large increase in demand for kids classes, and we received a number of inquiries about kids camps," states Evergreen's Education Program Director Debby Murray. "We're really excited about expanding our youth class offerings to get even more outside riding bikes and instill in them a sense of stewardship as well as a lifelong love of the sport."

SEE "EVERGREEN" ON PAGE 4



Learning the skills to fully enjoy the sport. Photo courtesy of Evergreen



### CAFFEINE

Can caffeine really impact performance and make a difference in your results?

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### FOOTBEDS AND ORTHOSES

Who needs them and what should you know about them before buying.

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### WYOMING

Lander to Lander, a 66-mile journey on the backroads of Wyoming.

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## The Tour of the Basque Country (Vuelta Ciclista al Pais Vasco)

First held in 1924, the Tour of Pays Basque (as many call it) is a rugged and fiercely contested weeklong stage race held each April. Extremely hilly, although not mountainous, many of the climbs are quite steep and it is often considered one of the top five most difficult stage races behind the Grand Tours and the Tour of Switzerland. It was mentioned in Ernest Hemingway's novel, *The Sun Also Rises*, and after not being held from 1935-1969, has come back strongly to international prominence as one of the 24 UCI Pro Tour events.

Q1: Who was the first American to stand on the podium at the Tour of the Basque Country?

Q2: Who is the only American to ever win the event?

Q3: Who was the first American to win a single stage? *Hint: It was a climber.*

Q4: Who holds the record for the most victories in this race that falls in the midst of the Spring Classics?

*Hint: He won four times.*

Q5: The race, usually six days long, often falls in the week between the cobbled classic Paris-Roubaix and the hilly one-day Liege-Bastogne-Liege. Incredibly, one man actually won all three on the trot. Can you name the rider and the year?

**Answers on page 15**

*Dave Campbell has been writing race trivia since 1992. He began racing in 1982 in Wyoming, moving to Oregon in 1987. 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.*

## Cyclists With Compassion, Making Tracks & Gaining Ground

BY CHRISTIAN DOWNES

On Tuesday, February 4, Craig Udem of Cycle University spoke to the cycling guilds affiliated with Seattle Children's Hospital. His presentation was titled, "Focused Goal Setting: In and Out of Your Bike Saddle." The event sought to inspire riders to reach out to their respective communities and make the new year one of greater fun, fitness and purpose.

"The one thing really true to me, is the bicycle," began Coach Craig Udem, with a friendly, comprehensive lecture on Advanced Focus and Motivation. Udem's coaching philosophy develops a supportive and inspirational training environment as the means to improve skill level. He incorporated a responsible and holistic approach (balanced life = balanced wheels) to setting goals and understanding how one's choice of exercise, nutrition, and lifestyle decisions help and hinder the achievement of those goals. Additional topics ranged from his cycling origin and that of Cycle University, to individual and team training. Udem urged the attendees to focus on their motivations and support their new recruits: "[Help them] get started right, give good advice and connect them to the community. If you're not stretching to achieve challenging goals then you're not adapting, not improving. Define your goals."

A reception in the Wright Auditorium at Seattle Children's Hospital opened the event, followed by an introduction to the various cycling guilds by Executive Director of Seattle Children's Hospital Guild Association Aileen Kelly. These groups support the hospital's advocacy of volunteer, philanthropic and educational endeavors, ensuring that

children in the greater Northwest are afforded excellent health care. Representatives then briefly explained their history, mission, recruiting and fundraising efforts. The following are only a few of the participating guilds, though each group's impressive commitment continues to be fundamental to the vanguard of pediatric care.

More than 36,000 children require emergency care each year in Seattle. Big Wheels of Hope raises money for the emergency department at Seattle Children's Hospital,



Craig Udem and Aileen Kelly. Photo by Christian Downes

where no child is turned away. Chief of Emergency Services Dr. Tony Woodward spoke and affirmed the guild's direct impact on pediatric training procedures, as well as the purchase of necessary equipment. Visit [givetoseattlechildrens.org/BigWheelsTeam](http://givetoseattlechildrens.org/BigWheelsTeam) for more information.

The Violet Guild supports Project Violet, a research program honoring Violet O'Dell, an 11-year-old girl diagnosed with brain

cancer. Her memory continues to inspire many, including the cycling guild who fundraises for clinical trials of medications to benefit cancer, autism and Alzheimer's research. Their biggest success to date involves tumor-paint, derived from a type of scorpion, which enables surgeons to easily distinguish cancer cells from healthy cells. For more information visit [projectviolet.org](http://projectviolet.org).

The TeamACE Foundation is a national charity bike team based in Seattle. Every Mile Helps a Child is a program benefitting the Children's Miracle Network Hospitals (CMNH). Fundraising by riders is matched by corporate sponsors. Donations pay for critical treatments most families cannot afford and support research, training and new equipment. Ace Hardware is a founding member of CMNH. Go to [teamace.org](http://teamace.org) for more information.

Cycle for Life encourages cyclists of all abilities to come together each year for the Cystic Fibrosis Foundation's (CFF) national ride. Cycle for Life raised nearly \$4 million in 2013. The public's support assists in finding a cure through life-saving research and care, and provides quality education to further the CFF mission. See Cycle for Life's website for more details including Northwest event dates and locations (Woodinville, and Richland, WA, and Forest Grove, OR): [fightcf.cff.org](http://fightcf.cff.org).

"We hope to make this an annual event, even semi-annual, with different topics and speakers to bring the community closer together," Kelly said.

For more information pertaining to guild activities and involvement, contact Aileen Kelly: 206-465-1410 or [aileen.kelly@seattlechildrens.org](mailto:aileen.kelly@seattlechildrens.org).

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# Rwanda and New Blood: Tim Lewis's Land of Second Chances

By CHRISTIAN DOWNES

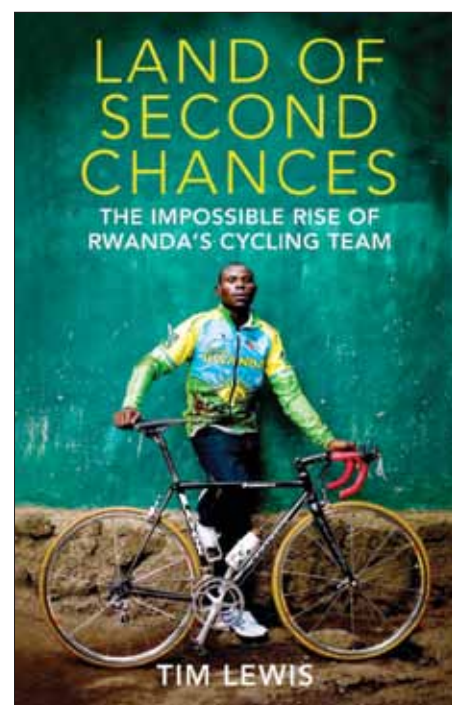
Rwanda is perhaps more recognizable for its history of genocide and poverty, not the small, lush country positioned on the equator with a long tradition of cycling. *Land of Second Chances* illuminates the country's new reputation and identity, growing desperately out from its tradition of victimization, rising like the new day on the shoulders of its new hero, Adrien Niyonshuti.

The book is engrossing, if for no other reason but an ethical reading of the text prompts a great deal of independent research. What you'll discover imbues the story with much needed perspective. You will learn a great deal about Rwanda, cycling on the continent, and the country's history of foreign investment, without egregiously pointing to two Americans whose unquestionable devotion to cycling has perhaps overshadowed their questionable motives. The inherent appeal of the title is a rhetorical one, and Lewis's perspective begs the question, *a second chance for whom?*

Many chapters include succinct historical summaries that provide a helpful frame of reference to Rwanda's challenges, be they economic and political instability or other factors contributing to ethnic division and genocide. His accounts shed light on elements of Rwandan history many of us — myself included — have come to find palatable. At least one refugee, at the infamous Hotel Rwanda, claims there was a darker side to the hotel owner's *courage*. Much of the novel prompts reflection (consider the account of a genocide progenitor, served graciously by a survivor) and includes hardly palpable genocide statistics: 5.5 deaths per minute, for 100 days.

But according to Lewis, the bicycle is the "one object, more than any other, that encapsulates Rwanda's past, present and future." The chapters dealing with the origins of cycling's history and influence on the continent support the paradoxical symbol of hope and progress: "A bicycle was a sign of civilization, big social status" and "a status symbol beyond the dreams of most citizens." Bicycles are available to a privileged few, and

so not merely a lifestyle choice but more so a culturally fundamental means of survival. It is customary in Rwanda to pass a bicycle to the next generation of riders, as Niyonshuti's Olympian uncle did for him, along with some arguably simple advice: "If you want to do cycling, don't waste your time. You have to focus your life on it completely. And don't drink beer."



I read half of the book in the first sitting, but grew impatient with Lewis's effete reporting style. While many of the chapters proved informative, I waited for him to assert more than the tone of an elongated glamour magazine feature. His inclusion of the major players in Rwanda's growth begs the reader to research and draw conclusions to the presence of entities in the country: AmWay, The SeventhDay Adventist Church, Stumptown, Costco, Starbucks and an Orange County mega-church.

Whether he chose to avoid implications of these companies and individuals duplicitous motivations, the inferences are easy to make. I only wish Lewis had more

courage to posit inquiries in the same manner with which he demonstrates insightfulness. Though doubtful such bravery would have made an immediate difference, convicting those companies — with the knowledge that the world is speculating on their interests — would perhaps instigate more reverent behavior. Coffee conglomerates have a chance like never before to do as the Belgians did with Rwandan rubber. The mega-church is using its affluence to create inroads into the nation's government, in efforts to substantiate its international presence. How are these organizations and individuals truly influencing the future of Rwanda and its people?

Tom Ritchey certainly found a way to cop the humanitarian title while leasing his new bicycle model to coffee farmers, ensuring they would be able to carry greater loads over brutal terrain. The scheme increased productivity for the dealings of "President Kagame, like the Belgians and Habyarimana before him" with Costco, Starbucks, Stumptown and Intelligensia. Ironically, the bikes were built in China — the country that once supplied half a million new machetes to Rwanda just prior to the genocide.

Always viewing the project as an "investment and not aid," Ritchey established hotels and bike-tours with the accumulated profits and what he saw to be the promise of "adventure travel and ecotourism." Under closer examination, even the inception of Team Rwanda proves less than noble. With a small investment, Ritchey "wanted to roll the dice" by creating a national cycling group. Ritchey certainly did not gamble with Jonathan "Jock" Boyer, whose second chance afforded him the opportunity to rebuild the respect he earned for his cycling skills — overshadowed and dismissed elsewhere in the world — because of his prior felony record.

Boyer plead guilty to ten counts of child molestation (over the course of five years) of an 11-year-old girl. While Boyer demonstrated remorse in the courtroom, his interviews assert a cold omission of guilt:

"It's a very unfortunate situation," he said following the trial. When Boyer was asked if he thinks what happened affected his victim, he told Steve Friedman of *Bicycling*, "If you let something destroy you, whose fault is that?"

At times, Lewis seems to provide subtle credence to the gross comparison of Boyer's crime to the mass slaughter of (Team Rwanda) riders' families. Niyonshuti lost 40 relatives, including his father and six siblings, to ethnic cleansing when he was just seven years old. Boyer served a little over eight months of a one-year sentence. Of all that Lewis chooses not to say about *second chances*, failing to qualify the experiential equality of Boyer and Niyonshuti is not only irresponsible, it's repugnant.

The book seems to imply second chances accrue for those with money, its accessibility and accumulation. For instance, Lewis interviewed a local woman operating a milk bar. When she, a survivor of the slaughter, served a former judge who had perpetrated the genocide in that area (Rwamagana), Lewis was puzzled. She responded, "What I need is money. How can I survive if I don't welcome any person to buy things. We've built a mechanism to cope with the situation."

It becomes easy to understand how, following the genocide, *I don't remember* and *impossible* became characteristic Rwandan sayings. The behavior of the populace demonstrates survival characteristics of victimization. Unfortunately, it appears as though the fledgling goodness rising organically from the country's bloody past, appears to have attracted the western desire for growth — a perversion of social justice and capitalization of a nation's wealth. Except now, the nation's greatest resource is its people, and it is the responsibility of Lewis to have asserted such, and that of all readers to acknowledge as much.

Read the book to challenge yourself and your perspective. You don't need to be a cyclist to appreciate the tireless commitment to the multi-dimensional sport, but you do need to develop an informed opinion and not be afraid to use your heart in the process. In a *Land of Second Chances*, it's not just the only thing some have left, it is the right thing to do.

*Land of Second Chances* by Tim Lewis is available in hardcover, and was first published on July 23, 2013, and later on October 18, 2013, by Velo Press. ISBN: 1937715205

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"EVERGREEN" FROM PAGE 1

The new Kids Dirt Camps will begin at the end of June and registration opened February 15. Camps run for one week, Monday through Friday, at Duthie Hill Park in Issaquah and are designed for beginner to intermediate riders ages 9-13. Each day will start off with games and skill builders and end with fun group trail rides. Plus, a half-day is spent learning about stewardship and trail maintenance techniques.

If a weeklong day camp doesn't fit the schedule, the popular four-week Dirt Riders Club series for kids ages 8-13 starts in May. These classes are offered through August at both Duthie Hill and Saint Edward State Park in Kenmore, Wash. Participants will meet one day a week for four weeks to ride together and have a blast doing warm-up drills, exploring twisting singletrack, rallying over roots and logs, and playing balance and agility games. A three-hour Basic Skills class may be the perfect option for children just getting started.

The Kids Dirt Camps, Dirt Riders Club and Basic Skills classes are all part of Evergreen's new, dedicated Youth Education Program, a component of the existing Evergreen Education Program. The goal is to focus more resources on teaching youths to ride safely while hav-

ing fun on the trails, and ultimately get more of them hooked on a healthy outdoor activity they can enjoy for the rest of their lives.

Previously, Cascade Bicycle Club offered children's camps in the Seattle area. Evergreen and Cascade have worked together for years to support cycling opportunities, and both organizations have long offered skills classes for youth and adults. By mutual agreement, Evergreen is now adopting these camps as part of its mountain bike-specific Youth Education Program.

The program began in the early 1990s as an informal grassroots effort offering basic mountain bike skills — "Boot camp" classes for adults. In 2010 the education program was overhauled and formalized with professionally trained and certified mountain bike instructors.

Over the past four years, Evergreen's Education Program has expanded to offer a wide array of skills classes to help people get started and get the most out of riding as they progress, as well as intermediate and advanced adult classes in downhill, enduro and freeride mountain biking styles. A team of professionally trained and certified mountain bike instructors who have years of riding and teaching experience instructs all

classes; many have raced extensively, some at the pro level.

Classes are offered from April through October on both weekday evenings and weekends. Registration opens in early March. While most classes take place at Duthie Hill, a few are held at Saint Edwards State Park, and the enduro and downhill

to create and protect sustainable mountain biking opportunities. To do this, the staff dedicates its time and efforts to trail building and maintenance, advocacy, education and providing people with opportunities to ride trails.

Evergreen is based in Seattle and the organization includes five chapters statewide,



All classes are taught by experienced and certified instructors. Photo courtesy of Evergreen

series classes travel to a variety of trails in the region. Evergreen also offers instruction through two of its regional chapters — Central, based in Wenatchee, and East, based in Spokane. Plans are underway to expand to other chapters as well.

Celebrating its 25th anniversary this year, Evergreen Mountain Bike Alliance is the largest mountain biking organization in Washington State. The nonprofit's mission is

the Education Program and the Washington Student League for middle school and high school students. In 2013 Evergreen partnered with public land managers to donate more than 10,000 hours of volunteer labor building and maintaining more than 100 miles of trails.

Learn more about Evergreen and their mountain biking skills classes at [evergreenmtb.org/classes](http://evergreenmtb.org/classes).

## Racked: Roof, Trunk or Hitch and Additional Considerations

By CHRISTIAN DOWNES

Choosing the right car-mounted bike carrier doesn't have to be a painful experience. Transporting bicycles from point A to point B without National Lampoon-style incidents is obviously preferable and totally possible. Prior to shopping the available inventory, consider the necessary factors in acquiring the proper setup. While a variety of racks are suitable for various automobiles, certain dimensions require particular models. Acquaint yourself with the options so you can get back to focusing on the ride.

Multiple choices exist for those carrying anywhere from one to five bicycles simultaneously and new designs seem to pop up regularly, giving consumers even more to choose from. The proper carrier depends on your vehicle constraints, the type of bike(s) to be carried, as well as additional considerations such as top-mounted versus rear-mounted.



The roof-mounted option is the more traditional and is popular for cars and light SUVs. A reliable model ranges in price from \$120-\$400 and it is secured to the vehicle's roof, allowing the bikes to be positioned vertically. The downside to this type is having to lug the bike up to the roof, which may be difficult on taller vehicles and for shorter people. It also decreases gas efficiency and has a tendency to be loud at highway speeds without a proper fairing; in some cases, reversing the direction of the trays will solve this

while also preventing obstruction when opening a hatchback or trunk. Though suitable for low-profile vehicles, this rack is not the optimal choice for trucks and SUVs, due to the additional height of the vehicle.

The typical SUV is approximately six feet tall. With the additional height of a bike positioned on top, carports, overhangs, tunnels, trees, car washes and entry / exit ways now become the means by which that pride and joy may abruptly meet destruction. With a little thoughtfulness, this option may offer a bit more security, but lifting should be considered.

Alternatives particularly better suited for larger vehicles are the strap-on trunk-mounted and the hitch-mounted rack. These are compatible with many types of vehicles and range in price from \$40-\$500. Many of the more expensive models afford the opportunity to carry multiple bikes with less chances of obstructing vehicle operation and are often easier to use. Disadvantages include an inability for some to open the trunk or hatch without first removing bicycles and they may block visibility of the rear window and license plate. Also,

if bikes are close to the tailpipe, it could be subjecting them to exhaust damage.

Quality must be a consideration in your final purchase as well. While there are many styles and options to choose from, a higher-quality brand may provide you with greater durability and reliability. Read as many reviews on the brands and models most suitable for your needs and hit all your travel locations safely and successfully without unforeseen casualties.

### Additional Things to Consider When Choosing a Rack:

**What are the pros and cons of each style?**

Assess a few factors before evaluating your options. Numerous variables factor into choosing the best one, not only for your vehicle and bikes, but your piece of mind. Cost, frequency and ease of use, country of manufacture, quality, durability, style and functionality all play an important role in satisfying and inspiring confidence.

**How much weight can the rack hold? How many bicycles?**

The manufacturer's fit guide will ascribe weight and load capacity to each rack. In the case of hitch-mounted carriers, the capacity is equal to the load bearing capability of the carrier's tongue.

**Security features: do you need to lock it?**

Security features are available, often at an additional cost, whether the mounting system features locks in the bases or a locking pin, as with hitch-mounted racks.

**Safety concerns: what types of clamps are better than others?**

Thule claims their *Raceway Trunk Bike Rack* is the most secure mount available today. Their system incorporates tie downs, adjustable cables, two-stage anti-sway cages, rubber pads and a locking cable for theft prevention.

Hanging, platform, rubber cradles, tie-down straps, receivers, anti-sway cages and ratcheting components conveniently secure bicycles to the multiple models available. See the rack's installation guide for proper techniques on safely securing the load.

**How heavy is the rack?**

This is important for hitch-mounted styles that will come on and off your vehicle

SEE "RACKS" ON PAGE 9

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# Caffeine and Performance

By ELLEN CHOW, MS, RD, CSSD, CD

Caffeine is a natural stimulant. One of its most noticeable effects is increasing alertness, making us “more awake.” This is accomplished by complex neurological interactions in the central nervous system. While occasional caffeine users may experience increased heart rate and tremors, habitual users typically acclimate to their usual intake. Caffeine is found in coffee, tea, energy drinks and also as a dietary supplement in pill forms.

## Caffeine and Exercise

When it comes to caffeine and cyclists, most people fall into one of two groups: those who habitually consume it and wonder if it is harmful to their health during exercise, and those who are interested in using it as a performance booster. Current research indicates a low dose, under 300 mg per day, is not harmful in healthy people.

Although caffeine has been shown to improve performance in resistance training, its benefits in endurance activities are inconclusive. This may be in part due to the dosage used in different research studies.

Beverage	Caffeine Amount
5-hour Energy shots, 2 oz.	207 mg
7-Up, 12 oz.	0 mg
Coke Zero, 12 oz.	35 mg
Crystal Lite Energy, 16 oz.	120 mg
Diet Coke, 12 oz.	45 mg
Homebrewed tea, 8 oz.	50 mg
Latte, 16 oz.	154 mg
McDonald’s coffee, 16 oz.	100 mg
Monster Energy Drink, 16 oz.	160 mg
NOS, 16 oz.	260 mg
Red Bull, 8 oz.	77 mg
Starbucks Bold Pick of the Day, 16 oz.	300 mg
Starbucks Espresso Roast, 1 oz.	75 mg
Starbucks Grande Americano, 16 oz.	225 mg
Starbucks Tazo Awake Tea, 16 oz.	135 mg
Rockstar, 16 oz.	160 mg

Here’s a short list of typical beverages containing caffeine<sup>7</sup>.

decrease, it is not known if individuals who habitually consume more than 5-6 mg/kg would improve athletic performance at this level.

## Mind vs. Body

How does it work? Caffeine acts on a neurological level in the central nervous system. The neurotransmitter adenosine slows down brain activities and increases vasodilatation, whereas dopamine aids in seeking rewards, thus enhancing attention. Caffeine binds to adenosine receptors at the blood-brain-barrier while it simultaneously increases dopamine release. It improves motivation and reduces perception of efforts and pain<sup>3</sup>. Based on its physiological actions, some scientists argue that caffeine’s performance enhancing effects originates in the brain<sup>4</sup>.

Yet more recent research was able to manipulate muscle glycogen store, measure aerobic vs. anaerobic workload, and last but not least, other metabolites such as lactate, interleukins, platelets, and more. Such studies yield evidence that caffeine increases anaerobic output in skeletal muscles<sup>1</sup>. However, the enhancement is minor when put in a

recreational context and was rarely tested in exercise lasting over two hours.

In short, there is no easy answer to how or how much caffeine improves performance individually. A mental state is only as good as the body’s ability and the body depends on the brain to facilitate action.

## Pills, Coffee, and Energy Drinks

In order to administer precise dosages, most studies used straight caffeine. But it was found that coffee beverages were also effective in delivering caffeine and improving performance<sup>5</sup>. Caution should be used with energy drinks, as the additional ingredients are far from standardized and they may elicit post-exercise inflammation<sup>6</sup>.

The form of caffeine did not appear to differ on user safety, as long as the amount was moderate. Caffeine peaks in blood concentration approximately one hour following ingestion and has a half-life of roughly five hours. Habitual intake of more than 1,000 mg per day is generally considered a dependency. Should one decide to decrease regular intake during post-cycling season, it is best to reduce the amount by 50 mg every few days. In “cold turkey” scenarios, be ready for potentially intense headaches for a 2-3-day period; drink plenty of water and get adequate sleep.

## Is it worth it?

This is a personal choice. How important is it to gain a few minutes in a half-day race or perhaps to remain alert in a 24-hour race? Some athletes also couple caffeine with fasting to compensate for low carbohydrate intake. There is no proven protocol given the individual variability — training goals, original performance level, metabolism, tolerance, health/medications, etc.

As a sports nutrition coach, I discourage performance-oriented caffeine use in those with heart disease, high blood pressure, mood and sleep disorders, Autism-spectrum disorders, eating disorders, and exercise addiction. Children and teenagers should also be deterred from using any substance, albeit legal, with the mindset of gaining an edge in competitions.

If interested, check with your healthcare provider for clearance. To start, I recommend acclimating caffeine intake over a few days to 5 mg/kg body weight and ingest it approximately one hour before training. Keep other fueling and hydration schedules while using a notebook to track time and perceived efforts. Note hydration status by frequency of urination, estimated volume, and its color (can also weigh yourself). Also, track all physical symptoms, mainly potential headaches throughout the day, to avoid withdrawal or toxicity. Happy training!

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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 [endgamenutrition.com](mailto:endgamenutrition.com).



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# Bicycling Footbeds

By ERIK MOEN, PT

A numb and/or sore foot can really ruin the joy of cycling. Feet are subject to numbness or pain due to their function in the pedaling motion as the foot/ankle transfers force from the torque of the hip and leg to the pedal, therefore the feet are exposed to frequent compressive loading. Poor foot positioning and/or support can lead to irregular shear and compression, which equates to numbness and pain. The scope for the foot/ankle in bicycling starts with a properly fitted shoe, a well-fit bike, a correctly positioned cleat, and good pedaling skills; these being ranked in order of functional importance. A footbed is most appreciated after the aforementioned points have been managed. As an attempt for increased comfort and cycling function, however, it will not make up for poor pedaling skills, bad shoes and poorly positioned bike/cleats.

## What is a footbed?

A bicycling footbed generally supports the foot in the action of cycling. The terms of “footbeds” and “orthotics” are oftentimes thought to be the same, however, footbeds are defined as “an insole that is usually cushioned or contoured so as to provide orthopedic support and/or better fit”<sup>1</sup>. Orthoses or orthotics are defined as an orthopedic “appliance or apparatus used to support, align, prevent or correct deformities or to improve function of movable body parts.”<sup>2</sup> In other words, orthoses are footbeds but footbeds are not necessarily classified as orthoses. Orthoses are intended to correct some sort of foot dysfunction and are manufactured by well-trained healthcare professionals. Footbeds are generally accommodative, purchased off-the-shelf and often require some sort of trim-to-fit process, while orthoses (orthotics) are generally prescriptive.

## The Foot

Let’s take a moment to appreciate the foot. It is sectioned into basic quadrants of thirds: the forefoot, midfoot and rearfoot. The forefoot is the primary contact point to the pedal and has pressure sensitive interdigital nerves (between toes), blood vessels, terminus of tendons, and some sesamoid bones under the big toe that accentuate the leverage of muscle and tendon. The foot itself features a series of arches not unlike any well-supported structure. Of interest are the longitudinal and the transverse arches. The first runs the length of the foot from heel to toes along the inside of the foot (media) with its apex found within the midfoot. The transverse arch is in the forefoot and maintains the spatial relationship of the metatarsals. The rearfoot’s anatomy of infamy is the heel bone or calcaneus. The rear and midfoot are supported by a series of leg muscles coming across the ankle.

Designed to move, the foot and ankle offer varying levels of mobility and are classified as either hypermobile, normally mobile or hypomobile. This movement allows it to adapt to varying surfaces, accentuate torque moments and attenuate load (shock absorption). Excessive collapse or dysfunction of

either the transverse and/or longitudinal arch can create irregular friction and compression of the elements of the forefoot, thus increasing the possibilities of numbness and pain. Irregular foot motion can also have implications at the knee level. A scientific research established a possible relationship between irregular foot motion and irregular knee alignment and injury. It acknowledged that the foot should be considered with regard to the health of the knee. It did not define differences in foot motion or control for bike fit parameters and did not discuss or suggest the most appropriate method of management. However, excessive rigidity has possible implications to structures above and below, such as the Achilles and bottom of the foot.

## Function of Footbeds

A footbed is thought to decrease foot fatigue, improve shock absorbency and improve mechanical efficiency. It achieves this by supporting the longitudinal arch through its length. Over-correction or support eliminates the foot’s roll in balance correction, load attenuation and “float” for the health of the knee. Construction and material of a footbed will help lessen vibrational and compressive loading of the plantar aspect (bottom) of the foot. It has been well established in occupational health journals that prolonged exposure to vibration and compression can be a hazard for underlying tissues. Pedaling a bike is no exception. There are no valid studies (large enough or non-product biased) that substantiate significant power gains with the use of orthoses or footbeds in spite of some industry claims. Most evidence is anecdotal.

## Shoes

Most people can agree on the concept of increasing mechanical efficiency by stiffening the lever to the pedal. This is done more effectively at the base of the shoe. Carbon shoes are light and stiff ... perfect for mechanical efficiency, right? Of course, the math does not lie; there are drawbacks from a rigid shoe. A study compared peak plantar compressive forces of a polycarbonate (plastic) shoe versus a carbon one. Researchers found that the foot experienced greater compressive forces through the stiffer, carbon shoe. In other words, these cyclists feel the road more, which is not necessarily a good thing for longer rides on chip-seal. The shock-absorbing role of a footbed can be an important facilitator of comfort in this case. A super stiff, light shoe would be the perfect choice for shorter, velodrome-type events.

Shoes have traditionally been sold to bicyclists by suggesting a snug fit. This leaves very little room for a footbed, let alone an orthotic. Bicycle shoe inserts must be space-conscious, or shoes should be purchased with a footbed in mind if there is an obvious need.

## Footbed Models

Most commonly, bicycle shoes come with footbeds or inserts that offer minimal support. Although manufacturers are experimenting with more substantial options, it

is hard to generalize for all, as people have various needs. There are multiple variations in the generic type of footbeds to fit most. The proper selection should be based on the individual’s arch shape and shoe size as well as performance requirements; in other words, they should fit comfortably and present the appropriate level of absorption.

A custom, accommodative footbed should be considered if a basic footbed can’t be found. Heat-molded footbeds should reflect the athlete’s natural arch shape, which may differ from a person’s “normal,” full weight-bearing, collapsed, hypermobile foot architecture. An appropriate footbed will make the shoe fit well and encourages comfort. For these consult a person who has appropriate training and manufacturing knowledge to appropriately shape them.



Photo courtesy of Scarpa

## When to Pursue Orthoses

Orthotics made by qualified healthcare providers should be looked into only after appropriate fit of equipment and trials of footbed options have been exhausted, or there is an obvious orthopedic dysfunction. Healthcare providers will be most effective with cyclists when they problem solve with bicycling equipment in mind. Orthoses must be able to fit in riding shoes and must be well supportive through to the foot connection to the pedal, which may vary from normal in some cases.

## Other Foot Comfort Improvements

Pedaling skills can make a difference in foot comfort independently from footbed or well fit shoes. Lower cadence mashing or quad biased pedaling will create greater foot compression when compared to higher cadences. Improving pedaling mechanics by lifting on the backside of the pedal stroke has been shown to decrease negative torque (net foot compression). Improving this skill will increase comfort.

## Can I use my current orthotics?

Cycling footbeds and orthotics differ from typical running and walking orthotics, as they must extend through the longitudinal arch of the foot to the connection point of

the foot to the pedal. Running or walking orthotics are typically rearfoot dependent and will not extend out as far. Often times these orthoses are simply too wide for bicycling shoes. They simply fulfill different strategies and needs.

## Do I need to have bicycling orthotics or footbeds?

Growing levels of running and walking researches show a migration away from highly structured orthoses. These studies suggest that there may not be significant differences between off-the-shelf footbeds and custom orthotics. Bicycling does not enjoy the same breadth of research. People have been riding bikes for years with minimal foot support and those who tolerate less support are generally those with rigid midfeet, average arch, and those with clinically flat feet. The determining factor when considering footbeds can be as simple as comfort.

## Summary

Most bicycling-related foot complaints can be minimized or eliminated with a few fairly simple

steps. These include proper equipment, bike fit, foot support and pedaling skills relative to a person’s goals and typical riding environment. Cycling seems to be following the running world, albeit 20 years behind. Current trends suggest that the more support and locked up the better that it will cure all and make one more powerful. This thinking will run its course just like it did in running. Be smart when choosing footbeds — more support is oftentimes not better. The proper choice in equipment will make your feet more comfortable and functionally efficient. Consult an appropriate healthcare provider if you experience difficulties finding the right solution. Life is too short to ride with painful feet.

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# Riding the Loop Road: Lander, Wyoming

By Dave Campbell



Stunning and diverse scenery is encountered at every switchback along the 66-mile loop.

As a boy growing up in Wyoming, the trails, lakes, mountains, and streams all along the Wind River Range's "Loop Road" were my playground. Ruggedly beautiful in a way only the Wyoming Rockies can be, the Loop Road begins and ends in Lander and connects Sinks Canyon State Park to South Pass. My most memorable boyhood adventures happened at the many scenic mountain lakes along the gravel road in between. From the time I first started riding bikes I have wanted to pedal it. The only question was how? All the cycling friends and outdoor adventurers I grew up with knew of no one that had ever done it and I wondered what type of bike would be up to the diverse task.

At over 66 miles, with around 8,000 feet of elevation gain and crossing the Continental Divide at just shy of 10,000 feet, the ride would be a formidable task to say the least. However, this was not the most daunting part. It was the gravel. Lots of it ... and much of it was fairly intimidating due to the mountainous nature of the terrain. Thankfully, several years ago the worst of the switchbacks from Frye Lake to Bruce's Camp, deeply washboarded from braking 4x4s and trucks towing trailers, were paved. It now definitely seemed possible ... but on what kind of bike? About 17 miles of gravel remains and the beautiful climbs and descents of the road sections beg for a light, agile road bike. Michelin Pro Optimum



Little Popo Agie River.  
Photos courtesy of Dave Campbell

25c tires were chosen for their high volume, supple casing, rim protection and puncture resistance. They roll great on pavement too and just barely fit into my Cannondale Evo Carbon road bike, which would hopefully offer some degree of bump smoothing ride quality. A couple tubes, patches, pump, and tire booting material as well as lots of food came on board, too.

Departing a few of days after the fourth of July, I missed the camper traffic and tourists, and a light rain the night before seemed like it would keep the dust down. The first 10 miles out of town were lumpy until the long drag up to the spectacularly beautiful Red Canyon. Formally designated a National Natural Landmark by the federal government, its color and magnitude, even just from the roadside, is breathtaking. The summit at Red Canyon is false, though, and a long gradual descent to a plateau forced another long climb back up, this time past aspen meadows and beaver dams to Limestone

Mountain. Here, the winds picked up and then the sirens sang again but despite the many miles of climbing, it was not "the" summit. Following another long descent down to the old Atlantic City iron ore mine, the gusts really picked up and the last true climb looms ahead. Roadside signs tell the tale of the boom and bust that gripped this area during the 1970s. The last difficult climb on pavement, steep and against the tough Wyoming wind brought me up to the Louis Lake Road turnoff ... and the gravel.

Lander was 31 miles behind or 35 miles ahead if the loop was to be completed. 3,000 feet of elevation had been gained in at least twice that amount of climbing. A great Forest Service sign laid out all the obstacles, sights, and mileage ahead. The opening two miles of gravel climbs over washboard ruts rattled my teeth and bones, and made me question

this endeavor. Progress was painfully slow. I bent my elbows and let the bike dance around as much as possible to soak up the shock. I stopped and pulled on thin oversocks to keep the dust out of my well-ventilated shoes and to feel more Euro on my epic Wyoming Roubaix. Thankfully, once I thought I could take no more, the road leveled out, smoothed out, and the real dream began.

The first big open area is Granier Meadows at just under 8,900 feet of elevation. It's expansive, covered in wildflowers, and beautiful. The peaks of the Winds, still streaked in snow, were now ever visible, and surrealistic piles of Shale and Granite appear along Forest Service Road 300. A few brown beetle-killed trees stand out amongst the sea of green Lodgepole Pine and Douglas Fir as my childhood frog hunting grounds come into view ... Louis Lake. I filled up my bottles at the campground and got some bewildered stares at my skinny-tired steed and me from surly fisherman. After crossing the absolutely beautiful Little Popo Agie River on a wooden bridge, I saw more frog ponds of my youth, and finally and dramatically the much larger Fiddler's Lake came into view. Most of this gravel was nearly as smooth as pavement. Just beyond

this beautiful canoeing and camping site is the old Blue Ridge Fire Lookout. Constructed by the Civilian Conservation Corps, the stone steps yield an amazing view of the high mountain lakes and meadows. My serene moment at Fiddlers was brief as the steep, bumpy climb up to Blue Ridge itself began.

The summit, Blue Ridge, was not only the highest point on the ride at 9,576 feet, but also on the Continental Divide. From here the road twists and winds, quite bumpy at times and with a bit of washboard in spots requiring very astute line choice and ample bending of the elbows. I threw caution to the wind and let it rip down the final stretch into Worthern Meadows where the vibration was intense but brief, but it managed to bounce off my chain, thankfully the only mechanical of a truly perfect day.

After passing the turnoff to Roaring Fork Lake, the gravel ended dramatically right at Frye Lake, where the Forest Service signs announced 16 miles to Lander. There is a short but steep climb up to the "top of the switchbacks" as everyone in town referred to them

throughout my youth. Lander is home to NOLS (National Outdoor Leadership School) and is chock-full of rugged outdoor enthusiasts. People here are all about the Wind River Mountains.

The view of the limestone Sinks Canyon is awe-inspiring, as is the five miles of 6 percent grade descent. The minimal traffic, frequent constant-radius turns, and good road surface mean that this is nothing short of a cyclists' playground. Pure descending gold. At the bottom, where trailheads to hike to the Popo Agie Falls or Bruce's Camp can be found, there is a spot to refill bottles. I did not stop, though, as the wind typically blows down the canyon and speeds in excess of 50 mph are possible, and I have even hit over 60 with the right conditions. The curves of Sinks Canyon are gentle and the walls of the canyon flank the plunge until the road levels out and the cattle ranches dot the countryside just outside of Lander.

My journey back to my parents' home is always special but to finally realize a near lifelong dream on an idyllic summer day was mind blowing and full of emotion. The loss of a friend with a young family brought me home this time. Making the big ride just two days after her service, the spirit of these mountains and all their beauty and recreational opportunity drove me as well as the memory of Tammy. This story and this ride are dedicated to my lifelong friend David Milleson, who survives and thrives in this beautiful part of the country with their three children. The ride of a lifetime! I highly recommend it.





"OLYMPIC TRAIL" FROM PAGE 1



With his bike fully loaded, the author rides toward Port Townsend.

signposts and a road map), I had begun with the idea of reaching the festival around noon, but I was now fairly sure the total distance was over 50 miles.

Noon passed on the busy 101, where all the traffic seemed to be headed to the big event. I had been on the go for six hours and was running out of steam when I saw a bike path miraculously appear. I gratefully turned off and was led on a meandering six-mile route through the forest, past a paper mill, and along the shore into the Port Townsend Boat Haven — the municipal boatyard that stretches for about half a mile.

I felt quite pleased with my first long ride as a senior citizen, on a loaded bike with no serious training since March. I threaded my way past big wooden schooners and motor yachts with their ribs and planking exposed until I rejoined the highway, where everyone was looking for parking. I rolled right up to the festival entrance, found a spot in the huge bike parking lot, locked up and changed my shoes.

Inside Point Hudson, the festival was packed with people and wooden boats large and small. However, when I reached the crowded ramps and pontoons, I found I could hardly keep my balance on my tired legs. I had ridden closer to 60 than 50 miles. Since the show would be closing in 24 hours, I had to push on regardless. Somehow, my legs carried me around the marina and I recovered enough to ride out to the county fairground, where I camped for the next two nights.

On Monday morning, I picked up a bike map at The Broken Spoke on Water Street before heading west. After 20 noisy miles on the shoulder, I found the Old Blyn Hwy paralleling the 101 and the adventure began. I rounded the head of Sequim Bay and passed the Jamestown S'Klallam tribal casino, decorated with carved logs in the native tradition. Here I stayed by the water and found another back road, though I wasn't actually aware it marked the start of the off-road section of the Olympic Discovery Trail (ODT), with 30 miles of paved pathway all the way to Port Angeles.

### The Discovery Starts Now

I left the map in my bag and let the trail lead me on. It wasn't long before the path drifted north into the forest and began the marvelous stretch where it runs along an old railway bed, crossing nine bridges built in 1915 by the Chicago, Milwaukee, St. Paul and Pacific line. Four of the bridges are spectacular large railroad trestles.

The first is the Johnson Creek trestle just east of Sequim, a 410-foot structure 86 feet above Johnson Creek that carried lumber trains until the 1980s. Then I made a short detour off the trail and into Sequim to find some food. I settled on Kiwi's Fish and Chips, which looked and tasted like the real English style. It was just what I needed, and I returned to the trail with a full stomach.

I couldn't believe my luck when two more overpasses appeared ahead: the second is a 150-foot tall truss bridge over the Dungeness River that stretches 585 feet with the approaches. Its original fire barrel stations have been converted to viewing platforms so you can see the lower structure and spawning salmon in season.

When the sun set I started scouting out a campsite and eventually found a quiet spot just yards from the trail. Early in the morning, bike commuters started coming by with their lights on, which inspired me to follow their example. The route continued west through the Dungeness prairie, between fields with great views of the Olympic peaks.

There's one longer trestle bridge to cross over Morse Creek before dropping down to the seashore for the last four miles to Port Angeles. I arrived right by the port before encountering the first car I'd seen for hours. Here I detoured from the last leg by the airport and turned uphill past some fine historic murals to find the library and do some emailing.

There are several route options from there. I took the quiet road west along Hwy 112, which goes through some wild hilly country and has very few settlements. I camped near the ocean before pushing on to Forks, avoiding the temptation to take one of the many "Twilight" tours on offer. There were no vampires to be seen either — they too were surprised by the temperature hitting 95 degrees!

I picked up a few food items and a cold drink to carry me the last 25 miles to the Pacific Ocean. However, my enthusiasm flagged when the road dropped down into the mist and the mercury plummeted about 30 degrees. I pulled on several layers and then continued with less enthusiasm down a deserted road through the forest until I saw a hand-painted sign that read "Rainforest Hostel."

I was 20 yards down the road before managing to react to this latest surprise and jamming on the brakes. I rode up the driveway to find a rather suburban-looking ranch house — the front covered with the flags of many nations. I found the owner working in the vegetable garden around the back and soon settled in for a good night's sleep.

This is indeed a unique and independent place and a hostel to remember. The price is right at \$10 a night if you help with a chore in the morning. The owner lives at one end of the house, the guests at the other, with the kitchen and a rather crowded living room that is shared. It was the right place at the right time and another amazing surprise on the Discovery Trail.

I highly recommend this route for anyone looking to take on a multi-day tour that both inspires and delights.

*Editor's note: The Peninsula Trails Coalition website is full of information, maps and pictures. Find the details at [olympicdiscovery-trail.com](http://olympicdiscovery-trail.com). The Rainforest Hostel can be found at [fp1.centurytel.net/rainforesthostel](http://fp1.centurytel.net/rainforesthostel).*



Doubleheader – Ride the Olympic Discovery Trail and enjoy the Wooden Boat Festival on September 5-7, 2014. Photos courtesy of Peter Marsh and Port Angeles Chamber of Commerce



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"RACKS" FROM PAGE 4

frequently. The manufacturer's fit guide will ascribe weight and load capacity.

#### Is the rack stable?

This factor relies greatly on customers following the manufacturer's fit guide, installation and loading recommendations. Deviations often result in safety hazards, not to mention damage to bicycle(s) and vehicle.

#### Does a higher price tag mean a better product?

Cycling and product forums provide a great deal of experience and opinions from users all over the world and will assist buyers in determining whether the more expensive carrier is right for them. Similarly, an inexpensive rack may suit one's needs, but should be checked and maintained to prevent any safety issues. Opinions vary, be informed.

#### Compatibility: can it be moved easily from one car to another?

A mounting system can be acquired for multiple vehicles, but try to find a bike carrier that will mate with various systems.



Trunk rack.

#### What about the paint job?

Padded or cushioned legs and rubber feet are common with trunk carriers and effectively prevent both bicycle and vehicle from paint damage and scratches.

#### Would a trunk model be an issue?

Many trunk carrier models and styles are available for every type of bike. Each work well, but be cautious not to impair full line of sight while driving. The use of a bike adapter tube may be required, which work well with non-traditional frames such as a step-through.

#### What is an alternative for pickup trucks?

Many racks allow for transport of bicycles without having to lay them down, maximizing cargo space by using bed racks or fork mounts. Downhillers often drape a heavy-duty pad over the closed tailgate and place front wheels over it.

#### How do you carry a bicycle on a motorcycle?

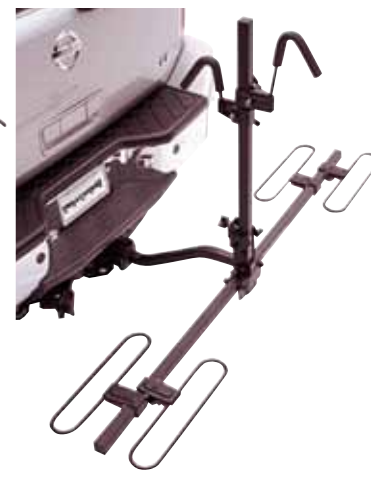
First make sure the carrier you want to select is certified by the DOT. This option does not clamp to the bicycle frame, but braces forks and secures the front tire separately (requires removal). Other models compactly secure the bike, though disassembly is required.

#### How do I carry downhill bikes and frames with unique geometry?

Racks are available to securely clamp the wheel, not the frame, with a ratcheting strap and locking cylinder. The design accommodates non-traditional frame designs, disc brakes and thru-axles. There are also now adapters for fat bikes.



Hitch racks. Photos courtesy of Seattle Bike Supply



#### What about tandem and recumbent specific carriers?

Partial disassembly may be required to transport on a vehicle, although hitch racks easily transport both types. Some roof racks like Atoc's Tandem Topper also come with a pivot system to assist loading.

#### What's the difference between carrying adult bikes vs. children's bikes? (Special considerations?)

You will want to choose a rack that allows you to carry the different size bikes at varying levels to reduce contact with one another while allowing for an additional adapter bar to be mounted for carrying more bikes.

#### Can the rack be installed for me? What's the cost?

If you purchase from a carrier/rack retailer, many offer installation – most with same-day service.

#### Which roof racks transport bikes with front wheel versus without?

**Fork Mounts:** Transporting a bike without the front wheel is more stable and less bulky. Unfortunately, the front wheel must go in your vehicle and be reinstalled upon destination arrival. Special wheel holders can also be purchased.

**Wheel/Upright Mounts:** No need to remove the front wheel! This choice is also compatible with most bicycles. On the downside, the entire bike must be lifted up and secured to a (generally) bulkier rack, all of which will create a great deal of drag on the vehicle, thus inhibiting efficient gas mileage.

#### Considerations for rental/leased vehicles?

Consult your rental/lease contract for clauses pertaining to alterations and/or modifications. In some cases, auto rental outlets can meet your request.



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# Reinventing the Wheel

By KATIE HAWKINS



It doesn't look like much but it does give a boost. Photos courtesy of Superpedestrian Inc.

Many people say there is no use in reinventing the wheel. Some students from MIT decided to take on the challenge by developing a self-power generating hub. The Copenhagen Wheel adds a lightweight motor, connectivity, and a smartphone app to any bicycle, giving a 21st century approach to the invention thought to be created in 3500 BC.

In 2009, the city of Copenhagen (where 36% of its citizens travel approximately 400 km of bike lanes per day) asked Massachusetts Institute of Technology's (MIT) SENSEable City Lab to come up with a way to make biking more accessible to people in urban areas.

"The main motivation was to make cycling a competitive alternative to car travel and public transport, while preserving the pleasures of normal cycling," Assaf Biderman, associate director of the lab and co-inventor of the wheel, told *Fast Company*.

As opposed to an e-bike, or even an e-bike kit, the Copenhagen Wheel is more of an e-wheel. It can be added to any bike with 700c and 26" rims — more sizes are in the works — and is powered by regenerative braking, transforming the kinetic energy used to slow a rider's speed into stored power — the same basic principal behind hybrid cars. When you brake or go downhill, the battery recharges, similar to a pedal e-bike. It operates on a 350-watt electrical motor with a 48-volt lithium-ion battery, which can produce an output of energy more than four times that of the average cyclist.

The wheel reads your effort through the pedal sensory and control algorithms. As the rider pushes harder, like when going uphill, the wheel increases power. Pedal options range from "Turbo," causing the largest energy boost; "Flatten Cities," which helps with an incline; and "Eco," which adds a small push when pedaling seems slow. The additional energy from exercise mode is also captured to regenerate energy.

Elegantly packed into one hub are the motor, 3-speed internal hub gear, batteries, torque sensor, GPRS and a sensor kit that monitors CO, NOx, noise (db), relative humidity, and temperature. While riding, the sensors are collecting information about air and noise pollution, congestion and road conditions.

To top it off, the wheel is controlled through a smartphone. Its Bluetooth module syncs with that of the hub. Through a phone users can also lock and unlock the bike, change gears, select preferred motor assist mode, and view collected environmental information. It also collects data about the cyclist's riding habits, effort, calories burnt, distance cov-

ered, and elevation climbed. All the data can be used to plan healthier bike routes, achieve exercise goals, or as a tool to share with friends on online social networking sites. It is also possible to connect using electronic tablets.

The wheel can work without a smartphone, but many of its most useful functionalities can be attained through the app.

The Copenhagen Wheel has won multiple awards, including both the Green Award and the Green Dot Award for inspired eco-friendly transportation, as well as the prestigious James Dyson Award for outstanding student design.

So what makes it different from an electric bike? Though many e-bikes also incorporate pedal integration, they can be heavy and expensive, weighing between 50 and 60 lbs and costing between \$2,000 and \$4,000. The Copenhagen Wheel adds only 13 pounds to a bicycle's weight.

Depending on the model, throttle e-bikes have a range of about 15 miles (although some models with high ahm-hour ratings can reach close to 30), while the Copenhagen Wheel maxes out at about 31 miles if used in its standard mode. A pedal assist system e-bike can last between 40 to 60 miles, and its battery recharges while coasting and braking. Some e-bikes can reach up to 35 mph, while the Copenhagen Wheel maxes out at 20 mph.

There is the ability to add an e-bike kit to a traditional ride for \$1,500 to \$2,500, adding about 18 pounds to the bike. And, if a rider decides to convert back, he/she simply has to remove the battery and replace the wheel.

A specialized mechanic is needed to troubleshoot problems that may occur with an e-bike's battery or motor. Stores that specialize in these types of bicycles have their own trained mechanics — meaning a shop would ideally need to be accessible to the rider. If users experience any problems with the Copenhagen Wheel, they need only to go online as wheel issues can be diagnosed via a smartphone.

For a traditional e-bike, a Lithium-ion battery must be charged for at least 30 minutes (two to four hours for regular use). Their batteries typically last between three and five years, and cost about \$300-500 to replace. Four hours are needed to recharge the Copenhagen Wheel's 48-volt battery, which lasts approximately 1,000 cycles. After 1,000 cycles, the battery is still usable, though capacity could be reduced to as low as 70%. The Copenhagen Wheel can be charged in two easy ways: by either connecting the charger directly to the wheel or removing the battery from the wheel casing for charging in a more convenient location.

Of course, the benefits to a traditional e-bike apply to the Copenhagen Wheel as well. Riders still get exercise with as much

help as they like, avoiding a sweaty commute, or perhaps going easy on an injury.

Factor in the satisfaction that it contributes no emissions; for every 500 miles an e-bike is used in place of a car, a combined amount of 30.5 pounds of hydrocarbons, carbon monoxide, and nitrogen oxides are prevented from polluting the air. Consider the savings of never having to get gas, as for every 500 miles an e-bike or the Copenhagen Wheel is used, an average of 25 gallons of fuel is saved as opposed to using a car.

With the added technology of the Copenhagen Wheel's sensors, users can contribute data, anonymously, with their city by sharing the environmental and infrastructure data collected. Ultimately this information can influence how cities allocate resources, respond to environmental conditions, and implement transportation policies.

In addition to the 26" rim requirement, a 120mm dropout spacing is needed for a singlespeed set-up and for a multi-speed, a 135mm dropout is required. The wheel is fully compatible with 7, 8, 9 and 10-speed cassettes.

The Copenhagen Wheel Limited Edition can be pre-ordered for \$799. A Developer's Edition specifically designed for software developers can be purchased for the same price, and along with the wheel, owners will get access to Superpedestrians API, receive developers' support, and a subscription to the developer's newsletter. Both will be made and delivered on a first-come, first-served basis. Buyers will also receive a user manual and charger with international adapters. Additional spokes and batteries may also be purchased through Superpedestrian's accessory program. The first generation will feature the red hub with silver spokes and rim. Color variations may be offered in future releases. Shipping begins this summer.

Thousands of years after the invention of the wheel, it doesn't hurt to add a modern touch for a wireless, compact, data collecting, social networking tool that improves urban cycling and gets more people out on bikes. Who knew the wheel could be reinvented?



The wheel is compatible with many smartphones.

## Devices that are compatible with the wheel

### Apple (Minimum version is iOS6)

- iPhone 4S+
- iPod Touch 5
- iPad 3 and later
- iPad mini (all versions)

### Android

- Bluetooth 4.0
- Android 4.3+

### Samsung

(these devices support earlier versions of Android)

- Samsung Galaxy S4
- Samsung Galaxy S III
- Samsung Galaxy Note II
- Samsung Galaxy Note 10.1



# Shower Pass Women's Elite 2.1 Jacket and Crosspoint Hardshell Gloves

By JILL VON BUSKIRK

When it comes to cycling in Seattle, breathable waterproof clothing is crucial if you want to ride comfortably. This I know all too well because I spent 2012, my first winter commuting by bicycle, wearing an off-brand water resistant rain jacket that I picked up from a local retailer. It was technically not athletic wear and certainly wasn't designed for someone who was going to be using it five days a week for a 15-mile roundtrip commute. Since 2012 was also the second wettest year on record since 1996, and due to my lack of preparedness, it was a soggy and mostly uncomfortable season.

Still, I powered through the spring showers and enjoyed the warmth of many summer rides. As soon as the temperature dropped and the rain clouds formed, however, I decided that winter 2013 wasn't going to be a sequel to sweat-fest 2012. Amateur hour was over and I was on the hunt for a waterproof jacket. The *Bicycle Paper* crew made the helpful suggestion of looking into gloves as well. (Did I forget to mention that, along with my insulated jacket, I was wearing my crocheted hand warmers over dollar bin, one-size-fits-all gloves? Amateur!)

I ultimately decided to get my rain gear from Showers Pass, a Pacific Northwest company that has been operating out of Portland, Ore., since 1997. After reviewing their available options I chose the Women's

Elite 2.1 Jacket and the Crosspoint Hardshell Gloves, both in size medium.

The jacket features patented eVent 3-Layer fabric, designed to keep water from getting in while allowing sweat to vent directly out, preventing moisture from developing inside the clothing. The Elite 2.1 also features multiple venting options. There are two 9" full exposure "pit zips" and a large vent across the upper back. Underneath the back ventilation portion the jacket is lined with a mesh fabric that allows for additional breathability, thereby reducing moisture build-up. Gusseted cuffs at the wrists incorporate a wide opening for increased airflow and can be easily sealed with the Velcro band that is attached to them. I took advantage of this feature on rainy days when I also wore the Crosspoint Hardshell Gloves, which fit snugly over the cuff and have an adjustable Velcro closure as well. Furthermore, the neck and bottom of the jacket have been equipped with cinch cords for additional protection from the wind and rain. The cord-lock is attached to the seam, which I feel is a detail worth mentioning; not only does this ensure that

it will never be lost and that the areas cinch and release evenly, it also illustrates the attention to detail that Showers Pass puts into their products.

The lightweight Elite 2.1 is also an over-achiever when it comes to wind and rain proofing. Even in the veracity of a down-pour with 17mph headwinds, the jacket kept me thoroughly protected from the elements.

Every seam is taped for reinforcement and the front, pit, back, and chest pocket zippers are all lined with AquaGuard laminated tape, which provides enhanced water resistance. Having ridden with my phone in the chest pocket on most commutes, I can say with confidence that the AquaGuard is very effective. The front of

the jacket also includes an inner storm flap for extra protection from heavy rain and strong wind.

Additional features include the 3M reflective tape, which lines the back ventilation flap and also wraps around the forearm of each sleeve for increased nighttime visibility.

The collar has a very soft micro-Chamois fabric sewn in for added comfort and the chest pocket includes an inner audio port.

The Crosspoint Hardshell Gloves are bonded with an OutDry membrane — a proprietary product that bonds to the outer shell for seamless waterproofing without depleting breathability. Lined with Merino wool and perforated along the fingers, I found my hands were kept dry even after extended rides in wet weather. Another feature I really appreciated is the reflective piping along the top. Wrapping from the base of the cuff along the back of the hand and ending at the tip of the pointer finger, they were clearly visible to traffic when placed on my handlebars or when signaling.

As mentioned before, I opted for a medium size for both garments. The gloves were a wonderful fit, but the jacket was a bit larger than anticipated. I made my choice based on the Showers Pass sizing chart, but could have probably downsized to a small for a slimmer fit. Additionally, if looking into purchasing the Crosspoint Hardshell Gloves with plans on using them in colder weather, I suggest also purchasing a liner glove for added warmth; in temperatures below 40 degrees, my hands were kept dry but my fingers were definitely cold.

Overall I have been very impressed with Showers Pass products. They performed up to par and as advertised and have made a drastic difference in my winter commute. I can say with confidence that I am no longer the underprepared, overheated, amateur commuter I was a year ago.

MSRP for the Elite 2.1 Jacket is \$249. The Crosspoint Hardshell Gloves are \$95. Find out more at [showerspass.com](http://showerspass.com).

## 180s Bluetooth HD Ear Warmers

By JILL VON BUSKIRK

**180s** Bluetooth HD ear warmers have incorporated the latest in bluetooth technology with hi-definition speakers, creating the most advanced winter headset on the market. This past season I had the chance to give them a try and can honestly say that they are my new favorite winter accessory.

The Bluetooth feature claims an impressive eight hours of music play time on a full charge and nine hours of talk time. Although I can't attest to the talk time, I can say that eight hours worth of tunes on a full charge is 100% accurate. I tested this during a straight eight-hour session as well as broke it up between my 30-minute commutes, powering the ear warmers down between each ride; one charge lasted almost two full weeks. That said, I kept the volume low when riding so I could hear my surroundings.

The charging port is tucked behind the lining pocket of the right ear's speaker. At first I thought this hard piece of plastic would be bothersome and make them uncomfortable. I was completely wrong. Once the ear warmers are wrapped snugly around the back of the head, the port is undetectable. The power button is located on the outer

side of the shell. This too is very discreet, has no impact on the actual fit or feel of the product, and is easy to find when taking a phone call or pausing music.

I'm normally skeptical of rear wrap-around headphone designs, as they tend to slip out of place. The 180s click-to-fit frame gave me the flexibility to adjust them to my exact preferences. And, due to its design, the frame has a natural tendency to collapse back into itself, holding them in place even while wearing a bicycle helmet.

The insulation and lining are 100% polyester, which I found incredibly soft to the touch and kept my ears toasty warm. The shell is a poly-spandex blend allowing for a bit of stretch while still insulating. Although not waterproof, I did ride in quite a few rainstorms and they did an excellent job of protecting my ears from getting wet while the inner lining accumulated almost no moisture.

As for sound quality, they performed nicely. I found the bass to be a bit lacking, but nothing that would deter me from recommending them to a friend.

MSRP for the 180s Bluetooth HD Ear Warmers is \$80. Find out more at [180s.com](http://180s.com)



## Montane Minimus Jacket

By DARREN DENCKLAU

I received the Montane Minimus jacket back in October 2013 and was starting to wonder if I'd ever be able to truly test its waterproof capabilities. After a particularly cold and dry first half of winter, it finally started raining again in the Pacific Northwest. For that, we should all be thankful, even if it is nice to see so much of the sun.

The Minimus is a lightweight rain shell constructed of Pertex® Shield + nylon with micro-taped seams for keeping water from penetrating. Additional features include articulated arms, adjustable cuffs, an internal storm flap, reflective details, and a wired peak on the front of the hood for more stability during downpours. The whole jacket can be placed in the included stuff sack for compact storage and easy carrying.

I've worn the Minimus almost every day since it was delivered and it has proven to be an effective windstopper as well as a durable waterproof garment. Montane knows their gear and the little details put into construction do wonders. The longer and articulated arms are perfect for cycling and the cuffs stay put over gloves without pulling up and

exposing the wrists. The ample-sized chest pocket is perfect for quick stashes of a phone or wallet or for putting those gloves away after warming up.

At 215 grams, it is light and perfect for touring, backpacking, or commuting when weight savings is at a premium. I've recently been in numerous rainstorms while wearing it and I have arrived at my destination dry, save for the sweat. That said, one feature that would be nice is a pair of pit zips for extra ventilation, though it's certainly not a deal breaker; the front pocket can be unzipped and the mesh backing allows air inside, nearly accomplishing the same thing. The red color I chose provides extra visibility while riding during the day and the reflective details add to that at night. The hood can be rolled up and there's a Velcro tab that secures it to keep it from unfurling when a blast of air catches it just right.

I would easily recommend the Minimus to anyone looking for something that keeps the rain out while also looking stylish. Machine wash in warm water, drip dry. MSRP is around \$240.





# 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

MARCH

**Mar 23: 12th Annual Bike Works Auction**  
Seattle, WA. Join Bike Works youth, volunteers and staff and help build up a rich culture of youth empowerment, community service and sustainable, healthy living. You provide the glitz and glamour, we lavish you with dinner, drinks, lively company, and luxurious auction items. Tickets online. Bike Works, 206-695-2522, bikeworks.org.

**Mar 29: Swan Creek Bike Park Opening**  
Tacoma, WA. Metro Parks Tacoma and Evergreen Mountain Bike Alliance invite all ages to celebrate with a day of bike demos from Trek Bicycles, bicycle games, refreshments and more. Trails will be open to ride. Joe Brady, 253-305-1014, metroparkstacoma.org/swan-creek-park

APRIL

**Apr 12-13: Spokane Bike Swap**  
Spokane, WA. The Spokane Bike Swap is a one-stop shop to get ready for bike season! Buy new & used bicycles and accessories from our bike corral, or visit vendors. Proceeds benefit Friends of the Centennial Trail. LeAnn Yamamoto, spokanebikeswap.com

## CAMPS

MARCH

**Mar 17-21: BVC Camp**  
Burnaby, BC. Youth 11-18 camp as well as high performance. Burnaby Velodrome, burnabyvelodrome.ca

## MULTISPORT

MARCH

**Mar 8: Dirty Duo**   
North Vancouver, B.C. North Shore. 30km tough uphill and technical downhill. Bike-only category or enter as relay team; runner does 25km, rider does 30km. Mountain Madness: Dirty Duo, 604-990-9815, dirtyduo.com

**Mar 8: Lake Sammamish Half-Marathon**  
Snohomish, WA. Redmond to Issaquah on flat and fast course. 60% smooth gravel, 40% pavement. Shuttle back available. 4th Dimension Racing LLC, 425-221-1651, lakesammamishhalf.com

**Mar 9: Dirty Duathlon**  
Walla Walla, WA. 2.7-mile trail run, 5.4-mile mountain bike, 2.7-mile trail run. Start at Bennington Lake 10am. lagranderide.com

**Mar 16: Shamrock Run**   
Portland, OR. Waterfront Park. 5, 8 and 15km run; 1 and 5km walk. Limit 35,000. Team entry deadline Jan 31. Kim Terry, Hamilton Events, Inc., shamrockrunportland.com


**Mar 22: March Muddy Madness**   
Vancouver, WA. Foot race meets cyclocross. How many laps of 1-mile muddy trails course can you do in 45 minutes? Disco theme, family fun. Presented at Woodland MX. 360-574-7292, nwpersonaltraining.com

**Mar 23: Dirty Feet - Trail Run**   
Kamloops, BC. 21, 10 and 5km trail run. Limit 200. Phil Hiom, dirtyfeet.ca

**Mar 23: Seattle RainMan Triathlon**  
Seattle, WA. Sprint distances. 15-minute swim at Evans Pool, 30-minute indoor bike, 2.28-mile run around Green Lake. All levels. TriFreaks, 253-245-9240, trifreak.com

**Mar 28-29: Badger Mountain Challenge**   
Kennewick, WA. 100-mile endurance run, 50km ultramarathon, 15km trail run. Footpaths, multi-use trails, dirt roads, short stretches of pavement on and around Badger Mountain. Eric Jensen, Eastern Oregon Sports Training LLC, 541-969-9724, eosportstraining.com

APRIL

**Apr 12: Squak Mountain Trail Run**   
Issaquah, WA. 12km, half-marathon, marathon, and 50km. Steep ascent to top. Start/finish

at Squak Mountain Trailhead. Roger Michel, 4th Dimension Racing LLC, 425-301-7009, evergreentrailruns.com

**Apr 12: The Great Urban Race**  
Portland, OR. Teams of 2 solve 12 clues. City adventure, fun challenges while discovering Portland. Start noon at Lucky Labrador Beer Hall. Limit 500 teams. The Great Urban Race, 773-687-4595, greaturbanrace.com


**Apr 26: Suburban Rush**  
Port Moody, BC. 30km adventure race includes MTB riding, trail running, orienteering. Shawn Leclair, Secondwind Events, suburbanrush.com

**Apr 27: Mt. Rainier Duathlon**  
Enumclaw, WA. Expo Center. Age group, relay 2 or 3 person. Long course: 5-mile run, 28.8-mile bike, 3.8-mile run. USAT Long Course Duathlon Championship. Short course: 1.6-mile run, 14.4-mile bike, 3.8-mile run. BuDu Racing, 206-920-3983, buduracing.com

**Apr 27: Peaks to Prairie Adventure Race**  
Billings, MT. Beartooth Mountains to Yellowstone River. 9.3-mile run, 49- bicycle, 10- paddle. Triathlon or duathlon that covers the first two legs only. Yellowstone Valley CC, peakstoprairie.org

## CYCLOCROSS

MAY

**May 18: Kruger’s Spring Kermesse**   
Portland, OR. Criterium-style race on farm roads. Same great location as the Kruger’s Crossing ‘cross race, so expect a fun and spectator-friendly event. All ages, all levels, all bikes allowed. Free kids races. Portland Racing, 503-333-9865, obra.org

## ROAD RACE SERIES

**Banana Belt Series**  
May 4, 10, 18  
Gaston, OR. 3-event series. Race around Henry-Hagg Lake. 11-mile course. 750’ elevation gain per lap. Hills are long and steady, but not steep. All categories from Juniors to Masters 60+. Races 1 and 3 go counterclockwise, #2 clockwise. Points system (15 deep) determines overall winners. Cash prizes. Moved from March to May. Jeff Mitchem, pedalevent.com

**BC Masters Series - BCMCA**  
May 3-4, 10, 11, 17-18; Jun 8, 15, 22, 28-29; Jul 6, 12-13, 18-20; Aug 3, 16-17, 31  
Various, BC. Series of 24 races. Best 15 results count toward overall. Open to men and women 30+. Staged in Lower Mainland, Vancouver Island or Interior. Age group categories: 30-34 and all subsequent 5-year increments. VTTA handicap system applied. Relaxed and fun atmosphere. BCMCA membership, CBC Citizen or UCI license needed. Bill Yearwood, 604-267-7338, bcmasterscycling.net

**BC Premier Road Series**  
Mar 29-Jul 12  
Various, BC. Events on: 3/29, 4/26, 5/30, 7/8, 7/11. Cycling BC, cyclingbc.ca

**Beginner Women’s Series**  
Mar 8-23  
Various, WA. No points, no prizes. Beginners race against their peers under the guidance of mentors that provide post-race analysis. Need a min. of 20 participants per race in order to get a separate start. Events on: 3/8, 3/9, 3/15, 3/16, 3/23. wsbaracing.org

**Dirty Circles**  
Mar 2, 9, 16  
Woodland, WA. Race on a relatively flat 6.1-mile loop around the Columbia River. 4 to 6 laps depending on category. Course direction varies. Junior to Cat 1. Use OBRA numbers. Points 30 deep in each race. Overall prizes 3 deep. David Saltzberg, Zone5 Promotions, 360-823-9778, zone5promotions.com

**EV Spring Series**  
Mar 2, 8-9, 15, 16, 22-23, 29-30  
Langley, BC. Series comprised of 11 events. 4 racing groups: A, B, C, Junior and Novice. Distance varies with group. Overall calculated on points. Start 10:30am. Yellow line rule enforced. UCI, Cycling BC or one day licence. Prize money at every race. Stuart Lynne, 604-461-7351, escapevelocity.bc.ca

**Hammer Race Series**  
Mar 1, 8, 15  
Boise, ID. Start/finish on South Cole between Kuna Mora and Ten Mile Creek. Distances vary from 26-63 miles depending on category and race. Courses vary slightly each week. First start 9am, no day-of registration, online at Bikereg.com. All men, women and Masters. Overall on points, includes hot spots. Prizes 5 deep. Mike Cooley, georgescycles.com

**Mason Lake RR Series**  
Mar 9, 16, 23  
Mason Lake, WA. Near Shelton. 3-race series. 12-mile loop around Mason Lake. Rolling hills, no major climbs. Start at Mason Lake County Park. Points standing only, top 10 score. First race starts at 8:30am. Open to all. USCA license required. 1-day license for Cat 5 men and Cat 4 women. Series awards. David Douglas, pvelo@comcast.com

**Seattle Junior Road Dev. Series**  
Mar 1; Apr 5, 27; May 3-4, 17-18, 31; Jun 4, 25; Aug 2-3, 9, 10  
Greater Seattle, WA. 11-race points series features RR and Crit for U18 age groups: 10/12, 13/14, 15/16 and 17/18. Not all age groups are offered at some events. 10/11 results count towards GC. Awards at the end of the season. Part of USA Cycling development pathway. Tricia Lawrence, WSBA, wsbaracing.org

**Sportif Series**  
Apr 5, 20; May 3, 25; Jun 6, 28; Aug 23-24  
Various, BC. Series comprised of 8 events. 4 racing groups: A, B, C, Youth and Novice. Distance varies depending on group. Overall calculated on points. UCI, Cycling BC or one day licence. First start at 10:30am. Course varies each week. Prize money at every race. Stuart Lynne, 604-461-7351, escapevelocity.bc.ca

**WSBA Senior BARR**  
Mar 1, 29; Apr 12; Jun 7, 14; Jul 12, 20; Aug 10  
Various, WA. Best all around road rider for Senior class only. 8 races including State Championships which carry double points. Members only get points. Top 15 get points at championship events, top 10 at other races. wsbaracing.com

**WSBA Masters BARR**  
Apr 26; Jul 20; Aug 10  
Various, WA. Best all around road rider for Masters class only. 35-39, 40-49, 50-59, 60+. Members only get points. Top 15 get points at the 3 Championships events. wsbaracing.com

## WEEKLY SERIES

**MONDAY**  
**Monday PIR**  
Apr 14-Aug 25  
Portland, OR. For Masters 30+ men (novice and experienced) and all women (any age/ability, including Juniors) at the Portland International Raceway. 5 categories. Course is a flat, wide, 1.9-mile loop, closed to traffic with excellent pavement. No tight corners. Great place to learn bicycle racing. New racers are welcome and encouraged, women’s first time rider clinics 2nd Monday of each month. Registration at start/finish line open at 5pm, first race at 6:15pm. GC at the end of each month. Jim Anderson, Team Oregon, racemondaynight.com

**TUESDAY**  
**Baddlands Twilight Series**  
Apr 22-Aug 26  
Spokane, WA. All races start 6pm, registration open 4:45pm. Event and location varies each week. Yellow centerline rule in effect in all

TT and RR. Awards after last race. Locations include Spokane, Cheney and Coeur d’Alene. Points for individual and team classification. USAC license. Alex Renner, 509-456-0432, baddlands.org

**Pacific Raceways Series**  
Mar 18-Aug 26  
Kent, WA. 2.25-mile closed course. Reg from 5:30pm. Start 6:45pm in March, 7pm from April on. Open to Cat 1/2/3, Masters 35+ and Cat 4/5. Course and direction varies weekly. Monthly 30-minute clinic presented by Cycle U starting 4/1 for those new to racing or wanting to improve. No race 4/8, 6/3 or 7/29. Rory Muller, 260-920-3983, buduracing.com

**Tuesday PIR**  
Apr 15-Aug 26  
Portland, OR. RR circuit at PIR. Genders combined for Cat 1/2/3, Cat 3/4, Cat 4/5. Flat 1.9-mile loop, wide road with excellent pavement, closed to traffic. Race direction alternates weekly. Distances and hot spots vary depending on daylight. Cash and merchandise prizes. Monthly prizes. Start times: Juniors 6pm; Cat 4/5 6:20pm; Cat 5 6:25pm; Cat 1/2/3 6:40pm; Cat 3/4 6:45pm. Team and individual season passes available. William Laubernds, 503-545-9083, tuesdaynightpir.com

**Twilight TT Series**  
Apr 29-May 27  
Coburg, OR. Series of 5 TT. Starts/ends near Coburg Fire Dept. All welcome, tandem category. Registration opens 5:30, first rider off at 6:30pm. Sal Callura, 541-747-3336, obra.org

**THURSDAY**  
**Rose Garden Circuit Race Series**  
Apr 3-24  
Portland, OR. 4-event series presented at Washington Park (Int’l Rose Test Garden). Race from 6-8pm. 4 start groups: Cat 4/5 men, Cat 1/3 women, Cat 4/5 women, Cat 1/3 men. Masters race in their respective Senior categories. 1.2-mile circuit with a hairpin turn. Steven Beardsley, 503-272-1710, giroevents.com

**Seward Park Criterium Series**  
Apr 3-Aug 28  
Seattle, WA. Short 0.8-mile raindrop-shaped loop in the park. Very good pavement, 200m hill each lap, 140-degree turn. Race directions vary. Registration on race day only. Opens at 4:30pm, starts at 5:30pm, 6pm and 7pm. Nightly cash and primes. Points 6 deep. firststrikevelo.com

## ROAD RACING

MARCH

**Mar 1: Cucina Fresca Icebreaker TT**  
Auburn, WA. Pre-reg only. 10-mile course on Green Valley Rd near Fleming Geyser State Park between Black Diamond and Auburn. Start/finish at Green Valley and 218th. First racer 9am. All categories, Junior D to Pros, tandems welcome. Use WSBA numbers. WSBA Senior BARR event. Erik Olson, Cucina Fresca Cycling Team, 425-281-6873, supersquadra.com

**Mar 1: Hammer RR #1**  
Boise, ID. 26 to 42 miles. See race series for details. Mike Cooley, Boise CC / George’s Cycles, 208-343-3782, georgescycles.com

**Mar 1-2: U of O Cup**  
Eugene, OR. Collegiate event. TT, RR and Criterium. nwcollegiatecycling.us

**Mar 2: Dirty Circles #1**  
Woodland, WA. See race series for details. David Saltzberg, Zone5 Promotions, 360-823-9778, obra.org

**Mar 2: EV Spring Series #1**  
Aldergrove, BC. Aldergrove short course. See race series for details. Escape Velocity, escapevelocity.bc.ca

**Mar 8-9: Beaver (OSU) Omnium**  
Corvallis, OR. Collegiate event. TT, RR and Criterium. Oregon State University, nwcollegiatecycling.us

**Mar 8-9: EV Spring Series # 2/3**  
Langley, BC. Saturday: River Road - flat, square circuit beside Fraser River in Langley. Sunday Wix Brown RR. Score individually. See race series for details. Escape Velocity, escapevelocity.bc.ca

**Mar 8: Hammer RR #2**  
Boise, ID. See race series for details. Mike Cooley, Boise CC / George’s Cycles, 208-343-3782, georgescycles.com

**Mar 8: Tour de Dung (Sequim) RR #1**  
Sequim, WA. Race in the rain shadow of Olympic Mountain Range. Start/finish across from Dungeness State Park and Recreation Area. Very flat, fast surfaced course (2-3 rollers). Wind frequently a factor. Same course as in years past. Finish on Kitchen Dick Rd. Part of Beginner Women’s Series. Jason Bethel, Garage Racing, racing.garagebilliards.com

**Mar 9: Dirty Circles #2**  
Woodland, WA. See race series for details. David Saltzberg, Zone5 Promotions, 360-823-9778, obra.org

**Mar 9: Mason Lake RR #1**  
Mason Lake, WA. 12-mile loop around Mason Lake. No major climbs, rolling terrain. First start

9:30am. Distance varies between 48 and 60 miles depending on categories. See race series for details. Part of Beginner Women’s Series. David Douglas, 206-769-6575, pvelo@comcast.net

**Mar 15-16: Central WA University Omnium**  
Ellensburg, WA. Collegiate event. Misha Terentjev, nwcollegiatecycling.us

**Mar 15: EV Spring Series # 4**  
Abbotsford, BC. Bradner - challenging road race course. See race series for details. Escape Velocity, escapevelocity.bc.ca

**Mar 15: Hammer RR #3**  
Boise, ID. See race series for details. Mike Cooley, Boise CC / George’s Cycles, 208-343-3782, georgescycles.com

**Mar 15: Tour de Dung (Sequim) RR #2**  
Sequim, WA. Start/finish across from Dungeness State Park and Recreation Area. Very flat, fast surfaced course (2-3 rollers). Wind frequently a factor. Same course as in years past. Finish on Kitchen Dick Rd. Part of Beginner Women’s Series. Jason Bethel, Garage Racing, racing.garagebilliards.com

**Mar 16: Dirty Circles #3**  
Woodland, WA. See race series for details. David Saltzberg, Zone5 Promotions, 360-823-9778, obra.org

**Mar 16: EV Spring Series # 5**  
Langley, BC. Sunday: Murchie Road course. See race series for details. Escape Velocity, escapevelocity.bc.ca

**Mar 16: Gran Fondo Ephrata**  
Ephrata, WA. 80 miles mostly gravel road, mass start 9am. Timed to provide recognition to top finishers. Glimpse to some very remote, out of the way parts of Central WA. T-shirt and post-ride meal. Meet at High Soccer. Limit 200. Jake Maedke, 509-754-6361, rideviciouscycle.com

**Mar 16: Mason Lake RR #2**  
Mason Lake, WA. 12-mile loop around Mason Lake. No major climbs, rolling terrain. First start 9:30am. Distance varies between 48 and 60 miles depending on categories. See race series for details. Part of Beginner Women’s Series. David Douglas, 206-769-6575, pvelo@comcast.net

**Mar 22-23: EV Spring Series # 6/7**  
Langley, BC. Saturday: Thunderbird course. Sunday: Atomic long course. Score separately. See race series for details. Escape Velocity, escapevelocity.bc.ca

**Mar 22-23: WWU Omnium**  
Bellingham, WA. Collegiate, men A to women C categories. Saturday am: North Shore RR on 8-mile loop. Afternoon: 12.8-mile TTT out-and-back. Sunday: Criterium on flat 0.7-mile course in Delta Tech Industrial Park. WWU Team, nwcollegiatecycling.us

**Mar 23: Cherry Pie Road Race**  
Corvallis, OR. At Camp Adair. 25-mile course features many rolling hills and a few short steep climbs with an uphill finish. Neutral rollout from Santiam Christian HS. Tandem class offered. Distance: 1 or 2 laps. Cash prizes. Jim Fischer, willamettevalleycycling.com

**Mar 23: Mason Lake RR #3**  
Mason Lake, WA. 12-mile loop around Mason Lake. No major climbs, rolling terrain. First start 9:30am. Distance varies between 48 and 60 miles depending on categories. See race series for details. Part of Beginner Women’s Series. David Douglas, 206-769-6575, northwestvelo.com

**Mar 29-30: EV Spring Series #8/10 - Stage Race**  
Langley, BC. Saturday: Alder Acres criterium. Afternoon: River Road long TT. Sunday: Snake RR. Omnium format. See race series for details. Part of BC Premier Road Series. Escape Velocity, escapevelocity.bc.ca

**Mar 29-30: Gorge Roubaix**  
The Dalles, OR. Find out who the toughest racers are in the NW. Challenge your level of fitness, mental toughness and bike handling skills. There will be gravel, most likely muddy and cold. No prize money. Chad Sperry, Breakaway Promotions, 541-296-8908, breakawaypromotions.com

**Mar 29: Independence Valley RR**  
Rochester, WA. 19.5-mile loop features rolling hills, roads that twist through the Valley’s farmland. Couple of short climbs. First start 9:30am. No separate Junior category. Start at Swede Hall. 41, 60.5 or 80 miles. WSBA Senior BARR event. Erik Anderson, Sound Velo Cycling, 360-870-5025, ssvr.weebly.com

**Mar 29-30: MSU Road Race**  
Bozeman, MT. Collegiate event. nwcollegiatecycling.us

**Mar 29-30: Tour of Ontario**  
Ontario, OR. Exciting 2-day, 3-stage race on border of OR and ID. Malheur Built TT, historic Union Pacific Train Depot Criterium and Ontario Heights Circuit Race. Bring \$3x11, it’s going to go fast. 5 Flights. John Rogers, 208-284-9671, facebook.com/TheTourOfOntario/info

APRIL

**Apr 5: As the Raven Flies TT #1**  
Amity, OR. See race series for details. Kevin Nichols, 971-237-1206, obra.org

**Apr 5: Sportif Series #1 - Aldergrove East**  
Langley, BC. Aldergrove East course. See race series for details. Escape Velocity, escapevelocity.bc.ca



**Apr 5: Vance Creek RR**

Elma, WA. 13.5-mile loop includes narrow European-style farm road and 1km climb to finish. Starts by cooling towers on top of Fuller Hill in Satsop. Course encourages opportunistic racing strategy. First race 9:30am. Juniors race separately. Erik Anderson, CBC Racing, ssrvr.weebly.com

**Apr 5-6: WC Missionary Omnium**

Walla Walla, WA. Collegiate event. TTT and road circuit race. Whitman College, nwcolligatecycling.us

**Apr 6: Larry Kemp Memorial Ride**

Seattle, WA. Ride in remembrance of Larry Kemp to raise money for local Junior racers. We ask for donation to help support the Larry Kemp Memorial Fund for Juniors (501 C). Fisher Plumbing Cycling Team, jetcityvelo.com

**Apr 6: Rhonde Van Boise**

Boise, ID. Group hill(s) climb. Mike Cooley, georgescycles.com

**Apr 10-13: Sea Otter Classic**

Monterey, CA. Road, circuit race and criterium. 800-218-8411, seoatterclassic.com

**Apr 12: Kings Valley RR**

Pedee, OR. Perfect for strong men and women. Rolling 19.5-mile loop on good to excellent roads. Cat 1/5 men, Cat 1/4 women, Masters 40/50+. Cameron Bittle, 541-345-1727, obra.org

**Apr 12-13: NWCCC**

**Championships WSU/UI**  
Moscow, ID. Collegiate event. 509-963-3516

**Apr 12: Pitt Polder TT**

Pitt Meadows, BC. Generally fast and flat route showcases the area's scenic agricultural lands. Frequent winds may affect the race. Barry Lyster, Local Ride Bike Shop, 604-466-2016, localride.ca

**Apr 12: Ronde Van Palouse**

Spangle, WA. 16-mile circuit course in open farm country. Good pavement except for sections of graded gravel road. Constant rollers, wind favors strong all-around riders. Finish 2 miles northeast of Liberty HS. Puncture resistant tires recommended. WSBA Senior BARR event. Spokane Rocket Velo, 509-868-8604, spokanerocketvelo.com

**Apr 13: Barry's Roubaix**

Pitt Meadows, BC. A tooth rattling, gritty good time! 10km mostly flat circuit is 40% gravel. Run in the spirit of the classic epic Paris Roubaix. Barry Lyster, Local Ride Bike Shop, 604-466-2016, localride.ca

**Apr 13: Gran Fondo Goldendale**

Goldendale, WA. New event. 90 miles of non-stop epic views and rolling terrain on the edge of arid central Washington and the mountains. This ride adds up to 6200' of climbing and just enough gravel to keep your drive train gritty. Jake Maedke, 509-754-6361, rideviciouscycle.com

**Apr 13: Jason Broome TT**

Boise, ID. 10-mile ITT. First ride 9am, intervals at 30 seconds. Start at truck stop (exit 71) on I-84, 16 miles east of Boise. Mike Cooley, George's Cycles & Fitness, 208-343-3782, georgescycles.com

**Apr 13: Longbranch RR**

Longbranch, WA. Start at Longbranch Improvement Center. One steep 1/2-mile climb and two gradual 1/4-mile climbs. wsbaracing.com

**Apr 18-20: Tour of Walla Walla Stage Race**

Walla Walla, WA. 3-or 4-stage race depending on category. Friday: RR rolling circuit with hill-top finish for Pro 1-2, Cat 3 and Masters 40+. No women's race Friday. Saturday: 8.7-mile TT and downtown 1.1-mile 8-corner crit, all categories. Sunday: hilly RR. No day-of reg. Doubles as Collegiate event. Micheal Austin, Wheatland Wheelers CC, 509-525-4949, tofwww.org

**Apr 20: Sportif Series #2 - Aldergrove Long**

Abbotsford, BC. Aldergrove long course. See race series for details. Escape Velocity, escapevelocity.bc.ca

**Apr 20: Therapeutic Associates Racing TT**

Portland, OR. Presented at PIR. Smooth, flat pavement. All categories, tandem welcome. Nick Blacklock, 503-821-6034, obra.org

**Apr 26: As the Raven Flies TT #2**

Amity, OR. Longer version. See race series for details. Kevin Nichols, 971-237-1206, obra.org

**Apr 26-27: Deschutes River Valley TT Stage Race**

Maupin, OR. 3 individual stages. Staging at Imperial River Company. Open to all 19+ riders. Tandem and recumbent categories. Registration 6:30-8:30am. 1st race: 25 miles at 9am. 2nd: 8-mile hill climb at 3pm. 3rd: 48 miles at 8am on Sunday. George Thomas, Race Across Oregon, 541-354-1520, raceacrossoregon.com

**Apr 26: Olympic View RR Masters State Championship**

Brady, WA. Mostly flat with a few rolling hills. 18-mile loop, number of laps vary based on category. No separate Juniors class. First start 9:30am. Start at Olympic View Grange Hall. WSBA Master BARR event. Erik Anderson, Sound Velo Cycling, ssrvr.weebly.com

**Apr 26-27: Race the Ridge I**

Maple Ridge, BC. Challenging 3-stage race. Saturday: RR and TT. Sunday: Crit. Exciting, high speed and spectator-friendly events on tried and true courses. Includes Youth Stage Race for those under 17, free kids race. Part of BC Premier Road Series. Barry Lyster, Local Ride Bike Shop, 604-466-2016, localride.ca

**Apr 27: Chicken Dinner RR**

Nampa, ID. 36-63 miles. Start at Deer Flat and Perch Rd, south of Nampa. Mike Cooley, Boise CC / George's Cycles, 208-373-3782, georgescycles.com

**Apr 27: Eugene Roubaix**

Eugene, OR. 13-mile loop with 1.5-mile dirt/gravel section, smooth and mostly flat otherwise. Registration opens 8:30am off Central, in school parking lot. Cat 1-5 men, 1-5 women, Masters women 40+, Masters men 40+, 60+. Dillon Cadwell, obra.org

**Apr 27: Volunteer Park Criterium**

Seattle, WA. 0.8-mile loop inside Volunteer Park with small 150-yard hill climb. Cucina Fresca Cycling Team, wsbaracing.org

**MAY****May 2-4: Collegiate Road Nationals**

Richmond, VA. usacycling.org

**May 2-4: USAC Collegiate Road Championships**

Ogden, UT. Chad Sperry, Breakaway Promotions, 541-296-8908, usacycling.org

**May 3-4: BC Masters Series #1/2**

Peniticon, BC. 10km Hill Climb on 10-12% grade. 80km RR, mostly flat. See race series for details. Aart, The Bike Barn, 250-492-4140, bcmasterscycling.net

**May 3: Sportif Series #3 - Thunderbird**

Langley, BC. Thunderbird course. See race series for details. Escape Velocity, escapevelocity.bc.ca

**May 3-4: Tour de Bloom - WA Master RR Championship**

Wenatchee, WA. 9-mile out-and-back TT on moderate rolling terrain. 4-corner crit in the heart of historic Wenatchee. Festival concludes with the Waterville Plateau road race, ideal for an exciting sprint finish. Omnium points format. \$10,000 in prizes. Part of Apple Blossom Festival, WSBA Master BARR Seattle Jr. Dev. Series. bikewenatchee.org

**May 3: Willamette Gran Fondo**

Monroe, OR. Two distances in the heart of the Willamette Valley: 116-mile Gran, 55-mile Medio. Mike Ripley, Mudslinger Events, 541-225-7946, willamettegranfondo.com

**May 4: Banana Belt I**

Gaston, OR. See race series for details. Jeff Mitchem, 503-233-3636, pedalevent.com

**May 4: Emmett-Roubaix RR**

Boise, ID. Start at Emmett City Park at 9:30am. Distances between 45-65 miles. Mike Cooley, Boise CC / George's Cycles, 208-343-3782, georgescycles.com

**May 10: Banana Belt II**

Gaston, OR. See race series for details. Jeff Mitchem, 503-233-3636, pedalevent.com

**May 10: BC Masters Series #3/4**

Mill Bay, BC. Saturday: Mill Bay 600m HC. Starts at noon, followed by 9km HC on 5-10% grade at 2pm at Shawnigan Lake. See race series for details. Dave Steen, BC Masters Assoc., bcmasterscycling.net

**May 10: Idaho State RR Championships**

TBD, ID. Team Dobbiaco, teamdobbiaco.com

**May 10: RAAM Oregon Cycling Challenge**

Hillsboro, OR. Enduro unsupported 200 and 400 miles, terrain varies based on distance. Start at Civic Center Plaza. Expo and post-event party. The 400 miles is a qualifier for RAAM. RRace Across America, raamchallenge.com

**May 10: Ravensdale RR**

Ravensdale, WA. 9-mile loop on county roads with a few small hills. Registration opens 7:15am, closes 15 min. before start time. First start 8:30am, last race start 11am. Open to men Cat 1 to 5, women 1 to 4, Masters. Deanna Muller, DuBu Racing, budracing.com

**May 11: BC Masters Series #5**

Maple Bay, BC. 65km RR on rolling terrain. Start 12pm at Moose Hall. Double points event. See race series for details. David Mercer, BC Masters Assoc., 778-430-0646, bcmasterscycling.net

**May 11: Gravel Road Race**

Maple Ridge, BC. Barry Lyster, Local Ride Bike Shop, 604-466-2016, localride.ca

**May 11: OBRA TTT**

Brownsville, OR. obra.org

**May 16-17: Idaho TT Festival**

Boise, ID. 2-day, TT stage race. Friday Mini Bogus T, Saturday 40km. Must enter all stages to be eligible for cash and medals. All categories. Team Bob's Bicycles, bobs-bicycles.com

**May 17-18: BC Masters Series #6/8**

Kamloops, BC. Saturday: 16km TT on Westside and 15.5km HC up Yellowhead Hwy. Saturday: 60km RR (double points). See race series for details. Peter Bartel, BC Masters Assoc., bcmasterscycling.net

**May 17-18: Mutual of Enumclaw Stage Race**

Enumclaw, WA. Saturday: flat TT in the a.m., followed by figure-8 criterium course downtown. Sunday: RR up Mud Mountain. Youth categories: U15, U17 and U19 available. wasbra.org

**May 18: Banana Belt III**

Gaston, OR. See race series for details. Jeff Mitchem, 503-233-3636, pedalevent.com

**May 18: Kruger's Spring Kermesse I**

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

**TOUR SERIES****Community Bike Ride**

Feb 28 - Dec 26

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. westsoundcycling.com

**Ride with Cascade Bicycle Studio**

Mar 1 - Dec 27

Seattle, WA. Come ride every Saturday in 2014. Rides depart from Cascade Bicycle Studio at 10am 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. Cascade Bicycle Studio, 206-547-4900, cascadebicyclestudio.com

**TOUR****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 1: Spring Populaire 100**

Richland, WA. Season opener. 104km ride open to all using the "5 Cities, 3 Rivers" permanent route. Sign in at 7:30am, Start 8am. Norm Carr, Desert River Randonneurs, drrando.blogspot.com

**Mar 2: Chili 200**

Victoria, BC. 200km brevet, randonneur event. Start 7am. Mike Croy, BC Randonneurs, 250-385-2769, randonneurs.bc.ca

**Mar 8: Seattle Spring Populaire**

Seattle, WA. 100km event open to all. RUSA sanctioned. Seattle Int'l Randonneurs, seattlerando.org

**Mar 8: Solvang Century, Metric & Half Century**

Solvang, CA. 32nd annual Solvang century, metric and half century ride. Limit 3500. Randy Ice PT, CCS, Randy Ice PT, CCS, 562-690-9693, BikesCOR.com

**Mar 15: McClinchy Mile I WE**

Arlington, WA. 34-mile flat and scenic loop or two more challenging loops - 48 miles through Granite Falls or 52 miles through Stanwood. 18-mile also available. Food and SAG. 8-mile guided family route. Start at Haller Middle School. B.I.K.E.S. Club of Snohomish County, 360-658-2462, bikesclub.org/McClinchy

**Mar 15: Seattle Spring 200**

TBA, WA. 200km ACP brevet. Seattle Int'l Randonneurs, seattlerando.org

**Mar 15: The Early Bird**

Vancouver, BC. 200km brevet. Start 7am. Whytecliff, Iona, Steveston, Poco. Sylvia Lee, BC Randonneurs, 604-401-0272, randonneurs.bc.ca

**Mar 16: Gran Fondo Ephrata**

Ephrata, WA. 80 miles mostly gravel road, mass start 9am. Timed to provide recognition to top finishers. Glimpse to some very remote, out of the way parts of Central WA. T-shirt and post ride meal. Meet at Ephrata High. Limit 200. Jake Maedke, Vicious Cycle, 509-754-6361, rideviciouscycle.com

**Mar 16: Wet-N-Windy 50**

Bend, OR. 50-mile ride from Bend to Powell Butte and back. Be prepared for any weather. \$15 entry includes maps, course markings, one stop with food and drink. Leaves 9am from Hutch's on 3rd St. Half of entry fee goes to Humane Society of Central Oregon. Mike McMackin, Hutch's Bicycles, 541-382-6248, hutchsbicycles.com

**Mar 22: ACP Spring 200**

TBA, WA. 200km brevet. Paul Whitney, Desert River Randonneurs, drrando.blogspot.com

**Mar 22: Bellingham 200 Brevet**

Bellingham, WA. 200km brevet. Seattle Int'l Randonneurs, seattlerando.org

**Mar 22: Spring Populaire**

Forest Grove, OR. 100km around wine country. Open to all. RUSA sanctioned. Oregon Randonneurs, orrandonneurs.org

**Mar 29: Spring 300K**

TBD, WA. 300km brevet. Seattle Int'l Randonneurs, seattlerando.org

**Mar 30: PATH (Pedal Against Trafficking Humans) Ride WE**

Mercer Island, WA. 2 ride lengths - 13 and 28 miles. Both go around Mercer Island, with and extra stretch across I-90, around Seward Park and back to complete the 28. Packet pick-up at Veloce Velo. Start between 8-9:30am. Pizza and treats post ride. Seattle Against Slavery, pathride.org

**Mar 30: Victoria Populaire I**

Victoria, BC. Ride around Greater Victoria. Start 10am at University of Victoria (parking lot

#2) for 50 or 100km routes. Intro to randonneur brevet. Open to all. BC Randonneurs, 250-595-6790, randonneurs.bc.ca

**APRIL****Apr 5: ACP Spring 300**

TBD, WA. 300km brevet. Norm Carr, Desert River Randonneurs, drrando.blogspot.com

**Apr 5: Olympia 300K**

Olympia, WA. 300km brevet. Seattle Int'l Randonneurs, seattlerando.org

**Apr 5: Peace Populaire 100**

Fort St. John, BC. Open to all. BC Randonneurs, randonneurs.bc.ca

**Apr 5: Spring 200**

TBA, OR. ACP brevet. Oregon Randonneurs, orrandonneurs.org

**Apr 5: Tour of Greater Victoria I**

Victoria, BC. 200km brevet. Start 7am. Holland Gidney, BC Randonneurs, 250-886-9284, randonneurs.bc.ca

**Apr 6: Pacific Populaire I**

Vancouver, BC. Early season ride for entire family offers 25, 50, 100km through Vancouver and Richmond. Start 9am at Riley Park Community Center. Danelle Laidlaw, BC Randonneurs, 604-737-0043, randonneurs.bc.ca

**Apr 6: Rhonde Van Boise**

Boise, ID. Group hill(s) climb. Mike Cooley, georgescycles.com

**Apr 12: 3 Hump Camel**

Vancouver, BC. 200km brevet. Start 7am. Manfred Kuchenmuller, BC Randonneurs, 604-448-8892, randonneurs.bc.ca

**Apr 12-21: NW Crank / Brevet Week**

Wenatchee, WA. Saturday 600 and 1000km, Monday 300km, Wednesday 400km, Thursday NW Crank, Saturday 200km. Shorter routes and adventure series options. All activities are at Inn at the River. Seattle Int'l Randonneurs, seattlerando.org

**Apr 12: Peace Populaire 150**

Fort St. John, BC. Open to all. Wim Kok, BC Randonneurs, 250-785-4589, randonneurs.bc.ca

**Apr 13: Cherry of a Ride**

The Dalles, OR. 10th annual. Fully supported offering 5 scenic loops (30, 48, 60, 80 or 100 miles) through blossoming orchards and beautiful Columbia River Gorge. Fundraiser for St. Mary's Academy. St. Mary's Academy, 541-296-6004 x 414, cherryyofaride.org

**Apr 13: Daffodil Classic I WE**

Orting, WA. 39th annual. 40, 60- and 100-mile loops through beautiful Orting Valley towards Eatonville and Buckley plus 1-30-mile paved trail option. Includes map, SAG, fully stocked rest stops and strawberry shortcake at finish. Reg. open at 7am, course closes 7pm. Tacoma Wheelmen's Bicycle Club, 253-906-5276, twbvc.org

**Apr 13: Gran Fondo Goldendale**

Goldendale, WA. Epic 90 miles. Vicious Cycle, 509-754-6361, rideviciouscycle.com

**Apr 19: Armstrong Pritchard Brevet**

Salmon Arm, BC. 200km randonneur event. Start 7am. Bob Goodison, BC Randonneurs, 250-675-2879, randonneurs.bc.ca

**Apr 19: Spring 300**

TBA, OR. ACP brevet. Oregon Randonneurs, orrandonneurs.org

**Apr 19: The Hills Are Alive**

Victoria, BC. Classic 300km brevet. Start 6am in downtown Victoria. Tour Saanich Peninsula before heading north through Cowichan Valley and Duncan. Hilly ride to Sooke before heading back to Victoria. BC Randonneurs, randonneurs.bc.ca

**Apr 19: Tulip Pedal E**

La Conner, WA. 20, 40, 60-mile routes near Skagit Valley tulip fields. Start/finish at La Conner Middle School. 7am-4pm. Fee includes racing beanie. Proceeds go toward Safe Kids Skagit County's efforts to prevent child injuries. Bill Craig, Skagit County Medic One, 360-428-3230, safekidskagit-island.com

**Apr 19-20: Wenatchee Sampler**

Wenatchee, WA. Looking for dry roads and clear skies? Saturday: original Apple Cup course 107 miles, shorter distance available. Sunday: Chumstick Pass course 45 miles. Redmond Cycling Club, redmondcyclingclub.org

**Apr 19: Winchester Century**

Lewiston, ID. Endurance ride with 8-mile climb. No fee, no support. Start at Southway Boat Launch. Bill Arnold, Twin Rivers Cyclists, twinriverscyclists.org

**Apr 20: Pre-Season Century**

Bend, OR. 100-mile supported from Bend to Pinewild and back. 1 long climb, many small ones, low traffic roads, 2 food stops. Prepare for any weather. Leaves 9am at Hutch's Bicycles on 3rd St. \$25 includes course marking, maps, food, drink. Half of entry goes to Humane Society of Central OR. Mike McMackin, Hutch's Bicycles, 541-382-6248, hutchsbicycles.com

**Apr 20-May 1: Tour TK - Spring I**

Selcuk, Turkey. Exciting adventure featuring the west coast of Turkey. Cycle quiet roads, visit ancient ruins, experience a different culture. Also available 5/4-16. Danelle Laidlaw, 877-606-2453, tourtk.com

**Apr 26: Tour de Lopez I**

Lopez Island, WA. Leisurely tour of beautiful San Juan Islands. 5, 12, 18, and 31-mile routes. Great gourmet lunch after the ride.

Check-in 8:30-11am at Odlin County Park, ends at Village Park. Lunch 1-3pm. Lopez Island Chamber of Commerce, 360-468-4664, lopezisland.com

**Apr 26: ACP Spring 400**

TBD, WA. 400km brevet. Paul Whitney, Desert River Randonneurs, drrando.blogspot.com

**Apr 26: Crouching Rat**

Vancouver, BC. 300km brevet. Start 6am at Calhoun's Cafe. Chris Cullum, BC Randonneurs, 604-736-5577, randonneurs.bc.ca

**Apr 26-27: Hot Springs Ride**

Ravalli, MT. Through countryside to Plains for lunch then to Hot Springs (62 miles). See Oreo cows, bluebirds, bighorn sheep and yaks, soak in hot springs and enjoy live entertainment. Return through scenic Camas Prairie (41 miles). Diane Norem, Missoulians On Bicycles



**May 3: Wheel to Heal (W2H)** ☐ Coquitlam, BC. New routes. 15, 30 or 40km flat trail ride or more challenging 65 and 100km. Kids ride. Benefits Eagle Ridge Hospital Foundation. Start in Town Centre Park. Min fundraising \$250. Eagle Ridge Hospital Foundation, 604-469-3128, wheeltoheal.ca

**May 3: Willamette Gran Fondo** Monroe, OR. 2 distances in the heart of Willamette Valley: 116-mile Gran, 55-mile Medio. Mike Ripley, Mudslinger Events, 541-847-3030, willamettegranfondo.com

**May 4: May Day Metric** **WB** Federal Way, WA. 3 challenging routes (50, 72 or 104+ miles) on back roads of South Sound. Start at Phil's South Side Cyclery. Supported rest stops every 25 miles. Portion of entry and all residuals donated to BAW and Orting Food Bank. Phil Meyer, Phil's South Side Cyclery

**May 10: Group Health Inland Empire Century** ☐ Richland, WA. 25-, 50-, 75- and 100-mile options. Century skirts the Columbia and Yakima rivers through parks and over bridges and includes traditional route in Horse Heaven Hills. Promise great biking weather. Rest stops, T-shirt included with reg. 25 and 50 are family friendly. Art Broadly, 509-783-5897, inlandempirecentury.org

**May 10: Highway to Hell** Victoria, BC. 400km brevet starts in Victoria and heads north on Vancouver Island through many island communities following eastern shore of Salish Sea. At Union Bay (200km) the route returns to Victoria. Start 3am. Dewain Emerich, BC Randonneurs, randonneurs.bc.ca

**May 10-11: Hood River Weekend** Hood River, OR. Choose from multiple routes and level of difficulties with fantastic scenery. Need to be RCC club member. Orin Emon, Redmond Cycling Club, redmondcyclingclub.org

**May 10: Le Petit Tour de Peace** Fort St. John, BC. 300km brevet from Fort St. John to Hope, Chetwynd and back to Fort St. John. Wim Kok, BC Randonneurs, 250-785-4589, randonneurs.bc.ca

**May 10: Lewis County Historical Bicycle Ride** Chehalis, WA. Start in Stan Hedwall Park. 4 country routes to choose from: 20, 48, 76 and 100 miles, small rolling hills. SAG, mechanical support, rest stops. Mazie Schlickeiser, Chehalis/Centralia Optimists, 360-262-9647, LCHR.cyclelewiscounty.org

**May 10: Mica Dam Brevet** Revelstoke, BC. 300km. Start 6am. Bob Goodison, BC Randonneurs, 250-675-2879, randonneurs.bc.ca

**May 10: RAAM Oregon Cycling Challenge** Hillsboro, OR. Enduro unsupported 200 and 400 miles, terrain varies based on distance. Start at Civic Center Plaza. Expo and post-event party. The 400 miles is a qualifier for RAAM. Rick Boethling, Race Across America, 720-381-6053, raamchallenge.com

**May 10: Skagit Spring Classic** **WB** Burlington, WA. Easy 25-, rolling 45-, 62- and 100-mile routes through scenic northern Skagit and southern Whatcom Counties on rural roads. Longer distance features Chuckanut Drive. Food stops, homemade cookies, post-ride meal, SAG, showers. Start at Bayview Elementary School. Skagit Bicycle Club, skagitspringclassic.org

**May 10: Spring 200 & 400** TBA, OR. 200 and 400km ACP brevets. ACP sanctioned. Oregon Randonneurs, orrandonneurs.org

**May 10: OSLP Pedal for People Metric Century** ☐ Eugene, OR. 100km ride or alternate 40 and 60km routes, beginning/ending at Armitage Park. Rest stops, SAG, live music, family activities and food. Benefitting adults with developmental disabilities. Celeste Peterson, Oregon Supported Living Program, 541-731-6020, pedalforpeople.org

**May 10: Seattle Tour de Cure** ☐ Woodinville, WA. Raise money to cure diabetes. 15, 25, 45, 70 and 100 miles on scenic and challenging routes. 15-mile family ride on trail system. Start/end at Chateau Ste. Michelle. Food, music, beer garden and more. Min fundraising \$200. Kimberly Buchan, American Diabetes Assoc. of WA, 206-282-4616 x 7203, diabetes.org/seattletourdecure

**May 10-11: STOKR** Libby, MT. 2-day loop tour in scenic western Montana. Homemade food, no traffic, fantastic community support. Benefits Kootenai Valley Partners Habitat for Humanity. Limit 400. Lottery reg. Susie Rice, 406-293-2441, stokr.org

**May 10: Women's Living the Dream Ride** Snohomish, WA. Perfect Mother's Day weekend ride including big bling at the finish line with luxury gift. 18, 36, 62 miles. Register before April 30. Proceeds fund hot meal services to the needy. Limit 500. Tina Kuna, 206-678-2349, livingthedreamride.org

**May 16: Bike to Work Day** Various. Ride your bike to work. Stop at any of the commuter booths along the way. Check with your local clubs and bike shops. bikeleague.org

**May 17: Ballard Street Scramble** ☐ Seattle, WA. How many of the 30 checkpoints marked on a map can you find in 90 or 180 minutes? Solo or team, fun way to explore the city. Great family activity. Various categories. Start 9:30am. Meridian Geographics, 206-291-8250, streetscramble.com

**May 17: Bike for Shelter** ☐ Missoula, MT. Family friendly biking and carnival event with children's bike rodeo, short and long family bike rides, BBQ lunch, treats, live music, games, numerous kid-friendly festivities. Benefits Watson Children's Shelter. Watson Children's Shelter, bikeforshelter.com

**May 17: Concrete Seahorse** Coquitlam, BC. 400km brevet starts at 8am. Will Danicek, BC Randonneurs, 778-549-5147, randonneurs.bc.ca

**May 17: Cycle for Independence** Boise, ID. 3 routes: 10-, 25-mile and metric century. Start/finish at Riverglen Junior High School. Metric century goes through very pretty rural Idaho. Lunch, socks provided. Benefits Treasure Valley Chapter of National Federation of the Blind of Idaho. Mary Symms-Pollot, Nat'l Federation for the Blind, 208-867-7844, tvcbblindidaho.org

**May 17: Haul Ash Tour de Brew** Woodinville, WA. Tentative date. 41-mile roundtrip begins at Redhook Brewery following Burke Gilman Trail to Fremont. After party in Woodinville with live music. Redhook Ale Brewery, 425-483-3232, redhook.com

**May 17-20: Lowlands 1000** White Rock, BC. 1000km done over 3 loops with White Rock as the hub. Start 6am. Barry Chase, BC Randonneurs, 604-266-4214, randonneurs.bc.ca

**May 17: Rupert Century Bikes for Kids** Rupert, ID. 33-mile scenic loop starting from Rupert Square. Ride country roads on this out-and-back to Walcott State Park. Benefit Bikes for Kids. 9am. Ken Stephens, Southern Idaho Cycling Klub, 208-436-4514, sick-riders.com

**May 17-18: Spring 400K** TBD, WA. 400km brevet. Seattle Int'l Randonneurs, seattlerando.org

**May 17: Tour de Cure - Spokane** Spokane, WA. 2-, 25-, 50-, 100-mile routes. Start/finish at Northern Quest Resort and Casino. Well supported, many rest stops and volunteers. Enjoy all the resort has to offer. Min \$150 fundraising. Ted Duncan, 509-624-7478, diabetes.org/spokanetourdecure

**May 17: Tour des Engineers** Whidbey Island, WA. Choose the 25- or 50-mile loop. Both showcase beautiful scenery, challenging climbs and thrilling descents. Redmond Cycling Club, redmondcyclingclub.org

**May 17: Reach the Beach** Portland, OR. 28, 55, 80 or 100 miles through Oregon wine country, forests and little-known towns to Pacific City. Start locations: Grand Ronde, Amity, Newberg or Portland. Fundraising \$100 min. Ride for clean air. American Lung Assoc. of OR, 503-459-4508, reachthebeach.org

**May 18: CrimeStoppers Canyon for a Day** ☐ Yakima, WA. 35-mile roundtrip through Yakima River Canyon. Start on either end. Snacks and pit stops available. Start 9am. Day-of-reg available, do by May 1 to get free T-shirt. Dave Purcell, CrimeStoppers, crimestoppersyakco.org

AUGUST

**Aug 2-4: Courage Classic** Snoqualmie, WA. 3-day, 173-mile fully supported tour. Snoqualmie, Blewett and Stevens passes, averaging 60 miles/day. Exceptional rest stops and meals. New first day fat tire route option along John Wayne Pioneer Trail open to 200 riders. Benefits Child Abuse Intervention Dept at Mary Bridge Children's Hospital. Karlan Jessen, Mary Bridge Children's Hospital, 253-403-4374, courageclassic.org

MOUNTAIN BIKE RACE SERIES

**Enduro BC Series**

May 17-18; Jun 7-8, 28; Aug 3, 16-17; Sep 13-14

Various, BC. Series of 6 enduro events (non-timed climbs, timed descents). 2 to 5 hours of total riding time and features 2 to 5 timed stages that vary between 1.5 to 30 minutes in length. Shuttle possible at some venues. Best 5 of 6 results counts toward overall. \$1500 cash prize per race, \$2100 for series. Events in Pentiction, N. Vancouver, Kelowna, Rossland, Sunshine Coast and Revelstoke (finale). Companion series Enduro KR. Cycling BC sanctioned event. Megan Rose, Global Riding Adventures, 604-724-6558, bcenduro.com

**Fat Tire Revolution Series**

Mar 29-Jun 28

Various, WA. FTR. 5-event series in western Washington. Point system determines overall. Events on: 3/29, 4/26, 5/17, 6/7, 6/28. Jake Maedke, 509-754-6361, rideviciouscycle.com

**FVMBA Trailblazer Series**

Apr 27; May 25; Jun 22

Various, BC. Series of 3 enduro-style events between Maple Ridge and Chilliwack. Fantastic races, kids races, festival feel. All events offer multiple fun, fast, flowy, loamy, singletrack descents with gradual non-timed road climbs between stages. Registration opens at 8:30am. Race starts at 10am. Karla Stowards, FVMBA, 604-556-4660, fvmba.com

**Island Cup Series Marathon**

May 18-Jun 21

Vancouver Island, BC. 3-event series on some of the best courses from Cowichan to Cumberland. Open to all. Point system determines the winner in each category. Bring non-perishable food bank donation. Events on: 5/18, 5/25, 6/21. islandcupseries.com

**Knobby Tire Series** ☐

Apr 12; May 17; Jun 14, 28, 28; Aug 23

Various, ID. Series of 6 events. Overall standings calculated on points, counting the best 5. Must do 3 races to get in GC. If you move up on points, half points follow. Top 15 in each category. All races are national qualifying events. Hal Miller, knobbytireseries.com

**NW Epic Series**

May 10, 31; Aug 23

Various, WA. 2 distances - short 30 and 50 miles, long 60-100 miles. 6 categories: men Open, men 40-49, men 50+, women Open, women 40+, and Singlespeed. Standing calculated on points. Best 2 out of 3 events counts. If there's a tie - 3rd race results decide. Custom awards, cash for Open men and women long distances. Roger Michel, 425-301-7009, NWEpicSeries.com

**NW Cup**

Apr 18-20; May 16-18; Jun 20-22; Jul 18-20; Aug 20-22; Sep 12-14

Various, WA and BC. Series of 7 DH events. Overall calculated on 5 best results. USA Cycling sanctioned. nwcup.com

**NW MTB Series**

May 3; Jul 13; Aug 2

Various, WA. New series. 3-race format. 2-3hr racing time depending on course. Multiple categories. Top 3 podiums at each races and overall. GC calculated on points, all race count. Chip timing. Free beer! Benefit EMBA. Russell Stevenson, nwmmtbseries.com

**Oregon MTB XC Series** ☐

Apr 5-6, 26-27; May 4, 10, 17-18, 25, 31-Jun 1; Jun 7, 28, 29

Various, OR. Series of 10 XC races with points awarded and Champion Jerseys for 20 series winners starting in April. Best 6 results counts toward overall, ties decide placement at final race. Team competition awards points to your best 4 riders' results per race for overall post series awards. See individual events for location and start time. Individual and team standings provided by Athlete Path. Mike Ripley, oregonxcseries.org

**Pro XCT Series**

Mar 1, 15, 23; Jun 14, 20-22, 21; Jul 12, 26

Various. Series of 7 cross-country events raced across the nation. \$15,000 prize purse. Includes 4 UCI sanctioned events (USA Cycling US Cup). Overall standings for men and women pro racers. usacycling.org

**WA High School Cycling League**

Mar 23; Apr 6, 27; May 18

4 events for high school participants. Team (Division I and II) and individual classification. Division I score based on top 8 point earners, Division II top 4. Lisa Miller, 206-291-7773, washingtonmtb.org

**West Side MTB Series**

Feb 16; Mar 2, 16, 30; Apr 6, 13; May 4

Various, WA. 7-event series. Points awarded to each finisher. Best 5 out of 7 results count for overall. U12, U19, 19-29, 30-39, 40-49, 50+, SS, Clydesdale divisions, self-seeding categories: Cat 1: Open/Expert (start 10:15am with SS). Cat 2: Sport (start noon with Clydesdale) Cat 3: Beginner (start 9am). Series awards presented at Maple Valley on 5/18. Rory Muller, 260-920-3983, buduracing.com

RACE

MARCH

**Mar 1: Echo Red 2 Red**

Echo, OR. Course open Friday. Saturday XC, 4 starts. Cat 3, Junior, Open Beginners (15 miles), Cat 2, 3 and Clydesdale (24 miles), Elite, Cat 1 and Singlespeed (32 miles). Neutral start/finish in historic downtown. Lots of singletrack, fair climbing. Poker ride Sunday. Shayne Myers, 541-571-8018, echored2red.com

**Mar 1: Fat Bike Race**

Island Park, ID. New event. 60 and 200km winter bike race in Greater Yellowstone ecosystem. See list of mandatory gear on website. Cash prize. 200km is qualifier for 2015 Iditarod Trial Invitational. cycleidaho.com

**Mar 1: Mellow Johnny's Classic - US Cup #1**

Dripping Springs, TX. Part of USA Cycling's PRO XCT and a UCI C1 event awarding top

points. Flat Creek Crossing Ranch. Parking fee waived if you drive a Subaru. See race series for details. mellowclassic.blogspot.com

**Mar 1-2: Silver Star FrostBike** ☐

Vernon, BC. DH racing on groomed snow and taped course on Milky Way ski run to the mountain village. Stephen Exley, SE Racing and Promotions, 403-473-3817, seracing.ca

**Mar 2: West Side MTB Series #2** ☐

Tacoma, WA. Fort Steilacoom Park. See race series for details. Rory Muller, BuDu Racing, 260-920-3983, BuDuRacing.com

**Mar 15: Bonelli Park - US Cup #2**

San Dimas, CA. Part of USA Cycling's PRO XCT and a UCI HC event awarding top points. Part of USA Cycling's US Cup. See race series for details. usacycling.org

**Mar 16: Victoria XC**

Victoria, BC. Harland course is designed with classic XC-style, emphasizing technical singletrack and shorter laps for better spectating. Bring food bank donation. Part of Island Cup Series XC. Scott Mitchell, Pro City Racing, 250-380-7877, islandcupseries.com

**Mar 16: West Side MTB Series #3** ☐

Gig Harbor, WA. Ken Pen - 360 Park. See race series for details. Rory Muller, BuDu Racing, 260-920-3983, BuDuRacing.com

**Mar 23: Fontana City - US Cup #3**

Fontana City, CA. Part of USA Cycling's PRO XCT and a UCI C1 event awarding top points. usacycling.org

**Mar 23: Hammerfest XC**

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

**Mar 23: WA HS League - Race #1**

TBS, WA. See race series for details. Lisa Miller, 206-291-7773, washingtonleague.org

**Mar 29: Beezley Burn - FTR #1**

Ephrata, WA. Series kick off. Beezley Burn XC on challenging, desert-like 7-mile loop with lots of short climbs and fast descents. Pro payout and lots of prizes. Part of Fat Tire Revolution Series. Jake Maedke, Vicious Cycle, 509-754-6361, rideviciouscycle.com

**Mar 30: Cobble Hill XC**

Cobble Hill, BC. Part of Island Cup Series XC. Cowichan Valley Cycling, islandcupseries.com

**Mar 30: West Side MTB Series #4** ☐

Sammamish, WA. King County's Soaring Eagle Trails. See race series for details. Rory Muller, BuDu Racing, 260-920-3983, BuDuRacing.com

APRIL

**Apr 5-6: Mudslinger - OXCS #1**

Blodgett, OR. The original HC, SD and XC weekend. Against the clock race starting at noon for the 2.2-mile HC with 820' of climbing and 2.5-mile Super D with 1000' of descending. XC on Sunday. 3 stages, all level of riders. Pasta feed, free massage, raffle. See race series for details. Mike Ripley, 541-225-7946, mudslingerevents.com

**Apr 6: Cumberland XC**

Cumberland, BC. Part of Island Cup Series XC. UROC, islandcupseries.com

**Apr 6: WA HS League - Race #2**

Gig Harbor, WA. See race series for details. Lisa Miller, 206-291-7773, washingtonleague.org

**Apr 6: West Side MTB Series #5** ☐

Snohomish, WA. Lord Hill Trails. See race series for details. Rory Muller, BuDu Racing, 260-920-3983, BuDuRacing.com

**Apr 10-13: Sea Otter Classic**

Monterey, CA. North America's season opener. Short track on Friday. Downhill Saturday. Sunday. XC and Dual Slalom Friday-Sunday. 800-218-8411, seaotterclassic.com

**Apr 12: Sage Brush Scramble - KTS #1**

Mountain Home, ID. STXC. Action-packed 1-mile short track with table tops, banked turns and more. Site located 23 miles SE of Boise. Race, hang out and have fun. See race series for details. Knobby Tire Series, knobbytireseries.com

**Apr 13: Cumberland DH**

Cumberland, BC. Flowy and smooth, spectator friendly. Shuttle on race day. United Riders of Cumberland, islandcupseries.com

**Apr 13: SHed XC**

Surrey, BC. Toonie race. SORCE, sorcebikeclub.org

**Apr 13: West Side MTB Series #6** ☐

Port Gamble, WA. Key Pen - 360 Park. See race series for details. Rory Muller, BuDu Racing, 260-920-3983, BuDuRacing.com

**Apr 18-20: NW Cup #1**

Port Angeles, WA. Downhill at Dry Hill. PRO GRT event. See race series for details. Scott Tucker, N-Dub, nwcup.com

**Apr 19: Gorge Short Track Shoot Out**

Cascade Locks, OR. Two short track XC races in one day. All ages and abilities enjoy fun trails, amazing scenery and the new EasyClimb Trail System. Great mix of singletrack, double track, fun banked turns, small rollers and incredible views along the Columbia River. Chad Sperry, Breakaway Promotions, 541-296-8908, gorgeshorttrack.com

**Apr 26: Beacon and Legs - FTR #2**

Spokane, WA. Sunny side up, rubber side down at Beacon Hill. Part of Fat Tire Revolution

Series. Jake Maedke, Vicious Cycle, 509-754-6361, rideviciouscycle.com

**Apr 26-27: Bear Springs Trap - OXCS #2**

McCubbins Gulch, OR. Saturday short track, Sunday XC. 10, 20 and 30 miles, depending on class. 95% singletrack. 500'-2000' elevation. Single lap format. Known for difficulty and occasional snow on course. See race series for details. Hurricane Racing, 503-272-0146, Hurricaneracingoregon.com

**Apr 27: FVMBA Trailblazer #1** ☐

Chilliwack, BC. Vedder Mountain. See race series for details. Karla Stowards, FVMBA, 604-556-4660, fvmba.com

**Apr 27: WA HS League - Race #3**

TBS, WA. See race series for details. Lisa Miller, 206-291-7773, washingtonleague.org

MAY

**May 3: Barking Spider Bash** ☐

Nampa, ID. 18th annual. National qualifier. Fun, easy 9-mile loop on rolling terrain includes the famous "Skateboard Park" descent. Pro to Juniors and Singlespeed as well as Trailblazer kids race. New climbing section in 2014. Wild Rockies, 208-608-6444, wildrockiesracing.com

**May 3: Green Mountain**

Belfair, WA. See NWMTB race series for details. nwmmtbseries.com

**May 3-4: Sunshine Coaster**

Roberts Creek, BC. Saturday XC marathon 25 and 45km courses open. Sunday Mach Chicken DH. Reg fee for XCM includes salmon BBQ. DH includes shuttles all day on Sunday. Beer garden Saturday, free limited tent camping, no trailers. Sue Duxbury, Sunshine Coast Cycling, 604-886-3841, sunshinecoast.net

**May 4: Island Cup XC**

TBA, BC. Part of Island Cup Series XC. islandcupseries.com

**May 4: SSBP XC**

Surrey, BC. Start 10am. Toonie race at South Surrey Bike Park. SORCE, sorcebikeclub.org

**May 4: West Side MTB Series #7** ☐

Whidbey Island, WA. Cooking in the Kettles. See race series for details. Rory Muller, BuDu Racing, 260-920-3983, BuDuRacing.com

**May 4: Coast Hills Classic - OXCS #3** ☐

Newport, OR. Gorgeous ocean views, sick down-hill, gnarly singletrack, killer climb and mud make for a great course. Formerly known as the Ben Eder Memorial Race. Benefits youth programs scholarship fund at Newport Rec Center. Cash prizes. First start 10am. Distance between 10-20 miles depending on category. Expert to Novice plus Clydesdales and Singlespeed. Kids' race. Part of Oregon XC Series - OXCS. See race series for details. Elliott Crowder, Bike Newport, 541-867-7244, coasthillsclassic.com

**May 9-11: Salty Dog 6 Hour Enduro** ☐

Salmon Arm, BC. Friday: Reinecker Creek group ride and club movie fundraiser. Saturday: packet pick up. Sunday: Enduro. Teams of 2 categories for men, women and mixed and solo for Elite/Sport racers. Junior 3-hour enduro for U15 on 5km course, teams of 2 only. Junior Salty Pup for 12-16" wheels and Salty Pup 1-hour enduro. Start 10am. Tom Peasgood, Skookum Cycle & Ski, 250-832-7368, skookumcycleandski.com

**May 10: Cascade Chainbreaker - OXCS #4**

Bend, OR. Oregon's biggest MTB race. Great mix of singletrack, double track and fire roads. Many trails usually not open to public. Tandem category. See race series for details.

Kevin Gorman, 541-318-6188, webcyclery.com

**May 10: Ore Crusher**

Squamish, BC. LeMans-style start, followed by laps around 20km loop on Cheekye Fan single-track system. Start 11am. Armand Hurford, Test of Metal, testofmetal.com

**May 10: Stottlemeyer 30/60 - NWES #1**

Port Gamble, WA. Technical singletrack through forest followed by fast gravel trails. Logs to jump, natural whoopies and forgiving terrain. Race 30 or 60 miles. Open men and women, men 40-49, men 50+, women 40+, Singlespeed. Swag, post-race BBQ, live music. First start 9:30am, course closes 7pm. Limit 400. See race series for details. Roger Michel, 4th Dimension Racing LLC, 425-301-7009, NWEpicseries.com

**May 11: Unravel the Scratch Gravel** ☐

Helena, MT. At Scratchgravel Hills. All categories. 5.8-mile loop, 70% double track, 30% singletrack. Start/finish at Echo Drive Trailhead. Juniors (11-14) race short course for 3 miles. Kids race available. Jason Steichen, Big Sky Cyclery Race Team, 406-899-7702, bigskybikes.com

**May 16-18: NW Cup #2 / BC Cup**

Port Angeles, WA. Downhill at Dry Hill. Result counts towards BC Cup. See race series for details. Scott Tucker, N-Dub, nwcup.com

**May 17: 12 Hrs of Disco**

Salmon, ID. 8-mile mostly singletrack course. Solo, 2- and 4-person categories. Benefits Salmon's Youth Employment Program. Max Lohmeyer, 208-756-7613, ridesalmon.com



# Can I Get an Amen?

By MAYNARD HERSHON

I live in the middle of a city, dense with traffic for at least 10 miles in any direction. I seldom drive, preferring instead to walk or ride my motorcycle or a bicycle. So every day I'm out there among the motorists — many of whom, don't you agree — are less than perfectly considerate.

More accurately, they appear to be too impatient, distracted or self-important to burden themselves with consideration. Can I get an amen on that?

Let us further agree that whatever sense of urgency or need for distraction drivers experience appears to be more important to them than their own safety or that of others. Nod if you concur.

How, then, are we to respond to this evident truth — that most drivers couldn't care less about us?

We can't change them — the qualities they bring with them into their cars — can we? No matter what we do or say, they're going to continue to drive as they do, am I right? I've shouted at drivers and spoken to them in reasonable tones; never convinced even one of his or her folly.

We are each offered only one person we can change ... or attempt to change.

We can only watch ourselves as we respond to motorists' disrespectful, dangerous actions — at the moment and later.

We can try to sense how our reactions negatively affect our long-term mental health and happiness, our attitudes toward others,

our feelings of safety and well-being. How those reactions deepen the pools of resentment in our guts.

Years of feeling acted-upon and somewhat helpless as a rider and pedestrian have left a mark on me. When I'm threatened by some motorist's careless move, I feel what seems like disappointment (how can he ignore my safety?) but is probably a jolt of fear followed by anger.

Hey, you say, expecting bad driving is mere self-preservation. Counting on better or more attentive driving is worse than foolish. It's walking on a frozen lake, watching the cracks spread around your feet.

But can we mistrust our motoring neighbors, knowing as we do that they can't value our safety even a little, while still feeling that people are generally okay? How can we prevent one rotten apple's actions from poisoning our feelings about the 100 other drivers who treat us with reasonable respect?

Are our neighbors OK when they're outside their steel boxes and despicable when in them? Or are they faking it when they're in social situations, only to reveal their hatefulness behind the wheel? Is the truth not in someone's drinking behavior but in his or her driving?

I know that I am all too quick to blame mankind when one person offends me in traffic. Those incidents fill my head with thoughts like the ones in the last two paragraphs.

I know too that focusing on motorists' bad manners is not good for me. It is anti-happiness. Luckily I can do the things I want to do like walk and ride, but the occasional careless driver can ruin my walk or ride, my day ... or even my week. Happens far too often.

I see it in my writing. I feel gloomy after watching drivers demonstrate man's inhumanity to man. The gloom seeps (or rushes) into my stories. I love my riding and my walking, but after reading me you could imagine I hated them and had to be forced to do either. I've let myself be poisoned by the toxic two (or ten) percent of road-sharers.

I'm letting the actions of a few individuals bring me down. I can't be alone in this, can I? Many of you reading this must suffer the same sort of depression. Must.

I came to new clarity about this poisoning just weeks ago. I decided to make certain that when motorists behave decently toward me or toward another person in or out of an enclosed vehicle, I'd take that action to heart just as I would some driver's negative actions.

And when I am the witness of bad motorist behavior or the victim of it, I try to shrug it off as soon as I can. I don't dare dwell on it. I don't tell anyone what happened. It's not as if I'd be telling that person an enlightening or even an interesting tale. We're all OD'd on stories about motorist callousness and ineptitude.

And I'm better off not reliving the event in the telling, restarting that familiar queasy feeling in my belly. Focusing on an event, bringing the awful moment back by dwelling on it and telling the story ... all that is genuinely bad for me.

Just realizing that I tend to let the one bad incident spoil my day has allowed me to shrug off unfortunate incidents more easily. I can resist absorbing the actions of a few, blocking those actions from dragging a threatening black cloud into an otherwise brilliant blue sky.

I'd like to say that I'm on the road to emotional health and happiness, it's easy to say while sitting in my little office at my keyboard, not out among the hostiles as I was earlier and will be again soon. But if effort in this direction is like acting "as if ye had faith," I may be doing better. I hope I am.

Even if I never mention this again, you, my readers, will unfailingly be the first to know. Merely notice what I say about the worthy motoring public with whom we joyfully share our roads.



**May 17: Coyote Classic - KTS #2** Garden City, ID. High speed rolling double track, tight, technical sagebrush singletrack, water crossings, quick steep drops, nasty little granny gear climbs. Singlespeeders' dream. See race series for details. Kobby Tire Series, kobbytireseries.com

**May 17-18: Enduro BC Series - Penticton** Penticton, BC. See race series for details. Megan Rose, Global Riding Adventures, 604-724-6558, bcenduro.com

**May 17-19: Peel Out MTB Festival** Williams Lake, BC. 5th annual features Fox Mountain DH, Peel Out Enduro DH and the legendary Peel Out party with live music and entertainment. Register online. Justin Calof, Cariboo Mountain Bike Consortium, 250-302-1925, ridethecariboo.ca

**May 17: Roslyn Rush - FTR #3** Roslyn, WA. Part of Fat Tire Revolution Series. Jake Maedke, Vicious Cycle, 509-754-6361, beezleyburn.com

**May 17-18: Spring Thaw MTB Festival - OXCS #5** Ashland, OR. 22nd year. Saturday: XC at Lithia Park - beginners start 9am for 9 miles, others 9:30am for 23.5 miles. Kids 1pm. Sunday: 2-stage DH. Ride the infamous Catwalk Trail and end on fast BT's switchbacks. Overall classification for those who race all 3 stages on the same bike. See race series for details. William Roussel, Echelon Events, 541-499-2298, obra.org

**May 18: 6 hrs of Maple** Cowichan, BC. Part of Island Cup Series Marathon. Cowichan Cycles, islandcupseries.com

**May 18: Helenduro** Helena, MT. montanacycling.net

**May 18: Herron Hammer** Kalispell, MT. At Herron Park. Steep, technical climbs and descents over single and double track. Constant rhythm changes. 850' climbing per lap. Cash for top 3 in each category. Qualifier for XC Nationals. Part of MORS. Sheli Thomas, missoulaxc.org

**May 18: WA HS League - Race #4** Washougal, WA. See race series for details. Lisa Miller, 206-291-7773, washingtonleague.org

**May 18: West Side MTB Series** Maple Valley, WA. King County's Henry's Ridge. Rory Muller, BuDu Racing, 260-920-3983, BuDuRacing.com

## TOURING

### MARCH

**Mar 1: Echo Red to Red Poker Ride** Echo, OR. Poker ride, best 5 hands win. Benefits the Echo Food Pantry. All participants receive an entry for a Niner Bikes EMD9 frame. Shayne Myers, 541-571-8018, echored2red.com

**Mar 8: Mussels in the Kettles** Coupeville, WA. Non-competitive MTB and poker ride on Whidbey Island starting at Fort Ebey. 3 routes: easy 7.8 miles with double track, moderate 9.75 single and double track, expert 11.25 miles with technical singletrack. Matt Plush, Whidbey Island Bicycle Club, 360-914-0692, musselsinthekettles.net

### MAY

**May 6-12: Kettle Valley Trail 2** Beaverdell, BC. Beaverdell to Princeton. Classic Kettle Valley line with overnights at McCulloch Lake, Chute Lake, West Summerland, Chain Lake and Princeton. Average 34 miles per day. Need hybrid or MTB. Also available later in summer. Robbin McKinney, Great Explorations, 800-242-1825, great-explorations.com

**May 17: Bird Fest Rides** Leavenworth, WA. Tentative date. Birding by bicycle. Christine or James Munly, Das Rad Haus and Der Sportsmann, 509-548-5615, dasradhaus.com

## TRACK SERIES

### MONDAY

#### GVVA Sprint Night

Apr 14-Sep 8  
Victoria, BC. 200m, 500m, Kilo, Match Sprint. Weekly points calculated based on number of riders attending each event plus 1. Season overall for A, B and C categories. Weekly program varies. Race from 6:45-8:30pm. Cancel if raining. No race 6/23, 7/25. Kurt Innes, gvva.bc.ca

### THURSDAY

#### Alpenrose Thursday Series

May 1-Sep 25  
Portland, OR. Alpenrose Velodrome. Event schedule posted on website a few days before each race. No race on 6/26. Charles Warner, 360-624-1801, obra.org

#### GVVA Group Night

Apr 17-Sep 11  
Victoria, BC. Mass start events, Scratch, Points, Miss and Out, Keirin, Madison and Omnium. Season overall for A, B and C categories. Weekly program varies. Race from 6:30-8:30pm. Cancel if raining. No race on 6/19, 8/14, 8/21. Kurt Innes, gvva.bc.ca

#### Thursday Night Racing

May 1-Aug 28  
Redmond, WA. Marymoor Velodrome. Designed for beginners (Cat 4 women and 5 men). Program determined nightly. Must have completed a MVA Track class, hold a racing license and be MVA member. Bike rental available. Cancel if raining. No race 7/24, 7/21. 206-957-4555, velodrome.org

### FRIDAY

#### Fast Twitch Fridays

May 2-Aug 29  
Portland, OR. Match sprinting for Cat 1-4. Separate Omnium racing for beginner men and women. Registration 5pm, racing 6:30pm. Presented at Alpenrose Velodrome. No racing 6/27, 7/5, 7/18. Jen Featheringill, 503-267-5359, bike-central.com

## TRACK

### MARCH

**Mar 7, 14, 21 : Friday Racing Under the Dome** Burnaby, BC. Racing between 6:30-9pm. Burnaby Velodrome, burnabyvelodrome.ca

### APRIL

**Apr 8: GVVA Bike Jam** Victoria, BC. Greater Victoria Velodrome Association, gvva.bc.ca

### MAY

**May 3: Eric Kautzky Memorial Race** Portland, OR. Alpenrose Velodrome. Benefits Eric Kautzky Memorial Scholarship Fund at Tigard High School. Omniums and Points races. Juniors, women 4, Masters women 40+, women 1/2/3, men 5, men 4, men 3, men 1/2, Masters men 50+, Masters men 40+, Kiddie Kilo. Darell Provencher, teamrosecity.org

**May 11: Race Hijinks Get Your Kinks Out** Portland, OR. Paul & Megan Mautner, obra.org

## Commercial Classified

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## Trivia

### Answers from page 2

- A1: Greg Lemond, who placed 2nd in the 1985 edition.  
A2: None other than Bend, Oregon's own Chris Horner back in 2010. He was second going into the final time trial, just one second behind Alejandro Valverde, but won the TT to take the overall victory by just eight seconds.  
A3: 7-Eleven's mountain man, Andrew Hampsten, back in 1989! He won the hilly stage 2 into La Arboleda in the lush, wet, hilly Spanish countryside that bears much resemblance to Oregon's Willamette Valley. He was followed just a few days later by his teammate Jeff Pierce who won stage 4.  
A4: Spaniard Jose Antonio Gonzalez, who triumphed in 1972, '75, '77 and '78. Swiss rider Tony Rominger and Irishman Sean Kelly both won three times.  
A5: Truly one of the top five all-time greatest cyclists, the man was Sean Kelly. Today, very few of the riders that contest Liege also ride Pays Basque and literally no one who does Roubaix race it. Kelly is probably one of the very few to ever attempt doing all three straight through. Imagine bouncing on the cobbles then hopping a plane for a hilly six-day stage race and flying back into Belgium right before the hilliest one-day Classic on the calendar. King Kelly!



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