



Rounding one of two hairpin turns on Two Turntables and a Microwave, named after the junk found in the forest while builders worked on the trail.
Photo courtesy of Leslie Kehmeier/IMBA

Trail Magic: An Ode to Sandy Ridge

By ÜMA KLEPPINGER

Nestled in a fertile valley halfway between the Oregon coast and majestic Mt. Hood, where the charismatic Columbia River meets the wandering Willamette, lies a magical city, called by some: Portlandia. It is a beacon of “outdoorsiness,” situated in the glorious Pacific Northwest where hiking boots, kayaks, and closets full of Gore Tex outerwear are practically a requirement for residency. The city’s inhabitants are a youngish and happy lot, treading lightly on the earth, moving about by means of magic two-wheeled soul machines, known as the bicycle.

But not all of Portlandia is smiling. There are some who prefer fat tires with knobby treads on dirt to skinny tires on pavement. For these residents, very few opportunities exist within the city limits, where dirt lovers can touch down on the places where their magic happens, and even fewer opportunities to ride big-grin singletrack. At least, not until the Sandy Ridge Trail System was created.

Located just 40 miles east of Portland, Sandy Ridge is a network of gravity assisted flow trails and a phenomenal example of purpose specific trail building. Riding there is nothing short of, well ... magical. The current network includes

over 15 miles of flow trails ranging from über buff beginner rides to the sort of tacky, techy, rocky and rooty singletrack the Pacific Northwest is known for.

Earn Your Turns

While there are numerous shuttle days sponsored by local trail advocacy group, the Northwest Trail Alliance, most of the time cyclists have to earn their turns at Sandy Ridge. Riders typically climb up the paved Homestead Road, which is closed to vehicular traffic, save the infrequent BLM management vehicles. There are cut-ins to singletrack from the road at a couple of different points, but the main trail access is about four miles up the road.

Once reaching the kiosk at the top of **Upper Hide and Seek** — the area’s first trail, which opened in 2009 — there are numerous options for rounding up a cornucopia of riding textures, features and terrain. Still one of my favorites, Hide and Seek is a rooty, rocky throw-it-down-the-mountain type of ride that demands picking clean lines and staying on your toes through numerous switchbacks. About halfway down, a rocky stone ramp leads down to a bridge crossing and into **Lower Hide and Seek**. Where the upper trail is tough and choppy, the lower section is the polar opposite: smooth, buffed out, deep berms with kickers, doubles and a few small jumps thrown in for air time. Trail builders have begun fortifying the features with pavers in order to sustain the increase in use.

Additional trails include **Communication Breakdown**, offering up a bit more climbing on singletrack with a few steep mixed in and some killer views over the Bull Run Watershed. The descent from the top includes more jumps and berms and eventually ties into **Quid Pro Flow**, featuring a couple rock gardens that beginners may want to walk, or use flat pedals while building up skills. Bigger wheeled bikes can cheat their way through more easily with less talent, but intermediate level riders will have no problem riding old school 26” bikes here.

Another fun loop in this same area is **Rock Drop**, which showcases — you guessed it — a sizeable rock drop right at the start, but there’s a ride-around for the more timid. Sweeping, high-banked, bermed turns lead into Quid Pro Flow or **338 Trail**, both are definitely more cross-

SEE “SANDY RIDGE” ON PAGE 9

Racing in Circles: The USAC Masters Track Championships

By GORDON MORRIS

“I’ve been training nine months for 500 meters,” explains Seattle’s Emily Nevin in a matter of fact tone. Despite the impressive statement, it is no boast. The other racers all respond in mute acknowledgment. The tacit agreement of the absurdity of training required for a competitive track event, relative to the length of the event itself, is palpable. Nine months for 40 seconds? What were we thinking?

USA Cycling Masters Track National Championships is a nomadic event, but this year it took place at Marymoor Velodrome in Redmond, Wash., on August 19–24. In the world of modern cycling, track racing is a paradox. Cyclists talk about taking part in epic rides: Seattle-to-Portland, RSVP, or perhaps even RAMROD. Meanwhile, track racers mull over events that are only a handful of miles — many are just tenths of a mile. Where road riders look to average speeds of more than 15 miles per hour, some velodromes have banks so steep one must ride at least that speed or else risk sliding down the track. And while people debate over rim or disc brakes or ogle the latest 11-speed gear systems, track bikes feature no brakes and but one gear.

The anachronism is actual as well as metaphorical. Track racing offers a glimpse of cycling’s infancy, with little change in bicycle design and even race formats since velodrome competition started in the 1870s. In the United States, where cycling is today a minor sport, it was once hugely popular and track was the vanguard, attracting crowds of 10,000 or more. At the turn of the 20th century, the best American cyclists could earn \$150,000 a year, when average workers were lucky to make \$5,000. The popular modern European 6-day events originated in New York in 1891 and the Madison, an Olympic event where racers compete in a two-rider relay race, was first conceived in Madison Square Garden; in France it’s called l’Americaine.

SEE “TRACK CHAMPIONSHIPS” ON PAGE 8



Emily Nevin.
Photo courtesy of Gordon Morris



HEALTH

Cyclocross season is coming and it’s time to adjust your body accordingly.

See Page 4



UNIVERSITY OF WASHINGTON

Leading the way for bicycling infrastructure, UW is definitely on the map.

See Page 7



PROFILE

Located on Vancouver Island, Victoria is known as Canada’s cycling capital.

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La Vuelta a España

There is one Grand Tour remaining on the professional calendar, and it becomes much more than a tune-up for World Championship challengers this year. Top-flight riders like Quintana, Froome, Talansky, Rodriguez, and Contador, who either crashed out or didn't contest the Tour de France, have turned it into what should be a spectacular grudge match. Fans are asking: will the best Grand Tour of this season be the Vuelta a España?

- Q1. 2013 Tour de France winner Chris Froome of Great Britain seems to be one of the biggest (of several) favorites this year, but no Brit has ever won La Vuelta. What is the best finish by a UK rider?
- Q2. Dauphiné winner Andrew Talansky has a great shot at the podium in the Vuelta. Prior to Chris Horner's landmark victory at the event last year, what was the best-ever finish by an American?
- Q3. Spaniard Joaquim Rodriguez crashed out of the Giro, came back to challenge for the Mountains jersey in the Tour de France, and will race the Vuelta to win. Few cyclists start all three Grand Tours in one season and very few — as "Purito" can attest — finish all three. Who was the last man to accomplish this?
- Q4. Most prolific stage winners of the Tour (Merckx) and Giro (Cipollini) are regularly discussed, but the Vuelta's all-time stage leader is rarely mentioned. Who is he?
- Q5. Colombian phenomenon Nairo Quintana comes in as a favorite after his historic Giro d'Italia win this spring. He also took the White Best Young Rider and Mountain jerseys in last year's Tour. His training back in Colombia at altitude makes him a huge favorite for overall honors and/or the Mountains classification. Outside of the famous Colombian victory of Lucho Herrera in 1987, what other major jerseys have riders from the Andes claimed at La Vuelta?

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.

Peak Design's Capture P.O.V. Camera Clip

BY DARREN DENCKLAU

The Capture P.O.V. is a camera mount designed to be attached to backpack straps, belts, or any other thin band of material. It provides users with quick access and good angles in which to shoot video or take photos by using either their own point-and-shoot type camera or most any GoPro® style digital video recorder.

The unit comes with the camera clip base (1), an adapter plate for point-and-shoots (2), a J-arm for GoPros, a point-and-shoot plate that secures the camera to the adapter plate (3), connecting bolts (4), a multi-tool that helps secure all bolts, and a stabilizer pad (5). The included instructions are easy to digest and Peak Design's website offers even more information with video instruction.

To mount, place the stabilizer pad behind the strap, sandwich the clip base around it and the strap, swing the base into place, then secure by using the provided bolts. The back-



pack I use has thick padded straps, so it did take some manhandling to get it into place. Once I got the bolts in far enough, I was satisfied that it could safely handle a camera while ripping down some trails.

I first tested it at Granby Ranch Bike Park while doing downhill runs. For shooting video, it was initially tricky to get the right angle for recording, as it was difficult to estimate just how much I normally bend over when tackling the trails. I found it was best to angle my camera, a Panasonic Lumix, upward as high as the Capture allowed in order to get a good perspective of the trail ahead. Otherwise, the video turned out shaky, as it only captured my handlebars and the ground moving directly underneath.

In addition to video, I have also been using the P.O.V. mount to take

photos, as it's very handy to access the camera on the fly. It's a great product for those who can't afford a GoPro® or other similar type device. I also like having a camera mount at chest level versus on top of a helmet, as I wouldn't want it to get snagged on a low branch. And personally I think they look kind of silly, similar to Marvin the Martian, when mounted atop the head. MSRP is \$69.95. Lifetime warranty. Visit peakdesign.com for more information.



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Lady Cycling: What to Wear and How to Ride

REVIEW BY ALEXA STRABUK

A revolutionary tale of girl meets bike. Let us backpedal to the closing years of Victorian Britain: 1897 was Queen Victoria's Diamond Jubilee Year, the modernist era in arts and culture was fast approaching, and the turn of the century marked new horizons for an already well-established women's suffrage movement with the formation of The National Union of Women's Suffrage Societies, an initiative that continued to advocate for women's political rights into the early 20th century.

The trailblazing book, *Lady Cycling: What to Wear & How to Ride* (1897) by Miss F.J. Erskine, is a seemingly humorous guide intended for a respectable, middle-class woman that wishes to employ a bike for day-to-day use. Even given its considerable age, some themes and advice presented still hold true today, making it as relevant as it is entertaining for the modern rider. Erskine seems to be on the cusp of tradition and social progression as she is, at times, tonally frivolous, yet her decided manner and obvious execution evidences otherwise. Though she does believe women should utilize bicycles for regular transportation to and from acquaintances' homes or to run other errands in town, she argues that there are limits to which a "lady" should operate a bicycle.

"If [women] ride fifty miles where ten ought to be their limit—in short, if in cycling they cast reason and common-sense to the four winds of heaven—then, beyond a doubt, cycling is harmful."

The opening chapter is perhaps the most important. "Cycling: It's Health and Social Aspects," commences with Erskine calling out an editorial she describes as "exhaustive" due to its extensive discussion about the hygienic aspects of women cycling based on small inklings of truth overwhelmed with large amounts of exaggeration. She speaks to the numerous health benefits that riding provides and answers the overarching question of whether it is appropriate for ladies to do so with "[it] is entirely rooted in moderation." The chapter goes on to discuss various

dated irrelevancies such as the cost of a machine versus that of a horse. Admittedly, this section drew from me a short chuckle, credited to her ardent seriousness in discussing the horse comparison. Her commentary transitions from this to how the sport is evolving from less of a fashionable recreation and into a dependable vehicle option.

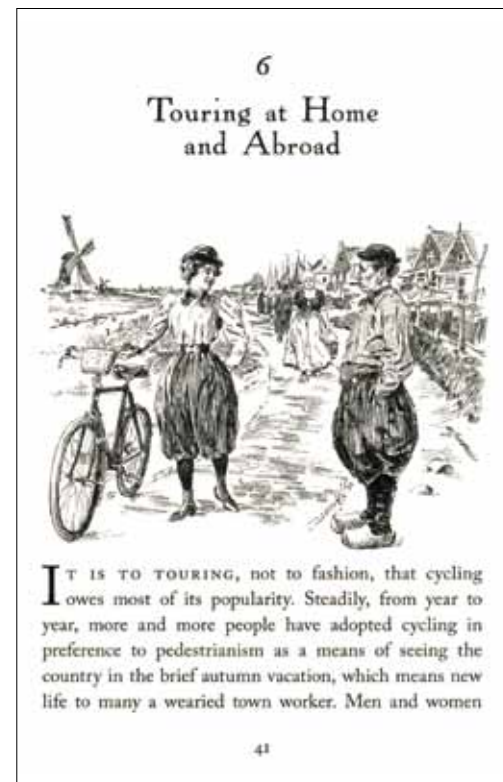
"It is probably that its influence, as leveling up the different ranks of society, will be for good. Town people will see more of country folk, and get to have a more accurate idea of the vital interests of the people at large."

A moment of true innovation manifests at the end of the chapter when the author addresses the social effects of the bicycle movement. She claims that more ladies and people using bikes will provide an easier way to exchange ideas. Her closing great, truly enlightened prediction is how this movement will allow local politicians to venture out in public incognito to identify the real problems of their municipality rather than rely on reports from others.

The next chapter goes on to outline the crucial essentials: clothing and presentation. She advises:

"Wool above, wool below, wool all over: such is the hygienic rule of cycling. Some wise people say that corsets should be discarded for cycling. This is not correct. It is essential in cycling to have well-cut knickerbockers in lieu of skirts."

While I can hardly imagine wearing a corset, much less having to vigorously pedal through all kinds of weather wearing one, I do concur with her view of having "well-cut knickerbockers in lieu of skirts." Riding with various petticoats and ribbons trailing behind is somewhat of an uncomfortable-sounding notion.



In the latter chapters, she offers more feasible advice. Like many cycling guides today, the book incorporates a section dedicated entirely to selecting the right "machine" and cautions against investing in a bicycle that is either too cheap, too light and not at all durable. Once a "machine" has been chosen, she describes exactly how to ride it. And I mean exactly—this chapter almost reminds me of a high school drivers education course as she details everything from where to place one's hands to how far the rider should be from the handlebars to "allow room for ankle action." Her thorough technical guidance concludes with a portion that exclusively covers how to properly climb a hill.

The book closes with general hints that include unquestionably helpful tips like, "It is best to rest during the heat of the day, from twelve to three, and proceed in the cool of the afternoon, reaching destination about five or six P.M.," and "Riding in the full glare of the sun should be avoided. The vital part to protect against sunstroke is the back of the neck, just above the collar." Helpful contemporary tips are woven throughout the dated ones. While much has changed in the world of cycling, some things have not.

The simple act of Erskine writing this guide is evidence that the then societal conception of women's liberties was rapidly changing and, in part, represented the imminent movement toward equalizing men and women when such controversy was not discussed openly. Despite her often old-fashioned vantage, her staunch advocacy opened doors for many female cycling coalitions that exist today. Generally, I find that the sport is still largely geared towards men and I wonder what Erskine would say today ... probably something about "moderation," "a lady's dignity" or a "teaspoonful of whiskey."

Lady Cycling: What To Wear & How To Ride by Miss F.J. Erskine. Originally published by Walter Scott Ltd, 1897. Reissued by British Library Publishing, 2014. Hardcover, 5" x 8", 76 pages, 10 halftones, \$10.69.

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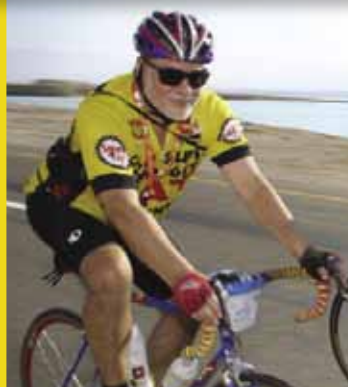
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Weight Bearing Adaptation for Cyclocross

By KARI STUDLEY, PT, DPT



Cyclocross is more demanding on the body than pure road cycling and requires a different type of training to remain injury free. Photo Bicycle Paper Archives / wheelsinfocus.com

September marks the official start of the Northwest cyclocross season and it usually lasts four to six months long. Events are run on circuits that combine varied surfaces such as pavement, dirt, mud, rocks, sand, and grass and feature obstacles that force riders to hop on and off the bike. The most common hurdles are a pair of 16-inch tall barriers and the ever-challenging steep run-ups. Races are held over numerous laps on a challenging circuit for a given time period, usually 30-45 minutes for the amateurs and 60 minutes for the pros.

The preparation needed to tackle obstacles and barriers makes cyclocross unique when compared to other bicycling disciplines. Successful 'cross athletes must be able to ride and run effectively. This article focuses on strategies to physically equip the body to tolerate the unique demands of cyclocross skills.

The term, *Ground Reaction Force* (GRF), is used in the biomechanical world to describe the force or load exerted by the ground when the body makes contact. For example, in running, GRF is the impact force the ground has on the body as a reaction to each step. Bicycling is considered a minimally weight bearing activity and has been demonstrated to have less loading to the knee than walking or running.

Cyclocross has weight bearing benefits when compared to seated road cycling. Tolly B., et al¹ studied the GRF produced while performing multiple cyclocross-specific activities such as going over flat and uphill barriers, negotiating uphill and downhill run-ups, and then analyzed that data against seated and standing riding. The research demonstrates that cyclocross actions have significantly higher GRF values than the other methods. Their research also determined that the GRFs produced while running flat barrier conditions are similar to the values reported during regular running and hopping activities.

This research validates the importance of weight bearing exercises as a key component of cyclocross training. Athletes can best prepare for the season by allocating appropriate time to allow their body to physically adapt to the GRF associated with barriers and run-ups.

Injuries to the calf muscles and Achilles tendons are common among people who do not train properly for the fall racing season. Road cycling provides minimal range of motion and produces less impact loading force than cyclocross. Adaptation to road riding alone may result in a loss of functional range of motion, strength and/or coordination of normal feet and ankles. The requirements demanded from the calves are better understood when running across uneven surfaces, running uphill and jumping off the bike. Riders who are transitioning to the 'cross season should pay special attention to those needs and prepare accordingly.

The following stretches and conditioning program are one way to help prepare the body for weight bearing demands.

Simple and Effective Calf Stretches

Start from a standing position with the right foot placed behind the vertical plane of the body. Keeping the foot and heel pad on the ground, shift the body forward while the leg hinges through the bending of the ankle. To make this stretch more effective, the back foot should remain parallel to the front one (like wearing imaginary skis). Keeping the back knee straight will stretch the gastrocnemius muscle; slightly bending it will stretch the deeper soleus muscle.

Easy Conditioning Program

The next step is to slowly prepare the calf muscles for weight bearing activities. This is especially important if cycling has been the main form of exercise prior to the cyclocross season. Begin with basic 10- to 20-minute walks on engineered surfaces (tracks, sidewalks, paved routes) and progress to unpaved, uneven ground; walking around the local parks or future race venues is ideal. Include hills and trails to further improve preparation.

Light impact activities should be introduced after two to three weeks of walking; jumping rope for 30 seconds (up to 5 sets) and light jogging (on a track or flat surface)



Stretch the full calf — an extended or a bent knee will reach a different area.

Photo courtesy Eric Moen

for 2 to 10 minutes are excellent examples. These promote calf muscle weight bearing adaptation, especially when added into the middle of a 20-minute walk. Practicing barriers at low speeds is another way to improve cyclocross specific weight bearing training. This light impact phase should last at least three weeks. At that point, the exercise regimen may then progress through the addition of running hills, speed intervals, and trail running. Lengthen the long jog/run time to 20 to 30 minutes.

Daily stretching combined with progressive weight bearing activities that focus on the calf muscles is the key to maximizing a long, successful, injury-free cyclocross season.

Reference:

1. Tolly B, Chumanov E, Brooks A. Ground reaction forces and osteogenic index of the sport of cyclocross. *Journal of Sports Sciences*. 2014 March 26.

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Comparing Northwest City Bicycle Plans

BY ALEXA STRABUK

Historically, America has been the poster child epitome of a car-dominant society. Now, the country is taking Europe's lead with the rise of the bicycle, and nationwide people are experiencing revelations that a sedentary lifestyle is not only financially profligate, but also cuts considerable years off their lives. Most major metropolitan cities have adopted some sort of Bicycle Master Plan (BMP.) Portland and Seattle are, conceivably, two of the most bike-able cities in the Northwest and compete with each other in many things: which is home to more hipsters, which one has the best coffee, and even which region's MLS soccer team dominates upon match time. Both areas are consistently highly rated bike-wise, especially in comparison to the rest of the country. Most often, Portland pulls ahead of its northern neighbor in rankings simply based on existing bicycle infrastructure and ridership statistics.

The Alliance for Biking & Walking recently conducted a 2014 Benchmarking Report, which analyzed data on non-motorized transportation across the country in 52 large cities and select mid-sized ones. Highlights from the report include nationally lower pedestrian and cyclist fatality rates despite a steady rise in commuters that walk or bike to work. The study also found that if a city possesses stronger bicycle advocacy, the corresponding number of cyclists is also greater (Seattle and Portland top this list by a long shot.) Both municipalities were among the first to regard bicycles as integral to local culture. Seattle enacted its first Bicycle Master Plan in 1972, and Portland followed with its own comprehensive plan in 1973. Since then, the two urban centers have built very effective and expanding bicycle programs, each of which has been updated several times.

According to a graphic found on Seattle Department of Transportation's (SDOT) 2014 BMP, a 2012 LAB census reports that the top U.S. cities with the highest bicycle commute rates are, in order: Portland (6.1%) and Minneapolis (4.5%), with Seattle and Washington D.C. tied for third (4.1%). Both Northwest communities intend to cement and reinforce their respective "Bike Friendly" statuses through several commonalities: amending their bike policies, strategizing to reduce accidents, and finding funds to increase education programs as well as ridership. Each also maintains an overarching intent to fashion their respective transportation systems to be more economically, socially and environmentally sustainable.

In 1971, Oregon State legislators passed the "Bicycle Bill," which requires that non-motorized facilities be included on any constructed or reconstructed road or highway. The law also mandates that in any given fiscal year, the state will set aside 1% of its highway revenues to fund added bikeways and footpaths. Two years after this success, a citizen task force prepared Portland's original comprehensive plan to bring the statute to life. In 1996, an official BMP was applied, setting forth specific objectives like developing the bikeway network, providing end-of-trip facilities, strengthening the link between bicycles and public transit and, lastly, promoting and providing bicycle education. The BMP also offered detailed bikeway designs, as well as engineering guidelines, contingent upon the type of proposed infrastructure. The city council rejuvenated its program in 1998 to include an increase in policy, economic and other relevant considerations.

For the city to the north and much like Portland, the '70s brought a resurgence of cycling interest, evidenced by local bike equipment sales. Existing "bicycle safety routes" at the time were either park-owned paths or streets with little-to-no traffic. The introductory 1972 Seattle BMP points out that though topography and weather might discourage year-round cycling, the city should still do more to provide bicycle opportunities to meet a growing demand of commuters and enthusiasts. This version mainly focused on repurposing railroad corridors into multi-use trails and resulted in the construction of portions of the Burke-Gilman, Alki, I-90 and Duwamish trails. Years later, in 2007, SDOT redirected its attention toward on-road systems. This follow-up moderation provided a considerably more relevant approach to citywide bike improvements as well as outlining a clear course of action to be completed within 10 years. Goals included extending the bike network aesthetically but practically, making bicycle amenities more convenient, identifying community outreach partners and securing funds to execute these improvements.

Portland's most recent BMP edition became effective in 2010 when The Portland Bureau of Transportation (PBOT) revealed its *Bicycle Plan for 2030*. To maintain its prestige, Portland relies heavily on separate funding in combination with some federal support such as the highly competitive Transportation Investment Generating Economic Recovery (TIGER) grant. In 2009, the city allotted \$500,000 annually as part of the Active Transportation Fund and in 2010, another \$1 million from general transportation revenues. The main difference between the 1996 BMP and the more recent one is the emphasis on installing facilities in busy parts of the city versus low-stress corridors that link integral parts of the metropolis. *The Bicycle Plan for 2030* also calls for additional bike parking and greater maintenance budgets. The most notable improvement a year after the new plan passed was a rise in bike corrals and parking racks around the city. PBOT is currently working on the 20s and 50s Bikeway Projects, two endeavors identified in both the 1996 BMP and the reconfirmed



(Left) Riding down Seattle's 2nd Ave. is not a stress-free experience for any commuter, particularly for cyclists. (Right) Chicago's Dearborn Street is what the new construction is aiming to duplicate. Photos provided by SDOT.



version; these projects involve designing and constructing safety improvements including arterial crossings on residential neighborhood streets.

In an attempt to catch up with Portland, Seattle modernized its 2013 BMP this past April in a similar fashion. According to the *Seattle Times*, the 2014 update targets residents that are, in city council member Sally Bagshaw's words: "willing but wary." This new motto diverges from the previous philosophy — encouraging drivers to share the road consciously by establishing marked territory for cyclists and painting icons in hectic areas. This recent overhaul also outlines how the city is prioritizing its objectives. At the top of the list is providing bicycle education to children, adolescent, and adult demographics, followed by reassessing the feasibility of new laws and identifying strong partners with which to collaborate. Seattle is embracing a broad-based funding approach and like Portland, is relying less on federal and state financial support and more on private grants and investors. The

Seattle BMP now calls for increased bicycle facilities such as protected bicycle lanes and neighborhood greenways.

Yes, both cities are making positive strides, but most agree that Portland is outpacing Seattle when it comes to bike policy and infrastructure. SDOT seeks to remedy that with the city-wide bike share, slated to be implemented this fall, and the Second Ave. separated bike lane demonstration project approved by the Seattle City Council, which should be in place by late September, coinciding with the bike share launch. According to SDOT, the city has invested nearly \$36 million into bicycle advancement over the last four years, including 129 miles of bike lanes and sharrows, 98 miles of signed routes, and 2,230 bike parking spaces. The intent is to triple these numbers by making bikes appealing to the 80-year-old as much as the 5-year-old. If ventures like the separated bike lane project and the bike share program are received positively, Seattle may be well on its way to dethroning Portland as the Pacific Northwest's "most bike-able" city.

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Fat Tire Triple Threat

By DARREN DENCKLAU



The author at Granby Ranch Bike Park. From green to blue to black level trails, there's something for everyone. Photo by Melissa McGibbon

If you're a Northwest mountain biker looking to get away for a while and ride some different terrain, perhaps a trip to Winter Park, Colo., the proclaimed *Mountain Bike Capital USA™* is in order. Located about 1.5 hours west of Denver, Grand Valley boasts an impressive trail network that caters to everyone on two wheels.

On a recent whirlwind trip to the Centennial State, I had the opportunity to ride three different areas: Granby Ranch Bike Park — formerly known as SolVista — Devil's Thumb Ranch, and Trestle Bike Park. All located within a 20-mile radius, each location provides a multitude of riding opportunities for every level of ability and riding preferences.

First on the agenda was Granby Ranch Bike Park, featuring cross-country as well as lift-served downhill trails. The park offers a variety of terrain options and is typically open from late May to the last weekend in September, weather depending. The base area features a full-service bike shop and offers private lessons for beginners to expert level riders.

Following a quick trip to the rental shop, I found myself on a sexy looking bright orange Transition Covert 27.5 trail bike and was fully outfitted with downhill gear. Our guide for the day, Assistant Director of Mountain Patrol Jamie Wolter, offered a quick breakdown of the trails before loading up on the Quick Draw Express chairlift for a ride to the summit of East Mountain at 9,202'. The ascent rewards riders with stunning views of the Grand Valley, Continental Divide, and Rocky Mountain National Park.

We started on some of the easier green trails like Moga's Mile and Loosey, which are fun and flowy with plenty of berms. We then stepped up to Silky Johnson, a blue and slightly more advanced trail that contains a few wooden features, whoopies, tabletop jumps, and optional ramps for catching air. It was super fun, especially after I dialed in the Covert and became more comfortable with it. The 27.5-inch wheels make the bike snappy and extremely maneuverable in the tight stuff while the ample suspension took on roots, rocks and other obstacles head-on without wavering. (Renting from the resort is a great way to try out new bikes, especially for those wanting to upgrade or not travel with their own.)

Next up was Tron, an advanced trail with much bigger features and more rocky and technical obstacles to navigate. I wouldn't recommend this one for beginners or riders who are tentative in their approach, however, there are options to go around many features, and there is no shame in doing so. We also checked out some of the "big boy" features that Granby Ranch offers. Every jump was magnified, but almost all obstacles are optional and for good reason. I mostly stayed within my comfort zone but definitely pushed myself further than usual, thanks to Wolter's knowledge of the trails and a solid bike beneath me ... the full-face helmet and padding boosted my confidence as well.

New to the bike park are moveable jumps with metal undercarriages and wooden planked tops. Instead of having to raze large dirt features to make way for the resort's winter ski season, these can be moved and then stored for the next summer, which is much more sustainable in the long run.

"We're excited about the longevity and the lack of maintenance to go along with them ... people don't realize how much maintenance a bike park takes," Wolter explains. The ramps are also predictable and don't change a rider's trajectory, unlike dirt jumps do after rainstorms, grooming, and lots of use.

Although I could have ridden there all day, the next stop on the itinerary brought us to Devil's Thumb Ranch, located in the Fraser Valley between Winter Park and Granby Ranch. There I was outfitted with a Trek hardtail bike. Unfortunately I rode only a small portion of some of the cross-country trails that weave throughout the 6,000-acre property, ranging from flat and wide unpaved options in the flats to tight and windy singletrack in the hills. Not long after the ride began, incoming stormy weather, common to Colorado's

summer afternoons, rolled in with rain accompanied by many lightning strikes. That said, it's always best to be cautious of approaching storms and try to start and finish rides early.

The Ranch also features five zip lines that take guests through treetops at up to 40 mph. If interested, reservations should be made at least 24 hours in advance and riders must be between 75-275 pounds. Other activities like hiking, fishing, disc golf, and horseback riding can be enjoyed during the summer months as well, while cross country skiing, ice skating, snowshoeing, and more can be had in the winter.

Trestle Bike Park at Winter Park Resort was next on the schedule. There I was outfitted again in full pads and provided with a 26-inch-wheel Specialized Enduro. Being a Saturday morning, the lines for rentals at Trestle Bike Park Shop were very long, but the highly organized and efficient staff geared everyone up in no time. Soon after I was greeted by Bike School Director Bob Barnes, who provided the lowdown on the day's agenda.

The lift line was surprisingly short. Even with the influx of weekend riders, it spread out quickly due to the mountain's 40 miles of trails; once again I have to give credit to Winter Park's skilled employees who kept things moving. Upon exiting the Zephyr Express Lift at 10,700', I was once again treated with impressive views of the Rocky Mountains.

Barnes started the tour with instructions on body and bike positioning. I have to admit, the crusty old school cross-country rider in me was thinking, "OK Bob, I've been riding for a long time. What can you possibly teach me?" It wasn't long before I was eating those words.

I rode my SPDs the first run, but after some gentle persuasion from Barnes, I swapped them out at the shop for flat pedals and a pair of Six Six One shoes, soon understanding why many downhillers prefer this setup; shifting the foot's arch forward over the pedal's

axle provides better stability. Coupled with the tacky soles of the shoes, the feet stick to the pedals like glue. Additionally, if things get sketchy, it's easier to get back on and in control without searching for contact like one does when clipped in.

I focused on moving the bike underneath my body and bringing the forearms up with elbows out and forward while pointing the heels down and back for a more aggressive riding position. This does wonders for control and makes it much easier to recover from precarious situations. Barnes also provided some air instruction, starting off with simple bunny hops and some smaller tabletops.

He was genuinely happy to see my progression throughout the day, and often said, "We're going to make a downhill rider out of you yet." I think he may have been right, as I was confidently taking to the air and attacking Trestle's many high-walled berms, each run growing more confident of the bike and my abilities. I learned some new skills that I can take anywhere and on any bike; who says you can't teach an old dog new tricks? If you're ever in a rut or think you've learned all you need to know, take a lesson from the experts; they often see things you may not notice and can correct years of bad riding habits in a single day.

As luck would have it, the rain held off all day, even with threatening clouds on the horizon. Barnes showed me some incredible lines on a few of the more advanced black diamond-rated trails such as Search and Seizure and the Boulevard Trail. He's not a youngster by any means, but has been riding motocross and bicycles his whole life, and it shows, as he was extremely confident in the air. He took my riding to a new level.

I later met up with friends for a beer at one of the many patios located at the base of Winter Park Resort. Besides mountain biking, the resort's summer schedule — typically from mid-June to the end of September — offers numerous options suited for the entire family, including Colorado's longest alpine slide, mini golf course, human maze, climbing wall, T-bar mini zip line, shopping and more.

Both Trestle Bike Park and Granby Ranch have trails suitable for all abilities and everything is well marked, making it easy to get around. I found that Trestle has smoother runs and the green trails can be ridden by most anyone with some mountain biking experience. For those wanting big drops with lots of exposure, options like Banana Peel shouldn't be missed; a Pro Line



Rounding one of the berms on Tron Trail. Photo courtesy of Granby Ranch Bike Park

trail pass has to first be earned by attending a class and getting certified. After riding both downhill bike parks, I've concluded that there aren't as many options for the complete beginner at Granby Ranch, as even the less advanced trails were steeper and had plenty of natural obstacles due to the drier and rockier location. Still, anyone can have fun there, as proven by a teenager I spoke with who was riding a rigid '90s bike he borrowed from his sister. He was all smiles.

For more information including hours of operation and prices, visit trestlebikepark.com, granbyranch.com and devilsthumbranch.com.

UW Transportation Honored as an Award-Winning Organization

By ALEXA STRABUK



The inside of one of UW secured bike houses. The Paccar shelter is shown on the front page. Photos courtesy of Ari Kasapyan

Most students know the panic of waking up and rushing to class in their pajamas. For practical reasons, biking around campus is much quicker, making a 15-minute walk an easy five-minute ride, simultaneously eliminating the risk of showing up to class late, out of breath and sweating. With a rise of bike use on university campuses, leaders in the national bike advocacy movement are looking to schools at the forefront of bicycle technology and infrastructure for inspiration in how to broaden non-motorized systems in major cities and how to make metropolitan areas practically bike-able. Many institutions of higher education have started to promote biking and sustainability by implementing bike co-ops, bike share programs, riding clubs, and even offering classes that teach bicycle maintenance and road etiquette.

Josh Kavanagh, director of transportation services at the University of Washington, says, "This is a national movement among universities. It's part of a rising tide for cycling in general. In particular you have two things unique to colleges: its students often incubate social trends and they tend to be more willing to try new modes." The League of American Bicyclists (LAB) agrees that campuses are ideal for their "high density, stimulating atmosphere and defined boundaries." Kavanagh continues that for UW, "One of the most compelling arguments for cycling in a campus community is equity. College is an incredibly significant investment, if we can offer a space that is attractive for bicycling, we can help support the build-out of a comprehensive bike network." By having better resources and physical connections in and to the rest of the neighborhood, the university will eventually cultivate a stronger relationship with the rest of the city.

In June, UW was acclaimed by the International Parking Institute (IPI) as "2014 Parking Organization of the Year." The award is granted annually and IPI cited UW's focus on sustainability, efficiencies and customer service as reasons for its recognition. IPI says the program's success is the result of lean management and UW's exceptional ability to operate effectively, covering the needs of a very large university. The parking organization reports that the school manages 65,000 members, many of who commute, and that does not include the average 2,500 who visit campus daily. This award is a huge accomplishment as UW has been on a roughly 25-year march to incentivize and market the use of alternative means for all those commuting to and from the university by constantly innovating and enacting new elements.

UW is an educational center and Kavanagh insists this is at the core of his team's philosophy, adding that this bike stratagem is a learning experience of experimentation and appraisal; there is no singular way to brainstorm ideas. The department's methodology is largely trial-error-feedback based. An example of this concept is the toaster/staple-type bike racks adorned with rubber separation to protect paint that are currently placed outside Kavanagh's office for testing. In the past, out on the Burke-Gilman trail, three different types of mixing zones were designed and users clearly endorsed one, which helped the UW team pragmatically determine what worked and what did not. Accordingly, the school doesn't collaborate with one manufacturer, but rather, a variety of them. Although they have historically partnered with Dero, a leading bike rack outfit, they have more recently teamed up with CycleSafe, an innovative company that specializes in secure bicycle amenities. Kavanagh says that they have adopted an evolved approach in that technologies are so well built that it's possible to use them more frequently and in greater capacities without developing specific designs, produced exclusively for UW.

Annually, the school conducts a "Bicycle Parking Inventory & Utilization Survey Report," a research method to gauge the adequacy of UW's bicycle facilities and to evaluate demand trends in ridership. Since the survey's inception in 1995, the bicycle count has grown 18.6 percent. The latest survey (2013) also highlights that overall bike rack use

(number of bicycles/bicycle parking capacity) was up to 45.2 percent, the fourth highest in the audit's history. Kavanagh says, "The way we think about it is that there are really four types of parking solutions: open racks, covered shelters, enclosures and lockers."

1. Racks are most common and have the greatest possible adjacency to destinations.
2. Shelters are not the most attractive but offer basic weather protection and security.
3. Enclosures are at a higher level aesthetically and usually possess a transparent wall with greater visibility for security purposes. Registry required.
4. Lockers are optimal because they provide the best security but also foster a sense of community among regular commuters. Registry required.

Banks of lockers and other facilities can be found all across campus, but there are certain areas that cyclists frequent more — aptly, more spaces can be found in those locations. Infrastructure is placed strategically depending on the type of rider that would use each building. Theoretically, buildings with classrooms would have racks because students are only going to be there for shorter periods of time. Conversely, if lab sessions are going on, those buildings might have sheltered facilities because those students typically stay longer (3 hours), thus needing better coverage and security.

Even given the numerous structural successes on campus, that's only half of the school's sustainability effort. In 1991, UW implemented the U-Pass program, which makes it easier and more affordable to ride public transit. The program was met with success and there was a significant change in mode split within the university's demographic. Now, after largely focusing on the Burke-Gilman trail that runs through the middle of campus, the goal is to recreate a "U-Pass moment," this time advertising active transport (walking or bicycling) as a functional equivalent to private automobiles or public transit. Kavanagh explains that they intend to capitalize on the city's recent transit budget cuts and goes on to describe how the bicycle movement is rooted in context and perception. The contextual aspect is about both the physical environment and the social component, and in this case, the transit cuts. The perceptual aspect is about making biking accessible and realistic for anyone, not just the "spandex warriors."

He summarizes, "We have the ability to identify commuter habits and therefore we can reach out to them directly and offer them assistance in making alternative choices. These transit cuts are the first step because change naturally makes people amenable. This is where we step in to make it easier for them to take that last step by say, connecting them to a bike buddy or inviting them to participate in 'Ride in the Rain' or 'Bike-to-Campus Month.' We seek to promote bicycling as a feasible option and

then assist them up to their decision point and afterwards."

If students or faculty navigate to UW's "Commuter Services" website they'll find a repository called "Bikespace," a resource for student and faculty cyclists. It was created to establish a coherent program that was distinct from the already existing U-Pass system and to ultimately construct identity around the bike as crucial to the university's makeup. With minimal funding it was difficult to initially get word out. Transportation Services soon realized that they needed to identify a more substantive monetary source dedicated solely to the active transport initiative. Kavanagh recounts, "We realized that — believe it or not — millions of fines are collected each year. Parking fines would help us to fund this new movement." Despite the slow roll-out, Bikespace has started to gain momentum due to increased marketing and branding. Identifiable signs and decals are now placed around campus as an easy and accessible way for interested parties to contact Transportation Services with bike-related questions or comments.

In the last three years the school has considerably boosted its bicycle education program and plans to increase its investment linearly to meet growing popularity. The Bikespace website provides instruction and advice on the rules of the road, bicycle



UW is testing a new bumpered bicycle rack.

repair, rides, roadway maintenance, as well as information about bike classes and webinars in partnership with Cascade Bicycle Club. UW has also been collaborating with Pronto! Cycle Share to install stations in the University District and Kavanagh reports that at least half a dozen are planned for that area. To get even more people into biking, Transportation Services has recently formed a tentative partnership with the Associated Students of the University of Washington (ASUW) to launch a bike library on campus with the aim of creating a place for students to rent out bicycles for longer periods and give them an opportunity to explore the bike world without fully committing.

The League of American Bicyclists classifies UW as a "Bike Friendly University" and it sounds like it will only continue to enhance that designation. Kavanagh says, "Promoting active modes is obviously more cost-effective but there is also an immense social impact." He continues: "By getting those we need to make shorter trips on a bike or on foot and encouraging them to actually commit, we can also make public transport to work better. This way, the buses that are available will be less crowded and make it easier for folks making longer trips from farther way." Undoubtedly, UW's approach is succeeding and evolving toward a "ride more, drive less" community. Take note, bike advocates.

"TRACK CHAMPIONSHIPS" FROM PAGE 1



Individual pursuits, kilos and 500-meter races all begin with a standing start, from there it is all about who can take the most punishment to make the race end faster.

"When I heard the [Masters Track] Nationals were coming here," continues Nevin, "I put my life on hold to train for it." A statuesque woman in her early 40s, she goes on to cite a number of life events, as well as professional challenges in her career, as things she had to cope with in the approach to the week-long event. Her story is not much different from others racing; nobody is a mid-20s racers, with nothing else to do but ride their bike. Masters racing starts for those 35 years or older and is categorized in five year bands, meaning you will never race someone more than four years older or younger than you. The official reason is to compensate for the gradual decline of human physiology as people age.

Nevin's favored event is the 500-meter Time Trial, a brutally short race beginning with a standing start, building to a 300-meter sprint. Unlike other formats, there are no heats and no second chances; you race once and the fastest time from point A to B wins. With a bittersweet look she studies the medal around her neck. "I was really hoping I'd win," she says, nonetheless smiling as the silver disc gleams in the midday sun. "I have three more events to race. Hopefully I'll be competitive in the Points race, but really I have the Sprints to try to go one better." Time proves her both right and wrong; her result in the Points will be fourth while another silver medal awaited her in the Sprint.

But despite the single-mindedness required to train for so long for so little, Masters competition is less about winning than it is about simply making the start line. Most everyone racing has a job, kids and a mortgage to juggle. There's simply no way to prioritize racing as easily as during the carefree youth years.

Hyun Lee, racing for Seattle's Broadmark Capitol team, says it's not about the training, but being unable to rest and recover effectively between sessions. With a smirk he recounts one time where his holder at the start of a race had to tap him to wake him up as he dozed off after sleepless nights with his newborn son. "It was the first time in a week

I was able to relax," he laughs.

Of course, with advanced age comes retirement, and some of the older Masters have arguably more time to ride than even the 20-somethings. One example is David Ellefson from North Carolina. A sprightly 84-year-old, he started track racing only a couple of years ago at his nearest velodrome, a 2.5-hour drive away. He was the only competitor in his age group for the 2,000-meter Pursuit, but his guaranteed gold medal didn't prevent him from completing the race in 3:08.6, faster than several men over a decade younger. For his efforts he now has the opportunity to represent the United States at the World Masters Track Championships in England this October.

I ask Nevin where she goes from here, and she shrugs in response. Nobody races for money at Masters events, and the National Championships bandwagon hasn't been seen in Washington State for 15 years. Travelling is expensive, factoring airfare, accommodation and bike transportation. She confesses the cost of getting to the 2015 races might be too steep a price for her to pay.

But the future is yet to come, and there is today and the participation in a national level championship. All the medalists deserve the mantle of elite athlete, and referred to as among the fastest in the country. More than that, they deserve kudos for just making it to the start line. In Masters racing, winning is nice, but just being there is the bigger prize.



The coveted medals. Photos courtesy of Gordon Morris

And this is the velodrome's ultimate paradox; you only really race at a velodrome, and there are no social rides, as you'd see on the road. Yet the main reward of the track is the camaraderie of participation, and due to the smaller groups at the venue, this is arguably stronger than anything you would expect from a road event.

So what are they thinking now? Next year's starting line.

[Many Northwest racers attended the Championships. View all results at usacycling.org/results.]

Northwest Results

- Men 35-39: Kesselman, Brien (Portland, OR) — 2. Flying TT
- Men 35-39: Mensher, Ian (Seattle, WA) — 1. Scratch; 2. Points Race
- Men 35-39: Wilssens, Steven (Bothell, WA) — 3. Points Race
- Men 40-44: Deardorff, Chris (Camas, WA) — 2. Flying TT
- Men 40-44: McLaughry, Stephen (Portland, OR) — 1. Flying TT; 1. Sprint; 2. Time Trial
- Men 40-44: Mikami, Jamie (Portland, OR) — 3. Scratch; 3. Sprint
- Men 45-49: Evelyn, Jane (Carnation, WA) — 1. Points; 1. Scratch; 1. Ind. Pursuit
- Men 45-49: Flynn, James (Port Orchard) — 2. Points Race
- Men 45-49: Klipper, David (Portland, OR) — 2. Time Trial; 3. Points Race; 2. Individual Pursuit
- Men 45-49: Levin, Aaron (Mercer Island, WA) — 3. Scratch
- Men 50-54: Donahue, Thomas (Seattle, WA) — 1. Flying TT; 1. TT; 1. Sprint
- Men 50-54: Sielinski, Ronald (Redmond, WA) — 1. Individual Pursuit
- Men 55-59: Thiele, James (Hillsboro, OR) — 3. Time Trial
- Men 55-59: Torkelson, Scott (Olympia, WA) — 3. Individual Pursuit
- Men 65-69: Gregg, Stanley (Kirkland, WA) — 1. Time Trial; 2. Flying TT; 3. Scratch; 3. Sprint
- Men 65-69: Lilleberg, Richard (Seattle, WA) — 2. Scratch; 2. Points Race
- Men 70-74: Harless, Dale (Bellevue, WA) — 2. Points Race; 3. Time Trial; 3. Scratch; 3. Individual Pursuit
- Women 35-39: Bergerson, Katie (N. Bend, WA) — 3. Sprint
- Women 35-39: McKay, Alexandra (Seattle, WA) — 1. Flying TT; 1. Sprint; 2. TT
- Women 35-39: McLaughry, Alexandra (Portland, OR) — 1. Time Trial; 2. Flying TT; 2. Sprint
- Women 35-39: Sauvage, Agnes (Seattle, WA) — 2. Points Race
- Women 40-44: Nevin, Emily (Seattle, WA) — 2. Flying TT; 2. Time Trial; 2. Sprint
- Women 40-44: Rue, Bre (Portland, OR) — 3. Scratch; 3. Points Race; 3. Flying TT; 3. Sprint
- Women 45-49: Blackie, Heidi (Seattle, WA) — 2. Scratch
- Women 45-49: Stephas, Tamara (Seattle, WA) — 3. Scratch
- Women 50-54: Williams, Annette (Kenmore, WA) — 1. TT; 1. Scratch; 1. Points Race; 1. Flying TT; 1. Sprint; 1. Ind. Pursuit
- Women 55-59: Johnson, Carol (Seattle, WA) — 2. TT; 2. Scratch; 2. Points Race; 2. Flying TT; 2. Sprint
- Women 60-64: Walsh, Sheila (Seattle, WA) — 1. Scratch; 2. Points Race
- Women 65-69: Gustafson, Ruth (Edmonds, WA) — 2. TT; 2. Scratch; 2. Flying TT; 3. Sprint; 3. Individual Pursuit

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“SANDY RIDGE” FROM PAGE 1



Jason Wells, an IMBA Trail Specialist and the main man behind the trail design at Sandy Ridge, drops an advanced feature on Follow the Leader. Photos courtesy of Leslie Kehmeier/IMBA

country style with some pedaling through dense forest.

Another favorite trail — **Two Turntables and a Microwave** — carves a sharp Z into the mountain, with long, straight lines of no-brake descending, punctuated by two sharp switchbacks and stellar views. It is well-loved and used as a shredder’s delight, with great sightlines, small kickers to air out, and lots of loose gravel and baby heads to provide maximum giggle factors.

The two most recent additions added just last year are the only option on the north side of the road and include **Follow the Leader** and **Flow Motion**. The former is a double black diamond trail with lots of rock gardens and big boulder drops, tighter switchbacks, and stiff penalties if you get in over your head. By far the most technical trail in the mix, if you blanch at the thought of wheelie drops (or the sight of blood) first build skills on the other trails in the park until cleaning everything else as a litmus test for readiness — or rad-iness. At minimum, knee and elbow pads are recommended, as talent frequently runs out before speed does.

Last but not least, **Flow Motion** is a short and sweet flow trail with wide, swooping, deep berms that form a seamless serpentine ride up buff, tacky dirt. Many riders will do multiple laps on a combination of trails on any given day, riding back up the road from the Upper Hide and Seek exit to finish with the quick and dirty Flow Motion “chaser” to the main ride.

Homestead Loop, which encircles the parking lot, and **Laura’s Line** near the bot-

tom of Hide and Seek, are beginner and kid-friendly, where junior shredders and newbies can work on their confidence and skills before tackling the bigger rides.

Keep It Fresh

Like many Portlanders, I ride Sandy Ridge once or twice a week throughout the year. It seems like it would get old, but it doesn’t. Mix up the arrangement of trails to create a different combination or pick a night to focus on a specific skill will help keep things fresh.

With some of my riding buddies, we challenge each other to a pedal-free pump contest to see who can hold their speed on the flowy trails the longest without a single pedal stroke.

Perhaps my favorite time at Sandy Ridge happened the day I forgot my shoes — I run XTR trail pedals and was wearing clogs. Bummed to have driven all the way out there, I was rescued by a fellow rider who



Quid Pro Flow offers two rock gardens to keep riders on their toes.

had a set of spare flats in his car. I had electrical tape in my kit, so I strapped the clogs onto my feet to be sure they wouldn’t slip off while pedaling uphill. While my arrangement had “redneck watch me” written all over it, it was one of the finest, most flowy rides I’ve ever savored — and convinced me I needed to add flat pedals to my quiver at least some of the time.

A Huge Punch in a Small Package

In short, the Sandy Ridge Trail System packs a lot of punch into a pretty petite footprint — over 15 miles of trails are presently located in the 1,000-acre area — and it serves a huge demand. Chris Bernhardt, the International Mountain Bike Association’s director of field programs, currently estimates annual visits at about 120,000 riders.

“Sandy Ridge is freakin’ amazing. That system alone took regional cycling from a D to an A,” says Bernhardt. “Much of the credit goes to the incredible leadership and dedication of the BLM managers, Adam Milnor and Zach Jarrett, in particular. It’s the BLM’s duty to provide the greatest benefit to the largest user group. When a recreation gap analysis showed hands down that the area needed mountain bike trails close to the city, flagging started in 2008 and in less than a year’s time, we started seeing people heading out to ride.”

For Portlanders frustrated with the limited trail riding opportunities within city limits, Sandy Ridge provides premium riding, big grins and giggles and is a drive short enough to get in an after work “happy hour” ride in the summer. Granted, the urban riding options in Portland still offer little more than an outdoor spin class experience, but in my humble opinion, nothing built in Portland would even come close to approximating the greatness, diversity, or flat-out style points Sandy Ridge has earned.

Hundreds of hours of planning and shovel time have gone into building the existing trail network, with extensive support coming from both IMBA and the Northwest Trail Alliance, as well as local riders. BLM Outdoor Recreation Planner Adam Milnor says while the initial master plan has largely been completed, the agency continues to set long-term goals that reflect the needs of the community.

“We’ll be initiating a new comprehensive plan over the next 18 months that looks at user impact, considers the existing land base, and what kind of new development we want to do,” he states. The agency does have a few small connectors slated for construction over the next year or so, which will open up options for riders who want to link up different loops and assist in the day-to-day flow of rides available now. Stay tuned.

Uma Kleppinger is a Portland-based writer and advocate for full-contact anti-bummer living. She is a recovering sesquipedalian who writes about life in the saddle (umabomber.com) and outdoor adventure. She is also the creator and author of BikeYoga, a yoga program for cyclists. When not writing, she can be found riding her bicycle in the mountains around the Pacific Northwest, and vice versa.



Several trails in the Sandy Ridge Trail System showcase sweet jumps that can be rolled or used to catch air.

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A Tour de France with No Hills

BY PETER MARSH



In the old days, this was many peoples' way of getting around France.

Photos courtesy of Peter Marsh

Even a casual spectator of the Tour de France soon learns that the race is won or lost in the mountains. That's where the sprinters lose half an hour on a single stage where the crowds line the winding roads, forming human corridors through which the climbers must fight their way to victory. So it came as quite a shock when I found myself cycling across France from the Mediterranean to the Atlantic without encountering a single hill.

"How can this be possible?" you ask. Actually, it's quite simple. You just follow the canals. I was already aware there was a canal across southwest France when I arrived at the French border after a bike and train trip across Spain from Cadiz in the southwest to Barcelona in the northeast. The next day I continued by train to Portbou, the end of the line at the French border, where I unpacked my folding Bike Friday. (Note that full-size bikes are not allowed on Spanish trains.)

I rolled down a steep narrow road to the waterfront where the promenade ran around a small bay with a thin sliver of sandy beach. It was very quiet and looked like a great place to resume my ride — except for the fact that the town was completely surrounded by hills! But at least there was a tourist office on the waterfront where I could find a map.

I learned that there was a fine hiking trail following the route, which refugees had taken to secretly cross the border. Ironically, people had trekked north to escape Spanish fascism in the 1930s, then south to escape German fascism in the 1940s. I had one big hill to climb in the foothills of the Pyrenees then I rolled down onto a coastal plane.

There was no indication I was in France until I saw some signs for hotels ahead and, of course, there is also no need to change money either. So I just rode on into the department of Pyrénées-Orientales without a care. Cerbère was the first town I encountered in France and marked the start of my French adventure. It meant switching from speaking Spanish, which I taught myself and have used in all my foreign cycling adventures since 1999, to French, my third language learned in school in England beginning in 1958. Though I have managed to practice it occasionally with a conversation group in Portland, I had never actually used it in France!

Since every French town of any size has an "office du tourisme" in the center, it was soon time to see if I could make myself understood. It didn't help that the charming young woman who greeted me was dressed like a Vogue model, which turned out to be the norm in every tourist office. I was not looking too sporty myself, since it was February, and the temperature was only in the low 60s.

With a map of the area in my pocket, I rolled happily along the coast with views of cliffs and empty Mediterranean beaches. I passed through Port-Vendres and its real harbor full of yachts, continuing along the coast until the shoreline turned gradually east. I took the next road away from the shore with the vague idea of avoiding the city of Perpignan and heading northwest via small country roads.

Before I went too far from the coast, I stopped at a campsite to see how I fared. The answer was in French and was clear enough: no bikes allowed, only "le camping car." So I did some shopping and was able to ask for directions a few times; the local men often wanted to know about my trip. Eventually, I was able to quietly slip into a forest beside the road to camp for the night.

The next day was Saturday and I stumbled upon the colorful weekly market in Saint-Paul-de-Fenouillet — one of many villages with imposing names that I rolled through on my meandering route. Finally, as the sun was setting and the rain beginning, I reached a busy highway. I was relieved to see a sign pointing north towards the historic walled city of Carcassonne in the department of Aude. (I knew this name from a long-running women's cycling event called the Tour de l'Aude.)

A second night beside the road and my third day in France saw me following the narrow scenic gorge of the River Aude. By afternoon I could see the towers of Carcassonne in the distance, and after a short climb, I rolled my bike across the drawbridge, through the gate, and up the steep cobbled street lined with buildings dating from medieval times. And there, believe it or not, was the youth hostel, complete with a modern interior inside

an ancient building, where I could shower, change into my one set of spare clothes and explore the city's timeless streets. The wind was picking up ominously and I recall that night hearing a clatter that sounded like horses' hooves as some plastic patio furniture from an outdoor restaurant blew past me.

In the morning I confirmed that this was a major weather system; basically the wind was blowing across southwest France from the Bay of Biscay straight through to the Mediterranean. Not good for cycling in the opposite direction! I rolled down the hill into the city center with more historic surroundings, and into another tourist office. The city map showed I was close to the railway station. (Bikes are welcomed on local French trains.)

I rode off in that direction and stopped on a bridge to admire the huge Victorian station set on a rise. I was standing above a waterway called the Canal du Midi where I saw a way out of my situation: I could escape the wind by following the canal footpath, protected by a tall levee.

Without another thought, I found a path leading down to the tow path, named for the horses who towed the barges, and set off northwest into the countryside. That was how I discovered the perfect off-road, no-hills way to cycle through France. Down beside the water the air was calm, though the treetops were bending to and from in the fierce wind. The path was well-packed smooth gravel, and I soon realized that I was in a different world.

Time had stopped here in the late 19th century when the canal was a busy route for wheat and other local produce. The path narrowed where an old brick arch carried a back road over the waterway, and locks popped up every few kilometers giving me a hump of 10–15 feet to sur-

mount. There was nothing to disturb the experience ... it was, to use a French word we have adopted, "mesmeric."

Along the way I found many signs that explained the history of the canal and the local towns, in French of course. I learned that it was built in the late 1600s, a century before canal-building mania took hold in England and the northeast U.S. states.

That first day I was so entranced, I only left the towpath once to find a bakery, then got straight back to work. I hardly saw anyone and the miles sped by in a way I had never experienced. I spent some time riding around the big basin at Castelnaudary, where the canal boating business is based. Until the railway arrived in 1889, this was a busy inland port.

When night fell I had covered a pretty good (flat) distance, but wasn't tired. The moon came out so I continued riding, confident that I could see the trail and even read a big sign about the canal builders. When the lights of the major city of Toulouse ap-

peared in the distance, I forced myself to find a quiet camp spot.

The next day, in the busy city center, I was surrounded by traffic but still safe on the towpath. I passed college students walking and riding to class on a campus with modern architecture, but felt no urge to leave the safety of "my" canal. Then the path turned into a basin where the old canal had ended. I had covered 106 kilometers, passed 50 locks, and climbed only 250 feet!

There, a newer 19th century canal began, the Canal de Garonne, and the path was tarmac and wide enough for a maintenance vehicle. I picked up speed, feeling that the canal was on my side and together we were crossing France with no traffic to avoid, no signposts to read. I pushed on west, away from modern France and back in time, when the canals were the height of technology.

I had 120 miles ahead of me, and 53 locks to descend 400 feet. I was soon back in the canal zone, my meditation broken only when I reached Agen, a town known throughout France for its prune crop. There it has the biggest of seven aqueducts that carry the canal over the River Garonne. It consists of 23 arches, each of a 20-meter span, with an overall length of nearly 600 yards. There are also 83 bridges, most carrying one-lane country roads, so there is a bridge or lock every few miles.

As the sun was setting, I passed a staircase of five closely spaced locks with a long sloping ditch beside it. This is a unique piece of engineering called the Montech water slope. It is an ambitious piece of civil engineering that uses an inclined plane to bypass the locks. However, it is such a strange concept that I was unwilling to halt my ride to take a closer look, so it was only back at home that I learned the principle of its operation: two locomotives pulled a barge uphill while it was floating in a wedge of water contained by a gate with a flexible rubber seal. It only worked a few times before things went wrong and a barge slid back down the slope and launched a small tsunami down the canal!

I slept that night in a barn to escape the rain, but found a clear morning for my last hour on the canal. When it spit me out at Castets-en-Dorthe, I was quite upset to find myself back on a noisy French road with no shoulder for 30 miles. The only consolation was coming across the small town of Cadillac, founded in 1280. It had a fine stone gateway / clocktower that I rode under, and a modest chateau on one side of the town square.

At the tourist office, they seemed completely oblivious to the fame of their name in the U.S. It had crossed the Atlantic with Antoine de la Mothe Cadillac, an explorer in New France who founded the settlement in 1701 that became Detroit. The rest of the way to Bordeaux was not pleasant, and I had no desire to ride further than necessary. So the next day, I hopped on a train to Brittany, where I stopped off for a two-day trip that would inspire my second adventure: across France from north to south ... with only one hill!

Peter J. Marsh was the editor of Oregon Cycling from 1988-1991. He wrote Rubber to the Road, a guidebook to bike rides around Portland. His writings can be found at rubbertotheroad.com or sea-to-summit.net.



Beautiful, Scenic and Bicycle-friendly Victoria

By ALEXA STRABUK

Fact: Victoria is the capital of British Columbia and is also statistically considered the cycling capital of Canada, with many already considering it so. The existing cycling network consists of marked and buffered bike lanes, multi-use trails, signed routes and a host of other infrastructure in and around the downtown metropolitan area. Not far outside city limits, the mountain biking possibilities are plentiful, boasting idyllic singletrack and double track for the competitor and the adventure-seeker.

Located on the southern tip of Vancouver Island, Victoria is western Canada's oldest city. The Coast Salish people resided in the area for years, sharing knowledge through storytelling and religiously practicing age-old traditions. The first recorded history began in 1778 when Captain James Cook, accompanied by crewman George Vancouver, anchored in Nootka Sound to become the first non-aboriginal explorers to step foot on what is now Vancouver Island. 1843 was the year that marked permanent European settlement in Camosack (later renamed Victoria in honor of Queen Victoria) when James Douglas selected the site as a Hudson's Bay Company trading post. In 1849 a seat government established Victoria as a colony, which involved multiple treaties between the settlers and the aboriginals with the natives ultimately ceding much of their territory to the Crown. The town remained a small community up until the Fraser River gold rush in 1858 led to rapid development and growth. Later in 1871 when British Columbia joined the Canadian Confederation, Victoria was declared the official provincial capital.

The city's modern day existence is shaped by a combination of strong native and British influence. Evidence showcasing the region's western heritage includes the famous Empress Hotel and the iconic Parliament Buildings located on the waterfront. Similarly, native art and landmarks can be found throughout the city as First Nations ceremonies and tradition have remained integral to its cultural makeup. With the rise of Vancouver at the dawn of the 20th century, Victoria evolved into the naval, government and tourist center it remains today. The local weather is very mild and Victorians benefit from relatively little rainfall, making the area ideal for outdoor recreation and also draws a considerable number of retirees. According to the 2011 Statistics Canada Census Profile, the municipality was home to 80,017 residents, a 2.5% increase from 2006. With a physically active population, two universities, a compact downtown and safe car traffic, Victoria has only enhanced its bicycle reputation.

Rich with historical sites and interesting spectacles, a few attractions include the Inner Harbor, Chinatown and the impressive totem collection found at the renowned Royal British Columbian Museum.

When asked about the "cycling capital" title, Edward Pullman, the current president of nonprofit advocacy group, the Greater Victoria Cycling Coalition (GVCC), says, "Victoria has the highest cycling mode share, that is, the highest percentage of trips taken by bicycle in all of Canada. Census data has journey-to-work cycling numbers at about 10%, while cycling

percentage of total trips is about 5%." Pullman says that the region is composed of a variety of diverse cycling communities such as competitive road and mountain participants in addition to a significant demographic of utilitarian riders that live in Victoria due to their loathing for constant driving.

The best places to bike are found in and outside the bustling town center. For the road savvy cyclist, the Trans-Canadian Trail network has a section on Vancouver Island and showcases sights outside the main metropolitan limits, designed for visitors and commuters alike. The smooth 18-mile Seaside Touring Route will take riders along Victoria's magnificent south facing shoreline through the James Bay, Fairfield and Gonzales neighborhoods, subsequently redirecting northeast and passing Oak Bay Marina, Willows Beach, and the



Participants in the Tour de Victoria ride past the Parliament Buildings. Photo courtesy of Tour de Victoria/Media One

Royal Victoria Yacht Club. The stretch continues north to the top of Mount Douglas Park on Royal Oak before joining the former railway line, Lochside Trail.

Out of Victoria, the 18-mile Lochside path is only paved in some sections (the other segments being gravel roads) and connects to the popular Galloping Goose Trail. It can be ridden north, past beaches, farmland and wetlands, down country lanes and through parts of Central Saanich, North Saanich, Sidney and Saanich itself, eventually finishing at the Swartz Bay Ferry Terminal. Roads in and around the Saanich Peninsula and the West Shore are challenging but can be followed to reach one of Victoria's most visited attractions, Butchart Gardens. To proceed west out of Victoria, the Galloping Goose Trail heads out 34-miles and finishes in Sooke, near the abandoned mining town of Leechton. The stretch travels south and then pivots west through Matheson Lake Regional Park and beside the Ayum Creek Regional Park Reserve. Residents and visitors enjoy this multi-use trail for its scenery and diverse terrain, which is not too physically taxing. Lochside and "The Goose" form the backbone of Victoria's cycling network.

Mountain bikers will find their stomping grounds a little farther out. There are numerous areas around Vancouver Island including Comox Valley on the central east coast, around the Campbell River, or north to Mr. Tzouhalem. The southern end of the island is home to a freeride park in North Saanich that is ideal to practice on the pump track or over jumps. Traveling farther south from the park, riders will find the Hartland network, which is perhaps the most accessible for those staying in Victoria. This system provides year-round, quintessential mountain biking with undulating singletrack that weaves through the forests on Mt. Work. The trailhead features a technical training section to warm up on before setting out. Trails vary in difficulty, though according to the South Island Mountain Bike Society, Hartland may be challenging for beginners unfamiliar with the terrain. Expect roots, rocks and some tough climbs.

Off the Trans-Canada Highway about 28 miles north of Victoria is Cobble Hill. Situated in the Cowichan Valley, the small community is distinguished by scenic landscape, freshwater lakes, salty beaches, several vineyards and provides multi-use singletrack and double track trails for intermediate cross-country enthusiasts. Nearby in the Shawnigan Lake sphere lies another great trail network called Burnt Bridge, which covers areas around the Koksilah River Park and includes options like Natty's Tread, Cable Trail and Spike. For another day, interested parties might head out 45 minutes to Sooke where they'll find Harbourview and Broom Hill. The former caters more to the advanced all-mountain and downhill riders although there is some easier singletrack. The slopes of Mt. Manuel Quimper provides picturesque views of the

Sooke Harbour and there are opportunities for swimming, fishing and camping. The latter also offers excellent lookouts with plenty of good cross-country and freeride opportunities, appropriately laden with obstacles and jumps for varying abilities.

Pullman says, "Much is said about the island pace of life, which is interpreted to be slower than the busier mainland of Vancouver and the surrounding areas." Though Victorians may enjoy smaller rides and events year-round, this more intimate setting is clearly appealing for people worldwide. The region hosts the several-month-long Victoria International Cycling Festival, an annual occurrence that consists of a variety of races, rides and other activities for any skill level.

In 2014, the annual Robert Cameron Law Cycling Series kicked off the celebration during the last weekend in May with a omnium-style event: a time trial on Dallas Road, a road race in Metchosin, and concluded with the staple Bastion Square Grand



A gravel portion of Lochside Trail. Photo courtesy of Darren Dencklau

Prix, a criterium in downtown Victoria that featured many Olympians. The weekend also hosted the Tim Horton's Timbits Challenge for kids ages 5-10. Later in June, the Victoria Gran Fondo Doppio had participants circling and exploring up the coast through 167 miles of Canada's remote, breathtaking landscape. The next day, cyclists of all levels enjoyed Ride, Don't Hide, which benefitted mental health programs and services provided by the Canadian Mental Health Association's Victoria Branch.

In August, the festival continued with Ryder Hesjedal's Tour de Victoria (Hesjedal was sixth at the 2010 Tour de France and won the 2012 Giro.) The event offers various road options that showcase the southern end of Vancouver Island.

Victoria is also home to seven bike shops that cater to all types of riders from the many resident international caliber racers to the daily commuters. Pullman says, "I think we'll continue to see more young families moving to the area who want to live a more sustainable, simple lifestyle by choosing bakfiets and cargo bikes over cars." The city is currently in the process of updating their Bicycle Master Plan, a task that is "long overdue." He continues, "Improved cycling infrastructure should get more vulnerable road users such as seniors and children riding..." He says that by having those types of cyclists on the road, the entire community will become closer, fostering a stronger, more inclusive bike culture. So grab your helmets ... Victoria is waiting for you.



Surveys show 5.9% of Victoria residents commute to work/school by bike. Photo courtesy of John Luton

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

SEPTEMBER

Sep 14: Bicycle Sunday

Seattle, WA. Ride along Lake Washington Blvd. from Seward Park to Mount Baker Beach on a road closed to motorized traffic. 10am - 6pm. seattle.gov

Sep 21: Bicycle Sunday

Seattle, WA. Ride along Lake Washington Blvd. from Seward Park to Mount Baker Beach on a road closed to motorized traffic. 10am - 6pm. seattle.gov

Sep 27-28: Oregon Handmade Bicycle Show

Bend, OR. Annual handmade show features the top frame builders in the country. An opportunity to see beautiful pieces of work. Presented in conjunction with Hopworks Biketoberfest. Aaron McBride, Oregon Bicycle Constructors Association, 503-887-3084, oregonframebuilders.org

Sep 28: Portland Sunday Parkways - Southwest

Portland, OR. Southwest Portland area. A free community event opening the city's largest public space - its streets - for people to walk, bike, roll and discover active transportation. PortlandSundayParkways.org

OCTOBER

Oct 4: Take a Kid Mountain Biking Day

Issaquah, WA. Trail riding, obstacle course for the little ones, jump show, bike parade, BBQ and more. All ages welcome - from tots to teens - and parents too! King County's Duthie Hill Park. Bryan Rivard, Evergreen Mountain Bike Alliance, 206-200-7594, evergreenmtb.org

Oct 4: Take a Kid Mountain Biking Day

Various. Pass the passion of pedaling on to the kids. IMBA, imba.com

NOVEMBER

Nov 8: Washington Bikes Annual Auction

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

CAMPS

SEPTEMBER

Sep 5-7: BetterRide MTB Skills Camp

Bend, OR. BetterRide's team of professional coaches is dedicated to teaching riders of all levels the skills to ride in balance, in control and have more fun on their bikes. Gene Hamilton, BetterRide, 970-335-8226, betterride.net

Sep 6-7: Trek Dirt Series - Co-ed

Whistler, BC. Learn new skills, increase confidence on the bike or simply enjoy the sport like never before. World class co-ed instructional weekend camps for beginner, intermediate, and advanced riders. Lu Furber, Dirt Series, 604-484-6238, dirtseries.com

OCTOBER

Oct 18: S. Oregon Outlaw Cyclocross Clinic

Medford, OR. Clinic to prepare for the series. Jana Jensen, obra.org

BMX

OCTOBER

Oct 3-5: Canadian BMX Nationals

Drummondville, QC. New location. Nationals and Canada Cup Finals. cyclingcanada.ca

MULTISPORT

SEPTEMBER

Sep 6: Cottage Lake Tri & Tri Again

Woodinville, WA. Cottage Lake. Swim 400 yards, bike 9 miles, run 2 miles. Start 8am. Various options including friends and family

wave, relay and elite races. Kids distance available. Mary Meyer Life Fitness, 206-282-3959, marymeyerlifefitness.com

Sep 6: Dash Point Trail Run

Federal Way, WA. 10k and half-marathon with beautiful views and wildlife. Start at Dash Point State Park. Discovery Pass required. Roger Michel, 4th Dimension Racing LLC, 425-301-7009, evergreentrailruns.com

Sep 6: Dirty Feet - Mountain Run

Sun Peaks, BC. 50km and relay includes 4 legs, cloverleaf design, high alpine views and scenery, fun flowy trails. Solo or 2- or 4-person teams. Phil Hiom, dirtyfeet.ca

Sep 6: Warrior Dash - Oregon

North Plaines, OR. Mud crawling, fire leaping, extreme run on challenging and rugged terrain. 12 obstacles over 3.2 miles at Horning's Hideout. 312-980-9983, wariordash.com

Sep 7: North Bend Traverse

North Bend, WA. Multisport adventure relay for solo, tandem and teams. Start at Keechelus Lake. Paddle, MTB, road bike, run. Todd Elsworth, Bellingham Benefits, 360-739-8458, recreationnorthwest.org

Sep 7: Seattle Escape from the Rock Triathlon

Mercer Island, WA. Sprint event entails .5-mile swim, 12-mile bike, 2.5-mile run. Start/finish at Luther Burbank Park. Individual, physically challenged and relay categories. Start 8am. Limit 800. Enviro-sports Productions, 415-868-1829, envirosports.com

Sep 13: 7 Summits Bike and Hike Challenge

Barkerville, BC. Hike and bike challenge. 3 hiking stages totaling 18km and 38km of MTB riding split in 4 sections. 7 mountains, 7 stages and 7000' of vertical. Finish in Wells with post-challenge dinner. Dave Jorgensen, Bear's Paw Cafe, 866-994-2345, 7summitsbikeandhike.org

Sep 13: Happy Girl

Portland, OR. Women's only event. Half-marathon, 10k, 5k, 1.5k runs. Mix of gentle trails, groomed paths, paved surfaces. Lay It Out Events, 541-323-0964, happygirlsrun.com

Sep 14: Cultus Lake Triathlon

Chilliwack, BC. Sprint and Olympic distances. Age group and relay categories. Joe Dixon, Outback Events, 250-863-3208, outbackevents.ca

Sep 14: Ole's Assault

Astoria, OR. 2-hour adventure race that will challenge you with 10 obstacles. Simple navigation. 6-8 miles long. Start 10am. 503-741-9364, xdoevents.com

Sep 20: Bellingham Traverse

Bellingham, WA. Run, MTB, road bike, trail run, paddle and trek. Solo, tandem or relay on a course that celebrates the life cycle of wild salmon while raising money for local/regional non-profits. Todd Elsworth, Bellingham Benefits, 360-739-8458, bellinghamtraverse.com

Sep 20: Columbia River Power Marathon

Umatilla, OR. 8km, half, full, marathon, 50km and power marathon relay. Don't miss the potato bar and post-event festivities. All start at 8am. Walk option available. Debbie Pedro, Eastern Oregon Sports Training LLC, 541-567-6151, columbiarivermarathon.com

Sep 20: Frosty Mountain

Manning Park, BC. 50km on very hilly and scenic trails. Also 13km and 27km. Ultra is 1 loop, 2 mountain run. trailwhisperer.ca/FrostyMountain

Sep 21: Fremont Oktoberfest Scramble

Seattle, WA. How many of the 30 checkpoints marked on a map can you find in 90 minutes? Solo or team. Fun way to explore Fremont. Various categories. On-foot only event start 10am. Eric Bone, Meridian Geographics, 206-291-8250, streetscramble.com

Sep 21: Kirkland Triathlon

Kirkland, WA. Sprint triathlon, duathlon and aquabike at Juanita Beach Mile Park. Age groups and relay categories. Fun and challenging course - expect some hills and water temp in 60-70s. Pre-race expo, post-event food. Stefan Newbury, Trifreaks, 253-245-9240, trifreaks.com

Sep 21: Portland Triathlon

Portland, OR. Downtown Portland at Cathedral Park. Best of the US Amateur qualifier. Olympic, sprint and relay distances. Limit 900 singles and 40 relays. Must be 13+. Ken McCarty, portlandtri.com

Sep 21: Scenic Half Marathon

Sandpoint, ID. Route through forested mountains alongside Lake Pend Oreille. 13-mile, half-marathon distance. Benefits Sandpoint Chamber and local charities. trisandpoint.org

Sep 27: Happy Girl

Spokane, WA. Women's only event. Half-marathon, 10k, 5km, and 1.5km runs. Mix of gentle trails, groomed paths, paved surfaces. Expo on Saturday. Lay It Out Events, 541-323-0964, happygirlsrun.com

Sep 27: San Juan Island Quest

Orcas Island, WA. Adventure race. 12- and 6-hour format. Navigate to various check points. Kayak, trek, run, MTB, more. Solo or team. Recreation Northwest, 360-739-8458, recreationnorthwest.org

Sep 27-28: Tough Mudder

Black Diamond, WA. 25 obstacles spread over 10- to 12-mile course designed by British Special Forces. Test strength, stamina and mental grit. Solo or team at Palmer Coking Coal Company. Party to follow. Tough Mudder, toughmudder.com

OCTOBER

Oct 12: Girlfriends Run for a Cure

Vancouver, WA. Quarter (6.5 miles) and half (13.1 miles) mostly flat and scenic marathon for women. Follows historic Officer's Row in Fort Vancouver. Benefits Susan G Komen for the Cure. Also includes Kids Mini Marathon. 360-574-7292, nwpersonaltraining.com

Oct 12: Walla Walla Marathon

Walla Walla, WA. 10km, half-marathon and full marathon. Dan Elsom, 509-529-9187, www.multiposports.com

Oct 25: Grants Pass Marathon

Grants Pass, OR. Kids costume run. Also 5 and 10 km, half-marathon and marathon at Reinhart Volunteer Park. Nicki Wright, 541-479-1001, RogueMultiSport.com

Oct 26: Columbia Gorge Marathon

Hood River, OR. Spectacular scenery. Race on 100-year-old highway along Columbia River Gorge. Marathon, half and kids races. Individual and 2-person team competition. Joanie, Breakaway Promotions, columbiagorgemarathon.com

CYCLOCROSS

Series

Cascade Cross Series

Sep 27; Oct 4, 25; Nov 1, 22; Dec 13; Jan 10 Bellingham, WA. Various courses. Self-seeding categories A, B, C and youth. New women only category as well as Men 50+. First race 9:30am, event ends 3pm. cascadecross.com

Cross Crusade

Oct 11-12, 19, 25-26, 25-26; Nov 1, 9, 16 Portland, OR. Largest cyclocross race series in the nation. Individual and team competitions. Six races count toward overall. \$20K in prize. Brad Ross, 503-459-4508, crosscrusade.com

Cross Revolution

Sep 21; Oct 12, 26; Nov 16, 23, 30 Various. Open to all. Various sites. All 6 races count toward overall rankings. Daily prize and overall. cross-revolution.com

Inland Northwest CX Series

Oct 18, 25, 25; Nov 9, 16; Dec 12 Various, WA. Series of 6 events. Collegiate, singlespeed, mountain bike, youth, and the regular age categories. Junior and Youth race for free. Overall calculated on points. USA Cycling sanctioned. One-day license available. Racing from 9am-4:30pm. Morning and afternoon awards. Marla Emde, 509-953-9924, inlandnwcyclocross.com

MFG Cyclocross

Sep 7, 28; Oct 5, 19; Nov 2, 9 Various, WA. Events open to all from beginner to National level. Overall standings calculated on points. Relay Team = 3 riders of any category wearing unique jerseys. Category du

Jour entry level themed race to try cross racing. First race at 9:30am, last start at 2:30pm. Terry Buchanan, mfgcyclocross.com

Psycho Cross Series

Sep 6; Oct 4-5; Nov 30; Dec 7

Eugene, OR. Series of 6 events presented at Camp Harlow. Combination of grass, gravel, pavement and singletrack, barriers and run-up, no major climbs. 7 start groups. Kiddie Cross. Sal Collura, 541-521-6529, salcollura@hotmail.com

SICX Cross Series

Oct 4-5; Nov 8-9, 22; Dec 6-7

Various, ID. Series of 7 events. Overall calculated on 6 best results. Points for men, women, Masters 35+, Masters 45+. Best 5 results count, need minimum of 4 races to be champion. Medals, raffle prizes, cash. First start at 11am, last at 2:10pm. Women have their own start time at noon. cxidaho.com

Southern Oregon Outlaw Cyclocross

Oct 25; Nov 1, 8, 15, 22

Various, OR. Series of 5 events races all around southern Oregon. Course varies each week. A, B, C groups. Weekly raffle. Overall based on points. Last race mandatory. Get muddy! Clinic on 10/18. Jana Jensen, 541-899-9190, obra.org

Waffle Cross Idaho

Oct 18-19; Nov 15-16; Dec 13

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

WSBA Cyclocross Series

Sep 14; Oct 18; Nov 15, 22, 23; Dec 7, 14

Various, WA. Jason Cemanski, WSBA, wsbaracing.org

Weekly

TUESDAY

Rapha Trophy Cup p/b Western Bikeworks

Sep 2-Oct 7

Portland, OR. William Laubernds, 503-545-9083, obra.org

WEDNESDAY

Blind Date at the Dairy

Sep 17-Oct 15

Portland, OR. 5 race series raced under the lights at Alpenrose Velodrome. Kiddie Cross and Toddler Cross at 5pm. First start at 5:15pm - 5:50pm - Stampede race, last start at 7:20pm. Women can race in any of the starts. Reg up to 10 min before each start. Leader jerseys. No series prizes. Weekly: Elite racers 3 deep. Course features steep descents and quick changes in direction. Bike and helmet lights allowed. Joe Field, 503-228-2665, crossseries.com

THURSDAY

MBSEF Thrilla 'Cross Series

Sep 4-25

Bend, OR. Series consists of 4 events to be raced next to Summit HS at NW Crossing Neighborhood. Start 5:25pm for Junior and beginners, second start at 6:15pm for others. Nightly prizes and overall winners get trophies. Kevin Gorman, 541-318-6188, webcycclery.com

SUNDAY

Twilight Cross Series

Aug 17-Sep 29

Eugene, OR. Racing for every level. 2-mile course on various terrain. Series prizes for all categories. First start 6pm. Presented at Camp Harlow. No dogs allowed. Sal Collura, 541-521-6529, obra.org

Cyclocross

SEPTEMBER

Sep 1: Labor Day Cyclocross Championships and Samurai Noodle Team Competition

Fort Lewis, WA. East Drive at Joint Base Lewis McCord (no passes required). Can race multiple categories. Reg. 8am. MTB without bar ends ok. Start 9am. Team competition - top 5 in selected races. All categories U10 to Masters. Brian Volkert, facebook.com/LaborDayCX

Sep 6: Het Meer CX Race

Vancouver, WA. Vancouver Lake Park. Flat fast Euro course with 200 meters of beach front sand, fast flat grass sections, paved trails, gravel roads, open field singletrack, tricky off-camber sections. David Saltzberg, Zone5 Promotions, 360-823-9778, cyclocross.gp

Sep 6: Psycho Cross #1

Eugene, OR. See race series for details. Sal Collura, 541-521-6529, salcollura@hotmail.com

Sep 7: Fazio Farms CX

Portland, OR. Gravel, dirt, mud and grass on tap for a race close to downtown at Fazio Farms. Prizes to top 3. Unicycles, beginners to Pros welcome. Limited parking. David Aldersebaes, 310-591-9415, obra.org

Sep 7: Lake Sammamish GP - MFG #1

Issaquah, WA. See race series for details. Terry Buchanan, MFG Cyclocross, mfgcyclocross.com

Sep 10: CrossVegas

Las Vegas, NV. Categories for USAC and UCI women and men Elite. Held in the evening after the 1st day of Interbike. Part of Cross After Dark series. Brook Watts, Watts Marketing, 303-907-3133, crossvegas.com

Sep 13-14: Hood River Double Cross

Hood River, OR. Double weekend of 'cross at Cascade Locks. Saturday more technical than Sunday. Jeff Lorenzen, Breakaway Promotions, 541-490-6837, cyclocross.gp

Sep 13: Rapha StarCrossed

Redmond, WA. UCI 2 event presented at Marymoor Park. Part of Rapha Super Cross Series. Limit 80 riders per field. Starts at 2pm, Elite women at 7pm, Elite men at 8pm. Terry Buchanan, Low Pressure Promotions, 425-503-2333, starcrossedcx.com

Sep 14: Brad Lewis Memorial CX

Everett, WA. Silver Lake Beach Thornton A. Sullivan Park. Part of WSBA Cyclocross Series. Matthew Weintraub, 206-661-8587, recycledcycling.wordpress.com

Sep 14: KFCX Moore Cowbell #1

Klamath Falls, OR. Moore Park. Lilian Schiavo-Gilmore, 541-892-7894, obra.org

Sep 20-21: Ride Hard, Finish Thirsty (RHFT)

Bend, OR. Tumalo course. A good mix of dirt, grass and pavement, as well as two run-ups, a sandy section, barriers and the Thump Coffee Stairs. All categories. Benefits CXmas Junior Fund. Friday course inspection, Sunday Race Hard Finish Thirsty (RHFT) race. Michelle Mercer Bazemore, Mt Bachelor Sports Education Foundation, 541-480-6975, mbsef.org

Sep 20: Zaaldercross

Vancouver, WA. Frenchman's Bar Park. Two extended sand sections in addition to the usual stuff. William Goritski, 360-834-3370, cyclocross.gp

Sep 21: Cross Revolution - Silver Lake

Everett, WA. Thornton A Sullivan Park. See race series for details. cross-revolution.com

Sep 21: KFCX Moore Cowbell #2

Klamath Falls, OR. Moore Park. Lilian Schiavo-Gilmore, 541-892-7894, obra.org

Sep 27: Cascade Cross #2 - BMX Prologue

Bellingham, WA. Grand opening of 2014 Cascade Cross Series at Bellingham BMX. See race series for details. cascadecross.com/races

Sep 27: Eagle Island Cross

Eagle, ID. Brad Streeter, 206-866-3384, idahocyclocross.com

Sep 27: Ninkrossi

Washougal, WA. Washougal MX Park. Open meadow, fast grass, paved start, gravel and dirt. Random prizes. First race 8:40am, last start 3:15pm. Kiddie Cross at 12:20. All categories. David Saltzberg, Zone5 Promotions, 360-823-9778, cyclocross.gp

Sep 28: Battle at Barlow

Gresham, OR. Sam Barlow High School. All categories and singlespeed. Challenging, railroad tie stepped run-up and long off-camber section. Two gradual climbs per lap. Euro-style course. Charles Warner, 360-624-1801, obra.org

Sep 28: South Sound Super Prestige- MFG #2

Lakewood, WA. Ft. Steilacoom Park. See race series for details. Terry Buchanan, MFG Cyclocross, mfgcyclocross.com

OCTOBER

Oct 4: Cascade Cross #2 - Bellingham BMX

Bellingham, WA. Grand opening of 2014 Cascade Cross Series at Bellingham BMX. See race series for details. Cascade Cross Series, cascadecross.com/races

Oct 4: Heiser CX

Dayton, OR. Mix of terrain, stunning vistas and family farm fun. Series award party on 10/5 at Portland Bicycle Studio. Eric Vickers, 503-569-1821, cyclocross.gp

Oct 4-5: Psycho Cross #2/3

Eugene, OR. See race series for details. Sal Collura, 541-521-6529, salcollura@hotmail.com

Oct 4-5: SICX #1/2

Boise, ID. Sandy Point. See race series for details. Hal Miller, 208-869-4055, cxidaho.com

Oct 5: The Super Duper - MFG #3

Oct 18: Crosstoberfest
Seattle, WA. St. Edward State Park. Part of WSBA Cyclocross Series. facebook.com/CrosstoberFest2013

Oct 18: CrossWord CX Challenge
Canby, OR. A classic old school course with log obstacles, river crossing, natural forest trails and more. All categories. Kids races. Randy Word, 503-261-1447, obra.org

Oct 18-19: Cyclocross
TBD, ID. idahobikeracing.org

Oct 18: Palouse Cross - NWCX #1
Moscow, ID. At Sky Ranch. See race series for details. inlandnwcyclocross.com

Oct 18-19: Waffle Cross
Eagle, ID. Held at the Eagle Sports Complex. Part of Waffle Cross Idaho. Brian Price, Team Eastside Cycles, idahowafflecross.com

Oct 19: Cross Crusade # 3
Portland, OR. Heron Lake @ PIR. See race series for details. Brad Ross, 503-459-4508, crosscrusade.com

Oct 19: Magnuson Park Cross - MFG #4
Seattle, WA. See race series for details. Terry Buchanan, MFG Cyclocross, mfgcyclocross.com

Oct 25: Cascade Cross #3 - Wooley Cross
Bellingham, WA. The course the NWCC Dimensional team laid is now a staple in the healthy, balanced dirt diet of any good PNW cyclocrosser. See race series for details. cascadedcross.com/races

Oct 25-26: Cross Crusade # 4
Portland, OR. See race series for details. Brad Ross, 503-459-4508, crosscrusade.com

Oct 25-26: Cross Crusade # 5
Hillsboro, OR. Washington County Fair Complex. See race series for details. Brad Ross, 503-459-4508, crosscrusade.com

Oct 25: DDCX 2
Vancouver, WA. Experience a spooky course with fast flat grass sections, paved trails, gravel, lung bursting run-up and singletrack. First start 8:40am, last 3:15pm. Kiddie Kross 12:20. Cash and merchandise prizes. David Saltzberg, Zone5 Promotions, 360-823-9778, zone5promotions.com

Oct 25: Memorial Pool WW Cross - NWCX #2
Walla Walla, WA. See race series for details. Steve Rapp, Allegro Cyclery, 509-520-7997, allegrocyclery.com

Oct 25: Rocks Park - NWCX #3
Walla Walla, WA. See race series for details. Steve Rapp, Allegro Cyclery, 509-520-7997, allegrocyclery.com

Oct 25: S. Oregon Outlaw CX #1
Medford, OR. See race series for details. Jana Jensen, obra.org

Oct 26: Cross Revolution - Sprinkler
Tacoma, WA. Sprinkler Recreation Park. See race series for details. cross-revolution.com

NOVEMBER

Nov 1: Boring Corn Cross
Sandy, OR. Carol Cohen, 503-826-1170, obra.org

Nov 1: Canadian Cross Nationals
Winnipeg, MB. Cycling MB, winnipegcx2014.ca

Nov 1: Cascade Cross #4 - Cross Border Clash
Bellingham, WA. See race series for details. cascadedcross.com/races

Nov 1: Cross Crusade # 6
Bend, OR. Dechutes Brewery Old Mill District. See race series for details. Brad Ross, 503-459-4508, crosscrusade.com

Nov 1: S. Oregon Outlaw CX #2
Medford, OR. See race series for details. Jana Jensen, obra.org

Nov 2: Canadian GP of Cyclocross
Winnipeg, MB. UCI C2 event. Cycling MB, cyclingcanada.ca

Nov 2: SCCA / Starbucks - MFG #5
Redmond, WA. Marymoor Park. See race series for details. Terry Buchanan, MFG Cyclocross, mfgcyclocross.com

Nov 8: Peddlers at the Poor Farm
Portland, OR. Ken McLarty, 503-789-8655, obra.org

Nov 8: S. Oregon Outlaw CX #3
Medford, OR. See race series for details. Jana Jensen, obra.org

Nov 8-9: SICX #3/4
Cadwell, ID. Mallard Park. See race series for details. Hal Miller, 208-869-4055, cxidaho.com

Nov 9: Apple Cross - NWCX #4
Mead, WA. Walter's Fruit Race. See race series for details. inlandnwcyclocross.com

Nov 9: Cross Crusade # 7
Portland, OR. Infield course @ PIR. See race series for details. Brad Ross, 503-459-4508, crosscrusade.com

Nov 9: Subaru Woodland Park GP - MFG #6
Seattle, WA. See race series for details. Terry Buchanan, MFG Cyclocross, mfgcyclocross.com

Nov 15: Corvallis Cross
Corvallis, OR. Ben Verhoeven, 541-223-2170, obra.org

Nov 15-16: Cyclocross
TBD, ID. idahobikeracing.org

Nov 15: Deschutes River CX
Tumwater, WA. 2.7km flat course in Pioneer Park. Part of WSBA Cyclocross Series. Erik Anderson, Sound Velo Cycling, ssvr.weebly.com

Nov 15: S. Oregon Outlaw CX #4
Medford, OR. See race series for details. Jana Jensen, obra.org

Nov 15-16: Turkey Cross
Eagle, ID. Part of Waffle Cross Idaho. Brian Price, Team Eastside Cycles, idahowafflecross.com

Nov 16: Coeur d'Alene - NWCX #5
Coeur d'Alene, ID. See race series for details. inlandnwcyclocross.com

Nov 16: Cross Crusade # 8
Barton, OR. Barton Park. See race series for details. Brad Ross, 503-459-4508, crosscrusade.com

Nov 16: Cross Revolution - Frontier Park
Graham, WA. Frontier Park. See race series for details. cross-revolution.com

MOUNTAIN BIKE

Series

Cascadia Dirt Cup Enduro Series
Sep 20; Oct 19

Various, WA. A series of five, one-day, enduro-style stage races around Washington State. Race classes for Junior, Veteran, Novice, Sport, Expert and Pro. Stacy Karacostas, Evergreen Mountain Bike Alliance, 206-200-7594, cascadiadirtcup.org

Enduro BC Series
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 but mostly riding. Best 5 of 6 results counts toward overall. \$1500 cash prize per race, \$2100 for series. Events in Penticton, 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

Island Cup Enduro
Sep 7, 21

Vancouver Island, BC. 4-event series. Enduro is a mix of DH and XC using longer more "all-mountain" friendly courses which can appeal to a greater number of riders. Uphill sections may be present and course times are as long as 15 minutes. islandcupseries.com

NW Cup
Sep 12-14

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

Oregon Enduro Series
Sep 27-28; Oct 11-12

Various, OR. Series of 5 events. Points awarded 20 deep. Highest points total wins. 3 to 6 Super D stages per weekend, reduced timed climbs, non-timed transition. Devon Lyons, 503-222-2851, oregonenduro.com

Weekly

WEDNESDAY

Wednesday Night Worlds
Apr 16-Sep 17

Seattle, WA. Short course MTB racing at N. Seatac Park (13699 18th Ave). Register online or at the event. 2 races per night. B/C men and women combined, all categories scored separately, beginners do 1 less lap. Junior half price. Start 6pm, 45 min race. Expert and Cat 1 racers start at 7pm for 60 min. Overall prizes for best of 15 races. Food and drink after each event. Supports Evergreen High School series. Russell Stevenson, Spark Plug Promotions, 206-498-7604, nwmbsseries.com

Racing

SEPTEMBER

Sep 6: Avimor Demo Day XC
Avimor, ID. World Cup-style racing. Mass start, 45 minutes plus one lap race. Top 3 take home cash. All categories combined. Knobby Tire Series, knobbytireseries.com

Sep 7: Cumberland Enduro
Cumberland, BC. See race series for details. islandcupseries.com

Sep 7: Holly Park Pump Track Race
Surrey, BC. SORCE, sorcebikeclub.org

Sep 7: Mt. Ashland Hillclimb
Ashland, OR. TT up Mt. Ashland. Starts at Lithia Park. 25 miles. All categories. First 10 miles rolling, the rest climbing. 6500' elevation. MTB and road divisions. William Roussel, 541-499-2298, obra.org

Sep 12-14: NW Cup Finals
Port Angeles, WA. Downhill at Dry Hill. Series finals. See race series for details. Scott Tucker, N-Dub, nwcup.com

Sep 13-14: Enduro BC/KR Series - Revelstoke
Revelstoke, BC. See race series for details. Part of Enduro KR Series. Megan Rose, Global Riding Adventures, 604-724-6558, bcenduro.com

Sep 13: Oakridge Fat 55
Oakridge, OR. One sweet riding day. Point to point 55 miles with 10,099' of climbing/descending over Oakridge's best trails. 40% singletrack, 40% dirt, 20% paved roads. Start at Oakridge High School. Sunday fun free ride open to kids. Benefits GOATS and local youth bicycle club. Eugene Carthart, 541-736-6424, fatfiftyfive.com

Sep 20: Cascadia Dirt Cup #4
Issaquah, WA. Tiger Mountain. See race series for details. Stacy Karacostas, Evergreen Mountain Bike Alliance, 206-200-7594, evergreenmtb.org

Sep 20-21: In the Stix
Cranbrook, BC. 4th annual. Solo or team 6-hour event. Kids and youth can choose from 15- or 30-minute paved ride or a 1-hour MTB race. rmevents.com

Sep 20: Rebels Revenge
Boise, ID. MTB biathlon at Avimor Mountain. Circuit race with sweet singletrack. Test your marksmanship using infrared rifles between laps. James Lang, Dirt Bag Promotions, 208-695-0816, rebelsrevengemtbbiathlon.com

Sep 20: Whistler Enduro
Whistler, BC. Tentative date. A fun challenging single-day self-supported gravity-fed stage race on the Westside trails. Ride 5 stages on Westside trails off the flank using a different access climb each lap, starting in Function and finishing in Alpine. Limit 200. worca.com

Sep 21: Prevost Enduro
Duncan, BC. See race series for details. islandcupseries.com

Sep 21: SHED XC
Surrey, BC. Toonie race. SORCE, sorcebikeclub.org

Sep 21: Test of Humanity
Summerland, BC. For beginner to expert. Fun for the whole family, categories and courses for all ages. Race time varies between 30 minutes for kids to 4 hours for adults. Benefits Canadian Humanitarian, local food banks and projects in Ethiopia. Nic Seaton, 250-809-6764, testofhumanity.com

Sep 27-28: Oregon Enduro #5 - Mt Hood Finals (NAET)
Mt. Hood, OR. North American Enduro Tour (NAET) Finals. See race series for details. Devon Lyons, 541-301-0132, oregonenduro.com

OCTOBER

Oct 5: Octoberfest Enduro
Kamloops, BC. 5th annual. Solo and team enduro on fantastic trails with tons of prizes. 4-hour race start 10am. Multiple categories. Kids races. Fundraiser for the RIH Foundation. 250-828-0608, harpermountain.com

Oct 11-12: Oregon Enduro - Bonus Race
TBA, OR. Tentative. Bonus race. See race series for details. Devon Lyons, 541-301-0132, oregonenduro.com

Oct 19: Cascadia Dirt Cup #5
Bellingham, WA. Chuckanut Enduro. See race series for details. Stacy Karacostas, Evergreen Mountain Bike Alliance, 206-200-7594, evergreenmtb.org

Oct 24-26: USAC Collegiate MTB National Championships
TBD. usacycling.org

Oct 26: SSBP XC
Surrey, BC. Start 10am. Toonie race South Surrey Bike Park. SORCE, sorcebikeclub.org

NOVEMBER

Nov 1-2: 25 Hours of Frog Hollow
Hurricane, UT. Longest 24-hour race ever, with double midnight lap due to the fallback time change. 13-mile course in the desert combines sweet singletrack with technical sections and great climbs. Solo, duo, 4-10 person teams. Cimarron Chacon, Gro-Promotions / True Grit / Frog Hollow, 970-759-3048, gropromotions.com

Touring

SEPTEMBER

Sep 5-7: McKenzie River Camping
Bend, OR. Stunning and super fun trails to ride. Amazing singletrack in old growth forest, including the McKenzie River Trail. Available June to October. Naomi Fisher, Cog Wild Bicycle Tours, 866-610-4822, cogwild.com

Sep 6-7: Cino Heroica
Kalispell, MT. 60 miles of dirt roads from Kila to Hot Springs. Return the next day on a different route. A reminder of what cycling used to be. You must ride a "heroic" bike (see website). Dress the part. Reed Gregerson, the ZaneRay Group, 406-270-0590, cinorider.com

Sep 21: Kids Mountain Bike Oakridge
Oakridge, OR. Shuttle rides from Greenwaters Park intertwined with skill clinics for kids to learn how to position and balance correctly, navigate obstacles, judging speed and more. Greater Oakridge Area Trail Stewards, oakridgegoats.org/youth

ROAD

Series

Northwest Kermesse Cup Series
Sep 26; Oct 4

Various, WA. Series. Races include a mix of 50/50 road and dirt sections. Road or cross bikes can be used. 25 or 28c tires advised depending on the course difficulty. Roubaix or Ronde style races usually include longer road sections. Michael Pruitt, wsbaracing.org

Racing

SEPTEMBER

Sep 1: Lewis and Clark Ultra Cross
Vancouver, WA. Glenn Johnson, obra.org

Sep 2-7: Tour of Alberta
Various, AB. UCI 2.1 Men's event. tourofalberta.ca

Sep 3-7: USAC Masters Road National Championships
Ogden, UT. usacycling.org

Sep 5-6: Ring of Fire 12/24hr TT
Maupin, OR. Non-stop individual or TTT. 24-, 12- or 6-hour duration. Most distance wins. Race the new longer day loop or just the night loop. Not a RAAM qualifier. Start at Imperial Lodge. George Thomas, 541-354-1520, raceacrossoregon.com

Sep 6: Cascade Lake 120 Gravel Grinder
Cascade, ID. idahobikeracing.org

Sep 6: RBC Gran Fondo Whistler
Vancouver, BC. Ride 122km from Sea to Sky on a dedicated cycling lane from downtown Vancouver to Whistler. Also new 152km option with tons more elevation gain. For recreational riders and racers alike. 60km also available. Fully supported. RBCGranFondoWhistler.com

Sep 6: USAC Pro Critrium National Championships
High Point, NC. usacycling.org

Sep 7: Kootenay Rockies Gran Fondo
Cranbrook, BC. 57, 102 or 152km utilizes the fabulous Rails to Trails system between the cities of Cranbrook and Kimberley. Start/finish at the St. Eugene Golf Resort & Casino. Glenn Dobie, Cranbrook Sunrise Rotary Club, krgf.ca

Sep 7: Mt. Ashland Hillclimb
Ashland, OR. TT up Mt. Ashland. Start at Lithia Park. 25 miles. All categories. First 10 miles rolling, the rest climbing. 6500' elevation. MTB and road divisions. William Roussel, 541-499-2298, obra.org

Sep 9-14: BC Senior Games
Langley, BC. 16km TT. Road race - distance varies. Hill climb. Open to anyone 55 and over. 5-year age group categories. 778-426-2940, bcseniorgames.org

Sep 19-21: Intrepid 3 Day Stage Ride
Okanagan Valley, BC. Grand fondo-style event x 3 includes a series of rides through the valley. Designed to challenge, it is accessible to those with fortitude. Fully supported, sumptuous meals and luxurious accommodation. Distance varies 120-170km a day with considerable elevation gain. Neil McKinnon, theintrepid.ca

Sep 26: Pacific Raceway Roubaix
Seattle, WA. See race series for details. Michael Pruitt, 206-227-7111, wsbaracing.org

OCTOBER

Oct 4: Pacific Raceway Roubaix
Seattle, WA. See race series for details. Michael Pruitt, 206-227-7111, wsbaracing.org

Touring

SEPTEMBER

Sep 1: PROS Perimeter Ride of Seattle
Seattle, WA. A challenging ride with water views. 80 miles / 4200' or the shorter 60 miles / 2700'. Begins at Discovery Park and runs counter clockwise to W Seattle, Tukwila,

Renton, Seward Park, Shoreline, Blue Ridge and back to Magnolia. Start 8am. Louise Kornreich, Cyclists of Greater Seattle, 206-200-1502, cyclistsofgreaterseattle.org

Sep 6: Bend Brevet
Bend, OR. 200km randonneur event. ACP brevet. Oregon Randonneurs, orrandonneurs.org

Sep 6-7: Bicycle Trek for Life and Breath
White Rock, BC. 2-day, fully supported, 200km ride through BC's picturesque Fraser Valley in support of lung health and clean air. White Rock to Cultus Lake. Min. fundraising \$500. Emily Wall, BC Lung Association, 604-731-5864, bicycleretreka.ca

Sep 6-7: Bike MS: Ride in Washington
Mt Vernon, WA. Unforgettable journey through Skagit, Whatcom and Island Counties. 2000 riders cruise along scenic courses ranging from 22-97 miles. Full meals, stunning landscapes, well stocked rest stops and spirited festivities. Min. \$250 fundraising supports programs, services and research of the National MS Society. Sarah Chromy, 206-284-4254 x 5, bikeMSnorthwest.org

Sep 6: Bike the Rogue River
Gold Beach, OR. Follow the banks of the Rogue River then ride along the Pacific Ocean in this spectacular SW corner of Oregon. Metric century, 40- and 25-mile routes. Fully supported. Start at Buffington Park. In conjunction with Brewfest. Bryan Grummon, Golden Beach Rotary, goldbeachbiketherogue.org

Sep 6-7: Cino Heroica
Kalispell, MT. 60 miles of dirt roads from Kila to Hot Springs. Return the next day on a different route. A reminder of what cycling used to be. You must ride a "heroic" bike (see website). Dress the part. Reed Gregerson, the ZaneRay Group, 406-270-0590, cinorider.com

Sep 6-13: Cycle Oregon
The Dalles, OR. A seven-day excursion through a different part of Oregon each year. This year travel from The Dalles to Glenwood, WA; Dufur, Tygh Valley and Madras. Includes beautiful campsites, plentiful food, hot showers, live entertainment. Fully supported. Massage, cold microbrews and Oregon wine and cheese, gourmet coffee and more. Chris Knott, 503-287-0405, cycleoregon.com

Sep 6-8: Kamloops - Barkerville 1000
Kamloops, BC. 75-hour limit. Start 5am. Clinton, Quesnel, Barkerville, Little Fort. Bob Goodison, BC Randonneurs, 250-675-2879, randonneurs.bc.ca

Sep 6-8: Mt Bachelor Classic
Bend, OR. 3 days of cycling. Light support. Day 1: Bend to Mt Bachelor, 64 miles. Day 2: Twin Lakes loop, 40-65 miles depending on route taken. Day 3: explores Twin Bridges Scenic Bikeway, 36 miles. Ann Morrow, 360-608-3173, pwtc.com

Sep 6: Quiche Brevet
Fort St. John, BC. 200km brevet. 75km and 150km also available. Wim Kok, BC Randonneurs, 250-785-4589, randonneurs.bc.ca

Sep 6: RBC Gran Fondo Whistler
Vancouver, BC. Ride 122km from Sea to Sky on dedicated bike lanes from downtown Vancouver to Whistler. Also new 152km option with tons more elevation gain. For recreational riders and racers alike. 60km also available. Fully supported. RBCGranFondoWhistler.com

Sep 6-12: Ride the West
Astoria, OR. Start in Astoria for an exciting 23-day, 1398-mile ride to Newport Beach, CA along beautiful gold coast beaches and through Redwood National Forest. Challenging ride that has something for everyone. Fully supported. America By Bicycle, 888-797-7057, abbike.com

Sep 6: Siskiyou Century
Yreka, CA. One of the best bicycle tours in southern Oregon and northern CA. Well-supported, scenic ride for all levels. 34, 64 and 103 miles. Many rest stops, hot meal following. Magnificent views of Mt. Shasta. Very little traffic. Linda Freeze, Yreka Chamber, 530-842-1649, siskiyoucentury.com

Sep 6-8: Summer 600km Brevet
TBD, WA. Seattle Int'l Randonneurs, seattlerando.org

Sep 6: The Vineyard Tour
Roseburg, OR. Ride along the beautiful Umpqua River on lightly traveled and scenic roads. Explore award winning wineries. Choose from 15, 30, 50, 75 and 100 miles with multiple rest stops. Kids ride. Finish line festival. Troy Mullins, 541-391-3533, thevineyardtour.com

Sep 6: Tour de Cariboo
Williams Lake, BC. Challenging 75km ride from Williams Lake to Gavin Lake. Spectacular scenery, varied terrain, great fun. Fully supported. Lorraine Levitt, 250-398-8391, bbbslake.com

Sep 7: Bike the Bluff
Seattle, WA. Walk or ride a 4- or 7-mile loop around Magnolia, with picnic and dip pool. Start between 10am-2pm. 1-mile ride for small kids. Fundraiser for 5th grade class trip to environment science day camp. Nancy Gilbert, Catharine Blaine K-8 School, 206-252-1920, bikethebluff.org

Sep 7: High Pass Challenge - HPC
Packwood, WA. 114 miles with 7500' elevation gain through pristine Gifford Pinchot Wilderness Area. Novices should abstain. Limit 600. Cascade Bicycle Club, cascade.org

Sep 7: Kootenay Rockies

Gran Fondo
Cranbrook, BC. New event. 57, 102 or 152 km utilize the fabulous Rails to Trails system between the cities of Cranbrook and Kimberley. Start/finish at the St. Eugene Golf Resort & Casino. Cranbrook Sunrise Rotary Club, krgf.ca

Sep 7-13: Park-2-Park

Montana (P2P)
West Yellowstone, MT. West Yellowstone to West Glacier. Fully supported ride. Shawn Decareaux, CASA of Montana, 860-428-9301, park2parkmontana.org

Sep 7-12: People's Coast Classic

Astoria, OR. Astoria to Brookings Harbor. 6-day event benefits Arthritis Foundation. Daily 50-70 miles, rest stops, activities, dinner and camping included. 2- and 4-day options available. Beth Miller, Arthritis Foundation, 888-391-9389 x 13, thepeoplescoastclassic.org

Sep 7: Ride 542 - Mount Baker

Hill Climb
Bellingham, WA. Tentative date. 24.5-, 50- or 100-mile cycling challenge for recreation and competitive cyclists of all ages. Follows Mt Baker Highway (SR542) from Glacier (955') about 24 miles to its terminus at Artist Point (5140'), on the border of North Cascades National Park. NorKa Recreation, 360-303-1717, FESTIVAL542.com

Sep 7: Ride for the Red

Boise, ID. 50, 75 or 100 miles. Ride through the vineyards and orchards of the southern Treasure Valley. Staged at Barber Park, offers exceptional food. Check-in 8am. Limit 1000. Mike Cooley, 208-343-3782, redcross.org

Sep 7: Ride the South Sound (RSS)

EWAW
Olympia, WA. Canceled for 2014. Stefanie Randolph, Capital Bicycling Club, 360-464-5300, capitalbicycleclub.org

Sep 7: SpokeFest

Spokane, WA. Largest cycling event in the inland NW, catering to all riders. 1-, Spok 9-, Classic 21- and Four Mounds 47-mile loops through scenic Spokane River Gorge finishing atop Spokane Falls. 1-mile loop in Riverfront Park. Celebrates health, fitness and the great outdoors. Anna Bresnahn, Bike to Work Spokane and SpokeFest Association, 509-251-8053, spokefest.org

Sep 7: Tour de Lab

Portland, OR. Choose either the easy Puppy 19-mile ride and visit 3 pubs, the Big Dog Challenge features 40 hilly miles and 4 pubs. Hot dog feast. Supports Dove Lewis Animal Hospital. Good Sport Promotion, 503-998-6182, tourdelab.com

Sep 13: Bike for Your Life - Salmon Arm

Salmon Arm, BC. Established to promote good health and cleaner environment through cycling. Routes for all levels. 10, 35, 75, and 100km options. Ian Wickett, Bike for Your Life Society, 250-833-2889, bikeforyourlife.com

Sep 13-14: Bike MS: Cycle the Silver Valley

Kellogg, ID. Features 20- to 100-mile route options for all levels of experience along with a festival atmosphere, great food, music, a beer garden and a Saturday evening rally. A minimum of \$200 in fundraising is required to participate. Laurel Bennett, 253-583-6505, bikemsnorthwest.org

Sep 13-20: California Coast Classic Bicycle Tour

San Francisco, CA. Fully supported 8-day, 525-mile coastal ride from San Francisco to LA. All meals, camping. Supports Arthritis Foundation. Fundraising min. \$3100. Amy Robertson, Arthritis Foundation, 213-223-5463, CaliforniaCoastClassic.org

Sep 13-14: MS Bike - Okanagan Grape Escape

Kelowna, BC. Spend 2 days pedaling to wineries on the Upper Bench and Mission enjoying fantastic views of the lake. Sunday visit the west side's picturesque locations. Wine purchases brought to the finish for you. Min fundraising. Miriam A. King, MS Society of Canada, 250-762-5850, mssociety.ca

Sep 13: Passport to Pain (P2P)

Vashon Island, WA. 4th annual. Toughest, most fun ride in the Puget Sound. 10,000' of climbing over 80 miles, shorter 30- and 50-mile options and 3-mile kiddie ride. Links all the island hills together to make it an epic circuit. Get your passport stamped at 18 strategic checkpoints. Starts at Jensen Pt., ends with nice flat BBQ. Bruce Morser, Vashon Island Rowing Club, 206-463-3221, passport2pain.org

Sep 13: Ride Around the Sound

Seattle, WA. Fully-supported one-day bicycle tour benefiting the American Lung Association, to support healthy lungs and air. Sweeping views of Puget Sound on multiple distance options perfect for all abilities. Anne Wiltingen, American Lung Assoc. of WA, 206-512-3291, ridearoundthesound.org

Sep 13: Spokes for Folks

Tukwila, WA. Supporting seniors never gets old. Enjoy a benefit bike ride along bridges, rivers, and greenways with views of Mount Rainier. 40- or 8-mile round trip, and an all ages friendly half-mile course. Annie Jacobsen, 206-760-1093, housing4seniors.com/spokes-for-folks

Sep 13: Tour de Blast

Toutle, WA. Ride the blast zone up and back down a state highway to the flanks of Mt St. Helens. 3 distances: 53, 87 and 132km. Start/finish at Toutle Lake High School. Fee includes T-shirt, food, drink, support, pasta feed. 360-673-6356, tourdeblast.com

Sep 13: Tour de Cure - Montana

Three Forks, MT. Staged at Missouri Headwaters State Park. 12, 25, 50 and 100 miles, also 5km run/walk. Fully supported. Min. fundraising required. Elise Morris, 888-DIABETES ext. 7014, tour.diabetes.org

Sep 14: Bainbridge Island Summer Challenge

Winslow, WA. 5th annual. 3 route choices: 16-mile family challenge, 34-mile original summer challenge (hilly, but not so chilly) or 64-mile hill climbers special. Start/finish at Waterfront Park. Registration open 7:30am. Fred Grimm, 888-667-7747, summerchallengeride.org

Sep 14: Chuckanut Century

Bellingham, WA. One of the most scenic rides in Washington where the Cascade Mountains meet the sea with views of Mt Baker. 25, 38, 50, 62, 100, or the double metric century (124 miles). Ride support and food stops. Shorter ride perfect for family. Start/finish at Boundary Bay Brewery. Benefits Whatcom Hospice Foundation. Mt Baker Bicycle Club, chuckanutcentury.org

Sep 14: Cycle the WAVE

Bellevue, WA. Women's ride. All levels welcome. 15-mile Little Sister, 25-mile Girly Girl, 42-mile Middle Sister or the 59-mile metric century with lot of climbs. We pamper you with an experience you won't forget, including finish line festival. Benefits domestic violence programs. Staged at Bellevue College. Sharon Anderson, 425-891-3523, cyclethewave.org

Sep 14: Jordan's Ride

Eagle, ID. Fully supported 10, 30, 50 and 100 miles. Start/finish at Eagle Sports Complex. Benefits SIDS/SUDC research and support for the families affected by the tragic loss of their child. Candi Zappia, Barefoot Media Ministries, 208-459-5879, jordansride.org

Sep 14: Last Blast of Summer

Qualicum Beach, BC. 7am start. John McIlvray, BC Randonneurs, randonneur.bc.ca

Sep 14: Retro Ride & Concours d'Elegance

Anacortes, WA. Begins at 10am w/ review and judging of bikes and costumes with awards followed by 1.45-hour bicycle ride and a restaurant lunch. Event is part of the Anacortes Street Festival. Free except for lunch. Open to all. Ken Rasmussen, 360-766-8720, kayakit@fdalago.net

Sep 14: Ride the Rim

Liberty Lake, WA. 5, 15, 25, 50, 100 miles. The 50 and 100 travel to Post Falls, around Hauser Lake and Newman Lake. 5-miler uses the trails of Liberty Lake. Mandy Desgrosellier, 509-869-9624, rotaryinmotion.com

Sep 15-20: WaCanId - Selkirk Loop

Sandpoint, ID. 6-days, 350 miles in 2 states, 2 countries. Fully supported ride on Int'l Selkirk Loop's incredible Scenic Byway through WA, Canada and Idaho. Start location: Sandpoint, ID or Nelson, BC. Benefits Rotary Club supported enhancements within communities of the WaCanId Ride. Int'l Selkirk Loop & Rotary Clubs of the Selkirk Loop, 888-823-2626, WaCanId.org

Sep 19-21: Ochoco Gravel Adventure

Prineville, OR. 3-day supported tour riding mixed surface, low traffic road in the Ochoco Mountains of Central Oregon. Road bike friendly, but wider tires are strongly recommended. Sanna Phinney, BicycleRidesNW.org, 541-382-2633, bicycleridesnw.org

Sep 19-23: Summer 1000K

TBD, WA. 1000km ACP Brevet. Seattle Int'l Randonneurs, seattleirando.org

Sep 19-21: The Intrepid Stage Ride

Okanagan Valley, BC. Grandfondo-style event x 3. Includes a series of breathtaking rides through the valley. Designed to challenge; accessible to those with fortitude. Fully supported, sumptuous meals. Distance varies from 120-170km a day with considerable elevation gain. Neil McKinnon, theintrepid.ca

Sep 19-21: Wack Pack Mini Series

Chilliwack, BC. Various routes to keep things interesting. Includes Fall Flatlander. Start 7am. BC Randonneurs, randonneur.bc.ca

Sep 20: Colville Rotary Blazing Saddles Bike Ride

Colville, WA. 2nd annual. Tour beautiful north-east WA on variety of routes from family-friendly ride up to "The Burn" - new for 2014 - for extra challenge. (20, 40, 60, 100 miles). Fully supported with chili cook-off, entertainment and beer garden at the finish. Lynn O'Connor, 509-684-5829, blazing100.org

Sep 20: Cycle the Lakes

Cottage Grove, OR. 32-, 67- and 102-mile routes include nationally recognized Row River Trail and goes along Dorena Lake with covered bridges, rivers and streams. Food and SAG. Don Strahan, Rotary Club of Cottage Grove, 541-913-4470, cyclethelakes.org

Sep 20: Fall Equinox

Fort St. John, BC. 200km brevet. Wim Kok, BC Randonneurs, 250-785-4589, randonneurs.bc.ca

Sep 20: Huckleberry 100

Kalispell, MT. Aka Montana Century. 3 options with new route features: 100-mile, 50-mile and a family ride. Begins in downtown Kalispell, winds through the backyard of Glacier National Park and Flathead Lake. Suits every cycling level and conditioning. Bikes & Berries Food Fest after ride. Chip Lusko, Fresh Live Radio, 406-257-3339, huckleberry100.com

Sep 20: Omak Kiwanis Ride the Roc

Omak, WA. Choose from two 50-mile loops or ride both for 100 miles plus new flat 20-mile Slack Course. 70-mile option also available. Ride Okanogan County and Riverside Omak Conconully. Omak Lake is a paved rural loop. Fully supported, home-baked goodies. Andi Ervin, kiwanisomak.org

Sep 20: Peach of a Century

Salem, OR. Tentative date check website to confirm. 100-, 75-mile, 100km routes. Start/finish at Chemeketa Community College. 100-miler goes through Jefferson, Scio, Stayton, Sublimity, Silverton. 75-mile and 100km are flat to rolling. Rest stations have food, water, sport drinks, restrooms. David Philbrick, Salem Bicycle Club, salembicycleclub.org

Sep 20: Ride the Rogue

Rogue River, OR. Experience southern Oregon. Century, metric century, 40 or 25 miles through forests, valleys, along rivers, vineyards and across covered bridges. Starts at Palmerton Park, ends with optional feast and music. Benefits Rogue River Recreational Corridor and Greenway. 541-582-4488, ridetherogue.org

Sep 20: Tour de Whidbey

Whidbey Island, WA. 5 routes: rural roads, beautiful scenery, great rest stops. 10-mile family ride, also moderate 30- and 40-mile options. 50-mile is challenging, 100-mile is one of the most demanding in Washington. Benefits Whidbey General Hospital Foundation. Whidbey General Hospital Foundation, 360-678-7656 ext. 4021, tourdewhidbey.com

Sep 20-21: Wellspring Lake2Lake Ride for Rwanda

Vernon, BC. 2-day, 220km fully supported ride on quiet highways and rural roads in BC's North Okanagan. Includes overnight stay at Eagle Bay Camp on Shuswap Lake. 1-day ride available. Fully supported. Benefits Wellspring. Jayson Ursulak, 604-970-4750, lake2lake.org

Sep 20: West Yellowstone Old Faithful Cycle Tour

West Yellowstone, MT. Fully supported 60-mile ride from West Yellowstone into Yellowstone Nat'l Park, to Old Faithful and back. Glimpse elk, bison, geysers, and hot pots. Limit 350. Sign up early. Moira Dow, West Yellowstone Chamber of Commerce, 406-646-7701, cycleyellowstone.com

Sep 21: Fall Flatlander

Fort Langley, BC. 200km brevet. Part of Wack Pack Mini Series. Start 7am. Ron Stewart, BC Randonneurs, randonneurs.bc.ca

Sep 21: Fremont Oktoberfest Scramble

Seattle, WA. How many of the 30 checkpoints marked on a map can you find in 90 minutes? Solo or team. Fun way to explore Fremont. Various categories. Refreshments at finish. On-foot only event start 10am. Eric Bone, Meridian Geographics, 206-291-8250, streetscramble.com

Sep 21: Jason Werst Memorial Owyhee Century

Caldwell, ID. Informal 112-mile century. Regular century turns around at base of Owyhee dam; 100km starts in Adrian. No entry fee, little support, bring money for food stops. Meet at Lake Lowell's lower dam at 10am. Donation to Leukemia & Lymphoma Society Boise chapter in Jason's honor accepted but not mandatory. Kurt Holzer, Lost River Cycling, 208-890-3118, lostrivercycling.org

Sep 21: Kitsap Color Classic

Edmonds, WA. 22nd annual. Single loop or combine any of the 3 for more distance. 14-mile loop is very hilly, 25-mile offers one steep hill, 36-miler is mostly rolling. All around the Kitsap Peninsula. Reg. includes ferry toll. Start from Kingston or Edmonds. Cascade Bicycle Club, 206-522-3222, cascade.org

Sep 21: MS Bike - Thompson River Ride

Kamloops, BC. 12, 28, 40, 57 or 100km routes. Food, entertainment, road support crews and awards for fundraising. Great scenery. Staging at Riverside Park. Trina Radford, MS Society of Canada, 250-314-0773, mssociety.ca/kamloops

Sep 21-27: Wallowa and Hell's Canyon Tour

La Grande, OR. Six-day, 330-mile ride through eastern OR. Cowboy country and wilderness meet the deepest canyon in the U.S. 21,000' elevation gain. Limit 20. Sue Matthews, Cascade Bicycle Club, 206-522-3222, cascade.org

Sep 24-Nov 3: Pacific Coast

Bellingham, WA. Ride the Pacific Coast Bicycle route. Start in Bellingham, end in San Diego. 36 riding days. Average 51 miles per day. Van-supported. Adventure Cycling Association, 800-755-2453, adventurecycling.org

Sep 27: Bridges to Breakers

Portland, OR. 3rd annual. 50 miles or full century from Portland to Gearhart. Revenue generated going toward bicycle safety and the Harrington Family Foundation's initiatives to

educate and prevent injuries to children. Limit 500 riders. Nancy Marshall, 503-929-9405, bridgestobreakers.com

Sep 27: Coeur d'Fondo

Coeur d'Alene, ID. A spirited fall ride showcasing beautiful Lake Coeur d'Alene. Distances: 15, 37, 47, 87, 107 miles. 37 and 47 include boat ride. Post-event Oktoberfest celebration for participants and their friends and family. cdagrandfondo.com

Sep 27: Gran Fondo Walla Walla

Walla Walla, WA. 22-mile "Crush" ride through the vineyards, 30 and 60 miles through scenic eastern WA. Lunch included. Wine pairing offered Saturday in Walla Walla for a fee. Benefits St. Mary Regional Cancer Center Patient Special Needs Fund. Mardi Hagerman, 509-522-5783, washington.providence.org

Sep 27: Hood River Gran Fondo

Portland, OR. Canceled for 2014. Ryan Chamberlain, ProjectSport, echelon-series.com

Sep 27: Rotary Rivers & Ridges Ride

Clarkston, WA. Offers family fun ride along the Snake or more demanding loop. 15-, 50- or 100-mile paved routes. Where the Palouse meets the historic confluence of the Snake & Clearwater Rivers. Fully supported. Includes maps, rest stops and meal at "Riverfest" finish. Wanda Keefer, 208-305-7646, RiversAndRidgesRide.org

Sep 27-28: Wine Country Trek / Balloon Rally Ride

Prosser, WA. Tour Wine Country, watch the balloons rise. On Saturday night enjoy our famous Prime Rib dinner, great rest stops, lunch at wineries a fully supported ride. Barbara Anderson, Kiwanis Club of Prosser, 509-786-8973, kiwaniswinecountrytrek.com

Sep 28-Oct 4: Epic Bike 5 National Parks

Zion Nat'l Park, UT. 5 National parks and scenic byways in 6 days. Zion National Park, Bryce National Park, Grand Staircase Escalante National Monument, Capitol Reef National Park and Lake Powell. Richard Merrick, Cycling Escapes, 714-267-4591, CyclingEscapes.com

Sep 28: Grand Forks Century Ride

Grand Forks, BC. 54 or 116km rides through fantastic Grand Forks area. One of the most picturesque event in the province. Partially hilly, partially flat. Start 10am at the Russian USCC. Pizza and drinks after the ride. Bob MacLean, Grand Forks Cycling Club, 250-442-0421, grandforkscyclingclub.com

Sep 28: Harvest Century

Hillsboro, OR. Family friendly 3-mile ride and 45-, 75- and 100-mile routes. Start/finish at Civic Center Hillsboro. Fully supported. Finish line party. Benefits Community Vision to help adults with developmental disabilities in the community. Valerie Plummer, Community Vision - Harvest Century, 503-292-4964 x124, harvestcentury.org

OCTOBER

Oct 4: Bikenfest

Hood River, OR. 200km randonneur event. ACP brevet. Oregon Randonneurs, orrandonneurs.org

Oct 4: Manastash Metric Century

Ellensburg, WA. 18th annual. Fully supported metric century and half century ride for all ages. Starts/ends at Mt. Stuart Elementary School with a free BBQ. Well supported, rest stops at historic sites. Fundraiser for RSVP and Volunteer Center of Kittitas County. Carol Findley, RSVP of Kittitas County, 509-962-4311, drier-ride.org

Oct 4: Western Montana Hill Climb

Missoula, MT. 38th annual. Celebrate the end of the season. 4-mile climb 840' up Pattee Canyon Dr. 9 categories including new riders. U12 up to 75+, also tandem, recumbent, unicycle, tricycle, handcycle divisions. Missoulians On Bicycles, missoulabike.org

Oct 5-16: Tour TK - Fall

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

Oct 11: 8th Annual Breast Cancer Charity Ride

American Fork, UT. 10- or 20-mile casual ride for women and their support networks. WSD demo bikes available. Benefits the Breast Cancer Research Fund. Trek Stores, 801-763-1222, trekaf.com

Oct 11: Park to Park Pedal Extreme Nevada 100

Caliente, NV. Start at Kershaw-Ryan State Park. 103-mile Extreme, 60-mile Double Jack, 40-mile Helix. Fully supported. Dawn Andone, 775-728-4460, lincolncountynevada.com

Oct 18: Double Trouble 200km & Halloween Extravaganza

Maupin, OR. Double century ride on various rural low traffic roads. Start at Imperial River Co. Beautiful and challenging. George Thomas, Race Across Oregon, 541-738-0549, raceacrossoregon.com

Oct 18: Gourmet Century

Healdsburg, CA. Metric century ride in Sonoma County through vineyards using quiet back roads. Chefs Chris DiMinno and others. Chris

DiStefano, Chris King Precision Components, 503-758-5924, gourmetcentury.com

Oct 19: Fall IsleLander

Qualicum Beach, BC. 200km brevet. Start 7am. Mike Croy, BC Randonneurs, 250-385-2769, randonneurs.bc.ca

Oct 25: Boneshaker Bikefest & Metric Century

La Conner, WA. What are you waiting for? Come join a crowd of creepy creatures for fun and spooky Halloween gathering. Scenic cycling tour in beautiful Skagit Valley with views of the countryside and Cascade mountains for 100km of this metric century on 3 mostly flat, fast, fun loops. Start/finish at La Conner Channel Lodge. 360-536-4801, boneshakerbikefest.com

Oct 25: Edmonds Street Scramble

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

NOVEMBER

Nov 1: Solvang Prelude

Buellton, CA. 27th annual featuring 25-, 50- and 63-mile rides in the beautiful Santa Ynez Valley. Randy Ice PT, CCS, Randy Ice PT, CCS, 562-690-9693, BikeSCOR.com

Nov 1: Verboort Sausage Populaire

Forest Grove, OR. 9th annual. 100km populaire staged at Grand Lodge. RUSA sanctioned. Open to all. Oregon Randonneurs, orrandonneurs.org

Nov 11: Eleventh Hour

TBA, BC. 200km brevet goes to Porteau Cover, Iona, Steveston and New Westminster. Starts at 7am. Tracy Barril, BC Randonneurs, 604-988-9827, randonneurs.bc.ca

TRACK

Weekly

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

WEDNESDAY

Wednesday Night Racing

Jun 4-Sep 10
Redmond, WA. Marymoor Velodrome. Women/men Cat 4 and Masters A and B (35+ and 60+). Start 7pm. USA Cycling license or one-day license required. Bike rental available. Free spectator admission. See website for nightly program. Canceled if raining. No race on 8/20. Amara Edwards, Marymoor Velodrome Assoc., velodrome.org

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

A Few Suggestions

By MAYNARD HERSHON

When clubs were stronger and riders fewer, veterans would coach newbies, not so much in technique or performance, but in being safe ride partners. Elders welcomed new riders and wanted them to be skilled cyclists — for selfish reasons and for the good of the sport.

Many group rides today are effectively leaderless. Ride leaders are individuals who have agreed to show up more-or-less on time for ride starts. Most know the route. They're emphatically not coaches or sources of reliable advice. They're not there to keep you safe.

Evidently no one is responsible for your safety but you. Oh, and me.

After all, reliable advice is why you come here to this space in *Bicycle Paper*. Or maybe not. At the risk of losing you, here are a few humble opinions respectfully offered, although heaven knows you were getting along fine without me.

Most of the following is what you'd have learned from that elder cyclist ... back when.

I've seen a guy do nearly an entire group ride with the handle of his front wheel's quick release skewer pointing straight out. It was not holding the wheel in his fork.

Had the wheel fallen out of the fork, the guy's bike would have suddenly stopped rolling. He would have been thrown over the handlebars in a violent arc, culminating in an ugly landing, sometimes termed a face plant ... followed shortly by an ambulance ride to the ER.

The riders following that gentleman would almost surely have hit him or his bike, and they would have crashed too.

If you are not clear about the operation of your quick-release(s), stop by your shop. Someone there will be delighted to show you how they work. You have only to ask.

Please look at the ends of your handlebars. Are they plugged? Or can you look right into the tube on one or both sides? If they are not plugged, please stop by your favorite bike shop. Someone there will see to it that your bar ends are safely plugged, perhaps free of charge.

Those plugs are not there simply to hold your handlebar tape in place. If your bar ends are not plugged and you fall off your bike and onto the end of the handlebar, it will make an ugly puncture wound in your body somewhere.

If you and a riding partner fall together, as occasionally happens, your unplugged bar end may make a similarly ugly wound in your riding friend's body. Take the trouble. Plug your bars.

If you are riding on a bike path and that path twists and turns so that you cannot see very far ahead, please imagine that another rider or two, or a skater or two, or a woman with a baby in one of those high-budget strollers is coming the other way.

Stay to the right. Watch the rider or skater or mommy because one (or all) of them have been known to cross the bike path centerline — right into your lane.

Signal your turns. Look over your shoulder to see that the trail behind you is unoccupied before stopping suddenly or making a U-turn or passing another rider. Remember, bicycles do not have brake lights. You have to signal your intentions with your arms.

If you come to a blind turn on the path, position yourself in your lane so you can see as far as possible into that corner.

Don't cut the corner so that you spend time in the oncoming lane — but expect riders coming the other way to do that very thing.

Do not immediately pass other riders when you come up behind them. Look ahead. Can you see far enough so you know you'll have time to pass and get back onto your side of the trail? Is there someone coming up behind you who will try to pass you and the rider in front of you — even if there isn't enough empty road to do it safely?

Try to leave your impatience in your car or at your desk at work. Don't bring it with you to the bike path, where everyone is vulnerable and so many people are new riders.

If you have a problem with your bike, something that doesn't seem to work the way it should, stop at your bike shop and describe the feel or sound to someone there. If there is indeed something amiss, you can get it fixed before it ruins your next ride.

If you have not needed to take a driving course or get a motor vehicle license, there are some rules of the road, as they're called, that you may not have learned. Good car drivers observe these rules and you should too.

Turn left from the left side of your lane and right from the right side. Turn into the nearest lane, the left lane after a left turn, the right lane after a right turn. Signal your turns well before you begin them. Let others know what you intend to do. Think about riding predictably.

I don't ride on city streets that carry heavy traffic, especially if they are one-way. I particularly avoid those streets at evening rush hour, when so many people

are impatient and hungry and cranky. Here in Denver, there are almost always bike-designated streets within a block or so.

I do not ride on sidewalks. I don't really understand why people over 11 do it. Sidewalks are the most dangerous place you can ride. Drivers aren't looking for you on sidewalks. You scare and irritate people walking on them, and you look embarrassingly jive.

Ride on the sidewalk on an Astana-issue Specialized Tour bike, dressed like your yellow jersey hero, and you nonetheless look like Pee-wee Herman, not Vincenzo Nibali.

There must be some charm to riding on sidewalks or people wouldn't do it. If you think there's a revolution now with so many people riding bicycles, imagine the revolution when walker rage reaches critical mass and people decide they've had Pee-wee up to here.



Norco Bikes Turns 50

British Columbia-based company Norco Bicycles turned 50 years old this year. Founded in 1964 by Bert Lewis, who's vision was to simply "build better bikes," the business was initially operated out of a converted chicken coop. Its rich history includes being one of the first North American companies to make 10-speed bikes, gradually expanding their line to more than 125 models of road, mountain, BMX, commuter, cyclocross, fat bikes, and others. Norco's employees are a

tight knit bunch and are passionate about cycling and consider themselves "lucky to be part of such an incredible industry," and "...are grateful to everyone who helped make the last 50 years possible."

To help celebrate its 50-year milestone, Norco posted a video on their website that features a few of the longtime faces that have helped the company grow into what it is today. Visit the about page of norco.com to view it.

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Trivia

Answers from page 2

- A1. 2nd place by none other than Mr. Froome himself back in 2011 during his first "leadership spat" with Bradley Wiggins, which demonstrated his Grand Tour abilities. The final margin to winner Juan Jose Cobo was ultimately just 14 seconds.
- A2. 2nd place by Levi Leipheimer in 2008.
- A3. Australian Adam Hansen, and it was just recently. He accomplished the feat in both 2012 and 2013.
- A4. Spaniard Delio Rodriguez, who won 39 Vuelta stages between 1941 and 1947. Italian Alessandro Petacchi is a distant 2nd with 20.
- A5. The mountains classification, of course, has been claimed by Colombians no less than six times, beginning with Herrera in 1987. It also went to Oscar Vargas (claiming the combination prize, too) in 1989, Jose Martin Farfan in 1990, Herrera again in 1991, and Felix Cardenas in both 2003 and 2004.

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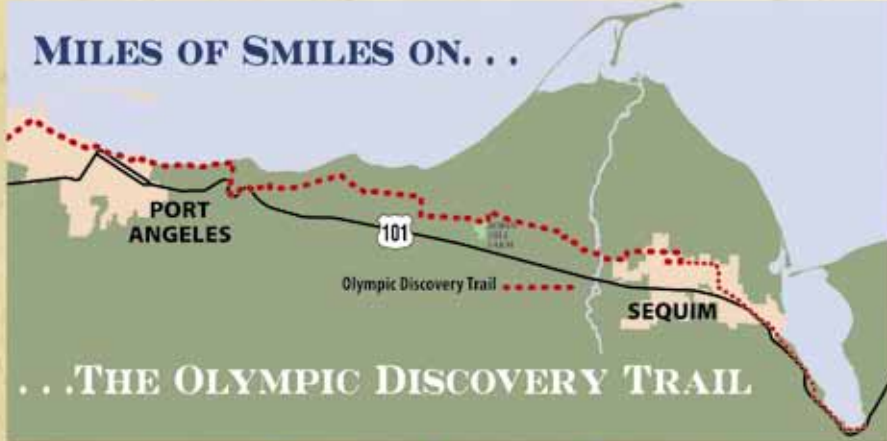
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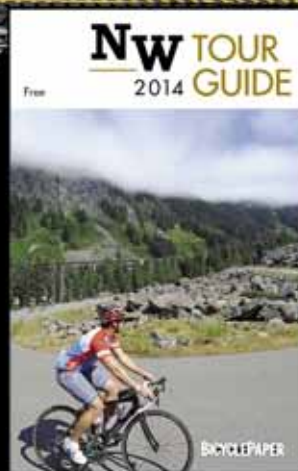
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