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THE Bicycle Paper

THE VOICE OF NORTHWEST CYCLING OCT. 95 • FREE



PHOTO COURTESY OF AMERICAN LUNG ASSOCIATION
 Fall bicycling in the Pacific Northwest includes some cool, crisp, dry days as in this photo from the American Lung Association's Tri-Island International Bicycle Trek.

Cascade celebrates 25 years at September 17 picnic

BY PAUL CLARK

Some 500 cyclists got off their bikes to support the 25th anniversary of Seattle's Cascade Bicycle Club at Woodland Park on September 17. All aspects of a bicycle club activities were represented: Bike rides, snacks, advocacy booths, speeches and hundreds of friends who find cycling their common bond.

Leaders of the largest cycling club in the United States said the picnic offered a look at past and present club achievements. Many people understood the achievements as speaker Dave Shaw contrasted a small group that fit in a Seattle living room during 1970 to today's club with a paid staff, leased office space and more than 5,000 members in four counties.

Cascade was founded 1970 with the goal of encouraging bicycles as transportation and a mission to protect bicycling's interests in Seattle. "Today, we have focused Cascade's mission: To create a better community through

bicycling" said newly-hired club Executive Director Cynthia Putnam. "We serve the community with education programs in bicycle safety and commuting, government affairs activities to build bicycle trails and lanes, daily recreational rides, and six annual events."

Cascade is best known through its massive events which include the Seattle-to-Portland Bicycle Classic (10,000 riders), Chilly Hilly ride on Bainbridge Island (4,500 riders), and Greater Seattle Bicycle Expo (12,500 participants).



However, one achievement for which Cascade has received continued national attention is the 1974 construction of the Burke-Gilman trail, one of the first trails to bike trails conversions in the United States.

Cascade has protected the Burke-Gilman trail like a parent through the years and successfully advocated a connection to the Sammamish River Trail in 1993, known to commuters as the "missing link." The trails and their extensions provide more than 25 continuous miles of cement-surface trail riding between the Ballard neighborhood in Seattle and Marymoor Park in Redmond.

Other current Cascade activities include BIKE520, an attempt to build a bicycle route on the floating bridge that connects Seattle and Bellevue; a 50,000 call per year bicycle hotline that lists general cycling information and event dates; a helmet donation program that gives 250 helmets per year to low income families; Bicycle-related school assemblies for 19,000 children each year; and many other activities.

For more information about Cascade Bicycle Club, call the hotline at (206) 522-BIKE or call up their Web page at <http://www.cascade.org/welcome.html>.

Bicycle auction planned for October 14

An auction to benefit bicycling is planned for October 14 in the Northwest Rooms of the Seattle Center. The Northwest Bicycle Federation (NowBike) is promoting and producing the event to secure funding for its many bicycle projects in the area.

Louise McGrody, NowBike Program Manager, said the event will be similar to last year which included a silent auction followed by a live auction. "We had combined auction sales of \$18,000 and ticket sales of \$5,000 last year," said McGrody. "This year we're bringing back many of the best items and adding more to the list."

McGrody said participants can expect to see premier items such as a Bike Friday bicycle customized to the owner, lunch with celebrity Bill Nye, a spot on the Wheeling Washington event, a Sailboat cruise with dinner, and Amtrack round trip tickets with bike passage. At press time she said more items were being added to the list especially bike gear, and event passes.

McGrody said goals for this year are to sell \$10,000 in tickets and \$30,000 in auction items.

The NowBike auction will be held on the same weekend at two other events. NowBike will host its own legislative planning session to set the NowBike agenda for next year. Also, NowBike is sponsoring a pedestrian and cycling conference, *Footprints and Bike Tracks* in Bellevue.

Executive Director Susie Stephens said there are many current examples of NowBike's continuing work to make this area one of the nation's finest regions to live and bike. "We work with employers to encourage bicycle commuting to ease congestion on our roadways and improve the quality of air we breathe," she said. "NowBike drafted and lobbied for legislation to provide bicycle safety to young people in Washington State. We hope it will pass next year."

For more information about NowBike and the auction call (206) 224-9252. Reservations for 200 of the 400 person capacity had been placed as of September 22. To help with catering, pre-registration is preferred.



ILLUSTRATION COURTESY OF NOWBIKE
 An original design by Rob Fein promotes the "Footprints and Bike Tracks" conference.

Cyclocross begins October 1

Cyclocross used to be at the butt end of many bicycle racing jokes. "Isn't that the race where they get off their bikes during a race and jump over hurdles?" Many people still don't understand the race, but in the Pacific Northwest, races, racers, fans and sponsors are popping up all over.

Just around Portland and Seattle alone, 14 races are planned between October 1 and December 3. Beyond these events, series of races are planned for Southern Oregon, Bellingham, Washington and Southern British Columbia. All told as many as 800 different competitors are estimated to enter more than 25 different events this fall.

Cyclocross began in Europe as off-season training for road racers. Wanting to be fully tested, these riders would race skinny tire bikes over muddy terrain. Forced dismounts or "hurdles" are the signature of cyclocross. Two-foot barriers add one more level of difficulty to an already extremely demanding race. Lungs, legs, equipment and an ability to fight off the elements are the qualities of the skilled rider.

In the Pacific Northwest racers enjoy the same tests of the old European style of racing. And with the popularity of the mountain biking, cyclocross has found many new "friends" that might not have entered a race otherwise. Spectators enjoy the sport due to

the short loops and frequent spills. Sponsors enjoy the spectators attraction to the event plus the extreme testing of their equipment.

Around Seattle the Control Tech Cyclocross Series plans eight races this season including at least two races on last year's national championship course near SeaTac airport. With nationally recognized organizers like Dan Norton and Jerry Baker plus a strong local sponsor, the eight-race Control Tech Series promises to be one of the most challenging of all.

"Dan Norton has modeled the European style of racing with courses that are one to two miles in length and have two to three run-ups each lap," said Eric Zuelow, race publicist. "By all accounts he has successfully captured that rhythm in the Control Tech Series."

Around Portland Rick Potestio and a crew of volunteers are planning a six race series. Like the Seattle races, Potestio plans to end the series with the state championships. "Through sponsors Saturn of Beaverton and Fat Tire Farm, we are offering a prize list totaling \$3000," said Potestio.

Spectators are welcome at all cyclocross events. For specific information about races near you look in the calendar section of this issue. Bundle up for inclement weather and good luck at the race!

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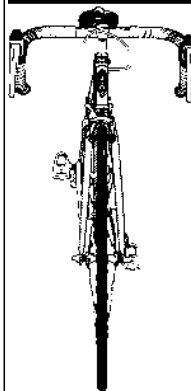
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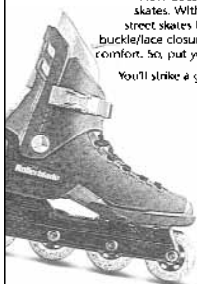
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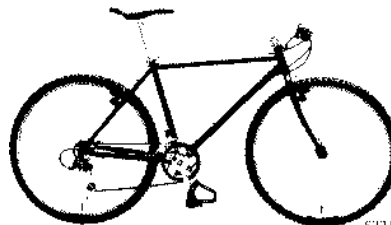
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		Sammamish Valley Cycle 8451 - 164th NE Redmond (206) 881-8442



SPECIALIZED.

Trail rationale applies to trespassing - or does it?

BY GORDON BLACK

Is it ever alright to trespass on private property? If you ride a mountain bike, maybe you've had instances where the trail you were following suddenly reaches a fence. To cross or not. That's the situation I found myself in a few weeks back on a parched trail in Washington's Methow Valley.

Guidebook in hand (it'll remain unnamed here), a buddy and I picked what appeared to be a pleasurable if challenging ride across and around a state game reserve. Being contrary fellows, we elected to ride the described Stovepipe Canyon loop in clockwise direction, rather than counter-clockwise as the book described. Now, in theory, a loop is a loop. Right? Of course, we ended up on one with a Gordian Knot to it.

The ride began after levering our car under a shade tree for what was expected to be a typical Methow day of blue skies and SPF 30 heat. On this count, we were right. Six miles into the ride we reached the inevitable fork in the road. To the left, a long ascent; to the right a rolling trail. We went left, figuring that the downhill on the other side of the ascent would be better cruising down than sloggling up later in the hot afternoon. Those decisions always seem wise at the time.

An hour or so later - after having doubled back from a fateful missed turn - we were gently rolling along on a rough jeep track. An irrigated field of alfalfa stood out vividly against the muted browns in a small valley the track crept up. We watched as a field hand - probably the second human we'd seen on the entire ride - methodically stripped the green down to stubble, as if mowing a giant lawn. Now and then, hawks would circle above. Another sip from the second bottle of water. Ah, bike rides really don't come much better than this, we thought as we began a climb up to what we figured would be the canyon containing the aforementioned stovepipe-like rock formations.

The trail started to thin before we saw any geological features, eventually becoming mere tire tracks through another mown field. We pressed on, pausing to sip those bottles. Another fork, or more accurately, a second set of tire tracks led off to the left. Should we take it? We reconnoitered some and that's when we discovered the fence. The welcome mat was not out. Barbed wire, a locked gate and several "no trespassing" signs made it clear that the property owner was not receiving guests this particular September Saturday.

We thought about the alternatives - ride back down the field of stubble, and back up that wide, dusty road that we'd tried to avoid riding up in the first place. Besides, we were following the instructions in the book. The book can't be wrong. But the book doesn't say anything about crossing some rancher's land, either. We squeezed some moisture into our dry mouths and elected to break the law. What's the worst that could happen? A rancher tells us to get off his land, and then we ask him for directions.

Maybe. Or maybe some angry landowner has heard it all before and decides to play tough.

Steve Hall, former chair of the government affairs committee of the Backcountry Bicycle Trails Club, thinks the trespassing issue is becoming highly sensitive for property owners. "On the one hand, it's all closing up and on the other you're getting a whole group of people who say 'I treat the earth well and trespass laws don't apply to me. Landowners are becoming militant about rights. You have a militant landowner and a militant mountain biker, and you have got a fight,'" says Hall.

For that reason, Hall believes that no matter what the circumstances are trespass-

ing is not worth taking the risk. "It's scary," he adds. Hall says he spends a lot of time now riding in Canada because of the increasing restrictions on both private and public land in Washington.

Author John Zilly (*Kissing the Trail, Wild Pig*) has had personal experience of writing up

trails which unexpectedly get closed off by property owners. His advice to readers is "know where you are" and obey signs that warn that the landowner does not like uninvited visitors. "I think it's never OK to trespass but there are instances when you can go on trails on private property and it's not trespassing. Trespassing implies that you are doing something wrong," he continues. "If you have either the obvious signal that it's

OK or maybe the less obvious signal, even if it's on private property, that might be OK because it wouldn't be wrong. There are shades of grey. Sometimes it's OK"

Faced with a hot day, limited water and tiredness, we decided that it was OK that day in the Methow Valley to hop a fence, ride and walk for an hour over someone's property and climb over a gate at the end to get back on a public road. Nobody saw us. We didn't get reported. On a different day in other conditions, we might have, probably would have, turned back. Maybe we would have followed the instructions or, better still, checked out the property situation locally. Then we might even have seen those darned stovepipes.

You can reach Gordon Black via email at gblack@U.Washington.edu

Out-Spokin'

Letters & Corrections

Bicycle Paper supports cycling community

Dear Bicycle Paper People,

I recently picked up a copy of your free paper and was impressed by the high quality of coverage. I especially liked the information on Amtrak services for cyclists and the review of Ultimate Direction products (the Northwest race scene information is not as interesting to me). Enclosed is my subscription for one year. A piece of advice: you might put a small note on the first page explaining that, although you receive much of your funding from advertisers, by subscribing to this free paper, you help support the Northwest cycling community and ensure that you get every month's issue.

Thanks and keep up the excellent coverage!

Doug Pollock
Corvallis, OR

How do I choose gears?

(To Bicycle Paper columnist, Estelle Gray)
Ms. Gray,

I just finished my first tour on my Bridgestone RB-T. I bought the bike just over a year ago, and I've never been completely satisfied with the gearing. The RX-100 group has 30-42-52 chainrings coupled to 13-15-17-19-21-23-26 cogs; it's fine on level ground, and with my weight, goes really good down hill!

Bottom line, this is not optimum gearing for loaded touring. I have a 13-15-17-20-23-26-30 cog set, but find the 17-20-23 gap bothersome; what do you suggest?? Shimano 14-32 set, a different 13-30 or the 13-32? I seldom ride much higher than 52-17, unless pointed downhill.

Sincerely,
Bob Mills
Tukwila, WA

Corrections

Two names surfaced after the recent national championships that we missed in our coverage. While covering the Masters track championships, we missed the road race championships where Franz Hammer won in his category. Michele Porter had an incorrect home town listing. Michele is from the Pacific Northwest also. She placed 42nd in the criterium and 34th in the Senior Women's road race. Congratulations to Michele and Franz for their success.

We want to hear from you!

Address letters to the editor or our columnists at:

The Bicycle Paper
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Estelle Gray Replies:

Bob,

Unfortunately, there is no ideal solution to your gearing dilemma. It sounds to me like a 14-32 spread would be a much better range, however with that big a spread you are going to find it necessary to have larger gaps than you ideally like. You can tighten them up in the middle and make big jumps at the low end (14, 16, 17, 19, 21, 26, 32), but be advised that your shifting may not be as clean and crisp as it currently is. Have you considered keeping your original cogs and dropping to a smaller chainring? If you install a 26 tooth small ring you'll achieve one to one gearing. In addition you could even swap your cogs to a 14-28 as well, and have even lower gearing.

Sincerely,
Estelle Gray

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Strap on a personal coach

BY MIKE LEWIS

In previous articles, of this column, I have written on how high-tech has entered the physical realm of fitness. Seldom is this technology so readily usable, practical and as user-friendly to all athletes as heart rate monitors. In preparation for the 1984 Los Angeles Olympics Edmund Burke, PhD, began using heart rate monitors for the training of the U.S. Cycling Team. Today, Dr. Burke, the wizard of cycling physiology, has been quoted as saying that, "heart rate monitors may be the most important piece of cycling equipment you could own".

The benefits of heart rate monitors that are available today go far beyond elite cyclists and triathletes. All those who engage in aerobic activity can reap the benefits of using a monitor. The strength and endurance of the heart is the most important reason for aerobic exercise. The heart is like any other muscle in that it will adapt and become stronger if exercised and stressed appropriately. It is true that most people who exercise with a sustained heart rate at least 130 beat per minute will get some aerobic benefit. If one wants to go a step further and increase performance and develop a well rounded training program, feedback from the heart can offer invaluable information.

The heart has the ability to inform us of almost everything that goes on within the body. When you have a fever the heart beat increases, when you are stressed the heart beat increases, when you are overtraining the heart responds differently and when your fitness level improves your heart becomes more efficient. The heart itself is a great monitor of the body's physiological functions, however, the model that we are equipped with does not have a gauge that we can readily read.

Heart rate monitors not only take guess work out of exercise but they make your workouts incredibly more efficient. "If you have ever wondered why a cyclist that rides only 200 miles per week can beat the mileage freak who does more than 400 miles per week, chances are the latter does too much garbage-mileage", says former Olympian and national champion Rory O'Reilly. (Mr. O'Reilly defines "garbage-mileage" as any riding done below a heart rate of 125 beats per minute.)

There are many monitors available today and cost is reasonable. The most basic models simply display your continuous heart rate while the more advance models will beep when your heart rate deviates outside your pre-programmed target heart rate. Further still, the most advance monitors allow you to download all information from your training

not always better). It is true that the longer and harder you ride the better you perform on race day — to a point. Overtraining can ultimately lead to a decrease in performance and possibly injury. After high intensity training days you should have easy days scheduled. On the scheduled easy days use your heart rate monitor (and cyclocomputer) to keep you from over doing it. Dr. Burke suggests keeping the heart rate 25% lower than your lactate-threshold heart rate (this is the point when the lactic acid in the legs build up, the burn in the muscles becomes intense and you go into oxygen debt, you temporarily shut down).

On hard days the heart rate monitor can help prevent you from over working by beeping when you exceed your target heart rate thus sustaining your target rate for longer periods.

The monitors really shine when used during interval training. Your heart rate monitor can ensure that you properly recover between sprints. Without allowing for proper recovery your cadence and speed will drop on succeeding sprints, as well as a decrease in overall exercise benefit.

An important indicator of fitness is the ability to recover and resume your normal heart rate following exercise. By recording your heart rate at one, two and five minutes after exercise you can track your fitness gains.

As you get into better aerobic condition your post-exercise heart rate will return to normal more quickly.

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into your PC or Mac. Polar is by far the leading name in heart rate monitors and they do an excellent job seeing that the monitors are simple to use and understand.

Dr. Burke, with the University of Colorado, offers advice on getting the most from your cycling training utilizing a heart rate monitor:

Find your resting heart rate and log the number into your training journal. You will use this number to compare resting heart in times of overtraining or incomplete recovery. Any deviation from your normal may indicate that you need extra rest.

Many cyclists exercise too hard. (More is

Ten years ago heart rate monitors seemed out of reach to us "common folk", reserved only to Olympians and Shuttle astronauts. As Massimo Testa, M.D., physician to the Motorola cycling team, puts it, "The wireless heart rate monitor has the potential to revolutionize training for health, fitness and competition". In ten years from now the heart rate monitor will have followed the footsteps of the microwave, pocket calculator and personal computer. For those serious about exercise it will have become standard issue.

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.

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

- Oct 4, 11: Rollerski Clinic and Demo.** Seattle. Clinic and training for beginner to expert, 6:30pm. No charge. Swallow's Nest, 2308 Sixth Ave, Seattle, 98121. 206-441-4100.
- October 19: R+E Cycles Fall Fashion Show.** Seattle. Bicycle-related fashion show to preview fall and winter clothing. 7 p.m. start. Professional clothing representatives Dave Oliver of Pearl Izumi and Tim Burke of Bellwether will present. Attendance will be limited to the first 100 R.S.V.P.'S received. Discounts on clothing will be available and Hors D'ouvres will be served! R+E Cycles, 5627 University Way NE., Seattle. For more information, call 368-5490 ext. (For "yes" enter 937).
- November 18-19: USCF Expert Coach Clinic.** Seattle. Opportunity to get certified as a USCF Expert Coach. Open to first 12 who sign-up and pay a fee. For requirement information contact Clark Natwick, USCF Regional Coach at (415) 572-1854.

Offroad

- Oct 1: Control Tech Cyclo-cross Series.** Black Diamond, Washington. See listing under "Series Races."
- Oct 6-8: Methow Valley Mountain Bike Festival.** Winthrop, WA. Ninth annual event features guided tours, downhill and cross country races, and bike rodeo. Methow Valley Sport Trails Association, P.O. Box 147, Winthrop, WA, 98862-0147.
- Oct 8: Control Tech Cyclo-cross Series.** Steilacoom, Washington. See listing under "Series Races."
- Oct 14: WSU Mountain Bike Hammerfest.** Pullman, WA, 3 laps of a 4.5 mile circuit. Challenging hills and a variety of road

surfaces and can accommodate all rider skill levels. Men's open, Men's recreational, Women's open, Women's recreational. Racing starts at 10:00 am. \$10.00 for open riders and \$8.00 for recreational riders. Pete Super, 509-334-6020

- Oct 15: Palouse Cyclocross.** Pullman, WA. Open and Citizens categories and the NWCC Collegiate District Championships. 1 mile loop on the Lincoln Middle School campus. Registration at 10:00 am Dave Lawson, 509-332-2390.
- Oct 15: Control Tech Cyclo-cross Series.** Fort Lewis (tentative site), Washington. See listing under "Series Races."
- Oct 15: Bend's Big Fat Tour.** Bend, OR. Recreational mountain bike ride in the Cascades: 25, 50 and 75 mile routes. Sally Russell, 503-389-3295.
- Oct 15: Cross Crusade.** Pier Park, Portland. See listing under "Series Races."
- Oct 15: Mountain Bike Race.** Belfair, WA. Gordon Swetland, South Tacoma Offroad Mountain Peddlers, 206-964-0960.
- Oct 21: B.C. Cyclo-cross Series #1.** Langley, B.C. See listing under "Series Races."
- Oct 22: Lake Padden Cyclo-cross Series.** Bellingham, WA. See listing under "Series Races."
- Oct 22: Cross Crusade.** Johnson Farm, Hagg Lake. See listing under "Series Races."
- Oct 28: Cross Crusade.** Johnson Farm, Hagg Lake. See listing under "Series Races."
- Oct 28: B.C. Cyclo-cross Series #2.** Langley, B.C. See listing under "Series Races."
- Oct 29: Control Tech Cyclo-cross Series.** Black Diamond, Washington. See listing under "Series Races."
- Oct 29: Southern Oregon Time Trial Series.** Ashland, OR. See listing under "Series Races."
- Nov 4: B.C. Cyclo-cross Series #3.** Langley, B.C. See listing under "Series Races."
- Nov 5: Cross Crusade.** Wallace Marine Park, Salem. See listing under "Series Races."
- Nov 5: Control Tech Cyclo-cross Series.** Fort Lewis (tentative site), Washington. See listing under "Series Races."
- Nov 11: B.C. Cyclo-cross Series #4.** Langley, B.C. See listing under "Series Races."
- Nov 12: Control Tech Cyclo-cross Series.** North of SeaTac field, Washington. See listing under "Series Races."
- Nov 12: Southern Oregon Time Trial Series.** Ashland, OR. See listing under "Series Races."

- Nov 19: Lake Padden Cyclo-cross Series.** Bellingham, WA. See listing under "Series Races"
- Nov 18: Cross Crusade.** Albert Kelly Park, Portland. See listing under "Series Races."
- Nov 26: Southern Oregon Time Trial Series.** Ashland, OR. See listing under "Series Races."
- Nov 26: Control Tech Cyclo-cross Series.** Steilacoom, Washington. See listing under "Series Races."
- Dec 3: Control Tech Cyclo-cross Series.** North of SeaTac field, Washington. See listing under "Series Races."
- Dec 3: Cross Crusade.** Pier Park, Portland. Cyclo-cross series district championships. See listing under "Series Races."

Rides & Tours

- Oct 1: Kitsap Color Classic.** Edmonds Ferry Terminal, Edmonds, WA. Loops of 11, 28, 39, and 69 miles, all on back country roads on the Kitsap peninsula. Rare opportunity to view the picture-perfect, spectacular fall colors from the seat of your bicycle. Registration fee is \$15 non-member and \$13 CBC member. Cascade Bicycle Club, P.O. Box 31299, Seattle, 98103. 206-522-BIKE.
- Oct 2-28: West Coast International Bicycle Classic™.** Victoria, B.C. Ride from Victoria, B.C. to Tijuana, Mexico. Experience rugged coasts, quiet beaches, lighthouses, giant forests, famous wineries, and world class cities. 1660 miles. Tim Kneeland & Associates, Inc., 200 Lake Washington Blvd., Suite 101, Seattle, 98122-6540. 206-322-4102 or 800-433-0528.
- Oct 7: Manastash Metric Fall Colors Tour.** Public Safety Building, Second and Pearl, Ellensburg, WA. Beautiful ride on low-traffic roads in Eastern Washington. Challenging century, easy half-century. Registration: \$8 single, \$10 tandem. Day of race registration 7-9am. Sack wagons on each route. Two snack stops along the way. Belinda McMillen, City of Ellensburg, 310 West 12th, Ellensburg, WA, 98926. 509-925-2435.
- Oct 21: Capitol Forest Love-Hate Loop.** Olympia, WA. Backcountry Bicycle Trails Club, 3246 Third Ave., Seattle, 98199. 206-283-2995.

Series Races

- Sep 17-Nov 19: Lake Padden Cyclo-cross Series.** Bellingham, WA. Three race series featuring 40, 50, and 60 minute races for NORBA and USCF categories. Citizens class race of 40 minutes (any type of bike).

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TANDEMS

Race dates are Sept. 17, Oct. 22, and Nov. 19. Entry fee is \$10. John Spaude, Upper Chukanut Cycling Club, P.O. Box 1853, Bellingham, WA, 98227-1853. 360-733-6440.

- Oct 1-Dec 3: Control Tech Cyclo-cross Series.** Greater Seattle area, Washington. Offroad racing series for citizens and licensed riders for both skinny tire, cyclocross bikes and fat tire, mountain bikes. European-style racing with courses that are one to two miles in length, have two to three run-ups each lap. Cross bikes must have 700c wheels drop handlebars. Schedule includes Redline Kiddy Ride at 10:30 a.m., Beginners (any bike, any style) at 11:00 a.m., Cyclocross (Senior B, Masters B, Women) at noon, Cyclocross (Senior A, Masters A) at 1:00 p.m. and Mountain Cross at 2:00 p.m. Entry fees are \$15 for licensed riders and \$2 for Kid's race (insurance). For more information call Dan Norton at (206) 324-7304.
- Oct 15-Dec 3: Cross Crusade.** Western OR. cross series: Oct. 15, Oct 22, Oct. 28, Nov. 5, Nov. 18 and Dec. 3, various locations. Russ Humberson, 503-775-2735.
- Oct 21-Nov 11: British Columbia Cyclo-cross Series.** Langley, B.C. Race dates are Oct. 21, Oct. 28, Nov. 4, Nov. 11. Mark Johnson, Newton Rocky Cycle, 604-737-3034.
- Oct 29-Nov 26: Southern Oregon Time Trial Series.** Ashland, OR. Traditional cyclo-cross races on three different courses. Oct. 29, Nov. 12 and Nov. 26. USCF sanctioned. Mountain bikes welcome. Dana Bandy, Mountain Velo, P.O. Box 903, Ashland, OR, 97520. 503-488-2453.
- Single Races**
- Oct 22: Emerald Velo Criterium.** TBD. Larry Smith, Emerald Velo, 7781 SW Fourth, Portland, OR, 97219. 503-293-6505.

REGIONAL REPORTS



British Columbia group promotes bicycle commuting

Vancouver, B.C. - A new force has taken on traffic congestion in the Vancouver B.C. area. In November they plan to open an alternative transportation center right in the heart of downtown Vancouver. The center will provide a commuter-only bike shop and an advocacy & education center for the community.

The organization is Better Environmentally Sound Transportation Association (BEST) and they promote ecologically, economically and responsible transportation alternatives within Greater Vancouver region.

In 1993 BEST opened a shop called "Our community bikes" which takes donated bikes, refurbishes and sells them back to people who might otherwise not be able to afford transportation. Soon after they expanded their services to include the teaching of community bike skills for schools, community centers and local businesses.

Today BEST supporters look to the construction of 1600 square foot facility as their new home. For more information you can contact BEST through Gavin Davidson at (604) 873-3744.

R+E Cycles Fall Fashion Show

R+E Cycles is proud to present its first annual Fashion Show to preview fall and winter clothing. The event is scheduled for Thursday, October 19th at 7pm at R+E Cycles, 5627 University Way NE. Professional clothing representatives Dave Oliver of Pearl Izumi and Tim Burke of Bellwether will present their fall and winter clothing lines, with R+E employees and friends serving as "models" for the occasion. Attendance will be by invitation only and will be limited to the first 100 R.S.V.P.'S received. For more information, call 368-5490 ext. YES (937). Discounts on clothing will be available and hors D'ouvres will be served!

Softride moves to Oregon

Portland, Oregon - The Bike Gallery, one of Portland's largest bike stores, will be the first in Oregon to carry the entire line of Softride bicycles, whose home is Bellingham, Washington. "Elite athletes around the world have used Softride because it performs like a racing bike while providing exceptional comfort," said Bike Gallery staff. "Whether you're a professional or a weekend rider, Softride offers something for everyone."

The Bike Gallery is a 21-year old family-owned business with three locations in the Portland-area. For more information contact the Bike Gallery at (503) 281-2447.

The Softride Solo 700c is notable because of the unusual suspension system that replaces the standard seatpost with an adjustable beam, attached to the front of the frame.



PHOTO COURTESY OF MOUNTAIN BIKE MAGAZINE
Seattle rider Darren Brown is featured on the cover of the October issue of Mountain Bike Magazine. Brown is a professional downhill racer.



Local rider featured in Mountain Bike Magazine

Seattle, - Darren Brown said he always hoped to get his picture in a magazine. For the October Issue of Mountain Bike Magazine his wish came true larger than he ever expected: He is the featured rider on the cover!

Brown is pursuing a career in the cycling industry. Currently the rider is one of the few professional off-road riders in the Pacific Northwest. The National Offroad Bicycle Racing Association (NORBA) racer says he prefers the downhill event. He has proven his interests by placing second at the NORBA national race in 1994.

Ti Cycles expands

Seattle - Ti Cycles, regional custom frame builder and bike shop, has expanded at its current location. "We've acquired 1000 square feet of additional space behind frame shop," said manager Martin Criminale. "Our frame shop, repair shop and retail space will all double their space."

Criminale said customers will have more room to see complete bikes along with a few active displays of suspension forks and similar products. Construction will be complete by January 1, 1996.

Visit Ti Cycles at 824 Post Ave in Seattle or call 624-9697. Or through the World Wide Web at http://wyclery.com/ti_cycles.

Do you have news about the people, places and events in the Northwest? Call The Bicycle Paper today and ask for Paul Clark at (206) 323-3301. Or you can fax us at (206) 323-2905.

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Federal Way
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Seattle
(206) 632-3955

Olympic Sports
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SPORTS PAGES

Oregon Best All-round results

BY CANDI MURRAY

These Best All-round (BAR) totals are current through September 12, 1995 with the exception of August's Portland International Raceway points. There are three events left in this competition. The State Hillclimb championship, The Jean Chinn Hillclimb, The Alpenrose Points Race Series.

Cat III

RIDER	TEAM	POINTS
1 *Bravard, John	Hutch's/Endura	181
2 *Roessinger, Eric	Hutch's/137/Performance	167
3 *Moule, Mike	Capitol Velo	149
4 *Holland, Steve	Bridgeport	145
5 *Rippe, Barton	Bridgeport	116
6 Carlsen, Ryan	Hutch's/Endura	114
7 Wilson, Mike	Peak Sports	111
8 *Robottom, Otis	Fat48/Saturn	98
9 *Lifson, Jake	Fat Tire Farm	89
10 *Robbins, Kyle	Performance	87
11 *Deck, Casey	Performance	82
12 *Stayton, Corey	Performance	76
13 Provencher, Darel	Team RCW	72
14 Norton, Ed	Bridgeport	65
15 *Reeb, Donald	Capitol Velo	62

Cat IV/V

RIDER	TEAM	POINTS
1 *Seyfert, Kirk	Salem Racing	211
2 *Woodrich, Brent	Hutch's/Endura	200
3 *Crawford, Ron	Capitol Velo	179
4 Hailey, Joe	Cheetah	166
5 Goldstein, Scott	Bridgeport	138
6 Garnett, James	Performance	136
7 Bixel, Eric	Finlandia	134
8 Fricke, Joseph	Performance	134
9 *Lask, Paul	PSU113/unattached	132
10 Parker, Peter	Finlandia	125
11 Jensen, Shaun	Hutch's/Endura	122
12 Porreco, Leo	Performance	116
13 Engstrom, David	Mountain Velo	101
14 *Pierce, Eric	Performance	100
15 Liddle, Marshall	Cyclisme	96

Junior

RIDER	TEAM	POINTS
1 James, Tejo	Jantzen	604
2 Martin, Teran	Jantzen	580
3 Anderson, Jim	Jan95/OT99/TO	579
4 Murray, Sean	Performance	534
5 Veatch, Matt	Bridgeport	491
6 Wixson, Gene	OT30/Performance	426
7 Johnson, David	Performance	408
8 Garner, Trevor	OT193/Team Or	371
9 Goss, Adam	Performance	311
10 Goss, Andrew	Performance	305
11 Shields, Garret	Hutch's/Endura	249
12 O'Neal, Brian	Mountain Velo	247
13 Aldrich, Eric	Jan95/Performance	237
14 Olson, Aaron	Bridgeport	205
15 Lolkimo, Jason	Wheels Of Thunder	200

Master

RIDER	TEAM	POINTS
1 Jerabek, Chuck	Per67/Fat tire Farm	807
2 Yenne, Steve	Capitol Velo	503
3 James, Tom	Per69/Blik0/Bridgeport	470
4 Mithras, Jeff	Finlandia	439
5 Murray, Mike	Performance	315
6 Magrus, Ron	Nike	307
7 Meadors, Ivan	Team RCW	305
8 Hayes, Dave	Nike	304
9 Provencher, Darel	Team RCW	275
10 Forgeron, Ted	Team RCW	257
11 Emerson, Phil	Finlandia	250
12 Holland, Steve	Bridgeport	195
13 Curt, chauncey	Bridgeport	176
14 Pfeiffer, Hank	Nike	157
15 Schwyhart, Mark	Bridgeport	153

Senior

RIDER	TEAM	POINTS
1 Mischen, John	Finlandia	509
2 Hamilton, Chris	Finlandia	530
3 Rosenberg, Michael	Hutch's/Endura	487
4 Deck, Casey	Performance	346
5 Sylvester, Michael	Performance	342
6 James, Tom	Blik57/Bridgeport	303
7 Kungys, Vaidila	Hutch's/Endura	286
8 Jerabek, Chuck	Fat Tire Farm	250
9 Wixson, Gene	Performance	223
10 Walpole, Jon	Performance	223
11 Roessinger, Eric	Hutch's27/Performance	199
12 Domingues, Cory	Bri17/Finlandia	199
13 Teylor, Brad	Hutch's/Endura	195
14 Olson, Aaron	Bridgeport	173
15 Gebhard, Brad	Nike	171

Women

RIDER	TEAM	POINTS
1 Hughes, Lynn	Performance	667
2 Warren, Leann	Finlandia	616
3 Holtz, Karen	Performance	514
4 Walpole, Kim	Performance	485
5 Sudfitz, Laura	Jan34/Blik	435
6 Wagner, Karen	Performance	414
7 Valente, Norene	Bridgeport	405
8 Stevens, Rydeen	Finlandia	370
9 Peters, Stacy	Cyclisme	339
10 Mullen, Laura	Finlandia	332
11 Triplett-Moore, D	Performance	331
12 Shannon, Eva	Bridgeport	282
13 Lorenz, Stephanie	Capitol Velo	276
14 Leininger, Andrea	Per0/Blik	276
15 Griffiths, Ward	Finlandia	272

Team BAR results

as of 9/13/95

BY MIKE & CANDI MURRAY

Team	Sponsor	Points
1 TEAM OREGON	Performance	11947.0
2 EMERALD VELO	Bridgeport	6116.5
3 RANDANCE VELO	Finlandia	5549.0
4 PARAMOUNT	Hutch's/Endura	3952.0
5 CAPITOL VELO	Performance	2732.5
6 BEAVERTON BICYCLE	Jantzen	2545.5
7 TEAM RCW	Performance	2103.0
8 WILD WEST RACING	Fat Tire Farm	1509.5
9 MIT VELO	Performance	1464.0
10 CLUB VIVO	Saturn/Safeway	1467.0
11 LOGIE VELO/OMRC	Nike	1454.0
12 TEAM BEANIE	Blik	1175.5
13 CYCLISME	Performance	628.0
14 LAKE OSWEGO	River's Edge AC	603.0
15 COORVALIS RACE TEAM	Peak Sports	574.0
16 ON TRACK CYCLING	Performance	459.0
17 SALEM RACING	Performance	241.0
18 NEWBERG RACE TEAM	Newberg Bike Shop	166.0
19 PORTLAND STATE	Performance	152.0
20 MAC CLUB	Multnomah AC	132.0
21 KLAH KLANEE	Performance	83.0
22 LA SHERIF	Performance	57.0
23 ATHLETES IN ACTION	Performance	40.0
24 KLAMATH FREEWHEELERS	Performance	4.0
25 LAGRANDE VELO	Performance	0.0

OBRA meeting scheduled for Nov. 4

BY CANDI MURRAY

Start thinking about the 1996 race schedule. I will be coordinating the schedule again this year. Senior Nationals/Olympic trials will be at the end of May, and more nationals dates will follow. Junior and Masters Nationals will likely be in mid-June to early July, freeing up the mid summer a little more racing.

OBRA had more date changes and cancellations than usual this year. The changes fell into three groups: unforeseen events, wishful thinking in scheduling and general flakiness. I can't help the unforeseen events, there were a few cases where the clubs weren't sure an event was going to happen but put it on the schedule anyway. In the future, I will try to highlight the tentative events.

Event scheduling forms will be sent out to organizers and clubs by October 1. Please return the form before the scheduling meeting, tentatively scheduled for November 4 at Club Paesano in Portland. All race organizers should attend the meeting to resolve scheduling conflicts in person. Other people who belong at this meeting are those who want to influence race organizers. Here is your chance to lobby for inclusion of your class, category or race at an event. Also you can request district championships dates. I will be picking the dates for the 1996 State (District) Championships first and then these dates will not change.

The OBRA annual meeting will be held at the same time. OBRA will elect officers, revamp the BAR program and assess equipment needs. If you have complaints about the BAR points system, this meeting is your chance to make your point known. After this business is taken care of we will hold the annual OBRA banquet including a guest speaker, BAR awards, special recognition and more fun and amusement. Plan on attending. We guarantee there will be more food this year so the all you can eat claim will hold true.

I am off to a District Representative meeting at the end of October. The Midwest section of the U.S. has formed their own association, ABR and are looking to replace the USCF in that area. Our own Civil War? They feel they can offer more grassroots support at less financial cost to the rider. I will try to get information on how this might affect us locally and for those who wish to travel to the Midwest races.

The anticipated USCF Regional Technical Assistants program is finally here. I am not sure what they will mean to Gino and I. However I have faith Randy Shafer, the new USCF Technical Director (from Portland) will do the right thing for the sport. I was pleasantly surprised when I called the USCF membership desk today and they answered with "Customer Service, may I help you."

The road and track racing season have drawn to a close. We who have worked hard can take a few minutes of rest and put out a call for help in 1996. Most of the officials that work the races are tired: We need new officials every year. Every club should have at least two members that are officials. This eases both the expenses of race and the burnout of the already overworked officials.

At your next club meeting get at least two new members to volunteer as officials. Ask them to call Gino or me so we can get the paperwork done for 1996. Also, if you have moved, changed clubs or upgraded status, make sure Gino or I have the new information so we can change the information in the USCF computer.

Enjoy your off season—Candi Murray
P.S. What should you do now? 1) Try cyclocross if you haven't already. 2) Renew your USCF and OBRA/WSBA memberships. 3) Come to the scheduling meeting. 4) Attend the banquet.

For any information of the sport of cycling in Oregon, call Candi Murray at (503) 661-0686.

Alpenrose Season Sprint Series Final Results

BY MIKE & CANDI MURRAY

Seniors		
Rider	Team	Total
1 Deck, Casey	Performance	39
2 Shockley, Chris	Athletes in Action	33
3 Otteman, David	Performance	28
4 Zegers, Willie	Performance	28
5 Godfrey, Mark	Janzen	27
6 Jerabek, Chuck	Fat Tire Farm	21
7 Abers, Brian	Blik	20
8 Alkhalis, Abe	Bridgeport	15
9 Godfrey, David	Bridgeport	14
10 Roessinger, Eric	Performance	14
11 Rippe, Barton	Bridgeport	11
12 Walpole, Jon	Performance	10
13 Nelson, Drew	Blik	9
14 Cass, Bill	Performance	7
15 Mikami, Jamie	Bridgeport	7

Juniors		
Rider	Team	Total
1 Murray, Sean	Performance	38
2 Aldrich, Eric	Beaverton Bicycle	36
3 Goss, Andrew	Performance	32
4 Wixson, Gene	Performance	30
5 Martin, Teran	Beaverton Bicycle	22
6 Goss, Adam	Performance	19

Women		
Rider	Team	Total
1 Hughes, Lynn	Performance	45
2 Sudtu, Laura	Blik	32
3 Shannon, Eva Marie	Bridgeport	30
4 Begthol, Heather		25
5 Holtz, Karen	Performance	24
6 Garrett, Charissa	Beaverton Bicycle	21
7 Valente, Norenea	Bridgeport	17
8 Cass, Samantha	Performance	12
9 Moore, Deneen	Performance	7
10 Walpole, Kirti	Performance	6
11 Harwood, Darien	Bridgeport	5

Masters		
Rider	Team	Total
1 Zegers, Willie	Performance	42
2 Jerabek, Chuck	Fat Tire Farm	42
3 Abers, Brian	Blik	30
4 Norton, Ed	Bridgeport	24
5 Provencher, Darrell	Team RCW	19
6 Givens, Hugh	Beaverton Bicycle	18
7 Goss, David	Performance	13
8 Mitchem, Jeff	Finlandia	12
9 Smith, Dave		9
10 Hayes, David	Nike	9
11 Coffel, Lance	Rivers Edge Velo	7
12 O'Brien, Pat	Janzen	7
13 Magnus, Ron	Nike	7
14 Levin, Earl	Beaverton Bicycle	7
15 Hughes, Bill	Performance	7

Marymoor Series Final Results

BY ERIC G.E. ZUELOW

Last night, the Marymoor Velodrome Friday Night Racing Series finished with one of the most exciting nights of racing all season. The crowd was on its feet through much of the night as Bryan Smith, Paul Henderson and Ken Hillyer, who entered the night with only three points between them, battled for second through fourth places in the series standings. The result was some of the best racing of the season, and that is saying a lot. Here's how it all worked out:

Category I and II Series Final Results

RIDER	TOTAL
1 Terry Buchanan	100
2 Bryan Smith	83
3 Paul Henderson	83
4 Ken Hillyer	82
5 John Moren	81
6 Andy Dahlstrom	42
7 Rod Henderson	38
8 Woody Cox	28
9 Andy Hulstander	23
10 Ryan Miller	23

GT Women's Series Final Results

RIDER	TOTAL
1 Katie Bincoo	124
2 Laura Reed	75
3 Julie Gregg	75
4 Cris Smith	55
5 Jennie Reed	36
6 Mary Kelly Persyn	32
7 Robin Reardon	31
8 Lise Quan	24
9 Mandy Poitras	21
10 Candice Sinclair	20
11 Thia Montroy	20

Category III Series Final Results

RIDER	TOTAL
1 Ta Herrera	111
2 John Moren	84
3 Hans Hagt	49
4 Stan Gregg	45
5 Paul Brown	40
6 Roy Wakeman	40
7 Dan Dallaire	33
8 Ben Kaplan	31
9 Joe Halley	31
10 Brian Griffith	26

Gregg's Wednesday Night Racing Series Final Results

According to Marymoor spokesperson Eric Zuelow, the 1995 season was the best ever, and had the largest crowds of all time. He said, "We had some of the best racing (and fastest according to Jerry Baker), and the most organized in a while." Zuelow said the Marymoor Velodrome Association is always looking for suggestions to improve the 1996 season. Please leave a message at the MVA voicemail at 206-389-5825.

Category IV Series Final Results

RIDER	TOTAL
1 Rob Silver	50
2 Randy Blaylock	45
3 Ta Herrera	45
4 Mike Verbanac	26
5 Steve Chapin	24
6 Mark Roughgarden	22
7 Brent Soderberg	22
8 Kurt Levy	22
9 Paul Brown	18
10 Dave Tollefson	16

Women and Juniors Season Points

RIDER	TOTAL
1 Nick Hillyer	71
2 Paul Brown	70
3 Ryan Miller	45
4 Brad Ryno	40
5 Mary Kelly Persyn	20
6 Andrew White	19
7 Cris Smith	15
8 Rusty Baal	15
9 Katrina Vogel	10
10 Laura Reed	10

Masters Season Points Final Results

RIDER	TOTAL
1 Woody Cox	126
2 Stan Gregg	78
3 Conrad Kriack	69
4 John Moren	39
5 Wayne Laabs	30
6 Rex Caldwell	17
7 Larry Shields	14
8 Kent Wallace	11
9 John Wyrlich	9
10 Cris Smith	6

Ken Hillyer was the coordinator of the 1995 Wednesday Night Series.

Alpenrose Six Day Race

BY MIKE MURRAY

August 26, 1995, Alpenrose Velodrome

4 Kilometer Pursuit		
Name	Time	
1 Dave Bailey, Stanford/Wheelsmith	5:02.85	
2 Mike Taylor, Performance	5:13.19	
3 Tom James, Bridgeport Ales	5:23.46	
4 Chris Hamilton, Finlandia	5:33.18	

Sprints		
1 Chuck Jerabek, Fat Tire Farm		
2 MaNe Rodriguez, Stanford/Wheelsmith		
3 Jason Hall, Bridgeport Ales		
4 Bill Cass, Performance		

Snowball		
1 Jason Hall, Bridgeport Ales		
2 Dave Bailey, Stanford/Wheelsmith		
3 MaNe Rodriguez, Stanford/Wheelsmith		
4 Mike Taylor, Performance		
5 Chris Hamilton, Finlandia		

Win & Out		
1 Dave Bailey, Stanford/Wheelsmith		
2 Jason Hall, Bridgeport Ales		
3 Chuck Jerabek, Fat Tire Farm		
4 Chris Hamilton, Finlandia		
5 John Mitchem, Finlandia		

1 Hour Final Madison		
1 Jerabek/Marcy, Fat Tire Farm/Nike	53 Points	
2 Bailey/Rodriguez, Stanford/Wheelsmith	39 Points	
3 Hall/James, Bridgeport Ales	38 Points	
4 Hamilton/Mitchem, Finlandia	29 Points	
5 Humbertson/Mitchem, Finlandia	14 points - 1 lap	

Overall Results		
1 Stanford/Wheelsmith	264 Points	
2 Fat Tire Farm/Nike	191 Points	
3 Bridgeport Ales	178 Points	
4 Finlandia #1	122 Points	
5 Performance	34 points - 5 laps	
6 Finlandia #2	26 points - 5 laps	
7 Wonder Boys	10 points - 15 laps	
8 Blik	0 points - 26 laps	

Senior Omnium		
1 Chauncey Curl, Bridgeport Ales		
2 Casey Deck, Performance		
3 Abe Al-Khalis, Bridgeport Ales		
4 Willie Zegers, Performance		
5 Ron Magus, Nike		

Women's Points Race Series		
1 Norene Valente, Bridgeport		
2 Andrea Leininger, Blik		
3 Laura Sudditu, Blik		
4 Eva Shannon, Bridgeport Ales		
5 Darien Harwood, Bridgeport Ales		
6 Lynn Hughes, Performance		
7 Karen Holtz, Performance		
8 Kirti Walpole, Performance		
9 Charissa Garrett, Janzen		
10 Deneen Triplett, Performance		

1995 Oregon District Time Trial Championships

BY MIKE & CANDI MURRAY

CLASS	NAME	CLUB	TIME
HPV	Harris	Shane	59:23
J10-12	Cahill	Marty	41:46
J13-14	Martin	Teran	32:03
J15-14	Veatch	Matt	32:08
J13-14	Murray	Sean	35:44
J15-16	James	Tejo	29:54
J15-16	Johnson	David	31:55
J15-16	Shields	Garrett	35:24
J17-18	Anderson	Jim	28:07
J17-18	Lokkesmo	Jason	28:55
J17-18	Garner	Trevor	30:17
J17-18	Reynolds	Rhys	31:19
J17-18	Johnston	Daniel	31:51
J17-18	James	Evan	31:51
M30-34	Wilson	Mike	55:55
M30-34	Londos	Dale	58:42
M30-34	Cann	Glenn	58:43
M35-39	Rosenberg	Mike	54:39
M35-39	James	Tom	55:27
M35-39	Holland	Steven	56:27
M35-39	Emerson	Phil	56:45
M35-39	Alexander	Bob	57:38
M35-39	Espodoo	John	58:17
M35-39	Taylor	David	58:33
M35-39	Viles	Mike	59:07
M35-39	Durland	Craig	59:20
M35-39	Gutches	Dan	1:02:02
M40-44	Blint	Paul	56:03
M40-44	Pfeifle	Hank	57:21
M40-44	Buck	Jeff	57:37
M40-44	Forgeron	Ted	58:44
M40-44	Bennett	Greg	59:46
M40-44	Weaver	Mich	1:02:26
M40-44	Gibbs	Jeff	1:03:24
M40-44	Sanders	Carl	1:05:29
M40-44	Cole	Duane	Newberg Racing Tm1:07:56
M45-49	Haskell	Ted	55:41
M45-49	Scarich	Steve	57:24
M45-49	Bullfinch	Scott	58:51
M45-49	Magnus	Ron	59:42
M45-49	Peterson	Eric	1:01:11
M45-49	Jones	Lowell	Siskiyaw Wheelmen1:01:15
M45-49	Resnick	Michael	No Mad Sports 1:02:23
M45-49	Tsou	Leo	Emerald Velo 1:06:27
M50-54	Fuller	Ian	Emerald Velo 1:01:00
M50-54	Campbell	Robert	Paramount 1:01:55
M50-54	Johnson	Roger	Team RCW 56:42
M55+	Gierga	Joe	Extreme Team 1:00:47
M55+	Reynolds	Mike	Klamath FW 1:04:31
M55+	Slotta	Larry	1:07:57
M55+	Cowan	Walter	1:08:27
Sr	Schmeer	Ronnie	Thomas Kemper 53:37
Sr	Taylor	Brad	Paramount 53:51
Sr	Taylor	Mike	Team Oregon 53:51
Sr	Bravard	John	Paramount 54:13
Sr	Rosenberg	Mike	Paramount 54:39
Sr	Metcalf	Clark	Team Oregon 54:43
Sr	Humbertson	Russ	Club Vivo 54:57
Sr	Auker	David	Club Vivo 54:59

CLASS	NAME	CLUB	TIME	W	H	F	T	Team	Time	28:09	Rhy <th>J17-18</th>	J17-18
Sr	Wieber	Kelly	emerald Velo	55:00								
Sr	Simpson	Graham	Paramount	55:17	34794	Trabant	Carl		58:07	29:45	Garner	Trevor
Sr	James	Tom	Emerald Velo	55:27	34794	Porreco	Leo	Team Oregon	58:39	29:46	Anderson	Jim
Sr	Stayton	Corey	Team Oregon	55:29	34794	Rosier	Todd	Raleigh All Stars	59:37	30:59	Kruse	Evan
Sr	Domingues	Cory	Raindance	55:29	34794	Jensen	Andrew		1:01:15	39:38	Ettinger	Maniel
Sr	Roessinger	Eric	Team Oregon	55:33	34794	Hughes	Bill	Team Oregon	1:02:11	48:29	Boyd	Rabecca
Sr	Burkert	Daniel	unattached	55:53	34794	Sullenger	Dustin		1:03:17	26:31	Wilson	Mike
Sr	Grochau	John	Cyclisme	56:09	34794	Lockman	John		1:04:45	26:43	Henry	Mike
Sr	Kaplan	Ben	Pazzo Velo	57:05	34794	Scruggs	Glen		1:07:00	32:03	Porreco	Leo
Sr	Schilling	34912	Team Oregon	57:33	34794	Cipale	Joseph	Team RCW	1:08:49	32:13	Hirschmull	Alan
Sr	Cwmwllwmares	Calan	Team Oregon	57:55						35:42	Alfonso	Robert
Sr	Moule	Mike	Capitol Velo	58:29						38:07	Wedman	Gary
Sr	Shreve	Tim	Paramount	58:37						29:00	Taylor	Brad
Sr	James	Rodney		58:54						28:49	James	Tom
Sr	Hull	Don	Saturn	58:54						28:50	Meadors	Ivan
Sr	Jones	Josiah		59:35						29:08	Jerabek	Chuck
Sr	Wagnon	Scott	Team Oregon	59:40						29:22	Rickert	Russ
Sr	Lifson	Jake	Saturn	59:41						29:54	Holland	Steven
Sr	Good	Larry		1:03:12	30:56	Meagher	Mark	Cat IV/V		35:24	Carpenter	Bob
Tandem	Dunkin/ Tom	Team Oregon	1:00:04	32:03	Porreco	Leo		Cat IV/V		28:10	Thornicke	David
Tandem	Mautner	Pau/Meg	Capitol Velo	1:03:41	32:11	Peterson	Brandt		28:59	Bennett	Greg	
Tandem	Zurwatt/Campbell	Bob/John	1:05:53	32:30	Makapagal	Barryl		Cat IV/V	27:24	Pfeifle	Hank	
W	Ross	Mary	BBC	59:26	33:07	Sullenger	Dustin		28:42	Blint	Paul	
W	Cortell	Jessica	Club vivo	59:42	34:53	Guetler	David		28:47	Pennington	Jim	
W	Howlett	Wanda	W Seattle PT	1:01:57	35:16	Scruggs	Glen		Cat IV/V	31:40	Gibbs	Jeff
W	Strika	Nina	Team Oregon	1:03:24	41:49	Hancock	Giff		Cat IV/V	29:08	Foster	Stephen
W	Peters	Stacey	Cyclisme	1:03:26	45:10	Pennington	Luke		J10-12	32:24	Magnus	Ron
W	Trabant	Leslie	Emerald Velo	1:03:26	37:00	Martin			J13-14	34:03	Oja	Scott
W	Lorenz	Stephanie	Capitol Velo	1:04:40	38:01	Veatch	Matt		J13-14	34:18	Yasuda	Kei
W	Shannon	Eva		1:05:04	45:15	Goss	Andrew		J13-14	35:02	Head	John
W	Walpole	Kirti	Team Oregon	1:05:29	50:06	Murray	Sean		J13-14	37:17	Bladorn	Matt
W	Triplett	Deneen		1:05:48	32:41	James	Tejo		J15-16	25:35	Schmeer	Ronnie
W	Holtz	Karen	Team Oregon	1:07:38	34:15	Shields	Garrett		J15-16	26:31	Wilson	Mike
W	Wagner	Karen	Team Oregon	1:08:29	36:02	Johnson	David		J15-16	26:38	Simpson	Graham
W	Viles	Carolyn										

Let the Pain Begin

BY JOHN W. MCBURNEY

And with a wave of the starter's arm, the First Annual 24 Hours of Capitol Punishment began. The race, sanctioned by "Granny Gear Productions and Charles Darwin," was blessed with near optimal conditions as 84 mountain bike racers comprising 21 teams competed for \$2500 in prizes. The event was modeled after the highly successful New Canaan 24 hour race. Held at Capitol Forest near Olympia on September 2-3, it featured a 10 mile loop that included a 1200 foot gravel road climb in the first 1.5 miles. The remainder of the course was strictly "x-rated" northwest single-track. A cold fog blew in off of the Sound around midnight, turning the parched red hills into a ghostly scene. Under these conditions the "Darwinian" nature of the event became clear, and survival became paramount.

Despite the technical nature of the event, lap times were extremely fast. The first lap was conceded to expert Garrett Heitman (Thomas Kemper Soda) in a blistering 47 minutes. Honors on the final lap went to junior Erin Hartford (Pedal Sport) of Portland. Hartford, age 17, rode his seventh and final lap in an amazing 49 minutes, bettering local pro Dale Knapp's final lap by five minutes! However, in defense of Knapp, it should be noted that he finished his lap on a broken frame. Expert Matt McClung (Team 3 Studs and a Phud) turned in the top time clocking a frightening 42 minute night lap, but the results were later called into question because of possible "cumulative scoring error."

Competition was keen, as top racers from as far away as California competed in the event. Serious injury was avoided and all teams completed the event. First placed went to Team Smurfintons (Dale Knapp, Craig Udem, Lauren Hanson and Mark Hanson) finishing 28 laps at 12:28. Team Thomas Kemper (Garrett Heitman, Chris Stone, Heath Ohler and Jon Sundt) finished second, 13 minutes back. Top sport honors went to Team Trailhead (Todd Daughtery, Sean Daughtery, Gabriel Sanctuary and Joe Speaks) of San Francisco with 24 laps completed at 12:22.

The only all-female team was formed by Jana Rabas of Federal Way, Donna Smith, Laurie Beaver-Lesch and Joanne Guthrie of Yakima. They completed 14 laps. According to Rabas, 42 and mother of two, "the thing I enjoyed the most was the technical downhill in the dark...that was exciting...I only wish my light had worked better!"

According to promoter Eamon Stanley of Chaosycles, turn-out was less than expected. Publicity concerning the event was late in coming, and the response left him swimming in red ink. Stanley remains committed to the concept and fully intends to continue the series next year. "I believe this race can eventually be as big as New Canaan. We have the terrain and the interest in the sport," Stanley asserts, but adds "a cash sponsor would make the growth process a lot less painful!"

The post-race atmosphere was void of the kind of "goatee cool" that usually characterizes *apres race* activity. One racer compared the event favorably with the famed 106 mile Grand Raid of the Alps that he had previously ridden in Switzerland. Only one of the 84 racers had ever competed in a 24 hour race before. In the aftermath there was a euphoric glow of shared experience that transcended ego and insecurity. Everyone who participated left hoping for a second annual race, but felt secure in the knowledge that the first could never be duplicated.

Best all-round season closes in Washington State

The WSBA BARR/BAT season is closed. The WSBA would like to have you thank yourselves for making it possible. We can't do it without you. You will find the final place standings below. Congratulations to all winners. WSBA hopes to make a more formal presentation and awards as soon as feasible. Congratulations to all of the teams. You may notice that more than half of the team awards were achieved by a single member, not quite sure what that means, maybe we'll figure it out next year. There will be some changes in the races that are considered WSBA BARR / BAT races next year. First, the season series winners for Cyclocross will get points awarded as if they were in a season road race. That means that the '95 Cyclocross series will be the start of the new season in '96. Two other series are being considered as well, Seward Park and the Tuesday Night racing in Spokane. Both side of the state will have an opportunity to add some extra points to their season. Thanks for all the great racing!

Women Pro/1/2/3

First Name	Last Name	BB Points
Katherine	Gunter	417
Candice	Sinclair	290
Kathryn	Blincoe	175
Carole	Pettenski	130
Wanda	Howlett	119
Laura	Reed	88
Leigh	Fulwood	82
Patti	Kaufmann	39
Sharon	Carter	32
Nancy	Bruce	26
Cynthia	Carroll	26
Stephanie	Lorenz	18
Michelle	Sarruf	10
Gina	Kavesh	9
Heather	Rutledge	8
Robin	Reardon	3
Sharon	Hall	1

Master Women 45-49

First Name	Last Name	BB Points
Patricia	Case	180
Philip	Holtman	21

Master Women 40-44

First Name	Last Name	BB Points
Cheryl A	Gleason	96

Master Women 35-39

First Name	Last Name	BB Points
Rebecca	Reardon	114
Patti	Kaufmann	44
Leigh	Fulwood	12

Master Women 30-34

First Name	Last Name	BB Points
Sharon	Hall	177
Wanda	Howlett	58
Gina	Kavesh	44
Sharon	Carter	52
Elizabeth	Williams	13

Women 4

First Name	Last Name	BB Points
Katie	Yankula	130
Michelle	Sarruf	124
Cynthia	Carroll	105
Shenna	Fitzgerald	44
Sue	Lysak	44
Melissa	Metcalfe	44
Lynn	Finnel	42
Christina	Green	41
Stephanie	Lorenz	26
Sharon	Carter	18
Patricia	Lawrence	13

Men's Teams

Team	Category	Points
Ray's Boathouse	Men Pro 1 2	67
Avanti / TiCycles	Men 3	67
Control Tech	Men 30-34	58
Control Tech	Men 35-39	55
Emerald City / Thomas Kemper	Men 40-44	49
PSCC / Greg's - Specialized	Men 45-49	43
Badlands	Men 50-54	43
Upper Chuckanut	Men 54-59	38
Upper Chuckanut	Women 1 2 3	24
PSCC / Greg's - Specialized	Women 4	24
Badlands	Women 30-34	19
PSCC / Greg's - Specialized	Women 35-39	16
PSCC / Greg's - Specialized	Women 40-45	14
Chinook	Women 45-49	13



PHOTO COURTESY OF HUSKY RACING

Husky Racing, a bicycle racing club at the University of Washington, placed 3rd overall at the National Collegiate Cycling Association (NCCA) Track Championships held September 7-10 in Illinois. "Registered graduate and undergraduate students with full-time status can race," said team member Emerson Tongco. "It's not common for West Coast teams to win the track event — We were very happy." During June Husky Racing placed 5th overall at the collegiate road nationals in Reno, Nevada. "Up to two years ago we were developmental," said team member Ta Herrera. "Next year we plan to place top three in either road or track, and perhaps to win track nationals." Husky Racing plans to compete in the mountain bike championships October 21 in Durango Colorado.

Michael	Wolf	11	Patrick	Lathrop	25
Kyle	Broderson	4	Pete	Holderbein	19
Todd	Johnson	4	Tom	Hackleman	12
Robert	Lyons	4	Richard	Levandowski	9
Beil	Gonzales	3	Steven H.	Swerning	6
Christopher	Ouliano	3	Conrad	Kreick	1

Master Men 60-64

First Name	Last Name	BB Points	First Name	Last Name	BB Points
Richard	Finch	172	Lawrence	Shannon	335
Ted	Dupepe	122	Timothy	Rutledge	332
Bob	Clark	38	Jerry	Markee	306
Richard Budd	Seslar	29	John T.	Weyhrich	245

Master Men 55-59

First Name	Last Name	BB Points	First Name	Last Name	BB Points
John	Walker	70	Michael	Stevenson	62
John	Walker	70	John	Ospina	32
Brian	Walker	70	Michael	Whitehead	26
Brian	Walker	70	Brian	Griffith	21

Master Men 50-54

First Name	Last Name	BB Points	First Name	Last Name	BB Points
Glen D.	Norton	324	David	Becker	19
James	Newhall	135	David	Stanton	12
Mark	Barnett	90	Michael	Taylor	8
Richard	Finch	88	Robert	Morrow	6
Wayne	Coles	79	William	Rudnick	6
Bill	Rowland	41	Redmond	Younger	6
Jeffrey	Patterson	34	Donald K.	Stimson	4
R.C.	White	29	Michael D.	Vibnac	4
Peter	Hales	22	Dave	Bachman	3
Russ	Stapp	10			
Stan P.	Gregg	6			

Master Men 45-49

First Name	Last Name	BB Points	First Name	Last Name	BB Points
Glen D.	Norton	324	David	Becker	19
James	Newhall	135	David	Stanton	12
Mark	Barnett	90	Michael	Taylor	8
Richard	Finch	88	Robert	Morrow	6
Wayne	Coles	79	William	Rudnick	6
Bill	Rowland	41	Redmond	Younger	6
Jeffrey	Patterson	34	Donald K.	Stimson	4
R.C.	White	29	Michael D.	Vibnac	4
Peter	Hales	22	Dave	Bachman	3
Russ	Stapp	10			
Stan P.	Gregg	6			

Master Men 40-44

First Name	Last Name	BB Points	First Name	Last Name	BB Points
Stephen	Poultter	278	David	Becker	19
Janus	Moorehead	197	David	Stanton	12
Hugh	Layton	122	Michael	Taylor	8
Chuck	Layton	122	Robert	Morrow	6
Paul	Langlois	113	William	Rudnick	6
Mike	Burdo	107	Redmond	Younger	6
Mark	Farsdahl	89	Donald K.	Stimson	4
Larry	Bovard	87	Michael D.	Vibnac	4
John	Barnard	51	Dave	Bachman	3
James	Hutton	46			
Donn K.	Kellogg	37			
Chuck	Creveling	26			

Master Men 30-34

First Name	Last Name	BB Points	First Name	Last Name	BB Points
Stephen	Poultter	278	David	Becker	19
Janus	Moorehead	197	David	Stanton	12
Hugh	Layton	122	Michael	Taylor	8
Chuck	Layton	122	Robert	Morrow	6
Paul	Langlois	113	William	Rudnick	6
Mike	Burdo	107	Redmond	Younger	6
Mark	Farsdahl	89	Donald K.	Stimson	4
Larry	Bovard	87	Michael D.	Vibnac	4
John	Barnard	51	Dave	Bachman	3
James	Hutton	46			
Donn K.	Kellogg	37			
Chuck	Creveling	26			

Junior Men

First Name	Last Name	BB Points	First Name	Last Name	BB Points
Stephen	Poultter	278	David	Becker	19
Janus	Moorehead	197	David	Stanton	12
Hugh	Layton	122	Michael	Taylor	8
Chuck	Layton	122	Robert	Morrow	6
Paul	Langlois	113	William	Rudnick	6
Mike	Burdo	107	Redmond	Younger	6
Mark	Farsdahl	89	Donald K.	Stimson	4
Larry	Bovard	87	Michael D.	Vibnac	4
John	Barnard	51	Dave	Bachman	3
James	Hutton	46			
Donn K.	Kellogg	37			
Chuck	Creveling	26			



PHOTO COURTESY OF IIT HARTFORD

Simsbury, Conn., August 22 — Mike Rosenberg, Eugene, Oregon, and his racing partner of two years, champion Pam Fernandes, earned a first-place finish in the 74 kilometer road race at the 1995 U.S. Association of Blind Athletes (USABA) Cycling Nationals. The two racers also placed second in the time trial at the July 26-29 event held in Nashville, Tenn.

WSBA plans '96 racing season

The most important Washington State race event of the year is coming up soon! Early in November will be the annual Race Calendar meeting. All prospective promoters need to have their races in mind.

WSBA is going to try and coordinate this new year's calendar with the events in Oregon and elsewhere to help prevent large events in one area overshadowing events in other areas. Come prepared. Please be ready to negotiate a new date for your race.

If we cooperate, we can all have a great, well attended races. Races linked to special community events will have the first priority as they are dependent upon established dates. Other established events will be next in line. Please note, however, that these are not hard and fast rules, only a general hierarchy to help

Surviving the Anaheim International Bicycle Show

BY ESTELLE GRAY

My head is pounding, and my eyes are floating in their sockets, focusing on nothing. My throat is hoarse, my feet are tired and swollen beyond recognition. My right shoulder feels like maybe I've torn a rotator cuff or something fancy like that. No, I didn't just finish the Ironman® or The RAce Across America. Even harder, I just attended "Interbike", the largest International Bicycle Trade show.

Located in sunny Anaheim California (at least they tell me it was sunny, I never stepped outside during daylight hours), it's one of the largest trade shows of any industry. Everybody who has anything to do with cycling attends. Bicycle manufacturers and all of their reps, large clothing companies as well as people who have one model of shoe cover are present. Bike shop owners, salespeople, mechanics and bookkeepers show up. Everything that is possibly related to cycling is there. You'll find titanium crank bolt earrings, thermoses with holders that mount on your water bottle bosses (and they are not made in Seattle!), and gizmos to leash your dog to your bike so you can ride and run together. It's a bike orgy!

Every year there are new trends. This year there were many more than usual. First of all cruisers were everywhere. In 1996 you'll be able to purchase a replica of the "Klunker", the very first Mountain Bike that Gary Fisher rode, as well as a Titanium Newsboy model by Merlin. Or pick any name brand bicycle manufacturer and they probably have one in their line.

Low riders were present in numbers and I don't mean the Blackburn model that

mounts on your forks. Fancy flashy gold machines that ride inches from the ground and have gilded steering wheels instead of handlebars. They may not be everybody's fancy, but they sure are pieces of art.

And then there was double suspension. Everybody has a design that is the best! Some are fairly simple and straight forward and there are others that I was never able to understand. My personal conclusion is that double suspension will be here to stay and will become affordable soon. Just as soon as it gets dialed in. It is in the same stage that suspension fork design was, five years ago.

There is also a trend toward functional cycling clothing that doesn't make you look like a "bikie". Some of it is quite flattering; Baggy cotton shorts with real cycling shorts as liners, lots of cotton lycra in many colors. And some of it is not; baggy cycling shorts down to your knees in colors like rusty pipe red and picnic table orange. Am I showing my age? Get ready to say goodbye to bathing suit lycra disguised as bicycle clothing.

And then there was the proverbial RISIGO®. This bicycle has been at every bicycle trade show that I have ever been to. And I ask "why?" every year. The pedals are in the same plane, as opposed to one up and one down, and the seat goes up and down. The way it works is that you use your weight to push the seat down, pushing your feet down, the seat then rises back up, with the pedals and you repeat the action over and over again. It looks like a cross between a bicycle and a Pogo Stick. Available in four smashing colors.

The helmet scene is getting exciting once again. Giro started it off last year with their Rock Lock® retention system and now many others have improved the way helmets fit. Giro offers an after market system that can be retrofitted to most existing helmets to better

secure your helmet to your head. They've even got one with a special pony tail port. With the particular crowd that was present at the show, this was a bigger hit with the men than the women. Advent has a helmet that has a dial that literally lets you dial in a perfect fit with a quick turn of your thumb rather than an adjustable pad system. If you have an older helmet this is the year to consider a new one.

I saw a water bottle that has a filter built in to it. It comes in two models. One is designed for filtering water from streams and lakes and the other removes the contaminants and bad taste of city tap water. I thought this was a pretty cool idea.

And now for my favorite. Tandems. There was not a whole lot new here, that caught my eye. However, the one that did, really did!! The inventors of the Vision recumbent have found the advantage of Double Vision. And that is just what they are calling their new double recumbent. Personally, I thought it was one of the coolest things being exhibited. I couldn't snag a ride at the show (they probably guessed that we'd never come back), but fortunately they live in Seattle so I can try bribing them with some brownies. When I do get to scowre a ride I'll let you know (that is, if I ever come back).

Ostensibly this show is for buyers to make their annual buying decisions and hopefully even make some purchases. Realistically it turns in to contests about who can collect the most coolest free stuff (called schwag), and who can last the longest in a day, without eating, I must add. As for me I did both. I looked at and ordered lots of the latest and greatest and I walked away with a suitcase full of literature telling me about everything that I didn't order...yet. And until the stuff is readily available I'll soak my swollen feet and ingest lots of Ibuprofen.



PHOTO BY JOHN PRATTI
PURSUIT PHOTO
ESTELLE GRAY

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Nov 5 Wallace Marine Park, Salem

Nov 18 Albert Kelly Park, Portland

Dec 3 District Championships
Pier Park, Portland

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Look for Maynard Hershon's column in every issue of *VeloNews* and right here in *The Bicycle Paper*.

Random Acts

BY MAYNARD HERSHON

Adair Lara writes terrific twice-weekly columns in the San Francisco Chronicle. Recently, Lara wrote about her friend Anne Herbert who, in 1983, scribbled these words on a place mat in a Sausalito restaurant:

"Practice random acts of kindness and senseless acts of beauty."

Lara says Herbert calls herself a full-time worrier, that she "sees world history as a clash of hobbies." Here's Herbert's explanation. You should be able figure out why I feel it belongs in a cycling hobbyist magazine:

"Each of us," Herbert says, "has something we just naturally like to do - making quilts, listening to sermons, shooting guns, creating model airplanes. We all tend to think the stuff we really like to do is way better than a hobby and in fact something everyone should do."

Much like most cyclists. Some people do evil acts, according to Herbert, trying to convert others to their hobby, the hobby "everyone should do." Even evil-doers, in their own minds, are "making the world better."

Instead of simply picking an activity and pursuing it, Herbert maintains, we become crusaders. If that's true, and I think it is, we should pick our hobbies carefully.

"My hobby," Herbert says, "is wondering how I could reduce the net cruelty in the world."

What an idea: reducing the net cruelty in the world. Quite a chore, huh? It'd take a ton of people and a ton of effort from each to make a microscopic dent in net global cruelty. But every little bit of anti-cruelty helps.

I'd like to suggest you set aside some small percentage of the energy you normally apply to your cycling hobby and donate it to Herbert's hobby. Apply a fraction of the money, sweat, time and persistence you invest in cycling or personal fitness to "reducing the net cruelty in the world."

How can you do that? I don't know that I can tell you how, the same way I can't tell you whom to vote for, or to work for, or whose records to buy. You can figure it out for yourself.

Try this: imagine yourself practicing random acts of kindness.

Random acts of kindness. Say the words out loud. Do they bring to mind tender impulses nearly acted upon, gentle or generous deeds overdue, possibly never to be done? Sincere compliments unpaid, gratitude unexpressed, love unreturned, needy persons unheeded?

You don't need me to finish this paragraph. Write your own list. Use the back of the page if you run out of room. Use Nevada.

I'm not suggesting you give up riding. Ride ten hours, spend one hour with someone really sick or really hurt or really lonely. Don't plan it, don't pencil it in, don't expect anything. Make that act the most spontaneous of your day or your week.

And I'm not suggesting you deny yourself. Buy that exotic road bike. Then go to your ATM, withdraw the equivalent of ten percent of the money you paid for the bike.

Use the money to make a difference, however fleeting, in someone's or a few someone's lives. Even if, if you sat and thought about it over a decaf latte, you might feel they

have not earned your help. Don't judge them. Help them.

Chances are the differences you make in their lives will live in your mind longer than will the difference the new bike makes in your time up Hero Hill. Perhaps not. Help 'em anyway. Remember net global cruelty.

Maybe after a while you'll get in the habit of committing those random acts of kindness: they'll no longer be all that random. To continue, you'll have to let your imagination run wild, conceiving ever more spontaneous caring acts. That'd be OK, wouldn't it?

I'm not trying (random acts of kindness) to provoke you to cut short even one brutal workout or (senseless acts of beauty) keep you from relentless pursuit of your all-time (acts of kindness) best kick-ass form.

No (senseless acts of beauty) way. I'm suggesting that Anne Herbert may just have (acts of kindness) something here. Try her hobby, the practice of random acts of kindness, one-tenth of the time you spend at yours, the practice of pursuing personal fitness.

After all, ten hours of intervals, cross-training and gym work will make your legs heavy. One frivolous hour chipping away at world cruelty will put wings on your feet.



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