

THE Bicycle Paper

THE VOICE OF NORTHWEST CYCLING

JULY 95 • FREE

Pros dominate Fresca National Championships

New Microsoft Grand Prix road course still brutal

BY NOEL ZANCHELLI

The thirteen mile course may have been slightly altered, but competitors in the 1995 Microsoft Grand Prix National Road Championship endured difficult tests none the less on Sunday, June 11. One hundred and sixty men began on a quest that covered eight grueling laps (104 miles) and eventually crowned an amateur National Road Champion.

At the completion of lap one, Saturn's Mike McCarthy appeared poised to continue at his blistering pace. A small chase group trailed by a minute and twelve seconds. Remarkably, the main bunch stayed together for more than half of the second lap, and finally regrouped after the Madrona climb.

Montgomery Bell pro Eddy Gragus, who had a superb ride in the 1994 Microsoft Grand Prix, tried to best last year's performance on lap four as he challenged the others to match his pace up Yesler. Reacting with fervor, the speed of the peloton increased and was strung out to a single paceline for the first time in the race. The chase was seriously on, and this would later prove to be the decisive move in the men's event.



PHOTO BY JOHN PRATT/PURSUIT PHOTO

Fresh from his victory at the Hagen Foods Time Trial, Steve Hegg (Chevrolet/LA Sheriffs) led the pack for a while at the Sports Pep Thunder Bar National Criterium Championships. Complete coverage of the Time Trial, Criterium and Road Race continues on pages 16-17.

Gragus had built a lead of 26 seconds by the time he made the right turn off of Yesler, and he gained 22 more on the MLK descent. The pack was nowhere in sight as Gragus sped under the old trolley tunnel in Frink Park, enjoying a one minute fifteen second lead. His advantage peaked

at one minute twenty-five seconds and then lingered around a minute fifteen seconds for almost another half of a lap.

Six chasers had assumed the pursuit nearing the end of the fourth lap. Eventually, seven others would bridge up to the chase group.

Teams work at Thunderbar Crit Championships

BY ERIC G.E. ZUELOW

The 1995 Thunderbar National Criterium championships provided an excellent introduction to team tactics for the massive crowds of spectators surrounding the straight-forward and flat 1.1 mile circuit in Seattle's Alki Point neighborhood on Friday, June 9.

Timex rider Laura Charameda took advantage of a superbly executed lead out to win the women's championship. Later in the afternoon, the men's race saw a perfect lead out net Saturn's Mike McCarthy a first and teammate Robert "The Rocket" Ventura second.

The women's race suffered from nervous riding and several resulting crashes which took out many top local riders. Nancy Bruce suffered the worst crash and was transported to the hospital and treated for injuries which included compressed vertebrae.

While riders repeatedly attempted to get away in the corners and on the "hill," it quickly became apparent that the race would yield a bunch sprint. With four laps to go the field seemed to have resigned itself to this fate.

Crossing the start finish line, however,

PLEASE SEE "ROAD" ON PAGE 17.

PLEASE SEE "CRIT" ON PAGE 18.

Trek Bicycle Corporation purchases Chehalis' Klein Bicycles

BY DENISE ONO

Chehalis, WA—In a statement made on June 19, Klein Bicycles announced that the Trek Bicycle Corporation completed an agreement to purchase the high end aluminum mountain and road bike company. Under the terms of the deal, Klein will continue as a separate operation. Most production as well as research and development will stay at the Chehalis factory. Sales, marketing and administrative offices will be based at the Trek headquarters in Waterloo, Wisconsin.

"This is going to be a very successful merger for both companies and especially the dealers," said Phyllis McCullough, Klein's Marketing Director. "Trek wanted to get another brand to fill the niche aluminum market," she added. "Klein has the most prestigious reputation in the world."

"Dealers will get a lot better service, and we will be conducting a continuing evaluation of markets to expand our dealership base," McCullough stated. She added that they will be building a sales staff in the next couple of months. Klein currently does not have a field sales force and conducts business with dealers over the phone.

"We have tremendous respect for Klein. They have a great product line, great R&D capabilities and unparalleled owner loyalty," said John Burke, Vice President of Sales and Marketing for Trek. "We're basically giving Klein financial and marketing resources so Gary Klein can focus on research and development," said Burke.

Klein's president, Gary Klein will continue as president of the firm. "This is an opportunity for Klein Bicycle. We have developed a number of exciting prototypes, but haven't had the financial capability to fully develop, test and bring those products to market. Trek offers us the opportunity to do that," he said. He added that Trek plans to invest in the Chehalis factory to

improve its efficiency.

"Gary didn't have to sell," said McCullough, "but he wants the company to grow and do more product testing and development. Trek has a much larger volume and tremendous purchasing power."

"We're still determined to stay in the high end markets," McCullough stated, "but our line may change a bit."

Burke agreed, announcing that Trek plans to add three lower priced models to the line, which will be built in Wisconsin. "But all other production will remain in Chehalis. In fact, Kleins built in Chehalis may drop in price because of better deals on components."

"We saw in Klein a company with great people, great product and a great image."

— JOHN BURKE
VP SALES, TREK

Trek is constantly looking at ways to grow its business," Burke continued.

"We saw in Klein a company with great people, great product and a great image." He said that with Trek's backing, Klein has the opportunity to grow faster than it has. "There aren't a whole lot of Klein dealers out there. We will help with expansion of the dealer network. Current Klein dealers will get more marketing support and you may see more Klein advertisements in national magazines. We will offer 800 numbers to talk directly with customers. "Trek will make investments in Klein factory to make it more efficient and develop a world wide,

world class distribution network," explained Burke.

As for recent criticism regarding Trek's latest purchases, Burke said, "I think that's a very cynical viewpoint. Trek's taking two great companies (Klein and Bontranger) and breathing a lot of life into them. You'll see greater selection for consumers and greater competition in the marketplace because of Trek's backing." He stated that Trek is not out to destroy smaller businesses by swallowing them up. "If I was a big monolithic company, I would not buy the company, put money in the factory and keep R&D going. I would take the designs, slap our name on them and close the factory," said Burke. "The company has grown with great relationships with customers, great customer service. We stand for some real positive things. I don't think it's bad at all."

Current Klein dealers have mixed reactions

The announcement of the Trek-Klein deal has current Klein dealers watching developments closely. One of the most important aspects of the merger is the possibility of increasing the number of Klein dealers throughout the country.

"I think greater availability will reduce prestige of Kleins. I worry that if they put more dealers around it may hurt existing dealers," said Andy Thomas, manager of Overlook Mountain Bikes in Woodstock, New York. "I think that dealing with Klein currently is very simple. Customer satisfaction is 100% and I don't see any reason to change it," he added. Thomas said his shop services a large area. More dealers may mean a decrease in sales for him. Coincidentally, his store also sells Trek and Bontranger bikes.

On the other side of the country, one dealer has a different opinion. "I don't see how the dealer base in L.A. could be increased.

We have a strange insulation in Southern California," said I. Martin Imports manager Eric Gottesfeld. He explained that his Los Angeles store should not feel any pressure from new Klein dealerships popping up in Southern California. "Los Angeles is so spread out and consumers aren't willing to drive for hours just to buy a bike."

As for the promised increased marketing support from the Trek corporation, Gottesfeld said, "I don't see any advantages or disadvantages, unless they come to us with a ridiculous dealer package. I think they'll go slow."

Closer to home, Lloyd Goodin, a manager at Seattle Cycles said, "I don't want Klein to be a commonplace bike. It's kind of a specialty bike and I wouldn't want it to become just a regular bike." As for the actual corporate purchase, Goodin said he has yet to form an opinion. "We're just waiting and watching," he said.

INSIDE

Out Spokin'	3
Advice	4
Health	5
Regional Reports	6
Travel	7
Cycling Calendar	8-12
Innovators Northwest	13
Sports pages	14-17
Classifieds	18
Marketplace	18-19
Maynard	19

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Knowing the nod makes for friendlier rides

BY GORDON BLACK

Is it just me or are cyclists not as friendly as they used to be? I mean, back in the old days when you could fit all the bicyclists in the country into the Kingdome (even with a Mariners game on), it sure seemed like folks were friendlier. There was a camaraderie, a recognition of commonality, a kinship even. These days, fewer of the nods and hellos I give seem to get returned, or if they do, it's only because I'm initiating them. As bicycling has grown, I think we have lost some of the spirit that propelled the sport through the dark years of the sixties and seventies. Back then, anybody who was serious about cycling rode and Italian bike equipped with Campy parts. Life was easy. You could identify fellow travelers with a quick glance at the frame brand - that was a Masi or a Guercotti, maybe a Bianchi?

Now that I think about it, it's not so much that cyclists as a group are less friendly, but that we've splintered. Just as the "serious" riders of the past used to scan for the frame-builder's name, so it is today that we scan for other outward signs of recognition. What's he wearing, what kind of helmet is on her head, does he have Shimano pedals, does she commute far? Based on the wholly unscientific tests on my commute from the Seattle ferry terminal to the University of Washington campus, I find that for the most part only other cyclists whose dress and equipment are similar to mine, respond to my greetings.

Just for the fun of it, I decided to test this theory. My first "subject" is a guy wearing a lycra billboard and tar-colored tights. A Giro Hammerhead helmet is snapped over a peaked old-fashioned cyclist's cap. He looks straight in my direction and I apply a nod. Not the kind of nod that could be mistaken for a crimp in my neck, but a friendly eyes-ahead, howya-doin' kind of nod. Mr. Hammerhead looked directly towards me but doesn't respond. Maybe he was

focused on his tactics for his next criterium.

The next test comes a few minutes later on Western Ave. Another guy, this time aboard a mountain bike, dressed in loose shorts and a yellow jacket. I offer the same nod, which is returned. Perhaps my nod has developed by this point, but still it doesn't elicit any response from subject number three - a messenger performing a track-stand long enough for my nod to be communicated across the roadway. Impatient for the light to change, he hops the pavement and is gone in a blur of squawking radio, tri-colored shorts and a large shoulder bag.

Out-Spokin'

Subject four, caught at the light on Westlake, is wearing a baggy sweater over black shorts. She's riding a cross bike. We exchange smiles. Another rider, astride a mountain bike (she's wearing a red jacket with matching helmet cover and black tights) cruises by without acknowledging either of us.

My modest experiment continues over several outings, leading to this conclusion: Some folks are real friendly, and some don't even see you. But what's a friendly cyclist to do? An unacknowledged nod, smile or hello is like a shard to an expensive sew-up. I could confine my pleasantries to commuters. Then again, some Descent-dripping racers are friendlier than wool-clad environmentalists on their way to buy vegetables at the local food coop.

As long as there are a few of us out there willing to sacrifice embarrassment to acknowledge that two-wheel bond that should exist between and among all riders, I'll be the guy doing a lot of nodding. If you happen to see me, you know the routine. And remember, it's for the higher good.

You can email Gordon Black at gbrblack@U.Washington.edu

Locals not featured enough at Mt. Spokane

Dear Denise,

Here is an idea for a story that I wish I would have seen in your most recent issue.

"Local mountain bikers steal the show at Mt. Spokane"

Paragraphs about the following reflect the drama of the races from a Northwest perspective and focus attention on local sponsors and racers which might help create a local enthusiasm and following for a blossoming sport which is increasingly producing National Calibre athletes in our own back yard.

*Dale Knapp gets 9th in his first pro race (beating Tomac and most others who get paid big \$\$\$ to race, etc...out of 115 starters)

*Mikki Douglas gets 6th in womens pro downhill
*Paul Thomasburg places 6th in pro mens downhill

*Jim Savage wins the most competitive mens expert field (age 18-24) in his first season racing mountain bikes, in his first national level race (by at least 3-4 minutes!)(He was our best placed local finisher at last years Road Nationals and has a BRIGHT future in mountain biking)

*Garrett Heitman gets 3rd in the same race in his first year as a non-junior (that means he is 17 or 18 right now and could be starting a racing career to rival guys like Tomac, Ned Overend and Tinker. This same young man won the Cactus Cup in Arizona making him one of the hottest talents in the US!)

*Caleb Stolte (Montana?) gets top 20? in his first pro mens cross country

*Matt V., who many locals know as the manager of Gregg's Greenlake, placed 2nd in the 35-40 yr expert category
*Loren Hansen is back on form after last years layoff with a 9th in expert men 25-34

You did a good job of listing other Northwest finishers in your article, but can you see my point? There is a real story here. Something is happening in the Northwest. We are not just showing up and racing. We are the new hotbed of cycling in the US.

Maybe I am wrong to assume that most of our readership is Washington, Oregon, Idaho. Canadians are considered part of our "Northwest" audience, yet I don't see ANY of our advertising dollars coming from Canadian companies. Thus, the picture of Alison Sydor (cover June) who lives in Vancouver B.C. might be better put on page 15 where Dale and Mikki were...

Dale Knapp has been leading the charge with a rookie performance unequalled in the history of mountain biking at the Pro level. At Mt. Spokane in his first pro race, he started 78th and on the first lap moved into 17th, by the last lap he was only one wheel behind Don Myrah of Trek and finished in 9th place. The crowd at Spokane soon learned that Dale was a hometown boy (Tacoma, WA) and he

rode the wave of spectator enthusiasm and created such a commotion on the course with cowbells and sore throated enthusiasts that ESPN interviewed him instead of some of the higher finishing factory pro's after the race.

VeloNews, the leading industry magazine, still could not believe that he had accomplished this feat, and qualified his performance as a "reported" first pro race. This is a mistake like the announcers made at the world road championships in Norway who didn't even mention the move Lance Armstrong made on the final climb thinking he could not possibly be a real threat. Lance won and became World Champion. The future world champion of mountain biking could be right under our noses.

Dale Knapp is the new "Rookie of the year" of the pro mountain bike arena in my eyes. It fuels all our hopes and dreams to see someone from a town like Tacoma, Washington break the established "big money" hegemony of stars with hard work, modest local sponsorship and big thinking. He gives us connection with the glossy, high profile world we read about in the magazines and see on TV, and stirs our emotions to see our David do battle with Goliath.

Thanks for your time,

Craig Udem

While I can understand many of your comments and appreciate your enthusiasm for the Northwest mountain biking scene, I must disagree with a few of your statements.

First of all, who gets their picture on the cover of The Bicycle Paper is not determined by how much they or their region are spending on advertising within the paper. As stated in the past right here on the editorial page, The Bicycle Paper is "the voice of Northwest Cycling." Not the voice of Seattle, Puget Sound or Washington State cycling. To argue that her photo should not be on the cover because she lives on the other side of the border is simply ridiculous.

You've made quite an assumption saying that VeloNews didn't believe the reports that this event was Dale Knapp's first pro race. The exact quote from Marti Stephens' article is "...Dale Knapp (Gregg's Cycle) of Tacoma, Washington, would ride his way into ninth-in what was reported to be his first race as a pro. Knapp certainly had a devoted cheering section among the spectators, and he rewarded them with an increasingly brilliant performance." What I got out of that excerpt was that someone told Marti that this was Knapp's debut pro race and she didn't get a chance to confirm it with him. VeloNews clearly didn't ignore him.

As for the strong Northwest showings in the expert categories: Now don't get me wrong, I think the riders in this region are great. And I wouldn't be surprised if some superstars come

PLEASE SEE "LETTER" ON PAGE 4.

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Remembering the heroes of an organized ride helps your attitude

"LETTER" FROM PAGE 3.

Have you heard the one about the three umpires who are asked how they call a pitch? The first one says, "I call them as they are." The second one says, "I call them as I see them." The third one says, "They ain't nothin' till I call them!"



PHOTO BY JOHN PRATTI
PERSUIT PHOTO
ESTELLE GRAY

Like most bike riders you will probably ask yourself, "what does that have to do with bikeriding?" My answer...attitude. Bikeriding is a combination of a number of things. A bike, weather, terrain, camaraderie, flat tires, etc. The list goes on. But for me the essential ingredient is how I interpret the whole thing.

Imagine an organized bike ride that includes the following:

- never receiving a confirmation card concerning your registration
- waiting in three different lines for 45 minutes each to pick up all of your food and ride info
- getting drenched by sprinklers which automatically turned on while you were waiting in line
- missing the mass start of the ride because you waited in lines for so long
- racing back from the ride for the ice cream social only to find that the "ice cream social" was really Dixie cups of ice cream and they had already run out
- a cold shower because they had neglected to turn on the hot water in your building
- discovering the 60 mile loop you were intending to ride was really 100 miles
- an inaccurate cue sheet instead of a map
- a hilly gravel road that you had not been told about
- blowing out a tire at the bottom of the gravel road only to find out that there wasn't

any mechanical support

- arriving at the lunch stop and being told that when you waited in the lines the prior day they neglected to give you the proper token to prove you had already paid for your lunch

- repaying for your lunch only to discover it was peanut butter and jelly on white bread with some carrots and celery
- arriving at the dinner banquet only to discover that they had already run out of food
- discovering that you had overpaid \$30 for your meals

It's true. All of this and more happened to us on a recent ride. But you know what? We still had fun. As a matter of fact we had a whole lot of fun, and I will do that event again. I met a lot of people from all over the Northwest that I never would have met if the event had not happened. I played "partner swap" with some other tandem riders. I got stronger. I got to prove my skills handling my tandem in the gravel. I got a great T-shirt, I heard some great jokes, and I got a suntan.

This event, like most other Northwest rides was organized by a group of dedicated, hard working volunteers who gave up many of their evenings, weekends and days off for many months before the ride. Even though it might not have been the best organized of rides, it did take place and that was the most important factor.

As the riding season comes into full swing I want to take the opportunity to thank every person that helps in any way with an event. For those of you who give up a whole day just to stand on a street corner and make sure we cyclists turn the right way, I am truly appreciative.

(I have been known to go the wrong way without your guidance!) I also want to encourage other riders to wave thank you when you pass a volunteer or to drop a thank you note to the ride director. Even if you had a complaint, keep in mind that the event would not have even happened if it wasn't for a group of people who did the best they could.

If you have never participated in an organized group ride, do so. It's a hoot! If you've

out of this area. But don't you think an expert category race held in the Northwest should result in a strong showing of Northwest riders? If you look at the start lists for the experts, you'll see that about 75% of the riders are Northwesters. Lo and behold, Northwesters took seven out of the top ten finishes. Experts (and even some of the Pros) usually don't have the budget to follow the NORBA circuit throughout the country, thus the majority of entrants in this category will usually be made up of locals.

I do, however, agree with you that this area is producing many quality racers. Yes, I was there cheering Dale as he crossed the finish line. I continued cheering when his teammate, a strong rider named Craig Udem, also finished. While I was writing the story I was continually reminded of all the Northwest riders placing near the top. But I give Bicycle Paper readers enough credit not to write "Hey, look at all these local riders! The results show that the local riders are winning. That means they are winning! Look! Look! Look!" The results speak for themselves.

I would also like to take issue with your statement that the Northwest is the new hotbed of cycling in the U.S. This region has always been a hotbed of cycling. There's nothing new in that. I knew that long before I moved up here, even from my snoggy viewpoint in Los Angeles.

Finally, if you want us to write about you and your backgrounds, you have to let us know who you are. Usually all we have to go on is the start list and results. Give me a call. Send me a fax. Write me a letter. Let me know what's going on out there.

One more comment: A disappointed reader left a message on our voice mail complaining about the lack of Beginner results from Mt. Spokane in the June issue. To him I can only say this: If you're racing just to get your name in The Bicycle Paper, you're in it for the wrong reasons. We print Beginner results only when we have the extra space. But if you really want to see your name in the paper, get a top five win in your next five races and continue winning. You'll get in print.

- Denise Ono



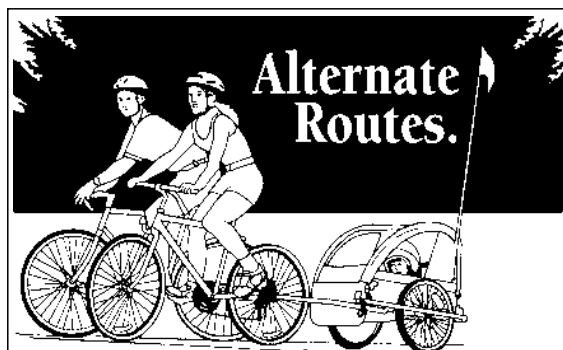
PHOTO COURTESY OF THE CASCADE BICYCLE CLUB

Every organized group ride has something positive including camaraderie and dedicated volunteers.

ridden an event before but never been behind the scenes, do so. Volunteer. It's free. You'll gain an even deeper appreciation for the ride.

Rain or shine, flat or hilly, organized or disorganized, "It ain't nothing 'till you call it."

Do you have any cycling-related questions? Send them to Estelle Gray c/o The Bicycle Paper, 1535 - 11th Ave., Ste. #302, Seattle, WA 98122



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BURLEY TRAILERS FOR 1995

Handlebar hassles can affect performance

YOU ARE ON YOUR usual Sunday ride and suddenly you become aware of tingling and numbness in your hands and fingers. This is not the first time, but it has never happened so early in the ride nor has it been so intense. In fact, you vaguely remember that last summer you had the same problem, but it hasn't bothered you since. The problem may be one of several disorders of the upper extremities (i.e., arms and hands) which directly relate to the demands of cycling.



MICHAEL LEWIS, D.C.

The disorders are associated with the relationship between the rider and the handlebars. Some of these disorders are very specific in their mechanism of injury while others are more obscure. Most of the disorders are self-limiting in nature if treated promptly and accurately. The most common of these disorders are:

- compression neuropathies, tenosynovitis and muscle imbalances, all of which are associated with the upper extremities.

Contributing factors include style of handlebars, type of riding, compression at the grip site and repetitive motions of the wrist and digits (fingers) while riding. The most common of these disorders is compression neuropathy, also termed cyclist palsy. This is caused by compression of the heel of the hand at the rider/handlebar interface. The most common area affected by this compression is the ulnar nerve. The ulnar nerve enters the wrist through a small tunnel (Guyon's Tunnel) which is formed by carpal (hand) bones and by connective ligaments. This tunnel is basically located at the heel of the hand on the side of the smallest finger. The nerve enters the hand and supplies both feeling (sensory) and muscle (motor) control to the last two digits of the hand (the ring finger and the little finger).

The symptoms of compression neuropathy experienced by the cyclist include numbness and tingling and/or muscle weakness involving the last two fingers and the portion of the palm under those two fingers.

The evil twin brother of ulnar neuropathy is median nerve neuropathy or carpal tunnel syndrome. While this syndrome is more common in the general public, it plays "second fiddle" to the ulnar problem when examining neuropathies caused solely by cycling. The mechanism of injury and anatomy in carpal tunnel syndrome is very similar in nature to ulnar neuropathy and the resulting symptoms are comparable. The difference is that the sensory and motor disturbances involve the first three digits (thumb, index and middle finger). Often the cyclist already suffers from a mild form of carpal tunnel syndrome—probably originating from an occupational repetitive strain injury—and is only aggravating the problem by cycling.

There are a number of sources of repetitive strain injury or compression that affect both the ulnar and median nerve, most of which are occupation related. Keyboard operators, musicians, bakers, operators of vibrating tools, carpenters, floor polishers and landscapers can all suffer from nerve trauma due to the repetitive motions involved in their occupations. People who engage in these types of employment increase the risk of developing compression neuropathies while cycling.

There are other possible sites of nerve entrapment which can refer pain to the respective hand and finger locations mentioned above. These are at the forearm, the elbow, the shoulder and the neck (or cervical spine). Muscle imbalances in the forearm and at the shoulder can impede nerve function by "choking" the nerve with tight, overdeveloped muscles. Finally, the nerves in question originate from the nerves of the cervical spine. This can be a site of concern due to the forced extension of the neck while cycling.

Treatment of these disorders first requires, as always, proper bike fit. It is highly recommended that both recreational and competitive cyclists have a professional fit you to their bikes. This will ensure proper distribution of the rider's body weight upon the saddle and the handlebars. Riders should dis-

tribute less than one third of their body weight to the handlebars, thus decreasing the amount of wrist compression. Next, handlebar padding and padded gloves are essential to absorb vibration and road shock. Finally, riders should alter hand position often while riding and incorporate forearm, shoulder and neck stretches into normal pre-ride warm-ups.

If the problem persists, consult a physician. A concern of the physician should be the possibility of a "double crush" syndrome. This hypothesis is that the nerve is being impinged at more than one location or that the impingement at one location leaves the nerve vulnerable to impingement at another location along its path. Unless all possible locations are evaluated and addressed, the problem will likely return.

DeQuervain's Disease is a term related to an overuse disorder involving two of the tendons of the thumb and the sheaths through which the tendons travel (tenosynovitis). Off-road riding involves tight gripping of the handlebars while operating the brake and shift levers. When riding over difficult terrain, a cyclist may shift more than 100 times per hour—often using the thumbs. The right thumb is affected more often than the left. Over-the-counter anti-inflammatories and wrist splints may help, but if you are experiencing this type of pain, you should consult a physician. Grip shifters are an excellent alternative if the problem persists.

Aerobars can be an alternative to drop bars and the compression drop bars impose upon the wrists. However, they can create a muscle imbalance if they are used too much. Due to the increasing proximity of the shoulders (Figure 1), the chest muscles will eventually adapt and shorten. While this is happening, the upper back musculature is "spread apart" and strained.

Eventually, this will develop into a muscle weakness. Aerobars also require the neck to sustain a hyper-extended position which puts even more stress on the strained upper back. This muscle imbalance between the tight chest muscles and the weakened upper back muscle can contribute to shoulder problems, thoracic outlet syndrome (nerve and artery impingement at the shoulder), headaches and, possibly,

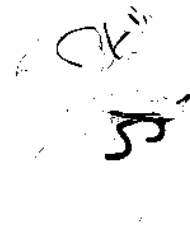


Figure 1.

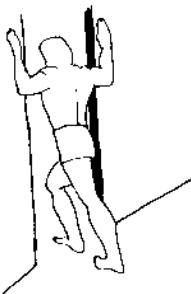


Figure 2.

"double crush" syndrome. Proper chest stretches (Figure 2) and upper back strengthening can often restore this imbalance.

Handlebar problems are common among serious cyclists and are often managed by equipment fit and cycling technique changes. However, if left untreated, there can be permanent nerve impairment and the need for surgery. To borrow a phrase, "an ounce of prevention is worth more than a bucket full of cure."

Michael Lewis is a doctor of chiropractic and certified strength and conditioning specialist. His practice, Wedgwood Chiropractic, is in Lake City, Washington. He can be reached at (206) 365-3189.

If you have any health-related cycling questions, send them to Michael Lewis c/o The Bicycle Paper 1535 - 11th Ave., Ste. 302, Seattle, WA 98122.

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DIAMOND BACK



RAMROD course changes

The Redmond Cycling Club announced that the 1995 "Ride Around Mt. Rainier in One Day" (RAMROD) course may differ from previous years.

The course change may be required by the US Forest Service and the Washington Department of Transportation because of construction on SR 410 highway between the Mt. Rainier National Park boundary and the Crystal Mountain cutoff.

The altered course will follow existing RAMROD course to Ohanapechosh. The new section bypass the traditional Cayuse Pass climb and take riders near the town of Packwood, then towards Longmire. The route will then rejoin the existing RAMROD route in the opposite direction at

Ashford. The return to Enumclaw will result in a total mileage of 200 miles, but without the climb up Cayuse Pass.

Officials from the Redmond Cycling Club say they realize everyone may not be pleased with the course, but it is the best they can do considering the limited options given to them by government entities.

The final decision on the alternate route will be made in July 15. Interested riders can call the Redmond Cycling Club's voice mail hotline after that date at (206) 233-1861.

The Redmond Cycling Club is a group of Seattle area cycling enthusiasts. In addition to RAMROD, they sponsor the Cannonball and S2S (Seattle to Spokane) rides.

More free bicycles offered in Oregon

Corvallis, OR—Last year, yellow bikes were introduced in Portland. These bikes are available to the public for use in and around the city.

Now students in Corvallis are getting into the act. Corvallis Bike share is a program run by local students. Their goal is to provide orange bicycles to the town. Currently there are over 50 bicycles on the street and many more have been donated, but mechanical help is needed.

If you would like to volunteer, contact Sara Roth Brown from 2-5 in the afternoon at (503) 752-5741.

Downtown Seattle YMCA offers bike commuter facilities

Seattle—If you have ever considered bicycling to work but cannot because of a lack of storage and shower facilities nearby, the YMCA has come to the rescue.

The downtown YMCA is offering special memberships for bicycle commuters. The program includes a secured storage area for your bike, large lockers for storage of work clothes, access to showers and full facility use. The program will begin July 17.

Monthly fees run a little over \$50. For more information call (206) 382-5010.

Study examines bicyclists' right to use roads

Victoria, BC—A new study released by the Victoria Transport Policy Institute has found that bicyclists pay more road costs per mile travel than automobile users.

The study, titled "Whose Roads? Defending bicyclists' and other non-drivers right to use the roadway," estimates that motor vehicle users pay an average of 2.3¢ per mile in user charges such as fuel taxes and motor vehicle registration fees and impose 6.5¢ per mile in road service costs. The difference between automobile user charge contributions and road service costs is supported by general taxes and property assessments. Bicyclists and pedestrians pay an equal share of these taxes by impose costs averaging only 0.2¢ per mile for the same services. Bicyclists and pedestrians pay more per mile of travel in general taxes than drivers pay in general taxes and user charges combined, despite imposing lower costs.

Report author Todd Litman states, "Many people assume that motor vehicle user charges cover all road costs when, in fact, they only pay about two-thirds of facility costs, and an even smaller portion of total roadway services provided for motor vehicles. When you consider the extremely low public costs associated with non-motorized travel, bicyclists and pedestrians are unfairly subsidizing motor vehicle use."

"Whose roads?" is one of several reports produced by the Victoria Transport Policy Institute concerning the costs, cost effectiveness and fairness of different transportation modes. For more information regarding this or other reports contact The Victoria Transport Policy Institute at (604) 360-1560. Copies of the report are available for \$12 (US).

Bicycle maps of South Whidbey Island available

Langley, WA—The Langley Chamber of Commerce has produced a Bicycle Map of South Whidbey Island. The map suggests safe cycling roads on the Island and includes a 38 mile tour route. It is the creation of an avid Island cyclist who was frustrated by watching visiting cyclists travel the Island's busy main highways and by-passing the Island's scenery.

Uphill grades and levels of difficulty are included for each of the roads on the map.

The maps are available free of charge at The Peddler Bike Shop in Langley (360/321-5040) or by calling the Langley Chamber of Commerce at (360) 221-6765.

Cyclists in show will defy laws of gravity

Mill Creek, WA—Riders will reach heights of 25 feet while performing stunning acrobatics at the GT Bicycle Air Show. The touring show will feature freestyle riders who will perform choreographed stunts both on the ground and in the air. This traveling team has performed in China, England and Germany. This is the team's first visit to Washington State in three years.

Mill Creek Ski and Bike will host the event which will also include reminders about bicycle safety.

Riders will perform twice in the afternoon of July 23. Mill Creek Ski and Bike is located at 15704 Mill Creek Blvd. (at the corner of Mill Creek Blvd. and Bothell Everett Hwy.). For more information call (206) 338-4777.

1995 Seattle to Portland riders donate \$4,000 to Mothers Against Drunk Driving program

Seattle—In honor of David Juarez, a Cascade Bicycle Club ride leader and STP volunteer, participants of the 1995 Seattle to Portland Bicycle Classic have donated \$4,000 to Mothers Against Drunk Driving. Riders were generous in their donations, which were made in addition to their entry fees.

The money will be used by Mothers Against Drunk Driving to impact the serious issue of cyclists encountering alcohol impaired drivers.

Juarez was killed last year during a group ride when a drunk driver slammed into him and other riders. The driver has since plead guilty to vehicular homicide earlier this year.

Do you have news about the people, places and events in the Northwest?
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Tour features Central Oregon carless



Riders will stop at this Lane County, Oregon site for lunch on the first day of Tour de Lane.

One of the problems of most cycling tours is having to ride on busy roads with trucks and RVs speeding past. Organizers of Tour de Lane, a four day tour of Central Oregon, have made an effort to address this concern.

For most of its length, the Tour de Lane route utilizes an alternative road system built by the timber industry. Because of reduced logging operations the paved roads are rarely used.

Ridership for the August 19-23 event will be limited to 400, which organizers explained will result in shorter lines for food, showers and a more relaxed atmosphere. "We don't want to overwhelm the little communities we'll pass through," said organizer Paul Kemp.

Beginning in the small community of Blue River on the McKenzie River, the tour will cross the Auferheide National Scenic Byway and travel through 58 miles of forest.

On the second day the tour will cross the mountains into the Willamette Valley and the

town of Cottage Grove. This "Covered Bridge Capital of Oregon" will host dancing with The Valley Boys, a Eugene band, playing 50's and 60's rock and roll.

The third day will take riders into the foothills of the Coast Range. A winery tour is scheduled in the morning. Lunch is planned at a recreated Wild-West town.

Riders will jaunt over to the Oregon coast and back for the final day of the tour. A pool and hot tub will be available in the town of Mapleton.

The final evening of the tour will treat the riders to a street dance organized by the residents of Mapleton.

The tour will be fully supported with gear transport, mechanical support from the Trek Wrench Force and Collins Cycle Shop, and a sag wagon. All meals and snacks will be included in the price of \$285. The deadline for registration is August 1. For more information call (800) 778-4838.

Space still available at Cindy Whitehead's Mountain Bike clinic

Oakridge, OR—Although class size is limited to 25 participants, there is still plenty of room in Cindy Whitehead's instructional mountain bike skills camp.

This year, instruction has been lengthened to three days and will take place in conjunction with the Oakridge Fat Tire Festival in Central Oregon, July 19-21.

Because of the small class size, participants can benefit from personalized instruction. The focus will be on improving the skills of riders from Beginner to Intermediate levels. Concentrated classroom time will be combined with time on the trails.

In addition to the bike handling skills, Whitehead will also teach emergency bike repair and diet. Her husband, Jon Buccowich, will join in the instruction. Buccowich is a firefighter and Emergency Medical Technician specializing in wilderness rescue in their hometown of Mammoth Lakes, California. He will teach orienteering, map reading and emergency first aid.

Whitehead is a four-time World Champion mountain bike racer and member of the Mountain Bike Hall of Fame. She retired from professional mountain bike racing earlier this year.

Tuition for the three day camp is \$195. For more information, contact Pathfinders at (800) 778-4838.



PHOTO COURTESY OF BIKE TREKS INTERNATIONAL

Cindy Whitehead will teach mountain bike handling skills.

Two British Columbia bed and breakfast inns welcome bicycling travelers

Staying at a bed and breakfast inn can be a very enjoyable part of a cycling vacation. Two Victoria-based establishments, Fran's B&B and Caledonia B&B encourage travelers to visit British Columbia and leave their cars at home.

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Fran's B&B and Caledonia B&B offer daily breakfasts plus tea and coffee for guests. They also provide bicycle route maps prepared by the Greater Victoria Cycling Coalition.

Prices start at \$75 per night and secured bike storage is provided.

For more information contact:

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This calendar is produced as a public service by *The Bicycle Paper*. Nearly every weekend of the year has something for every type of bicycle enthusiast. Please note that listings are subject to change as we update them **three months ahead** of the events.

Event organizers and promoters should send calendar listings and changes to *The Bicycle Paper* at 1535-11th Ave, Ste. 302, Seattle, WA 98122. Our fax machine & bulletin board is on 24 hours a day at 206-323-2905.

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EVENTS

- Jul 27-30: BC ITT Championships. Penticon, BC. Peter Matthews, 604-490-4824.
- Aug 15-20: Western Canada Games. Matsqui, BC. Central Fraser Valley Cycling Club, 604-737-3034.

OFF-ROAD

- Jun 7-Aug 30: Wednesday night Mt. Bike Racing Series. Black Diamond, WA. Weekly mountain bike points series. Categories: Beginner/Sport or Sport/Expert. Entry Fee: \$10 per race. Stiff Wick Productions, 206-824-7666.
- Jul 1: Driggs Big Hole Challenge. Driggs, ID. Held with the Balloon Festival. 208-354-2828.
- Jul 2: Wedgwood Cycle's Crystal Mountain Loop. Crystal Mountain, WA. Advanced level ride, moderate pace. 14 miles, 6-7 hours. Carpool from Wedgwood Cycle at 7:30am or meet at Crystal Mountain Trailhead at 10:00am Albert, Wedgwood Cycles, 8507 - 35th Ave. NE, Seattle, WA, 98115. 206-523-5572.
- Jul 4: 1st Annual Fort Lewis Mountain Bike Challenge. Fort Lewis, WA, 10-20 miles. All Categories. 3-D Fireworks, music and family fun. Open to military and civilian, the post will be open all day! Fee: \$18 before 6-15, \$20 day of race. 206-967-7311 or Gordon at 206-964-0960.
- Jul 7-9: Clallam Bay - Sekiu Fun Days. Clallam Bay - Sekiu, WA. Cross country and downhill race. \$10 entry fee, cash payback 3 deep all classes. Family Poker ride - no fee. Join in the annual festival of crafts, music, parades and fireworks. Aaron Burdette, 360-963-2216 or Brian Richardson, 360-963-2558.
- Jul 9: Wedgwood Cycle's Capitol Forest Ride. Capitol Forest, WA. Intermediate to Advanced level of riding. 3-5 hour ride. Meet at Wedgwood Cycle at 7:30am. Roger, Wedgwood Cycles, 5601 24th Ave. W., Seattle, WA, 206-784-7273.
- Jul 15: Mad River. Wenatchee, WA. Backcountry Bicycle Trails Club, 3246 - 32nd Ave. W, Seattle, WA, 98199. 206-283-2995.
- Jul 15-16: McCall Ski Town Bike Fest. McCall, ID. Two days of racing at the Brundage ski resort. Cross country, downhill, hill climb and circuit races. Part of the WIM series. 208-342-3910.

- Jul 15: Jimmie Heuga's Mtn Bike Express. Ski Acres Mt. Bike Center, Snoqualmie Pass, WA. Timed ride on moderate course. Benefits people with MS and SKIFORALL Foundation. Winning team goes to Vail for National finals Maureen Barnard, 206-889-8710.
- Jul 16: Wedgwood Cycle's Sun Top Loop. Dalles Ridge, WA. Advanced level of riding with difficult climbing and challenging singletrack. 21+ miles, 7-8 hours. Meet at Wedgwood Cycle at 7:30am or at north end of Skookum Flats Trail off Forest Service road 73 at 10:00am. Albert, Wedgwood Cycles, 8507 - 35th Ave. NE, Seattle, WA, 98115. 206-523-5572.
- Jul 21-23: Fourth Annual Oakridge Fat Tire Festival. Oakridge, OR. Festival will include kids events, riding clinics, tours, women's only rides and a race or two. Plus miles and miles of heavenly singletrack. New for this year is the Northwest Off-Road Tandem ride. Drummond Evans, 503-343-0314.

- Aug 5: Pysht River Ocean View. Clallam Bay, WA. Backcountry Bicycle Trails Club, 3246 32nd Ave W., Seattle, WA, 98199. 206-283-2995.
- Aug 5: Hell of the NW. Bellingham, WA. All categories. Off road Mt. Bike race. Pat White & Donn Kellogg, 360-332-5384.
- Aug 12: Mackay White Knob Challenge. Mackay, ID. 11th year! Same 18 mile loop as last year. Part of the Utah Cannondale series. 208-342-3910.
- Aug 13: The "Pass-Out" Cross-Country Series #3. Snoqualmie Pass, WA. George Taggart, Rut Wrestlers Cycling, Wenatchee, WA, 509-662-9375.
- Aug 18-20: Cindy Whitehead Women Only Mountain Bike Camp. Mt. Hood, OR. Lynn Nicholson, Bike Treks International, 13106 NW Germantown Rd., Portland, OR, 97231. 800-300-1565.
- Aug 26: Pacific Crest Cup. Ski Acres Mt. Bike Center, Snoqualmie Pass, WA. Family ride and race to benefit the



Kathryn Gunther (KCPK) reaches the dreaded Yesler Wall at the Microsoft Grand Prix.

- Jul 22: Ashton Hillhop. Ashton, ID. 208-652-3778.
- Jul 23: The "Pass-Out" Cross-Country Series #2. Snoqualmie Pass, WA. George Taggart, Rut Wrestlers Cycling, Wenatchee, WA, 509-662-9375.
- Jul 23: Wedgwood Cycle's Victor Forest Ride. Bonny Lake, WA. Beginner to Intermediate level of riding. 2-3+ hour, 10+ mile ride to meteor crash site. Meet at Wedgwood Cycle at 8:00am. Roger, Wedgwood Cycles, 5601 24th Ave. W., Seattle, WA, 206-784-7273.
- Jul 29-30: The Iron Lung Messenger Massapcre. Ski Acres Mt. Bike Center, Snoqualmie Pass, WA. Timed technical descent and criterium. Messenger, expert, beginner and women's classes. P.O. Box 9536, Seattle, WA, 98109. 206-527-0955.
- Jul 30: Wedgwood Cycle's Mad Lake Loop. Lake Wenatchee, WA. Ride the Lake Wenatchee area for scenic and fun mountain biking. Meet at Wedgwood Cycle at 6:30am. Albert, Wedgwood Cycles, 8507 - 35th Ave. NE, Seattle, WA, 98115. 206-523-5572.

- Backcountry Bicycle Trails Club's Trail Building Fund. Prizes TBA Patrick, P.O. Box 9536, Seattle, WA, 98109. 206-527-0955 or 206-437-7022.
- Sep 2-4: The "Pass-Out" Cross-Country Series #4. Snoqualmie Pass, WA. George Taggart, Rut Wrestlers Cycling, Wenatchee, WA, 509-662-9375.
- Sep 10: Lava Rama. Lava Hot Springs, ID. Family fun loop starts and finishes in town next to the hot springs. Part of the Cannondale Cups. 208-342-3910.
- Sep 23: Westside Road. Mt. Rainier, WA. Backcountry Bicycle Trails Club, 3246 32nd Avenue W., Seattle, WA, 98199. 206-283-2995.
- Sep 23: Celebrate Trails '95 Jamboree. Ski Acres Mt. Bike Center, Snoqualmie Pass, WA. Regional festival brings trail users together! Learn about new trails all over the state. See demonstrations by various trail user groups 206-625-1367.
- Sep 30-Oct 1: Banzai. Boise, ID. Two days of fun. 208-342-3910.

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TANDEMS

- RIDES & TOURS**
- Jul 2: Cannonball 300 Ultramarathon. Seattle to Spokane. Eleventh annual 275 mile ride from Seattle to Spokane. Registration \$10.00. E-mail: terry@microsoft-con Terry Zmrhal, 9304 - 168th Pl. NE, Redmond, WA, 98052. 206-861-1766 or 206-233-1861.
 - Jul 7-8: Cycle Oregon Double Century. Pacific University, Forest Grove, OR. Two day event features all the amenities of the infamous week-long ride. Fee: \$95. For registration and route information please contact the Cycle Oregon office. Adrienne Van Bommel, Cycle Oregon and Cycle Oregon Double Century, 8700 SW Nimbus, Suite B, Beaverton, OR, 97005. 503-643-8064 or 800-292-6367.
 - Jul 8: S-2-S. Seattle to Spokane, WA. One day 283-mile ultramarathon ride from Seattle to Spokane. on U.S. Hwy. 2. Pat Marek, 2814 NE 177th pl., Seattle, WA, 98155. 206-361-5064.
 - Jul 9: Tour de Pierce. Puyallup Fairgrounds, Puyallup, WA. 12, 30 and 50 mile loops of varying terrain through beautiful Puyallup Valley countryside. Sponsored by Pierce County Parks to benefit bicycle safety and youth recreation programs. \$10 individual pre-reg, \$12 day of ride, \$25 family pre-reg, \$30 day of ride. Mike Dobb, Pierce County Parks, 9112 Lakewood Dr SW, Tacoma, WA, 98499. 206-593-4176 or 206-596-6678 (Sheila Puidists).
 - Jul 9: Midsummer Nightmare Double Century Ride. Spokane. One-day double century ride on scenic rural roads in Spokand & Stevens counties. Long Lake, Lake Roosevelt & Huckleberry Mtns. 8500 ft. climb. 5 food stops, t-shirt, limited sag. \$25, \$30 after 6-30. Fund raiser for Spokane Bicycle Club's programs. Sally Phillips, Spokane Bicycle Club, 3608 E 35th St, Spokane, WA, 99223. 509-448-6271.
 - Jul 9: Ice Cream Classic. Sunriver, OR. 75 mile casual road ride. No support. \$500 registration fee goes towards ice cream cone or soda at Goody's afterwards. Sunnyside Sports, 503-382-8018.
 - Jul 12-16: Red Spoke 1995. Redmond, WA. Eight annual five-day event across the state of Washington. Fully supported fund-raising bicycle adventure. Registration \$35 before 4-15, \$50 after. Minimum donations \$350. P.O. Box 563, Redmond, WA, 98073. 206-881-1882 or 206-528-5742.
 - Jul 15-19: Canada's Big Island Tour. Vancouver Island and Victoria, B.C. Ride through Victoria, Butchart Gardens and Sidney-by-the-Sea. 35-45 miles per day on paved, moderately hilly backroads. Other activities in conjunction with this event. Fee: \$235. Call about other exciting tours! Imagine Tours, 917 Third St., Davis, CA, 95616. 800-228-7041.

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TANDEMS

Jul 15: Salmon to Timber Century. Sequim, WA. Choose from 100, 50 or 30 mile loops which parallel the lush foothills of the Olympics and the beautiful Dungeness Valley. Fees: \$15 Kevin Curry, Olympic Peninsula Bicyclists, P.O. Box 267, Port Angeles, WA, 98362. 360-452-0946 or 360-928-3075.

Jul 19: Willamette Greenway Tour. TBD. 80-mile ride figure-8 loop along Willamette River. 2 ferry crossings. Richard Burgess, Mid Valley Wheelmen, P.O. Box 1283, Corvallis, OR, 97339. 503-758-5006.

Jul 22-23: PTE, Portland to Eugene. Portland Coliseum. Hilly double century winding through very scenic countryside in the Willamette Valley. Stopover in Salem Oregon, then through Corvallis to Eugene. For information, send a SASE to PTE or call the PTE hotline David Rittenhouse, Salem Bicycle Club, P.O. Box 69262, Portland, OR, 97201. 503-222-4922.

Jul 22-30: Trans-Nutain Tour. Darrington, WA. Nine day, 500-mile loop tour. Fee includes all campground, motel, park fees, SAG wagon, tour guide, bicycle transportation and charter bus service to Darrington and return from Federation Forest State Park. Fred or Connie Scheetz, Northwest Bicycle Touring Society, 1200 Federal Ave. E., Seattle, WA, 98102. 206-323-0533.

Jul 22: Tour de Firefighters VI. Gig Harbor, WA. Family pledge ride. 7 to 50 miles from fire station to fire station. Fees: TBD Chris Goodman, Gig Harbor Peninsula Fire Fighters Association, 6711 Kimball Dr., Gig Harbor, WA, 98335. 206-851-3624.

Jul 22: Marysville Strawberry Classic Bike Ride. Marysville, WA. Leisurely or challenging 20, 40, 70 or 100 mile loops. Several complimentary rest stops, toilets and motorcycle/van overseers. \$20 fee includes the ride, famous strawberry shortcake, BBQ chicken, salad, bread and beverages. Strawberry Classic, P.O. Box 349, Marysville, WA, 98270. (360) 653-1570 or (360) 659-3772.

Jul 27: Ride Around Mt. Rainier in One Day (RAMROD). King County Fairgrounds, Enumclaw. One day around Mt. Rainier. 154 mi, 10,000 ft elevation gain. Registration by lottery, 2-20, 3-4; \$55. Pick up applications at Seattle Bicycle Expo. E-mail: lam@esca.com Lynn McLaughlin, Redmond Cycling Club, P.O. Box 1841, Bothell, WA, 98041-1841. 206-233-1861.

Jul 28-29: Le Tour De Pain III. Spokane, WA. Daily 4:30am to 9:00pm. Endurance tour with time primes. Open division for all ages. 10 rider maximum. Bill Misner, 509-489-6582 or 509-327-5817.

Jul 29-30: MS 150 Around the Sound Bike Tour. Day one: tour the scenic countryside of Snohomish and Skagit counties. Day two: Face the challenging hills and valleys of Whidbey Island. Money raised funds national research efforts and provides local services for people with MS. Fully-supported with plenty of food and drink. Debbie Helpert, Multiple Sclerosis Society, 192 Nickerson St. Suite 100, Seattle, WA, 98107. 206-284-4236 or 1 800-800-7047.

Jul 29-Aug 8: Glacier to Calgary Bike Trek. Kalispell, MO. Ten-day bike tour of four national parks in Montana, British Columbia and Alberta (including Glacier and Banff NP). Full support. \$50 registration fee, \$900 in pledges. Laurel King, American Lung Association of California, 21 Locust St., Woodland, CA, 95695. 800-827-2453.

Aug 5-6: 14th Annual Tour of Scenic River Valleys (TOSRV)-NW. Marysville, WA. Two day 150-mile ride through Skagit and Snohomish Counties. 2 meals provided + 4 snack stops. Camping at Burlington KOA. Pre-registration required. Fee: TBD. To request an application, call and leave a message. Patty Garrett, BIKES of Everett, P.O. Box 5242, Everett, WA, 98206. 206-339-ROLL.

Aug 5-13: Seattle, Victoria & San Juan Islands Tour. San Juan Islands, WA. Nine-day loop includes 300 miles plus optional mileage in Victoria and the San Juan Islands. Fee includes five camping and three motel lodgings, one dinner, one breakfast, eight ferry trips, SAG wagon and tour guide. Dan or Karen Healy, Northwest Bicycle Touring Society, 4612 S. 291st, Auburn, WA, 98001. 206-941-5870.

Aug 6: Snoqualmie Tour de Peaks. Railroad Park, Snoqualmie, WA. 8 mi, 50, km, 100km tours, all featuring great scenery, town festival events, and local restaurant food sampling. Fee includes marked route, map, route guide, number, sag, souvenir and extraordinary food. Celebrate Snoqualmie Days with a bicycle tour of the valley that made Twin Peaks famous. Fees: TBD Connie Littlejohn, Snoqualmie Wheelpersons, P.O. Box 356, Snoqualmie, WA, 98045. 206-888-4440.

Aug 11-12: Ride from Seattle to Vancouver, B.C. and Party (RSVP). University of Washington start. 183-mile ride through scenic and rolling hills. Advance registration required. Band and no-host cash bar in downtown Vancouver, B.C. Map and luggage support included. 1 food stop each day. Registration deadline: July 14. David Swendt, Cascade Bicycle Club, P.O. Box 31299, Seattle, WA, 98103. 206-522-BIKE.

Aug 12-13: Jackson Prairie Rambler. Capitol Information Center, Olympia, WA. Two day ride with overnight accommodations, meals and entertainment. 70-100 miles of travel each day through scenic parts of 3 counties. Map, 3 meals, lodging, sag and t-shirt. Fee: \$80 Jim Lazar, Capitol Bicycling Club, P.O. Box 642, Olympia, WA, 98507. 206-956-3321.

Aug 19-20: Hood Canal Bike Whirl. Union, WA. 2 day/100 mile ride on waterways and rural roads. Day 1 ends at Wellness Festival at Harmony Hill Wellness Retreat Center. \$35 registration fee includes full support, sag, rest stops and meals. Joanne Marcoe, 401 SW Langston Rd., Renton, WA, 98055. Whirling hotline 206-271-2150.

Aug 20: The Ride. Bremerton WA. One day 13, 21, 28 or 36 mile loops. Fee: \$15. Includes souvenir. T-shirt optional. West Sound Cycling Club, P.O. Box 1579, Silverdale, WA, 98383. 206-377-3041 or 206-479-1265 (Ted Dupee).

Aug 20-23: Tour de Lane. Lane County, OR. A 4-day, fully supported tour of Lane County, Oregon. Daily mileage 60-75 miles. Points of interest to include old-growth trees, covered bridges, a winery, a paddlewheel riverboat and a recreated Western town. Limit: 400 riders. For early registration and more information, call Paul Kemp, Pathfinders, P.O. Box 210, Oakridge, OR, 97463. 800-778-4838 or 503-782-4838.

Aug 20: Bear Creek 100. Medford, OR. 50-100 mile, 100 K riders. Lots of food and fun. Leaves from Bear Creek Park Richard Jones, Siskiyou Wheelmen, 503-779-3821.

Aug 26: Crater Lake Tour. Broken Arrow Campground, Diamond Lake, OR. 34 mile ride around the Lake on the Rim Road. Caution for high altitude (8000 ft). Fees: TBD Richard Burgess, Mid Valley Wheelmen, P.O. Box 1283, Corvallis, OR, 97339. 503-758-5006.

Aug 26-28: Courage Classic. Snoqualmie, WA. 3 day, 172 mile, 3-pass adventure through Cle Elum, Leavenworth and Skykomish. Fundraising event of Mary Bridge Children's Hospital. Tim Kneeland, Tim Kneeland & Associates, Inc., 200 Lake Washington Blvd., Suite 101, Seattle, WA, 98122-6540. 206-329-6090 or 800-392-9253.

Aug 26: Sawed-off Century. Hoquiam, WA. 30, 55 or 80 mile loop through timber country. Flat to rolling terrain. Fee includes prizes, rest stops and food. \$12 by 8-15, \$15 after. Lee Stage, Harbors Bicycle Club, 6912 Fremont Drive, Aberdeen, WA, 98520. 360-533-2927.

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TANDEMS

Sep 2-4: Yakima Valley Winery Tour. Yakima, WA. Three-day bicycle tour of Yakima Valley covering about 130 miles and over a dozen well-known wineries. \$98 fee includes two nights in motels, two breakfasts, two dinners, SAG wagon and tour guide Lori or Terry King, Northwest Bicycle Touring Society, 7231 S. Adler, Tacoma, WA, 98409. 206-474-7698.

Sep 9-11: Trek Tri-Island. Seattle Ferry Terminal, Seattle, WA. Three-day, 135-mile bicycle ride from Seattle, through the San Juan Islands, to Victoria, British Columbia. 5 Islands, 4 ferry rides, 3 days, 2 countries: 1 incredible adventure! Full support. \$50 registration fee, \$350 in pledges. Angela Mansfield, American Lung Association of Washington, 2625 Third Ave, Seattle, WA, 98121. 206-441-5100 or 800-732-9339 (in WA).

Sep 10-16: Cycle Oregon VIII. Starts in Eugene, OR. Adrienne Van Bommel, Cycle Oregon and Cycle Oregon Double Century, 8700 SW Nimbus, Suite B, Beaverton, OR, 97005. 503-643-8064 or 800-292-5367.

Sep 10: Sunnyside Century. Sunriver, OR. 100 mile road ride with support. \$5.00 registration fee goes towards ice cream cone or soda at Goody's afterwards. Sunnyside Sports, 503-382-8018.

Sep 15-Oct 31: Southern Cross Bicycle Classic™. Anaheim, CA. Disneyland to Disney World, 8 states, 3000 miles, 47 days. Fully supported bicycle tour. Riders arrive for a victory celebration in Orlando, FL. Tim Kneeland, Tim Kneeland & Associates, Inc., 200 Lake Washington Blvd #101, Seattle, WA, 98122-6540. 206-322-4102 or 800-433-0528.

Sep 16: Jan Selvig Century. Marblemount, WA. A 100-114 mile single day ride along the scenic North Cascade Highway from Marblemount to Washington Pass and back. 500 riders. Fee is \$40.00 and includes full support and t-shirt Tim Holloran, Skagit Council on Aging, 315 S. 3rd. St., Mt. Vernon, WA, 98273. 206-336-9315.

Sep 16-18: Trek Tri-Island. Seattle Ferry Terminal, Seattle, WA. Three-day, 135-mile bicycle ride from Seattle, through the San Juan Islands, to Victoria, British Columbia. 5 Islands, 4 ferry rides, 3 days, 2 countries: 1 incredible adventure! Full support. \$50 registration fee, \$350 in pledges. Angela Mansfield, American Lung Association of Washington, 2625 Third Ave, Seattle, WA, 98121. 206-441-5100 or 800-732-9339 (in WA).

Sep 17: 16th Annual Autumn Century Rides. Wandermere Mall, N.Division, Spokane. 15, 25, 50 & 100 mile rides around Spokane. Challenging scenic century. Fee \$20or \$25 after 9/10. Send SASE for flyer. Reginald

Sep 17: Covered Bridge Century. Benton Co. Fairgrounds, Corvallis, OR. 100 mile tour of scenic Willamette Valley crossing six historic covered bridges, or 45 miles, 4 bridges. 3 sag stops Richard Burgess, Mid Valley Wheelmen, P.O. Box 1283, Corvallis, OR, 97339. 503-758-5006.

Sep 17-24: Wheeling Washington II. Maryhill, WA. A border-to-border exploration of the Evergreen State up the backbone of Central Washington from the shores of the Columbia River through the Cascades to the Canadian Border. Tim Kneeland, Tim Kneeland & Associates, 200 Lake Washington Blvd. Suite 101, Seattle, WA, 98122. 206-322-4102/fax 206-322-4509 or 1-800-433-0528.

Sep 23-24: Tour des Lacs. Spokane, WA — Coeur D'Alene, ID. Two-day ride with 4 course options around seven lakes. Starts in Spokane and winds through hilly terrain. Fully supported in a style like STP. Several options for housing including Coeur D'Alene Hotel. \$50 pre-registration, \$65 day of. Terry O'leary, Holy Family Foundation, N 5633 Lidgerwood, Spokane, WA, 99207. 800-635-8841 or 509-482-2588.

Sep 23-25: The 13th Annual Oregon Trails Bicycle Trek. Oregon Coast. 2 or 3 days exploring Central Oregon. Full support. \$35 and \$150 in pledges Brian Harney, American Lung Association of Oregon, 9320 SE Barbur Blvd. #140, Portland, OR, 97219. 800-LUNG-USA or 503-224-5145.

Sep 23-25: Trek Tri-Island. Seattle Ferry Terminal, Seattle, WA. Three-day, 135-mile bicycle ride from Seattle, through the San Juan Islands, to Victoria, British Columbia. 5 Islands, 4 ferry rides, 3 days, 2 countries: 1 incredible adventure! Full support. \$50 registration fee, \$350 in pledges. Angela Mansfield, American Lung Association of Washington, 2625 Third Ave, Seattle, WA, 98121. 206-441-5100 or 800-732-9339 (in WA).

Sep 23-Oct 2: Trail of the Ancients. Grand Junction, CO. Ten-day bike tour through Telluride, Canyonlands and Arches National Parks, and Moab. Travel the country of the ancient Anasazi Indians. Full support. \$50 registration, \$900 in pledges. Laurel King, American Lung Association of California, 21 Locust St., Woodland, CA, 95695. 800-827-2453.

Sep 23: Fall Apple Classic. Lake Wenatchee, WA. Fat tire off-road and/or Half Century road ride. \$25 pre-registration, \$30 day of event registration. Ron Rodrigues, Wenatchee Sunrise Rotary, P.O. Box 1433, Wenatchee, WA, 98807. 509-664-5061.

Sep 24: Chuckanut Century and Metric Century. Alaska Ferry Terminal, Bellingham, WA. 100 km, 50 km 100mi, 50 mi options. Start at Fairhaven ferry docks in Bellingham and tour through famed Chuckanut Drive with waterfront views of the San Juan Islands. Fees \$12.00 pre-reg. \$16.00 day of. Mark Steinberg, Mount Baker Bicycle Club, 3212 Northwest Avenue #C-444, Bellingham, WA, 98225. 206-671-0385.

Sep 24: Peach of a Century Ride. Salem, OR. 100 mile full or metric century ride from Salem to Stayton, Oregon and back. Supported with snacks and drink at check points. Registration: \$15. Salem Bicycle Club of Oregon, P.O. Box 2224, Salem, OR, 97308. 503-585-3079 or 503-370-8490.

Sep 29-Oct 1: Mount Rainier Tour. Enumclaw WA. A classic 3-day 160 mile loop around Mt Rainier. Includes Enumclaw, Eatonville, Elbe, Paradise, Ohanapechosh, Cayuse Pass, Greenwater and back to Enumclaw. Pete and Hannelore Maas, Northwest Bicycle Touring Society, 18249 SE 147th Pl, Renton, WA, 98059. 206-255-4192.



PHOTO BY JOHN FRATTI/PURSUIT PHOTO
An exhausted Jill Baulinger (Ray's Boat House/Big Time Pizza) crossed the finish line at the Microsoft Grand Prix to the cheers of the crowd.

Lee, Spokane Bicycle Club, P.O. Box 62, Spokane, WA, 99210-0062. 509-928-2996.

Sep 17: Wolf Haven Century. Millersylvania State Park, South of Olympia, WA. 25, 35, 62, 100 miles routes over rolling, traffic-free roads. Low traffic roads, map, sag, food. Includes tour of wolf sanctuary. \$10 pre-reg, \$15 day of ride. Terry Maurer, Capitol Bicycling Club, P.O. Box 642, Olympia, WA, 98507. 206-956-3321.

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SERIES RACES

Apr 4-Sep 19: Baddlands Twilight Race Series. Spokane, WA. Held every Tuesday evening at 6pm in Spokane. Venues vary. Bob Fisher, Baddlands Bicycle Club, 509-235-3880 or (Alex Renner) 509-456-7470.

May 2-Aug 29: SIR Circuit Road Race Series. Seattle International Raceway, Kent, WA. Every Tuesday night. Closed circuit road race, 2-1/4 mile lap. Change direction every week. Race until dark-races get longer as the summer continues. Categories: Women, Masters, Cat 1-2-3, Cat 4-5 Sam Lee, WA, 206-630-9999.

May 2-Sep 5: PIR Circuit Series. Portland International Raceway, Portland, OR. Track racing Tuesday Nights From May through September, except 6/20, 7/4, 7/18. Jeff Mitchem, Raindance Velo Club, P.O. Box 10574, Portland, OR, 97210. 503-228-7352.

May 4-Aug 31: Seward Park Series. Seattle, WA. David Douglas, Cycles, Etc., 1110 - 3rd Ave #610, Seattle, WA, 98101. 206-932-5921 or 206-343-5633.

May 8-Sep 11: Portland International Raceway Series. Portland, OR. Every second and fourth Monday. May 5 to September 11. Flat course-1.9 mile circuit. 3-series - 3wks Masters age graded, 3wks Masters category graded, women's series TBA. Shelly Pederson, Rose City Wheelmen, 1274 NE Village Square Ct, Gresham, OR, 97030. 503-667-1739 or 503-721-6236.

May 8-Sep 11: RCW's Masters/Women PIR Series. Portland International Raceway, Portland, OR. Track Races Every other Tuesday Night From May through September. Jim Pederson, Team RCW, 1274 NE Village Sq. Ct., Gresham, OR, 97030. 503-661-1739.

Jun 17-Jul 22: Points Race Series/ Madison. Alpenrose Velodrome, Portland, OR. Criterium style points races/Madisons. 6/17, 6/25, 7/5, 7/12, 7/19. Candi Murray, Team Oregon, 4318 SE 8th Ct., Gresham, OR, 97080. 503-661-5874.

Jun 21-Jul 19: Mt Tabor Series. Portland, OR. Hilly Circuit race series - 6/21, 6/28, 7/5, 7/12, 7/19. Jeff Mitchem, Radiance Velo, 1333 SW College, Portland, OR, 97221. 503-221-1176.

Sep 2: Rawhide Road Race Series #1. Snohomish, WA. Points Road Race series. All categories. Stacy Han, 206-355-8817.

Sep 3: Snohomish Road Race Series #1. Granite Falls, WA. Points Road Race series. All categories. Stacy Han, 206-355-8817.

Sep 16: Rawhide Road Race Series #2. Snohomish, WA. Points Road Race series. All categories. Stacy Han, 206-355-8817.

Sep 17: Snohomish Road Race Series #2. Granite Falls, WA. Points Road Race series. All categories. Stacy Han, 206-355-8817.

Sep 30: Rawhide Road Race Series #3. Snohomish, WA. Points Road Race series. All categories. Stacy Han, 206-355-8817.

SINGLE RACES

Jul 1-4: 8th Annual Duet Cycling Classic. Eugene, OR. The premiere tandems-only stage race in the U.S. Event includes four days of competition and six stages-prologue, time trial, criterium and three road races. Cost per team is \$95 until 6-1, \$120 after. Various levels of competition: USCF licenses required. Patricia LeCaux, Emerald Velo, 4080 Stewart Rd., Eugene, OR, 97402. 503-687 1644 or fax-503-687-0436.

Jul 1-3: Tour of the Flathead. Kalispell, MT. USCF Categories. A Montana Cup Points Series Race. T. Arnone, 406-755-2768.

Jul 8-9: Whistler 2-day Stage Race. Whistler, BC. Malcolm Collings, 604-732-4193.

Jul 8: 1995 HammerFest Masters Regionals Road Championships. Rosalia, WA. Masters regional championships for Alaska, Utah, Idaho, Montana, Oregon and Washington. Includes women's categories. Alex Renner, Baddlands Cycling Club, S. 131 Sherman, Spokane, WA, 99202-1460. 509-456-7470.

Jul 8-9: Hogback SR. Billings, MT. USCF Categories. A Montana Cup Points Series Race. Jerry Ziegler, 406-248-5998.

Jul 9: The Saturn Mayor's Cup Criterium. Portland, OR. A full day of Criterium style bicycle racing. Cats: Pro/1/2, 3, 4/5, Women (official regional 'Fresca Women's Cup' race). See Portland bicycle police use their bikes in actual crime enactments. Excellent food and interesting displays. Ron "Goop" Hughes, Team RCW, 9205 NW Skyline Blvd., Portland, OR, 97231. 503-286-6298.

Jul 9: HammerFest Criterium. Cheney, WA. All Categories. Alex Renner, Baddlands Cycling Club, S. 131 Sherman, Spokane, WA, 99202-1460. 509-456-7470.



Carole Pettenski (Club Jack) at the *GT Summer Sizzler in Olympia, Washington.*

Jul 9: Lakelair Criterium. Olympia, WA. Categories 1-4 & Juniors. Bill Stevenson, 360-357-8651 or 360-357-8227.

Jul 11-15: Blue Cross & Blue Shield Cascade Cycling Classic. Central Oregon: Bend, Redmond, Sunriver, Cascade Lakes. Cat. Pro/1 / 2 Men's entries, Teams and individuals. Cat 3,4 individuals. Five stage race including 1.2 mile prologue time trial, 130 mile road race, Redmond Criterium, Bend Circuit Race and Mirror Pond Criterium. Team races need five riders. Sally Russell, Friends of the Cascade Cycling Classic, 1293 NW Wall St #1336, Bend, OR, 97701. 503-385-3295.

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TANDEMS

Jul 15: North Shore Criterium. Vancouver, BC. Mike Wright, Vision Cycling Promotion, 604-253-4770.

Jul 15: Seward Park Criterium. Seattle, WA. David Douglas, Cycles, Etc., 1110 - 3rd Ave #610, Seattle, WA, 98101. 206-932-5921 or 206-343-5633.

Jul 16: Redmond Derby. Redmond, WA. The oldest continuous bicycle race in North America. This fun filled and expertly run event is a northwest classic held in "the Cycling Capitol of the Northwest". Dave Shaw, Northwest Classics, 1535 11th #302, Seattle, WA, 98122. 206-322-8393.

Jul 16: Langley Road Race. Langley, BC. Mike Wright, Vision Cycling Promotion, 604-253-4770.

Jul 16: Robin Hood Criterium. Sherwood, OR. Rick Potesio, Club Vivo, 2832 NE 12th Ave., Portland, OR, 97212. 503-281-6148.

Jul 16: Portland Cascade Criterium. Portland, OR. All categories Sally Russell, 503-389-3295.

Jul 16: Portland Cascade Criterium. Portland, OR. Pro/1/2, Cat. 3, Masters 2, women. Sally Russell, (503) 389-3295 or (503) 485-4321 (John Billington).

Jul 17: Oregon State Hillclimb Championships. Timberline, OR. USCF hillclimb championships for the state of Oregon. Candi Murray, U.S.C.F., 4318 S.E. 8th Ct., Gresham, OR, 97080. 503-667-6220 or 503-661-5874.

Jul 22: Crystal Mountain Hill Climb. Crystal Mountain, WA. All categories Vic Williams, 206-655-4897 or 206-859-8049.

**Adventure Cycling Association
(to be stripped in)**

Jul 23: BC ITT Championships. Vancouver Island, BC. Ken Coley-Donahue, Juan de Fuca Cycling Club, 604-385-2018.

Jul 23: Cow Country Classic. Helena, MT. USCF Categories. A Montana Cup Points Series Race. Scott Herzig, 406-449-6770.

Jul 29: Lewis & Clark RR. Bozeman, MT. USCF Categories. A Montana Cup Points Series Race. Martin Rollefson, 406-585-7657.

Jul 29: Mary's Peak Hill Climb. Alsea, OR. Ten miles of climbing with almost 3,000 feet of elevation gain makes this one of the best. All categories. \$1,200 minimum cash/merchandise prizes + KOM jersey. OBRA BAR points. Pre-registration; \$10 before 7-24-95 Corvallis Racing Club, 420 NW Leprechaun Ln., Corvallis, OR, 97330. (503) 754-6444.

Jul 30: Cottonwood Canyon Road Race. Yakima, WA. All categories Ruth VanKommer, Valley Cycling & Fitness, 1802 W Nob Hill Blvd., Yakima, WA, 98902. 509-453-6699.

Aug 5: BC Criterium Championships. Vancouver, BC. Mike Mascarenhas, Italian Cultural Sport Federation, 604-739-0241.

Aug 6: Beartooth Pass RR. Red Lodge, MT. USCF Categories. Spencer Stone, 406-652-5523.

Aug 12: Crawfish Festival Criterium. Tualatin, OR. David Oliphant, Lake Oswego Velo Club, 6250 SW Bonita Road #F206, Lake Oswego, OR, 97035. 503-620-8853.

Aug 13: Governor's Cup. Salem OR. Tom Hayden, Capitol Velo Racing Club, 390 Front St. NE, Salem, OR, 97301. 503-378-7097 or 503-754-0073.

Aug 13: Oregon State Criterium Championships. Gresham, OR. USCF Criterium championships for the state of Oregon. Six corner downtown Gresham course. Tom James, Team Oregon, 13560 SW Village Glen Dr., Tigard, OR, 97223. 503-598-3974.

Aug 19-20: Old Fairhaven. Bellingham, WA. USCF Categories. Road race (August 19) and criterium (August 20). Contact: John Spaude, Upper Chuckanut Cycling Club, P.O. Box 1853, Bellingham, WA, 98227-1853. 360-733-6440.

Aug 19-20: Point to Point Stage Race. Mukilteo, Wa. Two-day stage race. Time trial, road race circuit, criterium. All categories. Stacy Han, 206-355-8817.

Aug 20: Oregon State Road Race Championships. TBD. Larry Smith, Emerald Velo, 7780 SW 4th, Portland, OR, 97219. 503-293-6505.

Aug 26: Commencement Bay Classic. Tacoma, WA. Cat. 1-2, Pro. Mark Gran, Mead Management Group, 1535 - 11th Ave., Seattle, WA, 98122. 206-720-2962.



PHOTO BY JOHN PRATT/PURSUIT PHOTO
Candice Sinclair (L) and Clark Metcalfe (R) won the National mixed tandem time trial championship.

Aug 26-27: Wenatchee Stage Race. Wenatchee, WA. Road race, time trial, criterium. All categories. Larry Michael, 509-884-0479 or 509-884-0821.

Aug 26-27: Peak of Season Road Race Omnium

Sep 10: Oregon State Time Trial Championships. Peoria, OR. USCF Time Trial championships for the state of Oregon. Preregistration only. Open to out of state riders. Flat out and back course. 20k for Juniors. 40k for Seniors, Masters and Women. Candi Murray, U.S.C.F., 4318 S.E. 8th Ct., Gresham, OR, 97080. 503-667-6220 or 503-661-5874.

Sep 24: Jean Chinn Memorial Mount Ashland Hill Climb. Ashland, OR. Classic challenge between road riders and mountain bikers to the top of Mt. Ashland (25 mile road course, 17 1/2 mile off road course). Both USCF and NORBA sanctioned. Dana Bandy, SOCA, P.O. Box 903, Ashland, OR, 97520. 503-488-BIKE.

Sep 24: Eugene Celebration. Eugene, OR. Road Race, Hillclimb and Criterium. Part of Weekend event which includes free music, food and many other attractions in the beautiful Willamette Valley. Steve Scarich, The Paramount, 176 North Polk, Eugene, OR, 97402. 503-342-3199.

TRACK RACES

May 4-Sep 1: Alpenrose Velo Series. Alpenrose Velodrome, Oregon. Weekly races for all categories, every Thursday. Sprints last Thursday of the month. Mike Murray, Team Oregon, 4318 SE 8th Court, Gresham, OR, 97080. 503-661-5874 or 503-661-0686 OBRA hotline.

May 17-Sep 6: Marymoor Velodrome Wednesday Night Series. Redmond, WA. Category 4,5, Masters and Women and Juniors. Racing starts at 7:00pm. Spectators free. Matt Haldeman, Marymoor Velodrome Association, 1535 11th #302, Seattle, WA, 98122. 206-389-5825.

May 19-Sep 8: Marymoor Velodrome Friday Night Series. Redmond, WA. Categories 1, 2 and 3 Men and Women. Racing starts at 7:30pm. Spectators \$3. Matt Haldeman, Marymoor Velodrome Association, 1535 11th #302, Seattle, WA, 98122. 206-389-5825.

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TANDEMS

Jul 8: Oregon State Games Track Race. Alpenrose Velodrome, Portland, OR. Track race omnium. Mark Godfrey, Beaverton Bicycle Club, 14415 SW Yearling Way, Beaverton, OR, 97005. 503-524-3247.

Jul 22-23: Oregon State Track Championships. Alpenrose Velodrome. USCF Track championships for the state of Oregon. Kilometer pursuit, points race, sprints for Sr., Jr. and Women. Candi Murray, U.S.C.F., 4318 S.E. 8th Ct., Gresham, OR, 97080. 503-667-6220 or 503-661-5874.

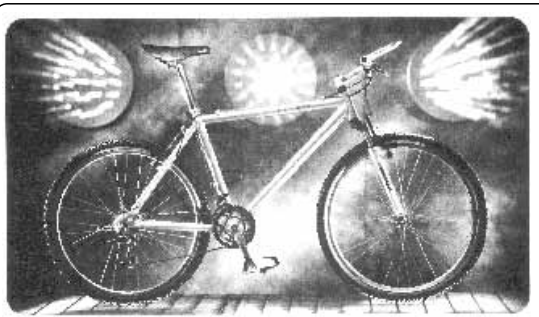
Jul 29-30: Oregon State Masters Track Championships. Alpenrose Velodrome. USCF Track championships for the state of Oregon. Age graded for 30+ in 5 year increments. Candi Murray, U.S.C.F., 4318 S.E. 8th Ct., Gresham, OR, 97080. 503-667-6220 or 503-661-5874.

Aug 3: Oregon State Team Pursuit Championships. Alpenrose Velodrome, Portland, OR. 4K TTT. Candi Murray, Team Oregon, 4318 SE 8th Ct., Gresham, OR, 97080. 503-667-6220.

Aug 11-13: BC Track Championships. Victoria, BC. Jim Jenkins, Greater Victoria Velodrome Association, 604-727-9426.

Aug 21-26: Alpenrose Six day race. Alpenrose Velodrome. Only American 6-day. Team racing each evening at 6:30. Mike Murray, Team Oregon, 4318 SE 8th Court, Gresham, OR, 97080. 503-661-5874.

Sep 2: Oregon State Madison Championships. Alpenrose Velodrome, Portland, OR. Mike Murray, Team Oregon, 4318 SE 8th Ct., Gresham, OR, 97080. 503-667-6220.



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Ashland Cycle Sports 191 Oak St. Ashland (503) 488-0581	Gregg's Bellevue Cycle 145 106th Ave NE Bellevue (206) 462-1900

Race Face components blend substance and style

BY NOEL ZANCHELLI

Located in Delta, British Columbia, Race Face manufactures top end mountain and road crankssets, stems, headsets, bottom brackets, and mountain handlebars. All Race Face products are designed and manufactured in North America to ensure absolute control of all aspects of the manufacturing process. Additionally, most Race Face components are offered in ten different color options.

Before testing Race Face parts, I scanned the catalog, which is so entertaining that it reads more like a program to a Lollapalooza concert.

Once my ride was equipped with Race Face components I began to assess the experience. The most obvious benefit of having this hardware is weight loss. By installing the Turbine LP Crank Set, I immediately dropped 246 grams off of the total weight of my mountain bike. The 175 mm Turbine LP cranks are compact, not standard sized, and barely tip the scales at 435 grams. The weight reduction continued once I added my own set of compact chain rings and went to smaller cogs in the freewheel. The Turbine LP's were a snap to install into the bottom bracket, and the chainrings were also a breeze because bolts and inner spacers are included with the set.

Turbine LP's are constructed from 7075 T-6 high grade aluminum alloy. They are warm-forged and CNC (computer numeric controlled) machined afterward. This process is even better than cold-forging or CNC machining alone, according to Craig Pollack, Director of Marketing at Race Face, because it gives

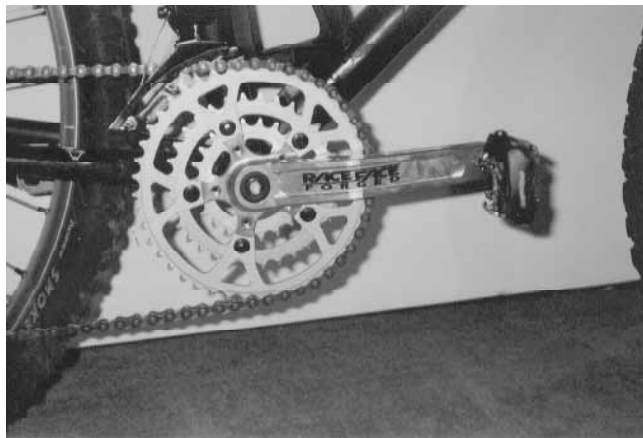


PHOTO BY NOEL ZANCHELLI

Race Face's CNC and warm-forged LP Turbine Cranks offer stylish looks and excellent performance. These cranks offer the best of both worlds for cyclists: rigidity and light weight.

the cranks an extremely long life and resistance to fatigue, as well as "cool looks."

Race Face's cranks possess the most desired of all crank features: rigidity. They are stiff and do not flex. I take great confidence in knowing that all my pedaling efforts go directly into making the bike move forward faster. Performance at this level has a price, however, and to get there will cost you approximately U.S. \$199. Price includes crank arms and inner ring bolts and spacers.

Also contributing to weight loss of my mountain bike is the AirAlloy 150 3B Handlebar. At a modest 150 grams for the 560 mm (22 inch) wide bar, the AirAlloy 150 3B is just about the lightest on the market. Race Face could have made it lighter, but did not want to compromise the integrity of such an important component. It has a comfortable bend of 3 degrees and is constructed of heat treated seamless butted aluminum. This handlebar is even more appealing when compared to others on the market.

Its width, weight, and bend are ideal. The suggested retail price of U.S. \$45.00, is very competitive, especially because of the two year warranty that blankets it.

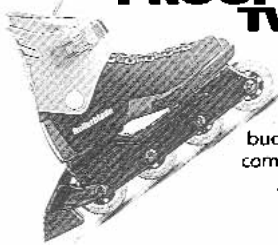
Race Face warrants its products "for the reasonable life-time of the part as outlined by industry testing standards" and "will warranty parts that are used in a normal and non-abusive manner." Headset bearings carry a warranty of up to five years. Although mountain bike components are, by nature, spawned to be thrashed, Race Face could offer a less than ambiguous warranty policy. Its parts are definitely upper echelon and so are the prices.

If you are unable to find Race Face products at your favorite dealer, contact the company directly. Or, check out Race Face hardware at the next large-scale NORBA race you attend: You will see Race Face cranks, a bottom bracket, and headset on the bike of downhill ace and "Tread" star, Greg Herbold.

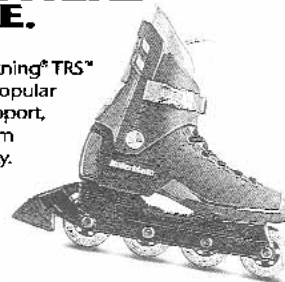
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Knapp's sizzling season continues

BY DOUG WALKER

Olympia, WA—Conditions were dry and dusty for over 600 participants who turned out to race at the Kamikaze Mountain Bike Club's annual GT Summer Sizzler. Event organizers say this year's race attracted the largest field in the race's three year history.

Tacoma's Dale Knapp (Gregg's/Control Tech) won the 1995 Summer Sizzler Pro/Experts race by a thirty-second margin over 19-year-old Proflex rider Garrett Heitman. Knapp shattered the Capitol State Forest record by 15 minutes, covering the 19 miles of single track in 1:15. He built up most of his lead on the six miles of downhill in the middle of the course. Wendy Brimicombe (Ciclo Sports) dominated the Pro/Expert womens field.



PHOTO BY DOUG WALKER
Racers had to contend with dry and dusty conditions at the Kamikaze Mt. Bike Club's third annual Summer Sizzler.

Results from the GT Summer Sizzler Olympia, WA June 4, 1995

Pro/Expert Men

1. Dale Knapp (Gregg's/Control Tech), Tacoma, WA; 2. Garrett Heitman (Proflex), Everett, WA; 3. J. Savage (Control Tech), Hansville, WA; 4. L. Hanson (Gregg's/Control Tech), Bellevue, WA; 5. T. Gravemann (Discover/Cannondale), Hood River, OR

Pro/Expert Women

1. Wendy Brimicombe (Ciclo Sports), Portland; 2. D. Knudson (Spoke & Sprocket), Gig Harbor, WA; 3. C. Carver (Control Tech), Olympia; 4. S. Fitzgerald (K-2 Inline), Seattle; 5. H. Mills (Clarks Cycle Marine), Bellingham, WA

Sport Men

1. M. Beckman, Oak Harbor, WA; 2. R. Winterman (Clarks Cycle Marine), Bellingham; 3. D. Senger, Puyallup, WA; 4. C. Strasser (Samnamish Valley Cycle), Redmond, WA; 5. S. R. Hummel Jr., Spanaway, WA

Sport Women

1. J. Beggs (NW Mountain Bike), Tacoma; 2. A. Grande (Ernst/Proflex), Seattle; 3. L. Heckman (Club Jack), Seattle; 4. Carole Petterski (Club Jack), Bothell, WA; 5. J. Schroder (KMBC), Mt. Vernon, WA

Beginner Men

1. K. Fisher; 2. J. Sisel; 3. T. Pitkanen; 4. A. Pearson; 5. J. Johnson

Beginner Women

1. K. Hamilton; 2. K. Arvidson; 3. K. Pitkanen; 4. M. Morgan; 5. J. Winters

Vet. Men

1. K. Rose, Mercer Island, WA; 2. M. Meagher; 3. B. Calder (Kisslers/GT), Portland; 4. G. Gonzalez, Renton, WA; 5. B. Cripe, Corvallis, OR

Juniors

1. M. Chynoweth (Rockshox), Edmonds, WA; 2. C. Lindfield (Control Tech), Issaquah, WA; 3. T. Erickson (Gregg's/Control Tech), Seattle; 4. E. Maiefski, Seattle; 5. D. Jones (Clarks Cycle Marine), Lynden, WA

Kids (under 12)

1. C. Padro; 2. B. Kieffer; 3. J. Kieffer; 4. L. Kunison; 5. K. Paddock

Oregon riders lead Pickett's Charge to victory

Bend, OR—Bend riders swept the top three spots in the first Pickett's Charge Mountain Bike Race, held May 28 on a course near Mt. Bachelor Ski and Summer Resort in Central Oregon's Deschutes National Forest.

When the charge was over, Max Lawson, Paul Thomasberg and Jeff Burnard swept first, second and third respectively in the Mens Pro/Elite category. In the 34 mile, two lap race, Lawson and Thomasberg were neck and neck coming through the start/finish area

at the conclusion of the first lap. As they rolled across the tarmac, Lawson pulled ahead of Thomasberg. Alex McClarren came chasing through about a minute behind the leaders. He faded in the final miles and Burnard overtook him for third place.

Wendy Brimicombe powered ahead past womens Expert rider Julie Wose on the first long gradual climb and held her lead. Miranda Bridges challenged Wose. The battle continued throughout the race. On the final climb, Wose pulled ahead and took second.

Pickett's Charge May 28, 1995 Bend, OR

Male 15

1. Tom Thomason; 2. Anthony Cree; 3. Mark Sanford

Female 15

1. Megan Morgane; 2. Stephanie Leininger; 3. Amy Smoker

Male Elite

1. Max Lawson; 2. Paul Thomasberg; 3. Jeff Burnard

Female Elite

1. Wendy Brimicombe; 2. Josie Beggs; 3.

Julie Wose

Male Expert

1. Ted Graumann; 2. Jonathan Myers; 3. Jeff Stofko; 4. Jonathan Sundt; 5. Matt McClung

Female Expert

1. Wendy Brimicombe; 2. Julie Wose; 3. Miranda Bridges; 4. Kristi Keep; 5. Tami Kenny

Male Junior

1. Ryan Weaver; 2. Tim Evens; 3. Ethan Miller; 4. Evan Cruise; 5. Erick Haglund

Oregon's road rehearsal and district championships results

Rehersal Road Race and District Championships June 18, 1995 Mollala, Oregon

Cat. 4/5 Championship

1. Jeff Cordell (Hutch's/Paramount); 2. Bren Woodrich (Hutch's/Paramount); 3. Shaun Jensen (Hutch's/Paramount); 4. Tim Wehry (Yankee Peddler); 5. Kirk Seffert (Salem Racing)

Juniors Under 15 Championship

1. Matt Veatch (Bridgeport); 2. Teran Martin (BBC); 3. Sean Murray (Team O)

Juniors 15-18 Championship

1. Gene Wixon (Team O); 2. Jim Anderson (Team O); 3. Andy Nelson (Bridgeport); 4. Eric Aldrich (BBC)

Women 4/5 Championship

1. Stacy Peters (Cyclisme); 2. Francesca Hankins (Team O); 3. Samatha Cass (Team O); 4. Eva Shannon (Bridgeport); 5. Amy Arroyo (Team O)

Masters 50+ Championship

1. Art Steele (Paramount); 2. Robert Campbell (Paramount); 3. Earl Levin (BBC); 4. John Forbes (Bridgeport); 5. Dennis Olson (unattached)

Senior Women 1/2/3

1. Rydeen Stevens (Finlandia); 2. LeAnn Warren (Finlandia); 3. Ward Griffiths (Finlandia); 4. Melanie Ritter (Team O); 5. Lynn Hughes (Team O)

Master Women Championship

1. Kirti Walpole (Team O)

Senior Men 1/2/3

1. Michael Rosenberg (Hutch's/Cannondale); 2. Vaidila Kungys (Hutch's/Cannondale); 3. Donald Reeb (Capitol Velo); 4. John Mitchem (Finlandia); 5. Gordon Cummings (Bridgeport)

Master Men 30-34 Championship

1. Mike Henry (Bridgeport); 2. Mark Damon (Hutch's/Cannondale); 3. Mike Wilson (Corvallis Racing); 4. Tim Shreve (Hutch's/Cannondale); 5. Glen Gann (Mt. Velo)

Master Men 35+

1. Chuck Jerabek (Fat Tire Farm); 2. Tom James (Bridgeport); 3. Hank Pfeifle (Logie Velo/Nike/Specialized); 4. Ivan Meadors (RCW); 5. Terry Brown (Logie Velo/Nike/Specialized)

Mixed Tandem Championship

1. Steve Yenne/Stephanie Lorenz (Capitol Velo); 2. Tom Durkin/Karen Holtz (Team O); 3. Dave Hayes/Jennie Hayes (Logie Velo/Nike/Specialized); 4. Chauncy Curl/Darien Harwood (Bridgeport); 5. Grant Brown/Shirley Brown

Tandem - Men Championship

1. Ian Fuller/Rob Templin (Bridgeport/Gatorade)
2. Ron Hughes/Ted Forgeron (RCW)

Ray's Boathouse team dominates Lewiston's Twin Rivers Classic

BY CHRIS CHASE

This year's edition of the Twin Rivers Classic was as successful as years past: boasting a healthy turnout of around 300 riders from Washington, Oregon, Idaho, Montana and British Columbia.

The race marked the debut of the new Ray's Boathouse team, boasting top riders Kirk Willett and Greg Randolph. The team proved to be as powerful in practice as they looked on paper, dominating the Cat. 1/2 men's race in each stage.

Also new this year was the prologue, held on Saturday evening in the outskirts of the town. Dubbed "Hyperbolic Hill" the 2.7km cut through wheatfields starting downhill for

the first 2km and then straight up an 11% lung-searing grade. It proved to be a good indicator: the top Senior men and women placed high. As expected, Kirk Willett took the 1/2's with a time of 3:43 while the Senior Women's Laura Mullen-Metz (Finlandia) seemed to positively float up the climb that left most riders overgeared and gasping for air.

The next morning's criterium was fast and hectic. In the 1/2's race, Ray's Boathouse superiority was clear. The Senior women's event was won in a bunch sprint by Mullen-Metz over Carole Petterski (Club Jack) and Candice Sinclair (Timex/Cannondale).

Final GC Results Twin Rivers Classic May 27-29, 1995 Clarkston, WA Lewiston, ID

Peterschmidt (Arrivee); 4. Robert Silver (Avanti); 5. David Tollefson (Gregg's/Specialized)

Senior Men 4/5

1. Thomas Eldridge; 2. Leif Clarke (CT Racing); 3. Tim Becker (Forward Motion); 4. Muller; 5. Joseph Thomas (Spin City Cycling)

Masters Men 35-39

1. Douglas Tobin (High Desert Velo); 2. John Weyhrich (Avanti); 3. Larry Shanon (CT Racing); 4. Don Lewis (LaGrande); 5. Jerry Markee

Masters Men 40-49

1. Mike Burdo (Ray's Boathouse/Big Time Pizza); 2. Steve Poulter (Thomas Kemper); 3. Steven Cole (Real Dairy)

Senior Men 1/2

1. Greg Randolph (Ray's Boathouse/Big Time Pizza); 2. Kirk Willett (Ray's Boathouse/Big Time Pizza); 3. Doug Carlton (Pazzo Velo); 4. Chris Barth (Vancouver Italia); 5. Ron Schmeer (Thomas Kemper)

Senior Women

1. Laura Mullen-Metz (Finlandia); 2. Ward Griffiths (Finlandia); 3. Rydeen Stevens (Finlandia); 4. Jennifer Becker (Forward Motion); 5. Kim Boester (Mountain Velo)

Senior Men 3

1. Jamul Hahn (Northern Rockies); 2. John Bravard (Hutch's/Cannondale); 3. Chris

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Teams controlled National Criterium Championships

"CRIT" FROM PAGE 1

chaos erupted when one rider was forced into the barricades. Suddenly, about 20 riders, including Redmond's Candice Sinclair (Timex), were laying on the roadway.

With one lap to go, it became clear that only disaster could stop the Timex squad. On the back-straight, that disaster came dangerously close when Charameda found herself at the front with nearly half a lap to go and unprotected. Her other teammates had taken their pulls, but things had happened a bit too quickly.

Charameda looked around, shrugged and then saw teammate Carmen Richardson moving to the front. Richardson put her head down and pounded the pedals.

Coming out of the final turn and into the long straight, Richardson pulled aside and Charameda had only to hold off the hard charging Jeanne Golay (Saturn).

"The Timex team did such a good job getting me up to the front," Charameda grinned, "I can't tell you what it means to me to come back and win a national championship!"

Golay added, "I think today was an investment in Sunday's road race."

The top Northwest rider was in Carole Pettenski (Club Jack) 15th. Other top locals included Laura Suditu (Team Beanie) in 16th, Katherin Gunter (Upperchuckanut Racing) in 17th, Laura Mullen-Metz (Raindance) in 23rd and Ward Griffiths (Raindance) in 29th.

The men's race played like a faster version of the women's as the field stayed together save constant attacks, all of which were quickly pulled back by the omnivorous field.

On lap 28, things appeared to be changing when Seattle's Paul Dahlke (Ray's Boathouse/Big Time Pizza) and

1984 Olympian and 1995 National Time Trial winner Steve Hegg (LA Sheriff's/Chevrolet) burst from the pack and quickly established a sizable gap.

By the next lap, the duo were had gained 15 seconds on the field. Hegg looked ready to take on the whole field by himself.

Just one lap later, Dahlke cracked and fell back to the field, but Hegg continued on without showing any real effort.

Lap after lap, Hegg maintained his lead and many in the crowd began to wonder if he might just hold off the field.

With seven laps to go, the answer came when Hegg was gobbled up by the field and the expected field sprint began to take shape.

The race's strongest and best represented teams, Saturn and Montgomery-Bell, began moving riders to the front with four laps to go.

Blasting out of the final turn, Gragus pulled to the left just as teammate McCook tried to pull through on that side; the result was a split-second pause in the team's drive towards the line - all that was needed to sling-shot the Saturn riders into a dominant lead giving McCarthy and Ventura nearly a half bike length at the line.

The new Amateur national championship title was won by sixth place rider Chris Yenkey of Kansas (Turin Bicycling). Yenkey commented, "It would have been better to have been higher than sixth, but it was a pretty crazy sprint."

A defeated Reiss said, "Basically they smoked us thanks to miscommunication at the end."

The top Northwest riders were Cory Domingues (Raindance) in 24th and Ed French (Raindance) in 26th.

Pros and amateurs raced together and separately

BY ERIC G.E. ZUELOW

This year's road race and criterium were each comprised of two separate races—the ride for the race win and the race for the national championships.

New national criterium champion Chris Yankee commented, "This is the national championships and all of the amateurs know that the pros aren't eligible to wear the jersey. The major tactic in this race tends to be not winning the race, but being the best amateur."

This fact drew criticism from many riders including amateur Chann McCrae and professional Mike McCarthy.

"The whole pro and amateur thing is

really strange here. The pros are racing to win the race and the amateurs are racing to win the jersey. You've basically got two races out there," said criterium winner McCarthy.

"I really look forward to the day when this is just a straight bike race, when there's just one national championship for pros and amateurs. I would have liked to have been riding for a jersey today," McCarthy added.

Next year, the two races will become one. But many question whether this is really the best state of affairs, arguing about the benefit to having a separate race for amateurs.

Some riders have an eye on the 1996 Olympics in Atlanta

BY DENISE ONO

With the 1996 Summer Olympic Games a little over a year away, many of the cyclists competing at the Fresca National Cycling Championships had visions of Atlanta dancing through their heads.

Saturn's Jeanne Golay had an exceptionally brilliant performance at all three events, not only winning the Microsoft Grand Prix for the second year in a row, but also taking second in both the Haggan Foods National Time Trial and Sports Pep Thunderbar Criterium Championships. At the conclusion of the road race, Golay announced that she is looking forward to Atlanta in 1996, to the cheers of the thousands of onlookers.

Mike McCarthy, also of Saturn, said he wants a spot on the U.S. team. When asked if he thinks about next year's Olympics, the winner of the 1995 Sports Pep Thunderbar Criterium responded, "Every day, I think about it every day. I'll be there," McCarthy, in addition to racing, is currently work-

ing on a documentary film which will focus on the U.S. National team as it focuses on Atlanta in '96.

Amateur road champion Chann McCrae said he is not interested in competing in the Olympics. "What I really want is to go pro and get on the Motorola Team," said the young Texan. "The Olympics aren't that important to me compared to racing professionally in Europe," he added.

But with revised International Olympic Committee rules taking effect next year, many of these European Pros may come to the States to earn medals for their countries. Next year will also feature the debut of three new cycling events including mens and womens cross-country mountain bike races and the individual time trial. It is possible that the Atlanta courses will host riders such as Chris Boardman, Tony Rominger, Henrik Djernis and Paola Pezzo. If that is the case, the American riders have a lot of hard work ahead.

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What doesn't kill me makes me stronger Time Trial provides showcase for local talent

BY ERIC G.E. ZUELOW

The 1995 National Time Trial Championships provided a brutal course, beautiful weather and a chance for Northwest riders to turn in top notch performances.

1984 Olympic Gold medal pursuiter Steve Hegg (Chevrolet-LA Sheriff's) rolled home the winner of the Senior men's 40km time trial with a "smokin'" 52:26.29.

Hegg has been coming onto form over the past few weeks and his victory did not come as a surprise to those close to him. Only the loss of his time trial bike en-route to Stanwood offered his team concern. Teammate Jim Copeland loaned Hegg his bike and team mechanics made the necessary changes the night before the event.

"The hardest part was the turn-around!" said Hegg.

Local rider Greg Randolph (Ray's Boat-house), turned in an amazing performance to take home fourth place, just over a minute behind Hegg. Making his ride even more impressive, Randolph did not utilize extensive aerodynamic gadgetry on his ride.

"It was a real rider's course," he enthused, "and I love courses like that."

On a course which rider's like defending champion Clay Mosely (Shaklee) had said favored experience, Randolph proved that there is no substitute in time trials for sheer physical ability—Randolph has only been racing for three years.

In addition to the rolling hills and tricky turn-around, riders had to negotiate a number of dogs which not only chased riders, but provided moving speed-bumps. Mosely found himself riding off-road after hitting one such obstacle.

Locals Kirk Willett (Turin/ACT) and Doug Carlton (Pazzo Velo) also broke into the top twenty taking 19th and 20th respectively.

The women's Time Trial was won by Mari Paulson (Shaklee). A philosophy major, Paulson admitted to reading "a lot of Nietzsche" prior to the event. She covered the rolling course in 57:59.16.

"I felt like I had a good rhythm," said Paulson, also in her third year of racing.

Paulson finished sixth in each of the last two year's events. "I liked this course a lot more" than the courses of the past two years. "It's a lot harder mentally when you can see the whole course in front of you," she commented.

Local riders fared well in the women's event with Laura Reed (Greggs/Specialized) turning

in the top local performance to take home an impressive eighth place, four minutes behind the Paulson. Other top local performances were given by Donna Peters (Greggs/Specialized) who took home 12th, Ward Griffiths (Raindance Velo) in 14th, and Rydeen Stevens (Raindance Velo) in 18th place.

As the Northwest is arguably the Tandem capital of the United States with its long running Burley Duet Tandem Stage Race, and a number of the country's top tandem builders, it isn't surprising that locals took half of the podium spots.

Northwest riders Candice Sinclair and Clark Metcalf (Team Oregon) rode to victory in the mixed tandems with a time of 54:06.60. The



PHOTO BY MARGARET MCCOY

Ray's Boat-house/Big Time Pizza's Gregg Randolph (shown here at the criterium) placed fourth at the Haggan Foods National Time Trial Championship.

mixed event also netted Northwest riders the fourth and fifth placed spots with Nancy Bruce and Glenn Erickson (Erickson Cycles) taking home fourth and Jennie Reed and Andy Dahlstrom (GS Flash) bringing home fifth.

The single sex tandems were won in convincing fashion by Frey/Jones (Juliett Racing Team) riding what they argue is the lightest tandem in history. Whether or not this is true, the pair was the talk of the day amongst all other tandem teams with their time of 50:55.22.

"They were doing like 50 miles an hour on the hills!" said Dahlstrom.

Larry Shannon and Gerry Markee (CT Racing 2) took home third place but still were in awe of the Frey/Jones effort. "They passed on the last straight and proceeded to put another minute on us between that point and the finish!" (A distance of less than a mile).

The Control Tech Racing team's tandems rode strongly to finish third with a time of 53:21.02 (Shannon/Markee) and fourth in 53:57.42 (Bunselmeyer/Weyhrich).

"Not bad for a couple of old geezers," laughed Shannon.

Haggan Foods National Time Trial Championships

June 7, 1995
Stanwood, WA

Individual Women			Individual Men (Continued)		
1. Mari Paulson	Shaklee	57:59.16	32. John Pozar	Spin City Cycling	57:59.03
2. Jeanne Goley	Saturn	58:47.34	37. Patrick McNamara	CT Velo	58:39.40
3. Dierdre Demet	Saturn	59:47.84	38. Brent Soderberg	Pazzo Velo	58:39.40
4. Elizabeth Emery	Chevrolet/LA Sheriff's	1:01:19.24	43. Scott McSpadden	Spin City Cycling	59:08.54
5. Eve Stephenson	Times/Cannondale	1:01:28.17	45. Ted Carlson	Husky Racing	59:37.95
8. Laura Reed	Greggs/Specialized	1:02:13.47	47. Janus Moorehead	Team Vent Noir	59:40.90
12. Donna Peters	Greggs/Specialized	1:03:24.21	50. Nathan Pesceola	Team Beanie	59:49.97
14. Ward Griffiths	Finlandia	1:03:29.59			
18. Rydeen Stevens	Finlandia	1:04:30.01			
30. Melanie Blier	Team Oregon	1:07:37.33			
36. Nina Strika	Team Oregon	1:09:06.98			
Individual Men			Tandem Men		
1. Steve Hegg	Chevrolet/LA Sheriff	52:26.29	1. Frey/Jones	Juliett Racing	50:55.22
2. Scott Mercer	Saturn	53:02.18	2. Carlson/Buttry	EDS	51:29.89
3. Norman Ables	Saturn	53:16.37	3. Shannon/Markee	CT Racing 2	53:21.02
4. Gregory Randolph	Ray's Boat-house	53:38.96	4. Bunselmeyer/Weyhrich	CT Racing 1	53:57.42
5. Clark Sheehan	Montgomery-Bell	53:49.80	5. Jacobsen/James	Bridgeport Ale	54:10.51
10. Joseph Arnone	Armed Forces Cycling	55:04.77			
18. Kevin Ross	OBRA	56:30.72			
19. Kirk Willett	Spin City Cycling	56:40.70			
20. Doug Carlton	Pazzo Velo	56:45.19			
Tandem Mixed					
1. Metcalfe/Sinclair	Team Oregon	54:06.60			
2. Yates/Tretschok	NGU Cycling	54:55.99			
3. Bush/Donnelley	Juliette	55:45.36			
4. Bruo/Erickson	Erickson Cycles	56:56.80			
5. Reed/Dahlstrom	GS Flash	59:37.26			

Sports Pep Thunder Bar National Criterium Championships

June 9, 1995
West Seattle, WA

Men			Women		
1. Mike McCarthy	Saturn		1. Laura Charameda	Times/Cannondale	
2. Robbie Ventura	Saturn		2. Jeanne Goley	Saturn	
3. Nate Reiss	Montgomery-Bell		3. Linda Brenneman		
4. Dave McCook	Montgomery-Bell		4. Carmen Richardson	Times/Cannondale	
5. Eddy Gragus	Montgomery-Bell		5. Karen Dunne		
6. Chris Yenkey	Turin		13. Katie Blincoe		
			15. Carole Petterski		

*National Champion

1995 Microsoft Grand Prix

June 11, 1995
Seattle, WA

Men			Women		
1. Nate Reiss	Montgomery-Bell		1. Jeanne Goley	Saturn	
2. Clark Sheehan	Montgomery-Bell		2. Laura Charameda	Times/Cannondale	
3. Trent Klasna	Chevrolet/LA Sheriff's		3. Julie Young	Saturn	
4. Chann McCrae*			4. Pamela Schuster	Chevrolet/LA Sheriff's	
5. Fred Rodrigueuz	US National Team		5. Karen Kurrek	Vanwood	
6. Bart Bowen	Saturn		6. Dierdre Demet	Saturn	
7. Jeff Evanshine	Montgomery-Bell		7. Eve Stephenson	Times/Cannondale	
8. Steve Hegg	Chevrolet/LA Sheriff's		8. Carmen Richardson	Times/Cannondale	
9. Thurlow Rogers	Nutra Fig		9. Paula McNamara	Ski Market-Commonwealth	
10. Chris Yenkey	Turin		10. Ward Griffiths	Finlandia	

*denotes National amateur champion

Saturn's Goley retains National Road Title

"ROAD" FROM PAGE 1.

which caught the solo rider in the middle of lap five, along Lake Washington. The group rode together briefly until two amateurs, Scott Mercer and John Lieswyn, and one Montgomery-Bell professional, Nate Reiss, broke clear together. Chasing them were pros Bart Bowen of Saturn and Clark Sheehan of Montgomery-Bell. The three-man break lead through the start/finish at Westlake Center at the end of the sixth lap. Still in pursuit was the tandem of Bowen and Sheehan.

Bowen, a former U.S. professional road champion, and Sheehan, winner of stage eight at this year's Tour Du Pont, caught the trio of leaders shortly into the seventh lap. The final section, it seemed, had been made with just over one and a half laps remaining. However, the distinction between the professional and amateur ranks was made on the King of the Mountain climb on lap seven. Reiss and Sheehan had intended to keep the leading five together, but had managed to escape from the stacks of their breakaway companions. Without hesitation, the professional teammates dropped the hammer and began a monumental two-man effort.

At the bell lap, Reiss and Sheehan had established a one minute thirty-two second lead over the next group of six chasers. Eight more chasers were two minutes back with one lap and thirteen miles remaining.

On the last lap Reiss and Sheehan increased their lead to two minutes nineteen seconds. The



PHOTO BY JOHN PRATT/PURSUIT PHOTO

Montgomery-Bell's Reiss and Sheehan cross the line together at the Microsoft Grand Prix.

tandem rolled comfortably in with their arms raised together in victory. Sheehan slowed just enough at the line to allow Reiss the official win.

The focus of the race then shifted to the quest for the amateur title. The lead chase group contained amateur danger men: 1992 National Road Champion Chann McCrae and Fred Rodriguez, both National Team members; former junior world champion, Jeff Evanshine; Scott Mercer; Chris Yenkey, fresh off his amateur victory at the Criterium Championship; and seasoned veteran, Thurlow Rogers.

In the sprint down Fourth, McCrae edged Rodriguez by half a wheel length to win the coveted National Champion's jersey for the second time.

Local talent did not fare well in this National

Championship event. Of the thirty-nine entries from the Pacific Northwest, only two finished among forty-one official finishers. Seattle resident Ronnie Schmeer (Thomas Kemper Sodas) placed a respectable twenty-fifth despite puncturing a tire late in the race. In forty-first place, the last official finisher was Vaidila Kungys (Paramount Club) of Eugene, Oregon.

Seventy-five women raced half the distance of the men, four laps covering fifty-two miles. From the start a brisk pace was established which strung the bunch out slightly, but did not blow it apart. Half way to the top of Yesler on lap one a dozen women climbed away from the pack. They tried to build on a slight lead as they traveled onto the Martin Luther King descent, but the determination of the strong field would not allow it. The early escapees were returned to the bunch immediately.

Lap two saw the peleton dwindle even more as the Yesler ascent took its toll on the many tiring legs in the peleton. As Madrona had caused those with less than elite fitness to suffer on the first lap, it did so again on the second. During the second half of lap two the field came alive and the ultra strong women's teams of Saturn, Times/Cannondale, and Chevrolet/LA Sheriff began to do battle with each other in an effort to win the National Road title and the jersey of the Champion. Riding for Chevrolet/LA Sheriff, Pamela Schuster led at the start of the third lap. Her move was soon countered by Saturn's Dede Demet, who surged up the steep early portion of the Yesler Wall. Demet's break was short lived and she soon found herself being reeled in. Then in a classic offensive

move, Saturn teammate and defending road champion Jeanne Goley forged a blistering counter attack, which caught the peleton by surprise. As she turned up the short climb on McClellan Street, Goley had only a small gap. Sensing the severity of this move, the pack behind scrambled to organize a chase effort. Eve Stephenson immediately tried to bridge the gap to Goley, but could not. Any attempts to chase the lone rider were foiled by Saturn's excellent teamwork. On this day Goley was unstoppable. The pack would not see her again until their paths crossed on Fourth Avenue.

Riding through the start/finish area, Goley enjoyed an advantage of one minute thirty-six seconds. She was remarkably strong and fluid through the late miles of the race, almost doubling her lead during the final lap. The bunch remained aggressive, racing for silver instead of gold.

When she completed the fifty four mile event in two hours thirteen minutes and fifty-eight seconds, Jeanne Goley looked incredibly strong and stunningly fresh. Just over three minutes later Laura Charameda sprinted in with a sixteen second advantage over the other ten in the lead group. Team Saturn continued its strong showing with Julie Young winning the bunch sprint over Pamela Schuster. Eight others finished ten seconds later, including Seattle's Ward Griffiths. Riding for Raindance Velo, Griffiths had a strong ride, placing tenth, the best out of all twenty one regional competitors. Also finishing strong was Jill Baullinger (Ray's Boat-house/Big Time Pizza) of Seattle. Baullinger placed fourteenth, five minutes eleven seconds behind Goley.

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Just Say Hi

BY MAYNARD HERSHON

Out there. That's where I am: out there among you. While out there, I've noticed that some cyclists don't greet other cyclists coming the other way.

This column is for cyclists who don't say hi. If you do say hi, turn the page and read another story.

If you don't say hi, please write me care of my publisher and explain why you don't. I've knocked myself out trying to understand. Plop an intelligent individual, normally gracious and gregarious, ("I'm a people person"), onto a bicycle seat. Like magic, he or she goes brain-dead. You can watch the eyes go blank.

Help. Explain it to me.

I'll bet you said hi to everyone in the halls in school. I'll bet you felt rotten when someone hot failed to say hi back. After leaving school, you said hi to people for years. Then you started riding. And something about cycling turned you to looking straight ahead, ignoring other riders as if they were invisible. What happened?

Perhaps you're obsessed by the quest for the perfect training ride. You feel the road to fitness is hard and lonesome; you've got to walk it by yourself.

You feel that softening your focus long enough to greet another rider dilutes that cruel, solitary experience. Hey, you make cycling sound like big fun.

Maybe you don't say hi because you're concentrating on the

road harder than most of us do. Something happened to you once. Maybe you rode over broken glass and got a flat. Maybe you hit a hole and bent a rim or veered off the road and crashed. Is that it?

Maybe you sense that calamity could result from a moment's inattention. If

that's it, don't be looking up and waving at me. Anything could happen, just from trying to be nice to me. Then I'd feel terrible.

If it's true, if you're concentrating hard all the time, every tedious mile, write and tell me so I won't feel bad when you don't say hi. Each mile will still last an eternity, though.

Maybe you feel you shouldn't speak to some cyclists, those who ride low-budget mountain bikes or commute bikes with lights or tenspeeds with visible

brake cables. Or you go by clothing: you say hi to guys wearing no helmets or Giro helmets. You don't say hi to guys wearing Bell

Bikers. You've got high standards.

Probably it takes you a while to rank oncoming riders on your personal scale. They're gone before you decide if you'll wave. I can relate; I don't make big decisions fast myself.

If that's the reason you don't say hi, decide if it's worth it to you in time and postage to send me a card explaining. If it is worth it, write me; I'll take a look at the card. Eventually, Your penmanship will count.

More seriously, someone suggested that people who don't say hi are car people. They're used to traveling in boxes, insulated from soci-

ety by safety glass and stamped steel. Covered up all the time.

Many new riders in the '90s buy a helmet and a pair of sunglasses before their first ride. So they're covered up on the bike, too. No wonder they feel as distant from life on that bike as they do in their cars. The experiences could seem so alike.

If they seem alike to you, try this. Next time you're out on your bike, reach over and crank down your window. Can't do it, can you? That's because when you're on your bike, you're not in your car.

This is your car on the interstate. That's your bike on the bikeroute. Any questions?

Perhaps, even after trying that experiment, you still won't be able to distinguish between bike and car. Further, you may not recognize that behavior appropriate in the one is not always appropriate on the other. If so, write me or call me on your car phone. We'll do lunch.

I'll explain over our lunch that some riders love how the bicycle keeps them reachable, how it doesn't erect barriers. Great opportunities can find them, they say, because the bicycle keeps them so accessible. Because the bicycle doesn't get in the way.

I believe they're right. And I believe they always say hi.

Look for Maynard Hershon's

"At the Back" column in every issue

of VeloNews and right here in

The Bicycle Paper.



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Goodbye and good luck, Tanya, John and Kathy we'll miss you!

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