



Ever-changing, riding in Bend is cyclical as new areas open up to mountain bikers throughout the year as the snow melts and the trails dry up. Photo courtesy Chad Cheaney

Bicycle Brakes Give Them Some Love

By PAUL JOHNSON, CLASSIC CYCLE



Penny-farthing spoon brake.
Photo courtesy Paul Johnson

Bend but Don't Brake

By CHAD CHEENEY

After 16 years away from my hometown of Bend, my wife and I decided to take a two-year break from the amazing cycling mecca of Durango, Colo., and head back to Oregon to take some time to further our cycling education, spend time with family, and of course, ride some new trails. I was a bit worried that it could be a bad decision. Durango is awesome with a capital "A"! It has high country trails for miles to the north, desert singletrack to the south, varying dirt tracks to the east and west, and the most from-the-front-door trails I still have ever seen in any community. It has a cycling scene that rallies amazing local events, junior programs that pump out tons of life long cyclists, a collegiate cycling powerhouse program, and the Denver Broncos were a team to rally behind ... basically, Durango has a soul that you just can't put your finger on. It was hard to leave behind, but heck, we were heading to Bend.

We arrived in early February 2014, and after watching the Broncos lose terribly to the Seattle Seahawks, we instantly registered with the Oregon Bicycle Racing Association (OBRA) and joined the local trail crew, Central Oregon Trail Alliance (COTA). These are pretty inexpensive registration fees at 30 and 35 dollars, respectively, seeing how plump and active their

event calendars are. I have learned that this is a fun way to get to work fast and find out where all the fun is happening. The two days of trail work I made it to saw 30 and 200 volunteers, and to finish the day out Bend-style, we were wine and dined as a thank you at Crows Feet Commons, a coffee/beer and bike shop located downtown right on the river and one of the many rad bike shops in town.

There are over 15 shops in town and they are all filled with excitable cyclists and serious shredders. Long standing retailers like Hutch's Bicycles and Sunnyside Sports have been rallying local events like the short track/party that is held in an icy parking lot each March, and Pickett's Charge, a traditional mostly singletrack race in honor of one of Bend's all terrain bicycle pioneers, Tom Pickett. There are many shops in town, but they all have character and are pumping out bikes and services for the city of 80,000. Many of the businesses have serious rental and demo fleets where one can get the latest and greatest trail machines, down to a sweet townie for cruising around. Buy a map and ask the employees what trails are hot at the moment, as the locals ride Bend in sections, depending on the season and snowmelt.

The 700+ miles of trail networks stretch from the west edge of Bend and run west and south along the eastern high desert foothills of the Cascades. Sometimes the snow takes most of the summer to melt, so it's late July or August before the high country trails are cleared and snow-free. In the spring there are the desert trails such as Horse Ridge and Maston, then a month or two later the Phil's Trail complex opens up and next thing it's almost summer when Wanoga, Mrazek and Upper Whoops trails are all the rage. When July and August hit, it's open around Swampy over to Mt. Bachelor, where there's the newly opened lift-serviced mountain bike park; one of the hardest things to do is choose where to ride. Bend is also in close proximity, under two hours, from the trailheads of Mackenzie River, Sandy Ridge, Bear Mountain, Oakridge, Peterson Ridge Trails, the Ochocos, and Smith Rock State Park. At first I did not want to necessarily drive to ride more than I had to, but the diverse selection of singletrack surrounding the area is addicting once you taste it.

The trails surrounding Bend are maintained by hundreds of COTA volunteers and this year there has already been 5,700 hours of trail work logged. It is very obvious when out riding. Mini log rides, jumps and

Cyclists typically don't gush to their riding buddies about being able to stop. Instead, the latest shifting gizmos earn their praise, or they'll boast about wheels or talk about a new carbon fiber handlebar making the ride so enjoyable. Mountain bikers love suspension, but would they ever thank disc brakes for making their suspension design possible? Most cyclocross riders might mention that their brakes are quiet, but will quickly change the subject to discuss the air pressure in their tires.

Bicycle brakes deserve our love and attention, as they've always been there for us. Let's take a look at some great brakes from the past 100 years and see how progress leaps forward in starts and stops.

The first bicycles came into existence before the invention of pneumatic tires. Smooth solid rubber tires provided a nice even surface that early spoon-style brakes would press into and slow down a Penny-farthing. While early cyclists appreciated the ability to stop, they didn't like the harsh ride of hard rubber. As soon as squishy air-filled tires (with tread) became the norm, riders needed a stopper that didn't touch the tires.

Coaster brakes like we see today on children's bikes and beach cruisers haven't changed much since their inception. Packed into the rear hub shell, the mechanism stays away from the elements and provides solid stopping power, activated by a simple change in pedaling direction. Coaster brake designs usually employ wedge-shaped shoes or a series of plates that will drag on the hub shell, slowing the spinning wheel.

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PROFILE

Located between Vancouver and Whistler, Squamish should be on everyone's bucket list.

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Recalibrate, stretch and strengthen your body with three essential yoga poses.

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RACE REPORTS

Bellingham's Cascade Cross inspires commitment, enthusiasm and positivity.

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Letter to the Editor

Re: A Tour de France with No Hills by Peter Marsh — 2014 Fall Bicycle Paper

Funnily enough, I have just done what Peter plans to do next: a solo bike tour of France from north to south! Like Mr. Marsh, I too am fluent in French and Spanish, but I don't carry camping gear, so despite the weight of my 27-year-old steel frame bike, I am not intimidated by a few hills along the

way. In fact, over the course of the 12-day, 1,850 km ride that I just completed from the English Channel to the Mediterranean Sea, I accumulated over 20,000 vertical metres of climbing, much of it in the Pyrenees (I ended up down the coast from Barcelona, Spain). I was surprised to learn that somehow Peter ended up on a "noisy French road with no shoulder for 30 miles" because the great appeal of France is that such a scenario is

always avoidable. Of my lifetime 82,000 km of bike touring in Europe, over 14,000 have been in France, where, with the guidance of their Michelin map series (scale 1:200,000) one can crisscross the country on any vector and never ride in traffic by sticking to the maps' white roads, where one averages 1 or 2 motor vehicle overtakes between one village and the next! Surely no other country in the world has such a network of proved tertiary roads.

TJ DeMarco
Whistler, BC

Elliott Bay Bicycles Closes Its Doors

BY KYRIE SCARCE

For more than three decades, Elliott Bay Bicycles (EBB) has been a standout in the Seattle cycling community. Bill Davidson and Bob Freeman's enterprise is seen as remarkable for its quality repairs, restorations, and custom bicycles. It's all too natural, then, that the response to news of Elliott Bay's closing at the end of September has been one of affectionate sadness as its patrons said goodbye.

The idea for the shop originated with Davidson — his interest in pursuing bicycle fabrication as a career was sparked in the 1970s during his time working at the Harry Quinn Bicycle Frame Shop in Liverpool. After returning to Seattle, he taught himself how to build bikes; fabrication shops in the U.S. were rare and most cyclists were used to European-made bikes. He eventually found a

business partner in Freeman and they opened Elliott Bay Bicycles in December of 1983. Davidson was the face of the store's bike-building services, while Freeman focused on the retail end of their work. Over time, they attracted a selection of assistants who helped with the fabrication process.

Ultimately, the decision to close stemmed from a desire to end at Elliot Bay Bicycles' peak while avoiding difficulties with the shop's location. Parking has gone from cheap — if not outright free — to expensive, and rent has shot skyward. Seattle's notoriously congested traffic doesn't help matters either. With these inconveniences, Davidson and Freeman chose to end their productive run while the store remains respected and treasured by the larger community.

Freeman will continue working with his own vintage bikes, which used to be on display at the shop. He intends to pare down and sell a portion of that large collection but looks forward to retirement.

Davidson, meanwhile, enjoys his field too much to stop working; he plans on staying in the industry and finding a new location to continue his fabrication-related activities. His intention is to devote his time to what he's most passionate about — building bikes. The Davidson Bicycles' official website speaks to a love of personalization and input from each customer — his priorities lie with the sense of individuality and pride that comes from creating custom bicycles. After decades in the business, his energy and enthusiasm for this kind of work is still going strong. One might say it all depends on how you view the closing of Elliot Bay Bicycles: as a genuine end, or simply one part of a greater evolution.

U.S. Women's Accomplishments

Inga Thompson was inducted into the U.S. Bicycling Hall of Fame earlier this fall. To celebrate this edition of trivia, and in her honor, let's focus on the accomplishments of the greatest U.S. women cyclists.

1. Greg Lemond is widely touted as the first American to win a World Cycling Championships, but this is patently untrue. An American woman claimed a rainbow jersey long before Lemond! Who was it and when?
2. Who was the first American woman to win a World Championships' gold medal in the individual time trial discipline?
3. Who was the first American woman to win a gold medal at the World Track Championships?
4. Only two U.S. women have won World Championships medals on both the road and the track. Can you name them?
Hint: Both won World titles in the pursuit.
5. When Inga Thompson triumphed in the Coors Classic in 1988, she ended a long foreign domination of what was not only the biggest stage race in America, but the biggest stage race in the world for women. Who was the last American Coors Classic champion prior to Inga Thompson and in what year?

Answers on page 11

Dave Campbell has been writing race trivia since 1992. He began racing in 1982 in Wyoming, moving to Oregon in 1987. After years of racing triathlons, he returned to his roots as a competitive cyclist, now racing in the Masters category. Dave is a high school science and health teacher and cross-country coach in Newport, Ore.

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Joining Forces to Get More Women on Bikes

By ÜMA KLEPPINGER



Natalie Ramsland (left) of Sweetpea Bicycles and Gladys Bikes owner Leah Benson celebrate a new partnership to get more women on beautiful, functional, and perfectly fitted bicycles. Photo courtesy Üma Kleppinger

In a city known for its bike-centric lifestyle, where bike shops and frame builders are a stone's throw in any direction, it's hard to stand out from the crowd. Unless, of course, the part of the crowd you're talking to are the ladies in the house. And that's exactly what Sweetpea Bicycles and Gladys Bikes are doing with a new partnership to promote, support and supply women cyclists.

Gladys Bikes recently grabbed headlines as the recipient of the 2014 Interbike Award

for Best Women's / Female Friendly Bike Shop in the country. This honor is not only well deserved, but also serves as recognition of the increasing demand for women's-specific bikes and cycling goods. While an increasing number of shops are beginning to add more women's bike brands and goods, only a handful are women-focused and women-owned.

Sweetpea Bicycles' owner Natalie Ramsland has been working with Leah Benson since Gladys Bikes opened in 2013, with

Ramsland supplying professional bicycle fitting services at the Gladys Bikes fit studio.

As of October 2014, this relationship has expanded, as Gladys Bikes agreed to become the sole independent dealer of Sweetpea Bicycles. The two share a common goal of getting more women on great bikes that fit properly, enhancing each rider's enjoyment, comfort, and safety.

"My mission is getting more women on bikes that fit them perfectly," reports Ramsland. "Working with Gladys Bikes has been a wonderful opportunity to learn from a greater variety of female cyclists than the typical custom bike buyer."

Ramsland started Sweetpea Bicycles in 2005, designing and building custom bikes for women. Based in Portland, the company and brand reputation grew quickly, leading to national sales and a move toward semi-custom bikes, allowing purchasers to own a women's-specific hand-built bike, without the long wait for a complete custom fabrication.

With clever names like the "Little Black Dress" and "Boom Boom," they capture women's fancy through smart, sophisticated branding and also deliver a fantastic ride imparted by quality handcrafted steel frame designs. They are sold as complete

or frame only with options for road, 'cross, step-through and urban/commuter.

Through this new partnership, Benson and her team at Gladys Bikes will act as the point of contact for all Sweetpea customers, guiding them through the fit and purchasing process and building of the bikes. Gladys Bikes will also provide ongoing service and address customer questions or concerns along the way.

"It's a natural collaboration," said Benson. "Both businesses have similar goals of supporting and enhancing women's experience with bicycles. Beyond that, it doesn't hurt that we both really enjoy working with each other. We appreciate each other's approach and have a lot fun with what we do ... we're excited to share that enthusiasm with our customers."

Gladys Bikes has a knack for making buying simple and delightful. Benson prides herself on ensuring that everyone who comes through the door feels welcome and comfortable, regardless of gender. So while the vast majority of customers are female, men also come to the shop for parts and service, and take part in the ongoing free maintenance classes and other offerings.

"When I reached my capacity in delivering complete custom bikes, partnering with Gladys seemed like a wonderful solution," reports Ramsland. "This change allows me to focus on fitting, designing and dreaming up new bikes while giving customers connection to a home shop and community of riders."

For more information about Sweetpea Bicycles and Gladys Bikes, visit sweetpeabicycles.com and gladysbikes.com.

Pendrel Defends National Cross Title, Kabush Second

WITH MATERIAL FROM CYCLING CANADA

The 2014 Shimano Canadian Cyclocross Championships took place on October 25 in National Historic site, "The Forks," at the junction of the Red and Assiniboine rivers in Winnipeg, Manitoba. Under beautiful skies, large crowds converged downtown to the popular tourist venue to cheer on Canada's top cyclocross racers. The course featured both natural and man-made structures such as sand pits, cobblestones, steep climbs, side hills, elevated platforms and steps.

In the women's race, Catharine Pendrel took the lead in the first lap and for most of the first half of the race was followed closely by Mical Dyck of Victoria, BC. An unfortunate crash and a mechanical took Dyck out of the lead group, leaving Pendrel alone with a comfortable lead for the remainder of the race. Pendrel's teammate Maghalie Rochette of St-Jérôme, QC, crossed the line in second place, followed by Sandra Walter of Coquitlam, BC. Dyck couldn't recover and finished ninth.

This latest success puts an exclamation point on an exceptional season for Pendrel, who won the UCI World Championships title in cross-country, as well as the Commonwealth Games title. She also claimed the Canadian title in mountain bike cross-country earlier in July.

"It's really nice to be able to do it two years in a row on totally different courses. It capped off a really amazing year for me," said Pendrel. "The season was really great for me. I couldn't be happier with how it went for sure. There is not much more I could have done this season. I have a couple more seasons ahead of me, so I'll do as much as I can with those."

"It's really unfortunate for Mical," continued Pendrel. "This is the Canadian Championships and I know she wanted to have a good race here."

Of the event in Winnipeg, Pendrel had only positive things to say: "The organizers have done such an amazing job. I think they have set the bar for what a Canadian Championships should look like in any discipline. The energy, the level of organization, the quality of the course was really fantastic. I'll be happy to be back here next year."

In the Elite men, Mike Garrigan from Ontario went hard right from the start, creating a solid early lead, and managed to maintain a gap of about 15 seconds on the chase



Catharine Pendrel on her way to successfully defend her National title. Photo courtesy Rob Jones / CanadianCyclist.com

throughout most of the race. Defending champion Geoff Kabush of Courtenay, BC, (SCOTT-3Rox Racing) and first-year Elite rider Michel Van den Ham of Winnipeg, MB, (Trek Red Truck p/b Mosaic Homes) worked hard to close the gap. The two riders managed to get within five seconds of Garrigan, but ultimately ran out of real estate. Kabush launched an attack on Van den Ham with about two kilometres to go, but could not quite reach Garrigan before the finish line.

Pronto Cycle Share

Seattle's bike share program launched on October 13. The first of its kind in the Pacific Northwest, it brings an initial 500 bikes and 50 stations to neighborhoods across the city.

Users can now rent one of Pronto's seven-speed commuter bikes from solar-powered docking stations located in the University District, Eastlake, South Lake Union, Belltown, Downtown, Pioneer Square, the International District, Capitol Hill and First Hill. Additional locations are planned for next year.

Pronto is backed by grants made possible by the King County DOT and the City of Seattle, along with support from several corporate sponsors, including Alaska Airlines, Seattle Children's Hospital and Group Health.

The nation's first helmet distribution system — to ensure users can easily comply with Seattle's helmet laws — is integral to Pronto. Riders can check out and return helmets at any docking station. They are picked up, inspected and cleaned before returning to circulation.

Annual memberships range from \$85 to \$125 and users receive a computerized key fob to access a bike. Members can take an unlimited number of rides up to 30 minutes for free, and incur nominal fees for longer trips.

One- and three-day memberships for \$8 and \$16, respectively, can be purchased with a credit or debit card directly from any docking station.

For details, visit ProntoCycleShare.com.

Mountain Bike Mecca: Squamish, British Columbia

By ALEXA STRABUK



Squamish is sandwiched between the gorgeous Howe Sound and spectacular mountains, making the region an attractive playground for all outdoor enthusiasts. Photo by Tourism Squamish

The town is perhaps the epitome of the perfect Pacific Northwest mountain biking destination. Nestled in the middle of breathtaking scenery, Squamish, B.C., serves up more than 120 miles of magnificent singletrack trails as well as some road options for the skinny tire enthusiast. Additionally, the district is a four-season outdoor recreational sports haven located halfway between Whistler and Vancouver along the Sea-to-Sky Highway, or Highway 99. With its growing eco-tourism industry and access to the surrounding forests and lakes, the area offers riding opportunities suited for every type of cyclist.

The word Squamish means “Mother of the Wind,” labeled by the area’s indigenous people and aptly inspired by the memorable air currents that blow from neighboring Howe Sound. Turning back the clock, it is unclear when the first permanent inhabitants began to settle, however, according to the Squamish Historical Society, it is reasonable to assume that it was 5,000 years ago. Those aboriginals led a largely nomadic existence and after hundreds of years, began to evolve with the geography. The arrival of the Europeans marked the beginning of more drastic change. The two groups co-existed peacefully until about 1858 when a gold rush brought tens of thousands of fortune-seekers to extract what the land had to offer, ultimately ending favorable relations between the native people and the invading newcomers.

Later, in the early 1900s, the Pacific Great Eastern Railway was constructed to run through the province, bringing great cultural change. By the turn of the twentieth century, most everyone resided in one of two small communities: Squamish at the water’s edge, or Brackendale located up valley, a situation that did not change for almost half a century. Downtown Squamish was incorporated as a village in 1948 and then as a district in 1964. The completion of Highway 99 in 1958 allowed residents to commute to and from Vancouver. Simultaneously, the town began to upgrade its infrastructure and expand. After enjoying an era of relatively quiet isolation, Jim Baldwin and Ed Cooper became the first to scale the Grand Wall of the discernible Stawamus Chief monolith in 1961; their achievement cast a national spotlight on Squamish’s many outdoor opportunities and set the tone for it being known as a present-day adventure sports mecca.

The 2011 Statistics Canada Census population was estimated at 17,479, indicating a respectable 14.6% increase from the last official census in 2006. The median age was 36.8, including both male and female residents — a younger demographic, able to actively participate in the wind surfing, rock climbing, bird watching, skiing and mountain biking activities abundant throughout the region.

Cliff Miller is a local racer and the longtime chair of Test of Metal Inc., a company responsible for organizing major mountain biking events in and around Squamish. He says that the area is special in that it offers a wide variety of terrain to explore and the moderate, coastal weather accommodates those who wish to be outside 365 days a year, rain or shine. The high intensity and close-knit mountain biking community produces some of Canada’s best competitors and these individuals have a uniquely ideal training environment with the trails, forests, rivers and mountains found on the north shore of Howe Sound.

Perhaps one of the more popular mountain biking options is Wonderland, a cross-country trail that extends for a little less than two miles and offers beginner and intermediate riders plenty of natural obstacles. There is a separate entrance for more advanced riders, which drops quickly and presents some sharp turns. The route commences off of Squamish Valley Road, ending at Depot Road, and can be ridden from either direction, though it is suggested to travel southbound for a more enjoyable experience. To increase the distance, White Rabbit can be accessed north off of Alice Lake Park Road, adding an

additional mile of steady climbing atop the south bank of the Cheekye River.

A little farther east of Wonderland lies a network of trails near Alice and Edith Lakes and through rugged backcountry, which has no shortage of tough climbs and descents. In this area, Rob’s Trail and Cliff’s Corners are two connected, twisting trails, and are ideal to practice cornering. The more advanced Credit Line overlaps to a connection running parallel to a historic road bed for a little under 133 feet. It can be found off of Edith Lake and features a brief technical descent, a mere harbinger of the seemingly never-ending, quad-busting climb that presents numerous exposed rock rollers but also boasts a gratifying view of the Squamish River Valley. Once past a series of root drops, the trail continues back around and the grade lessens, forking off to the considerably easier Jack’s Trail, which veers right to Alice Lake or left to the Highlands. All trailheads are accessible from the west side of Edith Lake for some stunning rides. Note: the Four Lakes system is only open to hikers and closed to cyclists from May 1 to September 15.

When it comes to road cycling in the Sea-to-Sky Corridor, Squamish is home to some of the most beautiful paved routes in the region. Though sometimes plagued by heavy traffic during the weekends and holidays, it is possible to ride on Highway 99 from or to Squamish from both Vancouver and Whistler; the highway surface was upgraded in preparation for the 2010 Winter Olympics and the results included a wider shoulder on most of the road. Excellent views of Howe Sound can be found riding up from Horseshoe Bay and other options are scattered throughout Paradise and Squamish Valleys, most of which are relatively flat, quiet, two-lane roads that weave through dense forests flanked by looming mountain peaks. Generally, riders should be aware of the strong winds in exposed areas, which could make pedaling a little more arduous than expected.

According to Miller, the glue that holds the region’s mountain biking culture together is the local club, the Squamish Off-Road Cycling Association (SORCA). The consortium grew from several enthusiasts who organized small races preceded by casual backyard gatherings. Since then, SORCA has grown into a mountain biking powerhouse with projects ranging from legislative-level trail advocacy to developing, constructing and maintaining bike facilities all over the Squamish backcountry. The group is — integrally or tangentially — a part of nearly every mountain biking endeavor in the area and remains a key resource for interested bikers of all skill levels. Miller states, “Through [SORCA] you can attend a mountain bike event every week from early April until late September.” The association’s recently opened bike skills park at Brennan Park Recreation Center is used

by a diverse demographic: kids as young as three to adults in their 70s.

As advocacy and eco-tourism have increased as fundamental elements to the province’s culture, several events are hosted within city limits, drawing international participants and spectators. Test of Metal Inc. Group of Events hosts its first major competition each May. The season opener, Orecrusher, is a multi-lap classic cross-country race where riders are categorized by age, gender and skill level, though all complete around 25 miles. Later in June, it’s time for the self-titled cross-country race, Test of Metal. Riders take on 42 miles including 3,934 feet of climbing and 22 miles of winding singletrack. The event’s website describes, “The unrelenting course will take the fastest about 2-1/2 hours, the average competitor about 4 hours and the humans 5-6 hours.” This kind of challenge proves to be quite popular, as the event is capped at 800, selling out within hours each year.

The organization’s offerings continue with the Gearjammer, a 28-mile point-to-point race hosted in July, and then concludes with Just Another Bike Race (JABR) in August. JABR usually takes place in hot weather so riders are cautioned and urged to carry plenty of water and sunscreen. Comprised of the trail networks in and around the Highlands, this event is a “must do.”



Start of Test of Metal (June 20, 2015). Photo courtesy Grant Mattice / Test of Metal Inc.

The course is modified a little each year to utilize newly added trails and to make sure the best of the best are included. This past year, JABR hosted its regular categories in addition to the Canadian Mountain Bike Marathon National Championships.

Squamish only continues to establish itself on a global scale. Three full-service bike shops — Corsa Cycle, Republic Bicycles and Tantalus Bike Shop — are all convenient resources for riders to repair, replace or learn. Furthermore, other general outdoor services and shuttles are available to take visitors to trailheads or make suggestions for the best trail conditions, and as a bonus, Garibaldi, Stawamus Chief, Alice Lake, Murrin and Shannon Provincial Parks are all short drives away and expressly showcase some of the rich scenery of British Columbia. Jutting out into Howe Sound is the Squamish Estuary and Spit, which is the seasonal home to a variety of athletes like windsurfers and kite boarders who can be seen taking advantage of those notorious high winds. Conveniently located an hour south of Whistler and an hour north of Vancouver, the corridor offers stop-worthy sightseeing opportunities and food. Make sure to visit Mag’s 99 Fried Chicken and Mexican Cantina for some reportedly delicious fried chicken. Miller says that after living there for 25 years, the town continues to grab his attention all year long. In Squamish, it seems every day is a day to be outside.

Lewis Clark Bicycling Association Advocates For Growth

By KYRIE SCARCE

Lewis Clark Valley, a community comprised of Lewiston, Idaho, and Clarkston, Wash., boasts prime spots on several national “best of” lists: *OutdoorLife* magazine declares it the “Best Place to Live for Access to Hunting & Fishing,” while *Sunset* magazine ranks Hells Gate State Park as having “one of the best 50 campgrounds in the West.” In addition to offering these various sources of high praise, the Lewis Clark Valley Chamber of Commerce’s website speaks to the natural scenery and its supply of lakes, rivers, forests, and canyons. These all contribute to the opportunities for “fishing, camping, hunting, skiing, or sailing” — however, any mention of the area’s bicycling presence is absent. This is where the Lewis Clark Bicycling Alliance (LCBA) comes in. Chairman Vern Owens notes that local attractions such as Hells Gate and its trail system provide a draw for cyclists, but their visibility is limited by a lack of way-finding signage and promotion. The LCBA’s focus zeroes in on improvements in awareness and security regarding bicycling opportunities in the area.

The organization’s roots lie with the City of Lewiston’s Transportation Advisory Committee (TAC), its earliest incarnation first appearing in May 2013. The TAC’s spectrum of concerns includes local traffic patterns, transportation methods, and options for cyclists and pedestrians; the initial intention in starting a bicycle subcommittee was to examine the layout of Lewiston’s Bicycle Master Plan. The group quickly recognized that the plan was simply a basic map of a few bicycle pathways and decided it required a greater level of attention and consideration. They invited citizen input and soon realized the potential for expanding into the rest of the Valley.

Towards the end of 2013, LCBA contacted the Lewis Clark Valley Metropolitan Planning Organization (LCVMPO) about the possibility of adjoining them as a citizens’ advisory committee: they were attracted to the LCVMPO because it uniquely focuses on all jurisdictions within the area. The request was positively received in March 2014, essen-

tially graduating the volunteer group from Lewiston’s TAC and gaining a much wider reach. In terms of its current ambitions, the LCBA aims to partner with various organizations, businesses, and schools in order to provide advocacy and education regarding the economic and health-related advantages of bicycling, as well as continuing the discussion about safety upgrades for cyclists. On their official website, member Dan Hayhurst notes the infrastructural imbalance between motorists, cyclists, and pedestrians, saying, “For a long time, it’s been really skewed. Everything has been built, mostly, to accommodate the motor vehicles. We need to back away from that [...] still accommodate the motor vehicles, but make it much more pedestrian and bicycle-friendly.”

The organization focused on six goals in 2014, the first being an update of the aforementioned Bicycle Master Plan, which currently exists as a minor section in the LCVMPO’s Long Range Transportation Plan. Owens states that their goal is to “produce a more comprehensive bicycle plan that is useable and accepted by the various jurisdictions in the [Metropolitan Planning Organization] as a guide for transforming the [Lewis Clark] Valley into a bicycle friendly locale over the next 20-40 years.” The LCBA intends to update the plan every five years and regularly posts news about the project to their official website. Related objectives include promoting safety improvements through accounting for community requests and interests. Based on public input, LCBA will seek to advocate for a wide variety of relevant topics “from a comprehensive bike-way network to simple connections to trails, lanes, striping, stenciling, to way-finding signage, to racks and parking facilities, to business support for commuting bicyclists” and beyond. Other means of supporting a safe bicycling experience involve educating citizens and encouraging the police department to enforce rules and regulations.

Meanwhile, the group is beginning a discussion about reinstating the Safe Routes to School Program (SRTS) as their second



Redistributing the available pavement. Photo courtesy Lewis County Bicycle Association

goal. SRTS concentrates on “enabling and encouraging [children] to walk and bicycle to school” as communities work to enhance the safety of their pathways. While Washington’s independent program is still in effect, Idaho’s became stalled in 2013 after it was combined into the Community Choices Grant Program (CCG), a version of the Transportation Alternatives Program that merges the funding for multiple projects into a single pool. While some undertakings from the original SRTS are active, its agenda will be fully integrated into CCG upon their completion. Kelly DiRocco, CCG’s Program Specialist, states that future plans center on “both infrastructure (crosswalks, sidewalks, etc.) and non-infrastructure (SRTS Coordinators).” The LCBA plans on contacting the school system and finding out whether they have an interest in restarting a standalone version of SRTS.

As for other connections, the LCBA communicates with key staff in charge of different Valley jurisdictions. One major aspiration is to meet one-on-one with each of the 29 city council and county commission members. “The goal there is [...] to mainly ask those elected officials to think bigger and ask bigger questions when active transportation issues are put before them,” Owens says. “We want them to think about the bicycles, pedestrians, the disabled, transit riders, etc., and no longer just motorists. We also offer up our services and input should they desire.”

The LCBA has received a positive response from the estimated 35 percent of individuals already interviewed.

The group also seeks to identify and meet with stakeholders in the Federal Lands Access Program (FLAP). As the Valley’s bicycle trail runs along land belonging to the U.S. Army Corps of Engineers, the organization believes they have an edge when applying for funds. In order to successfully receive those monies, the LCBA must gain stakeholder support and complete the Bicycle Master Plan Update as they articulate project goals in their application. They have developed a subcommittee specifically dedicated to seeking out FLAP stakeholders.

The association has also developed relationships with the Latah Trail Foundation (LTF), Idaho Smart Growth (ISG), and Idaho Walk Bike Alliance (IWBA) over the past year, and supports issues such as LTF’s efforts to create a loop trail system in Lewiston. They also share ISG and IWBA’s passion for a “Statewide Bicycle and Pedestrian Plan.”

In relation to the economic successes that bicycling provides, no studies crunching specific numbers have been performed regarding the impact cycling has on the area, but LCBA is confident that there are inherent benefits through components of their work such as their annual “I Made the Grade” ride, held on June 14 this year. The event features a climb from Chief Timothy State Park to the top of the Lewiston Hill, with attendees visiting local shops, restaurants, and hotels, consequently providing extra income for the region.

Currently, the biggest priority for the Alliance is the Bicycle Master Plan. The community feedback regarding a cycling framework local individuals are interested in is key to new developments. As Owens comments, “There can be nothing worse than to create a wonderful bicycle infrastructure and then have it sit largely unused.”

LCBA’s appreciation for communication and teamwork is their strongest asset at the beginning of what will, hopefully, be a long presence in the area. Their membership currently accounts for around 40 people, but expects to attract cross-sectional representation across demographics as they present what they can offer to the community based on multiple survey responses collected from the public. With regular meetings on the third Thursday of every month, the organization looks to be well on its way to making positive change for residents and visitors alike.

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Three Key Yoga Poses for Cyclists

KARI STUDLEY, PT, DPT, CYT

Whether actively racing cyclocross or building a base for 2015, this is the perfect time of year to incorporate basic yoga poses into a stretching and training program. These poses are helpful because they provide great counter-postures and stretches to the traditional forward-flexed cycling position. They also strengthen muscles and joints through multi-directional movements and balance coordination. Below are three poses that can be performed without a yoga mat, combine basic strengthening with gentle stretching, and are practical for cyclists at any level.

Bridge

This pose is a great foundation for cycling and core stabilization. It also strengthens the hamstrings and gluteus muscles in a movement similar to pedaling. To make it even more cycling-specific, visualize pushing down on the pedal through the feet as you lift the trunk up through the axis of your hips.

How to Perform: Lay on your back with knees bent, hip-width apart, and feet parallel to each other. A firmer floor surface will be easier for balance, but for a greater challenge try this on a softer surface, like a mattress. Exhale and flatten the back to the floor through engaging the abdominal muscles (Figure 1). Press through the feet and legs to lift up the hips until a stretch is felt on the front of the thighs (Figure 2). The goal is to elevate the hips so they are in line with the shoulders and knees. Stop immediately if you feel back pain. This exercise should be felt in the back of the hips and legs and the stretching quads on top. You can hold this pose for 5 to 30 seconds and/or perform sets of 10 to 20 repetitions.



Figure 1 - Pre-bridge



Figure 2 - Bridge Pose

Downward Dog

This gentle inversion pose is a nice way to open and stretch the shoulders, back, hamstrings and calf muscles. It also works on balance and exploring weight bearing through the hands and feet. To make this pose more cycling-specific, observe how much weight you are pressing through the extremities. If it feels that more than 50 percent is through your hands, engage your core by lifting your belly button toward the spine/hips to lighten the load going through the palms.

How to Perform: Start in a hands and knees position with fingers pointed forward, slightly wider than the shoulders and keep feet hip-width apart. Simultaneously, press through the hands and feet to lift the hips up (Figure 3). Squeeze the shoulder blades together toward the spine to help lift the hips up so the sit bones are the apex, pointed at the ceiling. There should be about three feet of space between your hands and toes. To increase the calf stretch, gently press the heels downward toward the ground. Weight should be distributed fairly equally between the extremities. Ensure that the elbows and knees have a slight bend to minimize joint compression. If pressure on the shoulders is a concern, perform a modified version by holding the back of a chair and pressing through the sit bones to lengthen the hamstrings (Figure 4). Hold this pose for 5 to 30 seconds or up to 10 breaths. Repeat 2 to 10 times.



Figure 3 - Downward Dog Pose



Figure 4 - Downward Dog Modification

Modified Boat

If you only have time for one yoga pose, this challenging posture is the one to do. It combines core stabilization, hamstring, arm and shoulder stretching through advanced variations. Consistent practice will improve posture and balance on the bike.

How to Perform: Start in a seated position with knees bent and toes touching the floor. With hands placed behind the knees for extra stability, lift the chest tall and balance your weight on the sit bones (Figure 5). This starting position is often enough of a challenge, especially when trying to stay centered on the sit bones. If you are feeling stable, lift one foot off the ground, keeping the back tall, until a hamstring stretch is felt or the back begins to slump (Figure 6). The next challenge is letting go of the legs and to reach the arms forward. You can work your way up by letting go one arm at a time (Figure 7). Remember to keep the core engaged and weight centered on the sit bones regardless of what your legs or arms are doing. The final variation involves balancing on the sit bones with both feet and hands lifted (Figure 8). With all boat variations, start with holding the pose for 5 seconds, working your way up to 30 seconds. With leg and arm lift variations, you can count each extremity movement as repetitions or hold in that variation for 5 to 30 seconds.



Figure 5 - Modified Boat Pose



Figure 6 - Boat Pose Leg Kick Variation

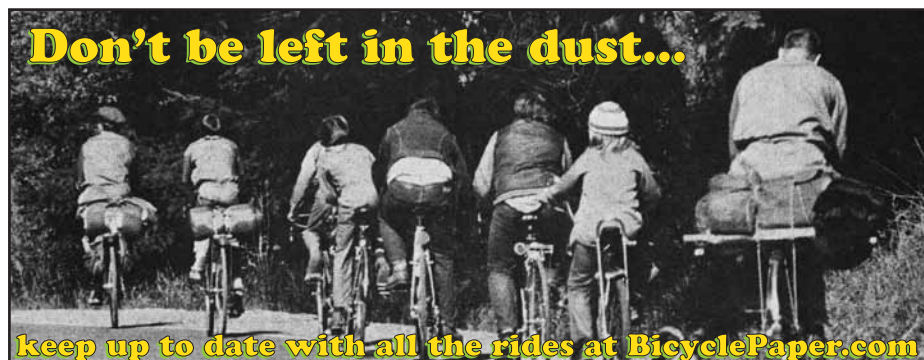


Figure 7 - Boat Pose Arm Variation



Figure 8 - Advanced Modified Boat Pose
Photos courtesy of Kari Studley

Kari Studley, PT, DPT is a 2013 Masters Cyclocross World Champion and a three-time National Cyclocross Champion. A certified yoga instructor, she also specializes in yoga and cycling biomechanics and injury prevention at Corpore Sano Physical Therapy (CorporeSanoPT.com) in Kenmore, WA. Corpore Sano PT is an orthopedic and sports physical therapy practice specializing in treatment of overuse injuries and sports performance. Contact 425-482-2453 or Hello@CorporeSanoPT.com.



Cascade Cross – Tacos and Slippery Peanut Butter

By CHRIS STEVENS



Oh look! It's red underneath the mud.
Photo courtesy of Chris Stevens

The second event of the eight-race Cascade Cross series delivered as advertised at Bellingham BMX on October 25: technical challenges, fast reconditioned grassy flats, a sand pit, and muddy mud hen lovin' mud were all present. Held at one of only three "perma-courses" in the country (the others are in Louisville, Ky., and Boulder, Colo.), it is located adjacent to the youth BMX track, which occupies only

5 of 30 acres on the privately-leased land. An added bonus of not being on a city park or public school site is that racers and spectators can slurp \$5 pints of local Kulshan Brewing Company's ale alongside the course without worrying about "Imperial Entanglements." The first two races of the series took place at the permanent course in order to capitalize on the many hours of volunteer work that was needed to get the site ready before the weather turned truly nasty. Work parties of 6-8 spent two to three hours over several weekends in late summer, while race promoter Ryan Rickerts planted grass, mowed grass, and roto-tilled the soil. All of this was done without the city backing dollars enjoyed by Louisville and Boulder.

To create the desired level of challenge, part of the circuit goes through an abandoned golf course — not that anyone could tell anymore — with a short detour into a dark, twisted forest reminiscent of "The Hobbit." Tree stumps lurked around blind corners, ready to knock the knees of 'crossers who followed the muddy ruts plowed by previous racers who had chosen poor lines.

Rickerts designs his courses to adhere to international standards as far as width, quality and variety of terrain and surfaces, and certainly a rider who succeeds here could succeed anywhere.

The series started the series in 2006 under the Cyclocrazed moniker and later changed the name to Cascade Cross in 2008. Like many Northwest cyclocross series, USA Cycling does not sanction it, so no racing license is required to participate. Ridership has increased to the point that in 2013, 630 people competed in at least one of the eight events, averaging about 200 per race. On this particularly muddy Saturday, I counted 127 entrants in 13 categories, and only 15 who did not finish (DNF).

Rickerts theorized that after such a long, beautiful summer, some potential racers might be "outdoored-out," ready to stay indoors and work on drier hobbies and crafts. Certainly the dedication to 'cross showed in the low number of DNFs, since if one has gone through the effort of getting out of bed and driving to Bellingham, why would they let something like a broken derailleur or snapped chain stop them?

"The Pacific Northwest scene isn't really about the Elites," Rickerts says, even though top UCI pro rider Courtney McFadden got her start at Cascade Cross, for example, and top Canadian riders drive long distances to race in Bellingham. He also adds, "We cater more to singlespeed mountain bikes."

This definitely would have been my choice for this race, as I had to dismount and claw mud out of my chain and cassette; I'm sure I wasn't alone. Mountain bikes may not have given riders any particular advantage, and disc brakes weren't necessary on the flat course that required little, if any braking. Most of the racers I saw used cyclocross-specific bikes, some with tubulars, and the wiser opting for a mud-specific tire like the old-school green Michelin Mud tires run at low tire pressure. In fact, I started at 35psi and kept letting some out during a practice lap.

In conditions like this, the course itself is more the opponent than the riders in your category. Changing conditions brought on by on-and-off rain required a quick decision at each obstacle: ride or run. The one large sand pit was not rideable by most; shouldering the bike before entering the sand would save time and energy. The two slimy sections at the beginning of each lap presented an attractive challenge, but my decision to ride them rewarded me with a mud-caked drivetrain that slowed me to sub-running speeds.

Taco truck worker: "You must be tired." Muddy racer Collin Van Slyke: "Yes. I'm really tired. I need the biggest, best burrito you got."

The second event of the eight-race Cascade Cross series delivered as advertised at Bellingham BMX on October 25: technical challenges, fast reconditioned grassy flats, a sand pit, and muddy mud hen lovin' mud were all present. Held at one of only three "perma-courses" in the country (the others are in Louisville, Ky., and Boulder, Colo.), it is located adjacent to the youth BMX track, which occupies only

One slog through standing water reminded me of old footage of World War I infantry battles. Even the lightest singlespeed bike got heavier with each lap. Two muddy sections were neutralized by rideable plywood since Rickerts didn't want the ratio of running to riding to be too high. A number of racers jogged gamely to the pits for a wheel or bike change, which also provided the opportunity to enjoy some refreshments while the pit crew made the swap.

All Cascade Cross races feature timing chips (\$10 cash deposit needed at race time) that are attached to helmets, with backup hand timing in event of chip failure. The timing chips enable precision, and from the point of view of the racer, it's a great way to evaluate pace and performance by comparing individual lap times.

The men's A category had to do nine laps, women's A six laps, and B men's completed seven laps. In the women's A field, Kirsten Jensen (Jack's Homegrown Racing) rode away from the others, followed by Cassie Ross (Audi Cycling) and Natasha Cowie, who dueled through the first three laps until Ross pulled away during the fourth. In the men's A field, Kona pro rider and Bellingham's own Spencer Paxson jockeyed with a small but highly competitive group of three that stayed together until lap seven, when Paxson pulled ahead to win by 20 seconds. Tony Swanson took second and Kona teammate Erik Tonkin finished third.

The race day atmosphere was enormously positive, with small but enthusiastic groups of spectators cheering the pros, kids, and people they didn't know. I received an unsolicited hand-up of Pabst Blue Ribbon, which even though I could only slurp about a Dixie Cup worth of the workingman's lager, the kindness of strangers kept me rolling through the difficult second lap of the Master men's B race, when the glacial silt and clay turned to a substance more like peanut butter than any mud I've ridden through. The community spirit of this group of racers and volunteers is infectious.

"There's something about this group of people. It's so much more community-minded than any of the other athletics that I've done, and this is who I choose to support with my time," said registration volunteer and women's A 5th place finisher Christin Clawson.

Some racers may have been disappointed that the course was completely separate from the BMX track. I was relieved, as my last experience with BMX-style "pump track" had me riding a nose wheelie through the barrier tape and through the spectators.

At one point I lost my front wheel in a muddy turn and went down with an involuntary "whoof" of air. The racer in front of me actually looked back and asked, "Are you okay?" That's a level of courtesy I've



Cyclist vs. Muddy mess.
Photo courtesy of Chris Stevens

never experienced in a decade of 'cross, and I don't think it's an exception. I observed none of the negative testosterone-fueled energy I've seen at races in California. But don't be fooled by the laid-back mountain biker attitudes, the caliber of competition is high. A DNF rate of only 12 percent in conditions like these speaks to the hardcore nature of the racing. Most riders were certainly plagued by mechanical issues, but the mud seemed to eliminate the pinch-flattening common to dry weather racing, and I was impressed by the mental and physical toughness of all the competitors.

While this type of racing is clearly not for the novice or the less than committed, I should point out that kids race for free. Friends will heckle you and strangers will encourage you, and if you're lucky, someone may hand you a tasty beverage when you're feeling low.

For a great overview of this homegrown scene, check out the short video "Everyone is Friends" at vimeo.com/77517888.



Can I have your biggest burrito please?
Photo courtesy of Chris Stevens



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"BRAKES" FROM PAGE 1

The problem with coaster brakes is heat. A long downhill can make the hub red hot, liquefying the bearing grease and producing a cloud of smoke. Obviously a smoking hot coaster hub won't stop a bike very well, and cyclists encountering long downhills have to take frequent breaks to let their hubs cool down. An old tip for touring cyclists with coaster brakes suggested that they drag pine boughs like anchors in order to keep their speed in check.

Drum brakes (1) have been around as long as coasters, and they have similar strengths and weaknesses. On the plus side, drum brake hub shells are generally bigger, which helps dissipate heat, and they are activated with a cable and hand lever, instead of pedal action. The big minus is that they are tricky to incorporate into bicycle designs, as they require long torque arms that could stress lightweight frame and fork tubing.

Brakes that squeeze on the rim seem like a better way to go. They're lighter than hub brakes, most of the designs are quite simple to make, there's no problem with heat build-up, and they make removing a wheel to fix a flat tire much easier.

Rim brakes have come in many varieties over the years. A common design element in the 1920s and '30s was to use cork or felted wool pads that would drag smoothly across lacquered wooden rims. For heavy bikes with slippery chromed-steel rims, stout brake calipers had to be made that could crush into the hard steel. Hard rubber pads slowed steel rims the best.

Rod-actuated calipers (2), which used thick metal rods instead of thin brake wires for actuation, were typically found on heavy Dutch-style utility bikes that sit out in the weather. Rod brakes, while being pretty powerful, didn't give bike riders much flexibility. A simple change in handlebar height required one to completely rework the brake set-up. Rod brakes pull up into the rim instead of squeezing the sides, so these brakes are also in the way when you have to fix a flat.

If you were a bike racer 50 years ago, the big debate amongst your friends would have been side-pull vs. center-pull calipers. Center-pull calipers from Universal or GB stopped great (6) (if you were looking for that feature in a brake), but they weren't as light or sleek as side-pulls from Campag-

nolo. Side-pull calipers omitted the center-pull's hard-mounted cable stops on the frame and the extra straddle wire.

The rising popularity of mountain biking in the 1980s provided the demand for newer, more powerful brake designs. The first mass-produced mountain bikes came with cantilevers (3) (and motorcycle brake levers). They stopped alright, but took a lot of hand strength. Roller-cam brakes (7), first designed by mountain bike icon Charlie Cunningham, had more leverage than cantilevers but were tricky to set up. Shimano came out with the U-brake, a horseshoe-shaped block of aluminum, which bettered the stopping power of cantilevers as well, but they mounted under the chain stays where they would collect mud and grease. These brakes were not bike mechanic favorites, and were soon replaced by Shimano's linear-pull V-brakes, which resemble more of an "H" and provided even more power and the rear brake moved back to its normal spot on top of the seat stays.

Hydraulic road brakes aren't as new as SRAM would lead you to believe. Washington-based Mathauser (4) and the German company Magura developed hydraulic road calipers in the 1980s. The designs were powerful and they worked well, but without carbon fiber rims (and their irregular braking surface) driving demand for more powerful road brakes like we have today, these designs failed to find a market. Instead, the '80s were all about aerodynamics and style, stopping power was secondary. Campagnolo took great advantage of this atmosphere with their heavy and under-powered Delta brakes, with their sleek and shiny futuristic look that heralded the modern age of bicycles. While riders loved their Delta brakes and everyone talked them up, it was superficial. We just loved them for their looks.

If any brake is feeling the love these days, it's the disc brake. Believe it or not, people have dabbled with bicycle disc brakes since at least 1950. Schwinn Manta Rays had cable-actuated versions in 1971. Then, in the mid-1970s, Shimano had a line of hydraulic brakes (5) that ended up on utility bikes of the era. These added about eight pounds to the weight of the bike, but they stopped pretty well and sure looked cool. Earlier disc versions probably didn't take off simply because we didn't need them.

Caliper brakes rubbing on aluminum rims stopped bikes that were being ridden on the road just fine.

It took the advent of mountain biking, with steep off-road trail gradients, to make us yearn for the power you could get from hydraulic discs. Disc brakes also freed mountain bike suspension designers from the constraints that wire cable runs and cantilever brake posts placed upon them.

Today we can stop with confidence thanks to refined designs, great materials, and 100 years of dealing with brakes that didn't work so well. The next time someone asks you about your bike, make sure you give your brakes some praise.

Paul Johnson owns Classic Cycle, a bike shop and museum located on Bainbridge Island. Antique bicycle brakes thanks to Jeff Groman.



1



5



2



6



3



7



4

- 1. Front BSA drum brake
- 2. Rod brake
- 3. Mountain bike cantilever
- 4. Mathauser hydraulic brake, 1986
- 5. Mid 70s Shimano hydraulic disc brake
- 6. GB Courier 66 brake
- 7. Cunningham roller cam brake

Photos courtesy Jeff Groman and Paul Johnson

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"BEND" FROM PAGE 1



Timberline Big Air performed by the author, aka John Elway.
Photo courtesy Chad Cheeny

berms are par for course, and you will find them in the middle of nowhere. I was amazed to find The Lair in the Phil's Trailhead complex, an extensive pit of rolling pump to jump tracks that seemed so massive and progressive it couldn't possibly be in the middle of a bunch of twisty and tame cross country singletrack. Turns out that COTA is run by cyclists for cyclists. In turn, they build what they want to build. There is not much of a horse riding scene in the hills west of town, so there is minimal conflict, and the runners love the trail flow so they are always on board for more options.

Cog Wild is the lone local shuttle service and they have it dialed, offering many sweet options for tourists and locals alike. They are a crew of super locals and definitely in the know of where and how to ride this cycling paradise.

My favorite trails once the season was in full swing had to be the sculpted flow trails like Whoops, Tiddlywinks and Tyler's Traverse. It was difficult to believe that an open space that close to town could be littered with so many jumps, berms and fun features. I had not ever really witnessed this type of trail design in many places in the West, at least not where there was lift or shuttle access.

Bend is a pretty flat place to ride compared to most destination cycling towns, but the trails make one feel like they're safely downhill. During the peak season I grew to love the high country options above Skyline and Tumalo Falls. There one can find sustained climbs and long descents that are matched perfectly for the trail bike we all want. Looking ahead to next season, I'm pumped to ride Kline Butte and Horse Ridge in the spring before the trails around town open up.

I spent the spring and summer learning the trail system through coaching Junior shredders with the local 501(c)(3) nonprofit organization Bend Endurance Academy (BEA). While the title has some seriousness to it, the program is all about fun and getting lifelong cyclists out into the world. BEA is also a positive cycling force in the community as they promote bike rodeos, a cycling film festival, work bike valets for in-town events, and throw the Chainbreaker, an early season local mountain bike race. Numerous pros jump in and out of practice throughout the year, so it's not uncommon for Barry Wicks, Carl Decker, Tina Brubaker, or Adam Craig to show up and model for the kids.

Racing locally is pretty darn fun in Bend. There are a large number of locals who race year-round in all the cycling disciplines, but rarely leave Bend. There is competition at

all levels and age groups and local cross-country races pump out 150-500 participants so it is definitely a happening vibe. OBRA, the state's self-created cycling governing body, does a great job of supporting events in all disciplines, and most importantly, provides a community feeling to the Oregon race scene. We almost were slated to host USAC's MTB National Championships, but a date conflict with the long running professional road race, Cascade Cycling Classic, has pushed that back a few years. I am certain this will blow up the local scene even more — if that is possible

I was born and raised in Bend and left for Durango at age 18 in 1998 to pursue my dream of riding mountain bikes and chasing my heroes. I'm not really sure if Bend was considered a cycling mecca when I lived there, but it definitely was a sweet town to be a cyclist. There were plenty of trails, unmarked and marked, a budding local trail organization, and plenty of local races and open space around town. Now it feels like a full-fledged cycling attack and it is bursting at the seams, but I have yet to see what seams would actually burst. There is no end in sight to the cycling madness that is Bend, Oregon.

Chances are, if you're reading this publication you've heard of Bend and its "mecca" status in the cycling world. You probably have been there, rented a house, camped in the Phil's Complex, crashed at a buddy's house, or chased the locals on the



Any day on the bike is a good day, even for the dog. Photo courtesy Chad Cheeny

sweet cache of trails day after day, in the end, possibly not fully satisfied — wanting more and wishing you didn't have to go back to reality. My wife and I will have a really hard time holding strong to our promise of making this a temporary move. Bend is badass with a capital "B!"

Random Bend Cycling Stats

- 1994 first year of Pickett's Charge
- 65 miles of in-town bike pathways
- 35 area trailheads to take off from
- 19 breweries
- 17 OBRA registered club/teams
- 15 bike shops
- 11 cyclocross races in 2014
- 10 unofficial games of bike polo in 2014
- 7 road tours in 2014
- 7 USAC National Championships hosting
- 5 cross country races in 2014
- 5 professional cycling photographers
- 5 official/unofficial dirt jump parks
- 5 machine built flow trails
- 4 public pump tracks
- 4 junior cycling programs
- 4 women specific clinic/programs
- 4 seasonal weekly group road rides
- 2 enduro races in 2014
- 2 alleycat races
- 2 recycled bike businesses
- 2 shuttle assisted "downhill bike" trails
- 1 bike film festival
- 1 lift serviced bike resort, Mt Bachelor
- 1 shuttle service
- 1 BMX race track
- 1 public slalom course
- 1 Tour de France race announcer
- 1 cycling Olympian
- 0 current frame builders

Home of current and past professional cyclists include Carl Decker, Adam Craig, Serena Bishop, Ryan Trebon, Barry Wicks, Chris Shepard, Ian Boswell, Chris Horner, Kirt Vories, Alex McGuinness, Chris Jones, Lindsey Vories, Brennen Wodtli, Tina Brubaker, Laura Winberry, Carson Storch, Paul Thomasberg, Tom Pickett, Marcel Rus-senberger, Jeff Burnard, Cody Pederson, Steve Larson, Paul Bishop, Tad Elliott, Evelyn Dong, Colin Bailey, Bart Bowan, and Paul Wilerton.

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SealSkinz Waterproof Gloves, Over Socks and Cap

By DARREN DENCKLAU

Keeping warm and dry while riding is essential for the fall and winter months in the Northwest. Colorado-based SealSkinz makes a slew of garments designed to combat the elements. Recently, *Bicycle Paper* received a box from the company and has had a few months to put them to good use.

The Ultra Grip Hi Vis stretch knit gloves claim to be waterproof, windproof, and breathable. The outer shell is made of mostly nylon, while the inner lining is Merino wool. Sandwiched between is a stretchable hydrophilic membrane to help keep the moisture out. The added bonuses are the neon brighter-than-the-sun color and strategically placed rubbery “dots” on the palm and inside part of the fingers and thumbs for extra grip in wet conditions.

I’ve used them for about two months, oftentimes in conditions that were less than enjoyable, i.e. wet, cold, and dark. They have performed as advertised and my hands have stayed dry even in monsoonal conditions. The exterior of the Ultra Grips do get wet and the insides clammy after sweating, so they need to be hung dry afterwards, but they have efficiently kept water from reaching my paws. While the design is a tad “blocky” due to the extra thickness and generic cut, it is easy to grab the brake levers and shifters. The construction zone color is extremely noticeable and adds confidence while they are resting on the handlebars and when using hand signals, as they adequately attract the attention of oncoming motorists, other cyclists, and pedestrians. If you’re looking for a cool weather glove that blocks out the elements and provides extra visibility in low light conditions, check them out. MSRP is \$50 and they come in neon yellow and orange (tested).

The waterproof and breathable Cycle Over Socks fit very snug over my cycling shoes — so snug, in fact, it takes care and caution when putting them on to ensure they’re situated properly, i.e. they aren’t covering the raised portions of my MTB/commuter shoes.

They effectively keep my toes toasty on cold days without being overly warm, and my feet remain dry on drizzly days, although water does tend to make it tough during torrential downpours, especially with the addition of standing puddles. As for durability, we’ll have to wait to see how they hold up in the long run; I have torn a hole in the side of one of them after scraping it against the raised curb/barrier on the Ballard Bridge while commuting. Additionally, one of the seams found along the top of the cuffs has begun to unravel. Like most shoe covers, they have a limited life span, but if properly taken care of, they will last longer. For \$55, I would probably save myself \$5 and go with the SealSkinz neoprene overshoe, which has zippers for easier on and off and a Kevlar® heel and toe for better wear resistance. Still, the Cycle Over Socks are awesome looking and can be worn in warmer conditions without creating the “swamp foot” that

neoprene options tend to encourage. I would definitely recommend them for recreational riding and training, but for the everyday commute I’d go with something more bombproof.

Lastly, the SealSkinz three-panel Waterproof Cycling Cap works well under my helmet and keeps my head dry no matter how hard it rains. Made of 100% polyester with a micro-porous membrane, it features a mesh-lined interior and a short, firm brim that deflects water from the eyes. The fit is a bit more relaxed than desired, as I received the L/XL size, when the S/M would have been more optimal.

Overall, I wouldn’t hesitate to recommend SealSkinz products for those looking for appealing, quality-based garments that can be used on the bike and elsewhere. Visit sealskinz.com for more details, sizing, prices and other options.



Endura MT500 Waterproof Shorts

By DARREN DENCKLAU

Waterproof shorts? That was the first thing that came to mind upon hearing about the Endura MT500 offering. There are plenty of pants and knicker options out there, so the idea sparked my interest because oftentimes rain pants are overkill and end up leaving me soaked inside while being dry on the outside.

The concept is very simple: waterproof, breathable, and comfy. And I found that they are. That said, it’s the attention to detail that sets the MT500 apart and has made this garment my go-to on rainy days when it’s not cold enough to be stuffed inside long leggings. The taped seams, the adjustable stretchy waistband and hem system, reflective logos, and aesthetic all contribute to what has become my favorite piece of gear right now.

Adhering to the simplistic, the only pocket is a rear zipped compartment, which

doubles as a stuff sack. While a lack of pockets can be seen as a discrepancy, it’s actually a good thing, as there are fewer places for water to seep into. I have yet to get a wet chamois while wearing the shorts over them. They fit snug and don’t snag on my saddle. Also, the Cordura panel at the crotch has proven durable, and after many rides, I have yet to see any notice of wear.

I have a feeling that I’ll be wearing these on many slobby mountain bike rides and commutes this winter and beyond. Overall, I think Endura has knocked it out of the ballpark with this one.

MSRP is around \$120. For more information and to find dealers near you, visit endurasport.com.



Vega Bars

By DARREN DENCKLAU

In certain circles, Vega is known as the longhaired and masked ninja-type character boasting razor-like claws in the video game *Street Fighter*. For stargazers, it’s the brightest celestial body in the constellation Lyra. But for those in the know, it’s a company determined to make the best wholesome nutritional supplements that feed the body for the highest level of performance, recovery, and overall good health, with products including powders, shakes, oils, and more.

All Vega products are plant-based and certified non-GMO, gluten free, and made from “superfood” ingredients using the least amount of processing possible. For this review I am covering the Sport Sustain Energy apple cherry and the chocolate coconut almond bars, the All-in-One chocolate coconut cashew, and for the Snack category the chocolate peanut butter cup flavor, which I devoured.

While I enjoyed every bar I tried, my favorite was definitely the Snack line, followed closely by the All-in-One. Every one of them has a very natural flavor and none of that weird aftertaste that many other energy bars seem to leave you with. They all kept



Photo courtesy of Vega Bars

me going when I needed it and were never the “last resort” on rides when I had other food with me.

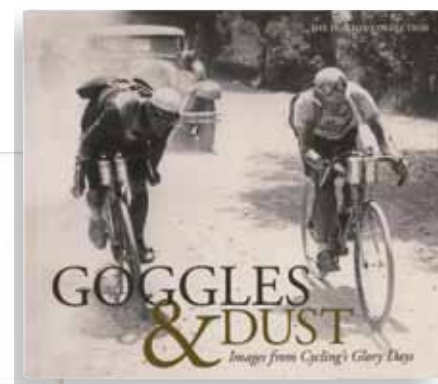
They can be found at many popular natural foods stores and bought online at myvega.com, where you’ll also find information on meal planning, recipes and more.

Goggles & Dust

If you think gran fondo gravel riding is a novelty, check out the fantastic images in *Goggles & Dust*, which depict riding in the 1920s and 1930s — the glory days of cycling. The hardcover coffee table book is filled with portraits of racers competing under harsh conditions but also find them in kinder moments. The remarkable photographs were

selected from The Horton Collection, one of the largest collections of cycling memorabilia, and have for the most part been unseen since their original publication in the magazines and newspapers of the day. A beautiful book, where the emotions of each captured moment transpire from the images and transport the reader back to those days.

Goggles & Dust: Images from Cycling’s Glory Days. Hardcover with photographs throughout. Published by VeloPress, 120 pages, \$16.95.



Welcome to the Pacific Northwest's Most Comprehensive Bicycle Calendar

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

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EVENTS

FEBRUARY

Feb 28-Mar 1: Seattle Bike Show
Seattle, WA. 25th year. Everything bikes. At CenturyLink Event Center. New promoter. Presented in conjunction with the Travel, Trips & Adventures Expo. John Tipping, Cascadia Events, 877-485-2899, seattlebikeshow.com

CYCLOCROSS

Series

Cascade Cross Series

Nov 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

Nov 16
Portland, OR. Largest cyclocross race series in the nation. Individual and team competitions. Six races count toward overall. \$20K in prizes. Brad Ross, 503-459-4508, crosscrusade.com

Cross Revolution

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

Nov 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

Nov 9; Dec 6-7
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

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

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

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

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

Nov 15, 22, 23; Dec 7, 14
Various, WA. Jason Cemanski, WSBA, wsbaracing.org

Cyclocross

NOVEMBER

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

Nov 22: Cascade Cross #5 - Thanks Given'er

Oak Harbor, WA. A new venue in Oak Harbor. See race series for details. cascadecross.com/races

Nov 22: Pre-WSBA Championships

Spokane, WA. Riverside Rumble - Riverside State Park 7 mile. Part of WSBA Cyclocross Series. WSBA, wsbaracing.org

Nov 22: S. Oregon Outlaw CX #5

Medford, OR. See race series for details. Jana Jensen, obra.org

Nov 22: SICX #5

Nampa, ID. Lakeview Park. See race series for details. Hal Miller, 208-869-4055, cxidaho.com

Nov 23: Cross Revolution - Enumclaw

Enumclaw, WA. Enumclaw fairgrounds. See race series for details. cross-revolution.com

Nov 23: Krugers Crossing CCX

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

Nov 23: WSBA Cyclocross Championships

Spokane, WA. Riverside State Park 7 Mile. Part of WSBA Cyclocross Series. WSBA, wsbaracing.org

Nov 30: Cross Revolution - Gateway

Gig Harbor, WA. Gateway Park, Key Peninsula. See race series for details. cross-revolution.com

Nov 30: Psycho Cross #4

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

DECEMBER

Dec 6-7: SICX #6/7

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

Dec 6-7: Waves for Water CX Collaboration

Tacoma, WA. 2 UCI race weekend. Saturday, on the Campus of Pacific Lutheran University in Tacoma and Sunday, at Ft. Steilacoom Park in Lakewood. USAC points for Nationals and non sanctioned categories offered. Each event support Waves For Water projects: Project Liberia and Project Nepal. See race series for details. Terry Buchanan, mfgcyclocross.com

Dec 6: Winter Cross

Washougal, WA. Washougal MX Park. Using the roads in and around the MX complex. Fast gravel, mud, tunnels, bogs and some grass. First race 8:40am, last 3:40pm. Kiddie Cross 12:20pm. David Saltzberg, Zone5 Promotions, 360-823-9778, zone5promotions.com

Dec 7: Kringle Kross

Seattle, WA. Part of WSBA Cyclocross Series. wsbaracing.org

Dec 7: Psycho Cross #5

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

Dec 12: Inland Finals - NWCX #6

TBD. See race series for details. inlandnwcyclocross.com

Dec 13: Cascade Cross #6 - Zombie Xmas Cross

Bellingham, WA. Everything you've come to expect out of Bellingham cyclocross with some added toughness. See race series for details. cascadecross.com/races

Dec 13-14: Idaho Cyclocross Championships

TBD, ID. idahobikeracing.org

Dec 13: Kringle Cross

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

Dec 13: Santa Cross

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

Dec 14: Lake Washington Velo CX

TBD, WA. Part of WSBA Cyclocross Series. wsbaracing.org

JANUARY

Jan 7-11: USAC Cyclocross Nationals

Austin, TX. usacycling.org

Jan 10: Cascade Cross #7 - Bandit Cross

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

ROAD

Weekly Series

FRIDAY

Community Bike Ride

Feb 28-Dec 26
Bremerton, WA. A fun and friendly ride around town. On the last Friday of every month. The route is approximately 5-10 miles of the least hilly, most fun route we can find. Bring appropriate lighting. Start at Bicycle Works in Manette. Beer or warm drink afterward. westsoundcycling.com

Series

Ride with Cascade Bicycle Studio

Mar 1-Dec 27
Seattle, WA. Come ride every Saturday in 2014. Rides depart from Cascade Bicycle Studio at 10 am sharp. Led by a CBS ambassador on a predetermined route at a controlled pace, the rides vary in speed and will regroup at the top of hills. Terry Buchanan, 206-547-4900, cascadebicyclestudio.com

Touring

DECEMBER

Dec 13: Street Scramble at the Market

Seattle, WA. How many of the 30 checkpoints marked on a map can you find in 120 minutes?

Solo or team. Fun way to explore the city. Various categories. Refreshments at finish. On-foot event only. Start 9:30am. Eric Bone, Meridian Geographics, 206-291-8250, streetscramble.com

JANUARY

Jan 1: 44th New Year's Day Ride

Seattle, WA. Start at noon from Enatai Beach (the Bellevue side of the I-90 East Channel Bridge) and head north towards Evergreen Point and beyond. This is a rather short (about 18 miles) social ride. Aiming for a "talkable" pace. Jerry Baker, wsbaracing.org

Jan 1: Chilli 200

Victoria, BC. Peninsula 200. Start 7m, goes to Saanich and back. Mike Croy, BC Randonneurs, 250-385-2769, randonneurs.bc.ca

Jan 1: Mr. Don's First Century of the Year Ride

Kenmore, WA. Annual event featuring the one and only Don Jameson leading the ride out for a great start to another season of cycling. Start 8am at Logboom Park. Cancel if ice on the road. Don Jameson, 425-318-0663, redmondyclingclub.org

Jan 1: New Year's Day Annual Bike Ride

Boise, ID. Start from Front Street George's Cycles at noon. 20-25 miles road ride but if too much snow or ice, move indoor on the trainer instead. 208-514-3667, georgescycles.com

Jan 1: New Year's Day Populaire

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

Jan 1: Polar Bear Ride

Bend, OR. Free, in partnership with the Humane Society. Hutch's Bicycles, 503-382-6248, hutchsbicycles.com

Jan 11-18: Hawaii Classic

Waikoloa, HI. Explore the perimeter of the Big Island of Hawaii on week-long tour. Can be tailored to all levels. Average 45 miles per day. Also available 1/25, 2/8, 2/22, 3/8, 3/22, 4/5, 4/19, 10/11, 10/25, 11/8, 11/22, 12/6, and 12/26. Bicycle Adventures, 800-443-6060, bicycleadventures.com

Jan 18: Palm Tree Ride

Portland, OR. Passes by a multitude of palm trees and other tropical and evergreen vegetation in the city. Explores different areas than in the past. About 4 hours with plenty of stops. Different route each year. Shawn Grant, Urban Adventure League, urbanadventureleague.wordpress.com/

FEBRUARY

Feb 8: Worst Day of the Year Ride

Portland, OR. Ride is an easy 15- or 46-mile odyssey around downtown Portland that has quickly become a favorite wacky wintertime tradition. Start/end at Lucky Lab Brew Pub. Benefits Community Cycling Center. Good Sport Promotion, 503-459-4508, WorstDayRide.com

Feb 22: Chilly Hilly

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

TRACK

DECEMBER

Dec 26-29: Burnaby Four Day

Burnaby, BC. Tentative date. Multiple races and fun events. Burnaby Velodrome, burnabyvelodrome.ca

Nov 21-23: Junior Track Nationals

Burnaby, BC. burnabyvelodrome.ca

Classifieds

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Trivia Answers

Answers from page 2

- Audrey McElmury, a 26-year-old mother and graduate of UC San Diego, who regularly raced with the men, overcame a difficult course, a dominant Soviet women's team and a crash to win in Zolder, Belgium, in 1969.
- Karen Kurreck, and she won the title the very first year it was on offer in 1994 in Italy.
- Sheila Young took the Sprint gold in San Sebastian, Spain, in 1973.
- Rebecca Twigg and Connie Carpenter. Twigg, a Seattle native, won the individual pursuit in 1982, '84, '85, '87, '93 and '95 and claimed silver in 1986. She also took second on the road in 1983. Carpenter collected bronze in the 1981 road race, silver in the 1982 pursuit, and gold in the 1983 pursuit.
- Connie Carpenter of Boulder, Colo., who won the event in 1982 and '83.

Mature Readers Only

BY MAYNARD HERSHON

Here are two paragraphs from the last piece I wrote for the *Bicycle Paper*:

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.

A few months ago, while I helped out on my motorcycle at the US Pro Challenge's time trial stage in Vail, my wife Tamar went for a bicycle ride.

As she pedaled south on the Platte River Trail, she crossed a narrow footbridge over the river; the path crosses the river at that point and at several others.

On the bridge, she slowed and stayed to the right, as if she'd just read my article and accepted every word as if brought down from the mountain on engraved stone tablets.

A young man headed north was riding a multi-speed racing bicycle, and wearing only a cycling cap. He passed a woman as they approached that narrow bridge. He was going fast, too fast to negotiate the corner onto the bridge.

He parted company with his bike as he tried to make the corner. His bicycle slid across the trail and under Tamar's front

wheel. There was no time for her to react and nowhere to go. She flew over her handlebars, landing on her knees and the palms of her gloved hands. Her legs were tangled up in her bike. She couldn't stand up.

As she lay there, the woman the guy had just passed yelled at him that he'd passed her dangerously close to the corner, carrying too much speed to make it. She stopped and asked Tamar if she was okay. She offered her water and was concerned and sweet.

I believe from Tamar's description of the scene that she immediately started yelling at the young man, first asking him to help free her from her bike, then trying to elicit from him a feeling, however fleeting, that he realized how stupid and careless he'd been.

She did not get that feeling. He said he was sorry, but he did not seem to feel genuinely sorry for what he'd done. He seemed sorry that he'd fallen, but not that he had taken another person down as he did so. It seemed to Tamar that he didn't get it.

I have looked into the eyes of the incredibly stupid and careless countless times on our busy bike paths, searching those eyes for the realization that they have been ever-so stupid and have hurt or frightened someone with their stupidity. I have hardly ever seen such awareness in those eyes.

Tamar did not see it in his.

When she picked up her lovely Memphis Blue (a Co-Motion color) Lighthouse

bicycle, she saw that the handlebars had been twisted in two directions: They were no longer perpendicular to her front wheel, and they had been twisted into the stem so the brakes were unnaturally angled.

Tamar tried to continue her ride but the bars made the bike unpleasant to ride. She turned around and pedaled to our good local shop, Turin Bikes, where a kind mechanic straightened everything while she waited — on a busy Saturday morning — and trued her tweaked front wheel.

By this time she'd noted that she'd scraped and banged her knees and bruised the meat of her palms. A day or so of ibuprofen and she'd be fine, good as new; well, not as good as she might've been had she never shared a bike path with our young man.

Let's see what we can learn from Tamar's little crash. We know that as we approach sharp turns on bike paths, we should slow and stay to the right. Why? Because oncoming riders may turn wide, sweeping out into our lane.

Further, we should realize that some, perhaps many, of those riders cannot judge a safe speed to turn those corners. They may

enter a 90-degree bend and realize that they cannot turn their bicycles so sharply. They may lose control and throw their riderless bikes into our lane.

It has happened to me. I wrote about it here a year or so ago. Now it has happened to Tamar. We don't know how many times it has happened to people who do not have columns or are not married to a BicyclePaper columnist. Lots and lots of times is my guess.

Because I feel that the seriousness of bike path stupidity is more or less lost on the young men and women who behave so stupidly on the bike path, I will not expect that even one of them will read this and heed this.

For a decade or so, until it dawns on them that their actions have consequences, there is no use knocking on their doors to offer them good, free advice. No one's home.

My advice to my adult readers — and I can only speak for Denver bike paths within a 10-mile radius of the center of town — is to limit weekend riding on the paths. I imagine that is just as true where you live, especially if you have many hundreds of glandular youth on your local paths.

I ride one weekend day only because Tamar and my good riding friends work five days and must ride on Saturdays and Sundays or they can hardly ride. I'd never ride on a weekend day were that not so. Too scary.



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