

# BICYCLEPAPER

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► Metal Cowboy

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July 2003 • Free



Photos: Courtesy Route of the Hiawatha

Bicyclists enjoying the scenery along the descent into Montana.

## Re-Riding History: Route of the Hiawatha

BY TARYN FAGERNESS

As I aim toward a pinpoint of light in an otherwise pitch-black restored railroad tunnel, my ears feel like they are about to freeze off. I can hear my riding mates behind me, at least I think that's them; my voice reverberates off the stonewalls as I call their names. Something drips from the ceiling. My dim light illuminates a patch of the roadbed in front of me and nothing more; I cannot even see my handlebars. I try to sense the wall, steer straight. Nearly 2 miles later we emerge from the throat of the tunnel rubbing the blood back into our cold ears and savoring the sunlight. We made it through St. Paul's Pass, otherwise known as the Taft Tunnel, the first leg of the Route of the Hiawatha Trail in northern Idaho.

Along the rest of our gentle 15-mile descent we bike through several tunnels (although none nearly as long as the Taft), over high trestles and through the rich history of the trail and surrounding area. First opened in 1998 along the abandoned rail route of the Milwaukee Road railway, the Route of the Hiawatha Trail is one of the rails-to-trails mountain biking paths in the Pacific Northwest, which turns mountain biking into a day's scenic and historical experience.

Bicyclists resting to enjoy the scenery along the descent into Montana can read about the railway, the early forest service and current management of the trail via informative signs. Hiawatha's story winds back to 1906 when construction of the railway began through

the Bitterroot Mountains. The Milwaukee Road railroad sought to expand west to tap into West Coast markets and Pacific Rim trade. Time became a crucial factor in the railroad's construction and despite difficult terrain and harsh weather nearly 9,000 men of various nationalities worked together to complete the line by 1911. In 1910 the area experienced one of the most devastating forest fires in American history; 2 to 3 million acres burned. Artificial lighting was necessary from Butte, Montana to Watertown, New York for five days due to darkness caused by smoke from the fire. After the fire the Milwaukee Road went electric, the first use of electric locomotion over an extended distance. The railroad's profitability surged and fell several times until 1977 when the company went bankrupt. In 1999, a year after the Route of the Hiawatha became a trail, First Lady Hillary Clinton recognized the trail's incorporation of area and railroad history, and the trail received National Heritage Trail status.

Today riders of all ages and abilities can pedal down the easy 2 percent grade over eight high trestles providing stunning views and through nine cavernous tunnels, the longest of which, Taft Tunnel, burrows 1.8 miles under the state line between Idaho and Montana. With its misty and mouth-like opening, Taft Tunnel swallows bicyclists into its frigid interior and is the reason why, along with a helmet, bicyclists are required to also bring a headlamp. "People occasionally run into

See "Hiawatha" on page 8

► Feature

## Understanding the Risks of Mountain Biking

ERIK MOEN PT, CSCS

Why study risk? Some people might equate studying risk to watching a train wreck. What's the point? I once was rebuked by a "then-famous" bicycle racer in the late 80s at the old Tree Top race in Yakima when I inquired about crashes: "I don't think about crashing. If you think about crashing it will happen." This statement is partially true. If you place a heavy emphasis on the risk of an activity, you will be sure to freeze with fear and limit your performance. On the other hand, knowing the injury risks associated with your sport will allow you to better prepare for safe riding.

### Risk

While some mountain bike injuries are similar to those faced by "roadies," several studies have further defined risk and injury as associated with off-road riding. The majority of mountain bike owners are recreational riders. Unfortunately, little is known about this

population and their injury trends, as the only research papers currently describing mountain bike injuries are those studying racers.

A group of studies followed a large mountain bike cross-country and downhill race in California over an eight-year period of time. The studies found that the injury rate for competitive mountain biking was 0.77% (22/2,869) for women versus 0.40% (71/17,900) for men. The gender-combined overall injury rate for off-road athletes was 0.6% per year and one injury per 1000 hours of biking.

Research studies have documented that the most common means of injury is a forward fall over the handlebars, usually while riding downhill or going over obstacles. This type of fall can cause a variety of injuries that often result in direct trauma to the head, trunk and upper extremities. Most of us have our favorite "end-o" story, usually involving a variety of factors

See "Health" on page 15

► Feature

## Riding to the Beat of a Different Boat

BY TARYN FAGERNESS

Listen . . . Listen to the steady heartbeat of the M/V Westward's original 1924 engine as this 68-foot restored charter boat gently chugs through the San Juan Islands. Twice a year in the early fall, the M/V Westward, run by Pacific Catalyst Expeditions, LLC, takes guests on a biking, kayaking, island-hopping adventure. Above all else, the Westward invites guests to relax. As Heidi Lappetito, Westward's chef says, "People enjoy sinking into the rhythm of the boat."

As autumn unfolds and the last of the summer tourists dissipate, the M/V Westward departs Port Townsend, Washington for the San Juan Island Archipelago. "It's a nice time to be in the San Juans; it's quiet there," says Lappetito. On day 1 of this 6-day tour, four crewmembers, captain, naturalist/guide, engineer and chef orient an intimate group of 8 guests before the Westward embarks.

The small group is one reason why riding the M/V Westward is such a unique experience. "People are attracted to the intimacy," says Lappetito. With such a small group of like-minded passengers - Lappetito says it takes a certain type of person to like the idea of adventuring on an old yacht - friendships come easy. "We got along with everyone on the boat," says Bill Neff. Neff and his wife Rita took the San Juan tour three years ago. "Everyone was at different fitness levels, but everyone was interested in doing stuff. You have to be to go on a trip like this," explains Bill.

As day 1 begins, the captain steers the M/V Westward for Lopez Island's Agate Beach. From there guests bike the back roads to meet the Westward at anchor off Lopez's Spencer Spit State Park. Bike rides on the tour are, according to Lappetito, a moderate 20

See "Westward" on page 5

## I-90 Narrowed Down?

KELLY CHRISTENSEN

Previously on "The I-90 debate," battle ensued over five proposals for renovation to the I-90 floating bridge between Seattle and Bellevue, the only connection between Seattle and the East Side for cyclists and pedestrians. The current I-90 layout allows a 10 feet wide pedestrian/bicycle lane separated from traffic by a 10-foot shoulder. Five lanes of traffic operate westbound to Seattle during the morning period and three lanes eastbound from Seattle. In the afternoon period, the two center lanes are reversed to provide five eastbound and three westbound lanes. This layout causes sticky traffic jams and late buses as the number of commuters to and from Seattle at both peak times has evened out, necessitating an even share of the road for each direction.

The Environmental Impact Statement (EIS) issued April 25 kicked off the review process for the I-90 project proposals which included three public hearings to gather opinion and comments May 20-22. Emails and snail mail concerning the project were accepted as well until the end of the review period, June 9.

Andrea Tull, Project Manager for the I-90 HOV Two Way Transit Operations, says, "We received about 400 postcards that the I-90 Safety Commission had put together, they were for R2b." Outside of the Safety Commission's pre-printed postcards, which were offered at the public hearings, she says that the emails and postcards from community members were about evenly divided between R2b and R8a, though the process of reading and noting public feedback is still going on.

Of the five alternatives being considered for changes to I-90, two have surfaced with the strongest supporters. The more cyclist-favored alternative R2b would keep the shared-use pathway as is and separate the center roadway

with a concrete barrier to provide one eastbound and one westbound HOV lane. According to the May 2003 "Express Connection," a Sound Transit publication, it is predicted that the HOV standard will be changed from two to three people per vehicle by 2025. King Cushman, staff member of Puget Sound Regional Council, explains that the decision is ultimately up to the State Department of Transportation, who monitors and publishes annual reports on the efficiency and usage

patterns of HOV lanes. The Regional Council will recommend changing the number of persons required in an HOV vehicle if the lane is unable to maintain 45 mph over a period of months, but State Department studies of traffic patterns do not predict this slow-down until 2025. However, Cushman reasons, "They were speculating the year, it could be much sooner, or later ... It's not a hard and fast recommendation. I think from our own modeling that we've done, we're likely to see that even sooner."

Alternative R8a would keep the center roadway reversible and add one HOV lane to the outer roadways in each direction. This would be accomplished by restriping to make a total of ten lanes. The lanes would each be reduced to 11 feet and the shoulders to two feet on the bridge. The bicycle lane would remain 10 feet wide but traffic would move eight feet closer to it. A six to eight feet tall fence would replace the 32-inch existing barrier between the bike lane and traffic.

It is not the lane itself but the distance between the traffic and the shared-use pathway in alternative R8a that is the rub for Executive Director of Bicycle Alliance, Barbara Culp. She argues, "Even if there's a jersey barrier, traffic is still going to be very close and very fast. Effectively you won't have 10 feet of riding space because nobody is going to ride that close to traffic."

Other controversial issues raised by R8a include the reduced shoulder, which eliminates space for motorists whose cars break down. Sound Transit predicts that the narrower lanes will cause 15-25 more accidents per year than renovations under the R2b plan. The R8a alternative would also require the rerouting of trucks carrying hazardous materials along 520 or I-405. After discussing the lane width and freight traffic concerns, Tull reiterates that the fate of the I-90 bridge still needs careful deliberation. "As always," she says, "we have to look at safety and construction impact before a decision can be made." Regarding costs, current estimates for R2b are \$28-30 million, while R8a is estimated at \$90-\$100 million.

As well, if the R8a building alternative is approved by the Washington State Department of Transportation (WSDOT), pedestrians and bicycle commuters will have to compromise their usual pathway during up to two years of construction. Tull lists the possibilities for accommodating shared-use path commuters: existing transit, which she adds would be very inadequate, shuttles with tie-downs for bikes that will run specifically for non-motorist commuters during peak hours, or detour cycle lanes in the current center HOV lane or on the outer eastbound roadway that would occupy existing shoulder space; pedestrians would not be allowed on these detour lanes.

Although the public comment period has officially closed, Culp recommends finding a way to voice concern even now. She says, "I think it's never too late ... it's especially important to contact Bellevue representatives of Sound Transit and the East Side board members. At this point, we [the cycling/pedestrian community] have to convince the board that R8a doesn't work and that they need to come up with a different alternative." Commenting on the likelihood that R8a will be the preferred



Photo Courtesy of Bicycle Alliance of WA

Where would the cyclists and pedestrians go?

alternative she predicts, "It appears that the real winner is going to be the general purpose traveler...this is a transit and HOV project, and it reads like it's getting more cars on the roadway."

The I-90 Steering Committee will meet on in July to decide on the preferred alternative. The final EIS with the recommended proposal should be published by the end of 2004, after which it (ideally the Steering Committee's recommendation) must be approved by the State Transportation Commission. Should a reduction in lane width be required federal approval will be needed as well. Building should begin in 2005 and renovations completed by 2006.

To track the progress of the I-90 Two Way Transit and HOV Operations Project visit the WSDOT's web site at [www.soundtransit.org/stplans/easting/I\\_90.htm](http://www.soundtransit.org/stplans/easting/I_90.htm).

## Burke-Gilman Trail in Lake Forest Park

By VALERIE CARTER

Three years ago, on May 4, 2000, the community of Lake Forest Park gathered for a discussion of the Burke-Gilman Trail. The ultimate goal was to have the Lake Forest Park segment of the trail factored into the county budget. Maggie Fimia - a King County Council Member at the time - along with the remaining attendees, created a list of long and short-term issues for the trail in justification of receiving a budget. The plan worked, and that fall the budget included the necessary funds.

Over the next couple of years the money was removed from and reinstated into the budget several times. Eventually the amount landed somewhere in the vicinity of \$200,000-\$300,000. At this time, the general consensus was to use all of the funds to fix the short-term issues that were brought up at the 2000 meeting. However, the attitude abruptly changed when a national program hinted at the promise of larger budgets for pedestrian and trail enhancement; funds that the Burke-Gilman Trail could possibly see. Suddenly the overwhelming desire was to use available funds to develop a comprehensive

program to correct the trail's long-term problems.

However, the city had already committed to making a few short-term changes. This past May, trail improvements began. One of these was to replace bollards at trail crossings, which will facilitate the flow of traffic through crossings. A meeting was held on May 12 to announce the beginning of this improvement, and to open discussion on another short-term issue that had originally been brought up three years ago: stop signs.

There are several homes whose private driveways cross the trail. Currently there are stop signs near the driveways, where cyclists are required to stop before crossing. Many cyclists view the stop signs as excessive, while many homeowners see the stop signs as absolutely necessary. The intention of last month's meeting was to gather input from residents as to whether the stop signs should be removed. However, homeowners in the area may have seen the meeting as an actual proposal to remove the stop signs, and became adamantly opposed to the idea. They voiced their objections to their council members and to

their fellow residents at the meeting. The result will now be a stringent enforcement of all trail rules while riding on the Lake Forest Park segment of the trail, which include stop signs, 15 mph speed limits and the requirement to wear a helmet. The penalty for violation is \$67.

Now, cyclists have become equally adamant. One such, Rebecca Slivka, attended both meetings (three years ago and last month) and is surprised at the complete shift in attitude. "Three years ago, it was agreed that the stop signs are unnecessary," says Slivka. The Lake Forest Park police have stepped up to take responsibility for the increased patrols necessary to enforce all Burke-Gilman Trail rules when users travel through the area. Police Chief Dennis Peterson comments, "We typically patrol from mid-May through September - consistently throughout the summer. This is a community issue and we are responding to community needs. Hopefully everyone will follow the rules and pay attention." He also adds that the enforcement is not anything extraneous; it is merely an extension of what they currently do.

Cyclists like Slivka recognize the dilemma of the trail crossing private driveways. Her solution is to have yield signs replace the stop signs. She asserts, "Those stop signs are against national standards. The number of users going

each direction determines who has the stop and who has the yield." In addition, she points out that for many cyclists, the trail is a primary means of transportation, just like a highway for drivers. Requiring them to stop at every driveway seems a bit excessive.

Yet, according to meeting attendees, the homeowners maintain that unless there is a stop sign before their driveway, an undeserved amount of liability is levered on them. In their eyes the risk of hitting a cyclist is just too high.

At this point, questions inevitably arise regarding other changes that could be made - increasing visibility for drivers and cyclists at these driveways, and more feasible means of facilitating traffic flow. But, for now, the only accepted solution is to keep the stop signs in place. King County Council Member Carolyn Edmonds commented that answers to many of these questions are being researched right now.

As for whether this solution will remain in the long run, who can say? There are hints of possible future discussions; if this issue is important to you, one way or the other, make sure to be involved when the question is brought before the community again.

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## LETTERS

### Letters to the Editor Bike Box Debates

(in response to "Cyclists in Victoria Following Different Paths," May 2003 issue)

#### Dear Editor:

I have seen the article on bike boxes on your web site. I am not a purist about bike boxes, but I note that your article speaks in favor of them without addressing technical issues: 1) that using them requires the bicyclist to wait through an additional signal phase since; as long as motor traffic is continuously flowing on the green it is only possible to enter the bike box (without instead normally merging into the left turn position) on the "red" and leave it on the "green" and 2) that unless there is a special signal to inform the bicyclist that the signal is about to turn green, the bicyclist may swerve across into the bike box just as the light changes to green, and be struck by the first car that was waiting.

Furthermore, the characterization of "effective cycling purists" vs. typical cyclists is too black-and-white polarizing. I also am dismayed with your characterization of facilities advocates as "winning" some kind of battle. The issue about special facilities is not that they are all bad or all good, but whether they are advantageous in any given instance. In order to determine this, you must undertake a careful analysis rather than simply make an endorsement.

And the statement that most bicyclists also use special facilities whenever available also is too sweeping, because such facilities may often be available, but slower, crowded, longer, or otherwise less convenient and/or less safe than on-road alternatives.

Of course, a cyclist's choice depends on the quality of the separate facilities, quality of the roads, traffic conditions at a given time and place, relative risk of physical attack (often a problem on paths in parks etc. in urban areas at night, but rarely so on streets), etc. And also whether laws force bicyclists to use such facilities, as often occurs. What if the use of the bike lane and bike box is mandatory? Then it becomes illegal to merge left and make the left turn in the quickest way, as long as motor traffic is flowing through the bike box. If it is illegal, then the cyclist is presumed negligent in a crash.

See [www.bikexpert.com](http://www.bikexpert.com) for further information.

**John S. Allen**  
Waltham, MA

#### Mr. Allen:

Bike boxes and bike lanes, along with other facilities designed to encourage and accommodate cycling always need to be well designed and appropriately placed as you point out.

The bike box in Victoria is at one intersection. It is not appropriate in most locations, but it does look like a good fit at this spot. Cyclists won't

have to wait through additional signal phases any more than they are now. The traffic at this intersection is moving slowly enough that cyclists can merge into the lane as they need to and most vehicles, including cyclists, are turning left. The box will also be deep enough at 4 meters to mitigate against collisions at signal changes.

The black and white characterization read into my article is fair comment. I did want to illustrate the debate between those folks, who can be found in many communities, who work hard to make sure that no bicycle specific facilities of any sort are constructed on their roads.

I'm sure that many vehicular cyclists nevertheless recognize the value of evolving our transportation systems to provide unique accommodation for cyclists. Where good facilities exist, cyclists gravitate towards them. I don't support laws that exclude cyclists from the road system where bike lanes or parallel paths exist. My interest is in providing positive choices, and well designed, special facilities, like bike boxes, often provide a better choice for the majority of cyclists who haven't been and aren't likely to be trained to the high level that most effective cyclists are.

**John Luton**  
Executive Director  
Capital Bike and Walk Society

## NEWS

### Celebrate Your Ride at the Finish Line Festival!

The new location of the Group Health STP Finish Line at Holladay Park is a wonderful site to celebrate the finish of your 2003 season challenge, the double-century ride from Seattle to Portland. Park your bike in the corral across

the street, grab your luggage, take a shower, then head for the festival. Exhibits, demonstrations, and booths with merchandise and official souvenirs will surround the park. Bicycling Magazine's Great Gear Exchange will feature

prize drawings, exhibits and music throughout the weekend.

When it's time for a bite and a brew, check out the array of food vendors and the New Belgium Brewery beer garden - in the shade! Entertainment includes extraordinary trials riding by Jeremy Van Schoonover and live music on Sunday.

### Bicycle Commuter Act Introduced in U.S. Senate

On May 21, Senators Olympia Snowe (R-ME) and Ron Wyden (D-OR) introduced legislation in the U.S. Senate that would extend the transportation fringe benefit in the tax code to people who commute to work on their bicycles.

The transportation fringe benefit was added to the tax code as an incentive to get more people to use alternative modes of transportation for commuting. The goal was to reduce traffic congestion, pollution and wear and tear on the roads.

The Bicycle Commuter Act, S. 1093, would allow an employer to offer a monthly cash reimbursement to an employee who commutes to work by bicycle, providing a tax benefit to the employer and helping defray commuting expenses for the bicyclist. "This straightforward but significant addition not only provides fairness to commuters traveling by bike, but would also help achieve the broader goals of the transportation fringe benefit provision by encouraging

healthy, environmental, community-oriented commuting," said Snowe.

S. 1093 is a companion measure to H.R. 1052 introduced earlier this year by Congressmen Earl Blumenauer (D-OR) and Mark Foley (R-FL). According to Blumenauer, "The upcoming TEA-21 reauthorization is a perfect opportunity to examine all approaches to improve and support mobility options for Americans, making this the time to pass the Bike Commuter Act. Today's introduction of the Bike Commuter Act in the Senate shows that this legislation is gaining momentum at a crucial time."

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# Get a Good Clip Going



By Kelly Christensen  
Editorial Intern

Those who have experience shopping through stores or catalogs for new pedals can recognize the vast array of shapes and sizes available. From the flat plastic platforms of the days of back-braking to jagged steel circles you could trap a grizzly with, to pedals that look remarkably like cooking utensils (aptly named Egg Beaters by Crank Brothers), your options are near endless; flat, toe clip, and clipless, for mountain biking and BMXing, or the road. Like their respective tires, mountain bike pedals are designed with as much air space and as many ridges to whisk away mud. Road pedals are usually smooth and sleek, designed for speed. The three major divisions of pedals come in varying degrees of comfort, skill level required and energy efficiency.

The easiest pedal to use is the flat pedal with which you simply put your foot on and go. They are good for occasional riders and young children because they let the foot on and off easily and come standard on many bikes. The convenience comes at the price of efficiency however, as the flat surfaces offer little support or direction for the foot, where only coincidence would align it correctly with the axle of the pedal, which is where the most power can be gained to move the bike farthest. Because the foot is not attached to the pedal, it cannot pull it up, so the rider must rely on a half stroke to propel himself forward. Probably not a big deal for those who still have a white wicker basket and pom-poms decorating the handlebars, but those who have traded the decor for a bike computer and a headlight may want a better way to maximize propelling results.

The toe clip is an energy maximizing and stabilizing improvement to the flat pedal. This plastic cage, of various sizes, surrounds the top portion of the foot with a nylon adjustable strap that secures the foot to the pedal. The toe clip prevents the foot from moving forward and sideways, keeping it in better alignment than the flat pedal alone. The attachment makes the pedal directional, and gravity ensures that it will always be upside down when not in use. Practicing putting your foot in and taking it out is the only way to overcome the minor annoyance of having to flip the pedal over and wiggle in awkwardly each time you start out.

Phil Meyer, owner of Phil's South Side Cyclery in Federal Way, cautions riders of a more dangerous disadvantage: possible numbness from too-tight straps or from pushing the foot against a cage for an extended period of time, which can cut off circulation. "Finding the right tightness may take some practice," he says. "A strap too tight will cut off circulation, but [a strap] too loose won't hold you in." Meyer recommends letting the straps stay loose when you are first learning so that you can get your foot out in that moment of panic. Then as you become more comfortable with the idea of constraint, tighten to get the foot-hugging advantages.

For the serious cyclist, the intimidating "but there's nothing there!" appearance of the clipless pedal is quickly overcome by realizing its advantages in speed, comfort, and efficiency. Clipless pedals vary in size and shape but they all secure the cyclist's foot into an efficient, locked position using the cleats of cycling shoes. The stiff sole of cycling shoes counter the

narrowness of the pedals, preventing the feet from wrapping around and looking like a breakfast croissant after a hilly ride. The clipless pedal/shoe combo keeps the ball of your foot exactly on the pedal axle in a bio-mechanically optimal position, and in doing so provides the greatest amount of stability and power. With practice, says Gork, Marketing Director at Seattle Bike Supply, "You get a full circle of power when you start getting that backstroke going." Being attached to the pedal allows a rider to pull and push in search of a more efficient circular pedaling motion.

The costs of clipless shoe, cleat and pedal systems can be expensive. The pedals typically run around 60 to 100 dollars, but can vary in price from the extreme low end of 30 dollars for the Shimano SPD M515L to a whopping 400 for the LOOK CX-7. Shoes can be upwards of 50 to 300 dollars, whereas adding toe clips to your existing pedals should cost no more than 10 dollars.

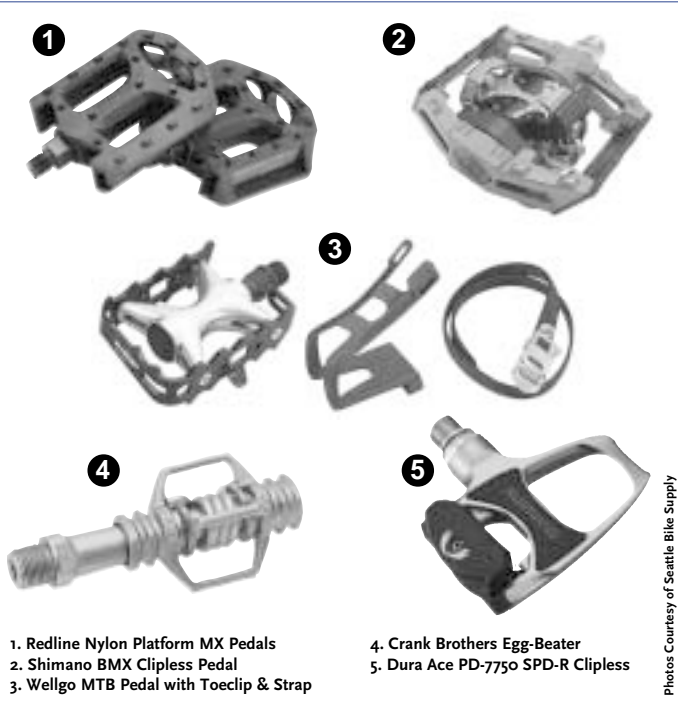
The fear factor is a deterrent to the clipless pedal among casual riders. Because they require a twisting motion to free the foot, they take some practice to master. "A lot of people zone that out when they're coming to a stop," Gork explains. New riders to clipless tend to forget about the physical restrictions of the pedals until they try to put a foot down to stop and cannot clip out in time. "I'd say at least 85 per cent of people fall over at least once," Meyer estimates, though he still recommends them to anyone who commits much time to bicycling. Gork agrees that they should be used exclusively by serious cyclists, "They're definitely not for the beginner rider ... or the weekend warrior."

Some clipless shoes may be less practical for people who ride short distances with frequent stops. The stiffness and protruding cleats on some models make them awkward to walk around with. However, walking-compatible varieties feature recessed cleats and softer soles and their looks vary from sandals to sneakers or racing shoe.

If you are adding a little foot stability to leisure rides around Green Lake or enhancing your wheels for your next century tour, some advice from the experts should help you make the transition from your previous pedals.

If possible, Meyer suggests, purchase clipless pedals and shoes at your local bike shop. Many pedals are available on the Internet directly from the manufacturers like Crank Brothers, Shimano, and WTB, or from large stores, but in ordering from a web site, you're on your own. Your experienced shopkeepers will be able to help you find a model that is right for you. Gork suggests having the local shop staff help with the cleat positioning. "You want to get your alignment right. Crooked cleats could injure your knees," he warns. You may want help adjusting the tension of the cleat, an option available on many clipless pedals. This adjustment allows for some degree of rotational float, enabling you to shift your feet slightly and freeing your knees from the straight-ahead position. New pedals and shoes can alter your height and position on the bike, making it a good idea to get a bike-fit while you are there.

Finally, you can benefit from the expertise of the shop staff while testing out your new pedal set in their presence. Clip and unclip, start and stop under their guidance and benefit from the eyewitness account of the flaws in your technique.



1. Redline Nylon Platform MX Pedals  
2. Shimano BMX Clipless Pedal  
3. Wellgo MTB Pedal with Toeclip & Strap  
4. Crank Brothers Egg-Beater  
5. Dura Ace PD-7750 SPD-R Clipless

Photos Courtesy of Seattle Bike Supply

Meyer has a last piece of advice for anyone taking on a major bicycle change, "Start off on a known route, with easy terrain." You will want to

avoid any possible panic attacks that might make you want to yank your foot out and touch ground. Gork reassures, "It just takes practice."

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By Taryn Fagerness  
Bicycle Paper  
Intern

to 35 miles, taking riders across islands where the Westward is always waiting. "Some people opt not to go biking," says Lappetito stressing the importance of a relaxing trip. "Some people enjoy just being on the boat." The biking is why the Neffs chose the San Juan tour. "My husband grew up in Tacoma," says Rita. "He always wanted to bike the San Juans. Taking a boat from island to island sounded perfect."

The boat, built in 1924 on Vashon Island for the Alaska Coast Hunting and Cruising Company, is a piece of history, explains Lappetito. The M/V Westward cruised Alaska and British Columbia until it was pressed into military duty in California during World War II. After the war the boat returned to private ownership and was purchased by the Gumpertz's family and moved to Southern California. The family restored and renovated the Westward and set out on a 5-year, 'round-the-globe voyage. Eventually the Westward returned to the Northwest, where Pacific Catalyst Expeditions acquired her about 5 years ago. After all the miles the Westward still employs the same Atlas Imperial, 110-horse power diesel engine she started with in 1924. "You have to start the engine one cylinder at a time," remembers Bill. "You could go into the engine room and watch them start the engine or start it yourself."

The classic pulse of the M/V Westward's engine sets the mood of the tour: relaxed and slow. At an easy 8 knots, the boat takes travelers into day 2 for cycling on Orcas Island. The ride stops at the seaside village of Olga.

Those seeking a more rigorous ride can continue up Mount Constitution for "an eagle-eye view" of Mount Baker and beyond. It wouldn't be surprising to spot an eagle or two on this wildlife rich tour. Guests watch for harbor seals, otters, orca whales, salmon, herons and other seabirds. The naturalist on board, along with guiding guests on their cycling and kayaking tours, is knowledgeable in the area's ecosystem.

Next stop: Socia Island, accessible only by private boat. On Day 3 Westward wayfarers explore this wave-weathered island's coves by kayak. Pacific Catalyst Expeditions provides the kayaks and orientation. According to Lappetito, no kayaking experience is necessary. "I've kayaked before, but my wife hadn't so we kayaked in a double," says Bill. "Seventy percent of our guest have never been in a kayak," adds Lappetito. Later guests hike Fossil Cove looking for 80 million-year-old fossil clams. The day ends with a beach barbecue and campfire.

The M/V Westward departs Socia on day 4, and drops anchor at Stuart Island where guests hike to "Lighthouse Bluff" for a picnic lunch and sunset kayak. The Neff's remember a special sunset from their tour: "The cook, Heidi, is a fiddle player and she was playing her fiddle as we came into a bay. The sky cleared and we saw a spectacular sunset. That was a memorable moment. It was so peaceful," reminisces Bill. Lappetito explains all the sites the Westward anchors are special places. Stuart Island, like Socia, is only accessible by private boat. "It's just nice to anchor out on a boat in an exclusive little spot." The Westward offers all the

comforts of a cozy home including a fireplace and four comfortable cabins. "You can visit a lot of territory, and you don't have to unpack," points out Lappetito. The Westward is always waiting at the end of the day's adventures.

Day 5 the M/V Westward continues on to San Juan Island where guests bicycle through farmlands and forests to historic American Camp. After meeting up with the Westward, the trip moves on to Lopez once again. As Pacific Catalyst Expeditions explains, "Our final evening together signals the "Captain's Ball" - a celebration of our sojourn on the Salish Sea - complete with scrumptious feasting, libations and wild costume attire." Of course, "scrumptious feasting" occurs throughout the trip. "We're all about the food," smiles Lappetito. As chef, Lappetito cooks three gourmet meals a day, incorporating seafood, Northwest cuisine, fresh baked bread and fine wines. Guests aboard the Westward definitely do not go hungry. As



Photo Courtesy of Pacific Catalyst

Ride during the day and enjoy the M/W Westward comfort as it takes you from island to island.

Lappetito says, "The cookie jar is always full."

On day 6, the last day of the tour, guests can fit in one more kayak paddle before the Westward returns to Port Townsend . . . and the real world with its honking cars, televisions, billboards and shopping malls. But listen . . . can you hear it? Underneath all the noise? The gentle cadence of pedaling bicycles, paddling kayaks and the faithful engine of the M/V Westward.

For more information or to reserve space on Pacific Catalyst Expedition's San Juan Islands Bike and Kayak Tour visit [www.pacificcatalyst.com](http://www.pacificcatalyst.com).

## Beyond XC and DH: Adventure Racing

By ALLISON MARKIN

Certainly, many racers are familiar, and probably satisfied, with 'traditional' cross-country and downhill events. But, a growing number of more hardy, perhaps foolhardy, cyclists are participating in more adventuresome events, and in BC this season, there's no shortage of opportunities to test yourself.

Perhaps the most famous enduro-style race in BC is the Squamish Test of Metal, a sell-out every year. Transforming itself into the Squamish Mountain Bike Festival for 2003, the event is a 67-km point-to-point cross-country challenge that this year was a World Cup Qualifier. Held annually in June, it's a good idea to register way in advance to ensure your spot on the start line.

While waiting for the opening of registration for the 2004 Test of Metal, you can psyche yourself up for the remaining enduro races of the BC season, including the 15th annual Spoke and Stomp on July 13 and the 24 Hours of Caffeine slated for August 2-3, both in Kamloops.

Presented on the Stake Lake cross-country ski trails, participants in the Spoke and Stomp event cover 40 or 60 km over a technical course which features singlettrack, rock slabs, switchbacks, and, naturally, some fantastic BC Interior scenery.

Meanwhile the 24 Hours of Caffeine is raced at beautiful Sun Peaks Resort, a ski mountain that's fast becoming one of North America's premier mountain bike destinations. The goal of any 24-hour event is to cover the greatest

distance, calculated by number of laps completed, in the allocated 24 hours period either individually or as a team. In Sun Peaks that means covering as many 6-km loops as possible between noon on Saturday and noon Sunday. A great feature of a 24-hour event is the LeMans start, where the first riders must run 500 meters to grab their bikes at the beginning of the competition; simple hand offs are required afterward to pass the relay to a teammate. Plan to bring proper lights for the dark hours and visit the Sun Peaks resort web site ([www.sunpeaksresort.com](http://www.sunpeaksresort.com)) for more details on the event and the various categories available.

Hemlock Valley Resort, about three and a half hours from Seattle, presents the 12 Hours of Hemlock on August 16th. This event begins at 8:00 a.m. sharp. The course is about 10-km long and teams can be made up of three or five riders and are classified by age categories. There are also two solo categories: 29 and under or 30 and over. Teams are required to supply a volunteer for a four hour shift and all racers must be 14 years or older. Visit [www.bigdograceevents.com](http://www.bigdograceevents.com) for more information.

The top three riders in the men's solo categories and the top two in the women's solo at Hemlock will qualify for positions in the 24 Hours of Adrenalin World Solo Championships, to be held at Whistler Resort on August 30-31, where the first 24 Hours of Adrenalin was held nearly a decade ago.

The 24 Hours of Adrenalin is one of the fastest growing mountain bike series in North America,

with a total 10,000 participants across the continent last year. The event is a massive relay of both solo riders and teams of up to 10 people. Not only are the racers given prizes for their endurance, there are also awards for Best Pit Theme and Best Helmet. Your entry fee gets you a number of perks, from t-shirts to BBQs to swag bags for racers and their family members and support staff. The Whistler race gets underway at 12 noon on Saturday. Visit [www.24hoursofadrenalin.com](http://www.24hoursofadrenalin.com) for more info.

Finally, if you consider a 24-hour bike racing event too short for you, and are looking for the next extreme challenge, you will not want to miss the ultimate mountain bike adventure race of the season: the TransRockies Challenge. Only in its second year of existence on Canadian ground, this concept is based on the TransAlp Challenge which started six years ago and now attracts over 6000 inquires for the only 350 starting positions available.

Organized as a wilderness mountain bike race, the participants must complete each of the seven stages within the prescribed time. While racing 600-km (373 miles), the 350 amateur and professional teams grind their way up and descend the Continental Divide for a total 12,000 meters (39,370 feet) of climbing. Each team is composed of two riders, ideally of equal



strength, as they must remain within two minutes of each other at all times. Add to the equation the climate and physical pounding of the Canadian Rocky Mountains and you get a nice challenge. The riders sleep in tent villages that are set up for them before their arrival at the end of each day. The organization provides the morning and evening meals and transports your luggage from one point to the next.

Still interested by this ultimate test of physical endurance and mental determination? If you are 18 or older register by visiting the TransRockies web site at [www.transrockies.de](http://www.transrockies.de) and find out more about this latest and greatest mountain bike challenge.



# I Was the Rosie Ruiz of STP

By Joe Kurmaskie  
AKA THE METAL COWBOY

Sometimes being in the right place at the right time is all wrong.

Consider Exhibit A - the two-day push from Seattle to Portland known as STP. No matter what veterans of this rowdy roll south say, it's no covered-bridges tour of the Midwest or a leisurely picnic ride to bask in the waterfalls of upper Michigan. They give out medals on the other side of this finish line and while it's held in the summer, more often than not the rain comes down and the winds blow hard and fast at one point in the proceedings. Some complete it in a single day, but the prevailing wisdom regarding such individuals is that their medication has not been adjusted properly by a health professional. On the brochure it stresses "this is not a race." Tell that to the lads wearing those gift shop yellow jerseys they bought while following last year's Tour de France. Sure, plenty of folks make it more of a gentle pedal, but there's still that energy buzzing through the line, like jolts of electricity, which starts the competitive juices flowing... does that look like a paceline up ahead?

Pedaling the Emerald Corridor once with thousands of my brothers and sisters of the saddle was all I had notched on the old belt loop. And while the scenery is breathtaking and the roads fairly free of debris, I've always fancied my touring with a little more elbow room. Crowned one of the thousands of Princes of the Pacific and Kings of the Coast the previous year, I was more than satisfied to stay on the sidelines and cheer on the good people with more tenacity than myself.

Of course, when an organizer asked me to come to the finish and say a few words on stage, maybe sign copies of my books at the end of the ride party, I couldn't have been happier. First, because I need attention in the same pathological vein that a grade school child craves candy, but second because it just happened that the ride/race terminated a scant two miles from my doorstep. By the time the event rolled around I actually contemplated pedaling the distance again, if only because I still have a bit of go juice left at the bottom of my bottle, a little shank of backbone left. And wouldn't you know it, forecasts pointed towards the first year in memory not set to dump buckets of rain. Ah, but inertia is a powerful thing.

At the thought of a brief rickshaw ride in the bike carrier, my son Quinn didn't even need the

promise of ice cream or fireworks to get him out the door. We loaded the rig with books and banners and rolled the short distance to the finish line festival. Mt. Hood stood clear and sturdy in the distance, the day called for strong sunscreen and shades. I passed out glasses and we looked the part of a couple of extras from the film Risky Business. The bike and carrier still sported the remains of a July 4th party - streamers, flags, ribbons - outrageous and noble in the same breath. We were not what you'd call flying under the radar, even when set against the backdrop of thousands of neon bike jerseys, decorated bike helmets and spandex shorts.

As fate would have it there's really only one way into the festival. Quick as I could say imposter we'd taken the turn for Cathedral Park and were swept into the strong current of riders making their final descent for the finish. The cheers rang out at such a volume I knew I'd been mistaken for Babe Ruth pointing towards the center field wall. To a person, their expressions were painted with respect and reverence. Sweet Georgia Brown, there rides a man, maybe the only man of the day deserving of a proper cheer - he has hauled himself and that good-sized child all the way from Space Needle! The roar was deafening. Drums began to beat. People ran alongside, giving my boy high fives. Quinn had no issues regarding his newfound fame. He immediately and completely embraced the spirit of things. I glimpsed over my shoulder to observe him waving Princess Diana style. By the time we crossed the official line he'd procured one of the American flags from the side of our carrier and was waving it to the squeals of delighted family members (not our family members of course) who were still awaiting the "real" heroes of this trek.

I yelled into the ears of more than a few people, explaining that we'd not come the distance, more Rosie Ruiz, the impostor of the Boston Marathon, than a fight weary Rocky holding his battered face high and proud... but my words had no value to them. The drums, the live music, the medals being placed around our necks, it swallowed up any confession I wanted to make. I've learned that people like to believe. When faced with the truth or the show... it's the show every time, baby. My medal I waved off, but Quinn took on a distant and proud shimmer in his eyes as his award met a puffed out chest-slaying dragons and courting damsels no doubt somewhere in the playground of his mind. This recognition had been a long time coming and he

was going to bask in it until they dragged him kicking from the spotlight. That's my boy.

Things went from bad to worse. The local media stuck a camera in my face and asked if I could hoist the child onto my shoulders for a sound bite. I recognized the talking head. "You're the Metal Cowboy, right? I interviewed you on the morning show last year... this will be great. And in five, four..."

Faced with lights, cameras and action... I would love to say that I took this opportunity to confess my sins, cleanse my soul and teach everyone a fine life lesson. But I'm a weak little man who it seems has learned a few flashy if not pathetic steps on the American Bandstand stage of life. So I fell back on my experience, not in this particular circumstance but in dealing with the media in general. Dance, brother, dance. Blame it on the heat, blame it on the bosanova, but I knew that no one being fed their TV narcotic wanted some drawn out explanation of where my house was in relation to the event and the convoluted, conspiring circumstances that had swept me into this awkward moment.

"We have with us the Metal Cowboy and what did you call your son? Part of your pint-sized posse? That's catchy. Now, tell us what it feels like to pedal across the finish line with all this in tow." They panned to the loaded trailer, then back to us, keeping the camera on my son's beaming face for a pregnant pause or two.

Now, in a court of law what I said next would probably hold up, but that was also the precise moment in my life that I realized public office would be a dangerous place for me. In the best Clintonian language one could conjure I said, smiling into the camera...

"I'll tell you... it feels like we just rolled out our doorstep."

My boy held up his medal with one hand, waved his flag into the camera with the other and I wondered if there were bike lanes in hell, where I was certainly heading in high gear. That evening I outlined the definition of a fraud for my first born son. He got it right away. "It's like playing make believe." I smiled, "Yes, but if grown ups play make believe too much they end up as politicians or making license plates for a living." I tucked him in, put on Warren Zevon's Lawyers, Guns and Money to get in the right mood and went to face the only music that mattered... my wife.

## Literary Rides With



## The Metal Cowboy

To great relief, Beth had chosen to read in bed rather than watch the evening news. Bless such an educated bride. I pulled the covers tight around me, relaxed and realized at that moment that I married well above my station.

Joe Kurmaskie is the Author of "Metal Cowboy" (Random House \$13) His latest short story collection, "Riding Outside The Lines" (Random House \$13) has just been published. For more info., signed copies, stories, contests, free stuff, to book him for personal appearances and general propaganda go to [www.metalcowboy.com](http://www.metalcowboy.com)



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## Race Notes

## BC Road Championships

BY MATT USBORNE

On June 14, a 165-kilometer challenging course tested the legs of everyone who entered this year's event.

First to attack was Elite mountain bike racer Fred Hodgson (ORYX) who shot off the front as soon as the race started. Briefly joined by Hugh Trenchard (Independent), Hodgson went on for over 95 kilometers before the pack could see him again.

As soon as he was in sight the attacks started and he was quickly reeled in by Darren Volger (CDS), Tony Zarsadias (Symmetrics) and Jay Murray (Trek/VW). The pack whittled down as the pace picked up, but within a lap the break was caught.

Several riders managed to escape on the hill, among them defending BC champ Scott Goguen (Symmetrics). With three laps to go Goguen attacked and Osborne jumped across. The two finished together, with Osborne claiming the title.

Meanwhile in the main group Larry Zirnich (Campione) used his climbing prowess to bring the pack back on the six chasers. Attacks and counterattacks animated the last lap until Shane Savage (Rocky Mountain) went clear with Andrew Kyle (Independent). Savage claimed third, Kyle fourth and Larry Zirnich rounded out the top five.

## Hesjedal Wins Second Straight

Ryder Hesjedal (Victoria, BC) notched his second consecutive victory of the season at the NORBA NCS cross-country event.

Hesjedal set a blistering pace from the gun and put the hammer down on the second lap to solo across the line for the hard-earned win just twelve seconds ahead of U.S. National Champion, Horgan-Kobelski. Geoff Kabush (Victoria, BC) finished 8th, while Chris Sheppard (Kamloops, BC) ended the day in 13th place followed by Barry Wicks (Corvallis, OR).

## Medals on the Track

Jenny Reed won the women's Kerin final during the Colorado Springs World Cup Qualifier event on June 14-15, while Noreene Godfrey came in 6th. Annette Hanson finished third in the 3-km pursuit event and seventh in the 10-km scratch race. Godfrey and Heather Albert took 11th and 12th in that same race. Tyler Farrar joined forces with Colbey Pearce to claim a 2nd place finish in the 160-lap Madison race. The Saturn for Seattle team of Kenny Williams and Curtis Tolson finished third, one lap down. Finally Williams placed 5th in the 40-km points race.

## Mountain Bike Medals and Titles

Canadian Alison Sydor (N.Vancouver) and Kiara Bisaro (Courtenay, BC) took over the best podium spots in the women's PanAm championship event raced in Colombia earlier this month. Ricky Federau (Abbotsford, BC) claimed the U23 Espoir men title.



Photo by Joe Zauner

Evan Elken on his way to stage 5 victory.

## Mount Hood Cycling Classic

By JOE ZAUNER  
EDITOR-IN-CHIEF NWRR

The Mount Hood Cycling Classic is the best stage race I've witnessed so far in the Northwest and one that should be a model for events like it in the region.

The Hood River area is ripe with apple orchards, vineyards and farmland. The safe roads weave through this rural tapestry shadowed by the ever-present Mt. Hood and the people are nice and friendly. The support is unsurpassed and all races are held in close proximity to the riders' quarters. Each evening features social feeds and awards presentations. The prize money is solid for both overall and stage placing. Finally the courses are physically and technically demanding, but the mileage isn't too extreme. This keeps the racing tight and ensures that the event isn't won or lost on one stage.

The opening stage of this four-day five-stage event, was a 2.5-mile time trial on a mostly flat course. In the 72 men strong 1-2 category, David Fuentes (Cliff Bar) clocked a time of 4 minutes, 43 seconds to take over the lead.

On the women's side Lisa Magness edged out Suz Weldon (Ashmead College) by 2 seconds to take the leader's jersey, while Christine White (TDS) took third. In total 25 women started the event.

Stage two saw Tom Crawford (Broadmark) slipped away unnoticed on the highway section of the climb on the second lap. Being well down on general classification (20th at 33 seconds), he elicited little response from the field until he was joined by Jimi Mortenson (Specialized/Vail) and Osgathorpe (Healthy Choice/Guru's). Going over the top of the climb for the final lap the trio had two minutes on the field. Behind, John Leonard (Trek/VW) and Russell Stevenson (HealthNet) were leading the chase. Mortenson was dropped on the climb. Osgathorpe won the last KOM points, but cooked himself for the finish. Crawford rolled across the line for the win followed by Osgathorpe who with that performance, took over the leaders' jersey. Mortenson held on for third.

In the women's race, the pivotal move was made midway through the first lap on the highway climb when Becky Broeder (ICO) countered a move by her teammate and race

leader Magness. Broeder went solo for a mile until Magness bridged up to her.

Magness took the stage win, while Broeder crossed the line in second place while winning all the QOM points on the day. Liza Rachetto (ICO) finished alone in third place, to complete the ICO podium sweep.

Saturday's action started with a 13-mile time trial. Russell Stevenson clocked a 22:01 to win the stage while Suz Weldon separated herself from the field by registering a 24:55, 30 seconds faster than her competition.

In the afternoon criterium, Stevenson added a second stage win to his collection outsprinting Evan Elken (Broadmark) and Sam Schartz (Hutchs). Lisa Magness claimed her third stage victory, finishing ahead of Kristen Drumm (Team Spine) and Broeder.

On Sunday, the organizer treated the riders to a 7500-ft elevation gain for the last leg of the event.

Evan Elken won the stage after rolling away from the whittled down field, mid-way up the second climb of the day. Elken had 40 seconds in hand at the summit of the climb and more than two minutes after the twisting, single-lane, and technical descent. He finished with a 1 minute, 27 second advantage over Sebel and Stevenson.

Elken's victory is astonishing considering he crashed just before the KOM up Vista Ridge and had to chase for more than four miles, helped by teammate Craig Wilcox, to regain contact with the lead group.

Elken's win moved him from ninth to third place on the standings while Sebel took the overall title, 16 seconds ahead of Stevenson.

In the women's event, Broeder claimed her second stage race victory in as many weeks - she claimed the Montana Ecology Center Classic - by winning the final stage of the Hood Classic over Suz Weldon.

Race leader Lisa Magness had a bad day on the demanding course, finishing fourth, 2:53 off Broeder's pace. Alice Pennington (Bike Gallery/Trek/VW) was third.

Overall, Magness dropped from the leader's position to second, 2:20 behind her teammate Broeder while Weldon finished third, more than six minutes back.

## Montana Ecology Classic

By JOE ZAUNER

Becky Broeder (Intermountain Cycling Organization) and Burke Swindlehurst (Navigators) won the Montana Ecology Classic May 23-26 near Missoula, Montana.

Both riders won what turned out to be a pivotal first stage in which riders traversed a seven-mile section of unpaved road strewn with golf-ball size rocks. There were more than 25 punctures in the men's race - enough to deplete support vehicles of spare rear wheels.

The race was originally scheduled for 100 miles but was cut nearly in half after race officials decided to delete the second loop that included the unpaved section.

In the men's race Swindlehurst (Navigators)

caught and then rode clear of Colby Pearce (Subaru Development) on the final 2.5-mile climb.

In the women's race, Broeder (Intermountain Cycling Organization) rolled clear of a five-woman group near the top of the feed hill and established a lead she never relinquished. She finished 2:58 ahead of her teammate Liza Rachetto.

From that point on, both Broeder and Swindlehurst and their respective teams were able to protect their leads to the finish. The second stage, the Perma Road Race, Broeder and Swindlehurst stayed tucked in the field most of the day while their teammates (Rachetto and Jeff Loeder) went on to stage wins.

In the third-stage time trial, Glen Mitchell

(Navigators) and Suz Weldon (Ashmead College/King 5 TV) won the 8.3-mile, technical time trial.

The two riders come from different ends of the spectrum in terms of experience. Mitchell is a two-time New Zealand national road champion with more than 14 years of international bicycle racing under his belt. Weldon, on the other hand, is a relative neophyte. This is her second full season of bicycle racing. She is a Category-3 licensed rider and raced the Ecology Classic as a Category 4 racer last year.

Later that same day the fourth stage was cancelled due to severe thunderstorms. In the miss-and-out criterium, Navigator's Ryan Guay and Joy Shaffer (Los Gatos) were winners. Broeder and Swindlehurst stayed atop the general classification.



► "Hiawatha" from page 1

the walls," says Rick Lamphere, Rental Shop Manager at Lookout Pass Ski Area, Montana. "They become disoriented coming from daylight into the dark . . . People are split down the middle; some people like the tunnel and find it interesting, others get claustrophobic and feel like they are trapped in there."

Indeed, well into the tunnel with the pinpoint of light looking no bigger, I wondered if it would ever end. I wanted to ride faster, to escape, but with only a dim headlamp to pull me through the darkness I was forced to go slow. As people passed going in the other direction, I could only hear their tires against the gravel and see their dim lights; but I knew, or maybe I hoped, they must have come from somewhere . . .

Whatever people's opinion or experience, the tunnel helps draw thousands of curious mountain bikers. "The year the tunnel opened was a record year," says Lamphere. "We've seen people from all over the U.S. from Florida to Texas. There have been quite a few from the Netherlands, even Australia." The Taft, along

with a wide, well maintained trail, a moderate descent, helpful trail marshals and a shuttle to take riders and their bikes back to the 6000 ft. summit, makes the Route of the Hiawatha a perfect bike trip for families seeking exercise, scenery, education and a long, cold, dark adventure.

Eventually the trail will extend 31 additional miles on the Montana side as a multi-purpose trail for bikes, hikers, horses and all-terrain vehicles as it continues to follow the old railway over two more trestles and through one more tunnel. When finished, bicyclists will be able to re-ride the history of the Hiawatha through the Bitterroot Mountains from Pearson, Idaho to St. Regis, Montana. No timeline has been set for the completion of the addition.

Despite its beauty and interest, the Route of the Hiawatha has some drawbacks. While the first two-thirds of the trail is packed with viewpoints, twists, tunnels and trestles, the last third, by comparison, is dull and mostly straight. Also, not willing to pay to ride the shuttle, my

friends and I left a truck at the bottom and drove another to the top, which proved to be a long bumpy ride along a dirt road. We wondered if we were going the right way, and the trip took over an hour.

Currently the trail is on U.S. National Forest land administered by the St. Joe Ranger District of the Idaho Panhandle National Forest and is operated by the Lookout Pass Ski Area, where bike, light and helmet rentals are available. The trail is maintained and marshaled by fees collected from users: \$7 for an adult day pass, \$3 for children. Season passes are available for \$25 and \$20. The shuttle costs \$9 for an adult including bike and \$6 for a child. The trail is open 8:30 a.m. to 6:00 p.m. May 25 through October 6. Lookout Pass recommends calling to check conditions before June 28 and after September 4. During the winter the trail is covered by over 10 feet of snow and becomes littered with fallen trees and brush. More information, including directions, trail rules and maps, is available



Photos Courtesy Route of the Hiawatha

Out of one of the many tunnels.

from the Lookout Pass website at [www.skilookout.com/bike\\_home\\_page.html](http://www.skilookout.com/bike_home_page.html).

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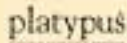
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**Jul 6: Snohomish Klā Ha Ya Days Road Race**  
Snohomish, WA. Road race on a 5-mile loop with a mile climb and fast descent. All categories start 1st and Maple. \$20. Northwest Women's Cycling events. Robert Trombley, 206-528-2242, www.nwocyclingevents.com

**Jul 6: The Falls City Fireworks**  
Falls City, OR. Cross country event. Kevin Thompson, 503-702-0774, www.obra.org

**Jul 7: Lakeside Bicycles Monday Night Masters & Women PIR**  
Portland, OR. See race series for further information. Jim Anderson, 503-975-8229, www.obra.org

**Jul 8: 15th Annual Cooper Jones Memorial Twilight Series**  
Spokane, WA. See race series for further information. Road Race (long) to take place at Chapman Lake. Baddlands Cycling Club, 509-456-0432 or 509-328-1170, www.baddlands.org

**Jul 8: Tuesday Night PIR Race Series**  
Portland, OR. See race series for further information. Jeff Mitchem, River City Bicycles, 503-233-3636, jeff@digiwest.com

**Jul 8: Tuesday Night Road Race Series @ Pacific Raceways**  
Kent, WA. See race series for further information. Tracy Jolly, 206-322-0072, tjolly@seattlemortgage.com

**Jul 9-13: Cascade Cycling Classic**  
Bend, OR. This is a 5-day 6-stage race for Pro 1/2 men, 4-day 5-stage race for Women, and 3-day 4-stage race for Masters and Cat/3 riders. Brad Ross, Bend, OR, 503-246-7338, www.cascade-classic.org

**Jul 9: Mt. Tabor Series**  
Mt Tabor Park, OR. See race series for further information. Clark Ritchie, 503-493-3777, www.obra.org

**Jul 10: Seward Park Cycling Series**  
Seattle, WA. See race series for further information. David Douglas, 206-932-5921, www.pazzovelo.com

**Jul 10: Thursday Nighters**  
Medford, OR. See race series for further information. Glen Gann, 541-779-6986, gagann1@aol.com

**Jul 12: Redmond Derby Days**  
Redmond, WA. A criterium with a short square loop to take advantage of serious cornering techniques. Northwest Women's Race Series Event #10. City of Redmond, www.nwoc.org

**Jul 13: Talgo Criterium at Seafair**  
Seattle, WA. CANCELLED.

**Jul 14: Lakeside Bicycles Monday Night Masters & Women PIR**  
Portland, OR. See race series for further information. Jim Anderson, 503-975-8229, www.obra.org

**Jul 15: 15th Annual Cooper Jones Memorial Twilight Series**  
Spokane, WA. See race series for further information. Circuit Race to take place at Spokane Raceway Park. Baddlands Cycling Club, 509-456-0432 or 509-328-1170, www.baddlands.org

**Jul 15: Tuesday Night PIR Race Series**  
Portland, OR. See race series for further information. Jeff Mitchem, River City Bicycles, 503-233-3636, jeff@digiwest.com

**Jul 15: Tuesday Night Road Race Series @ Pacific Raceways**  
Kent, WA. See race series for further information. Tracy Jolly, 206-322-0072, tjolly@seattlemortgage.com

**Jul 16: Central Oregon Criterium Series**  
Bend, OR. See race series for further information. Damian Schmitt, 541-350-3327, www.obra.org

**Jul 16: Mt. Tabor Series**  
Mt. Tabor Park, OR. See race series for further information. Clark Ritchie, 503-493-3777, www.obra.org

**Jul 17: Seward Park Cycling Series**  
Seattle, WA. See race series for further information. David Douglas, 206-932-5921, www.pazzovelo.com

**Jul 17: Thursday Nighters**  
Medford, OR. See race series for further information. Glen Gann, 541-779-6986, gagann1@aol.com

**Jul 18-20: Tour de Delta - SISU BC Cup# 5**  
Delta, BC. Start of BC Superweek. Road race, hill climb and criterium events. \$10,000 in cash purse Municipality of Delta, 4500 Clarence Taylor Crescent, Delta, BC, V4K 3E2, 604-952-3545, www.tourdelatla.bc.ca

**Jul 19: BC Masters Provincial Criterium Championships**  
Brentwood Bay, BC. Tony Hoar, BC Master Cycling Association, www.bcmasterscycling.net

**Jul 19: Lake Washington Velo Circuit Race #1**  
Silvana, WA. Brian Hall, Lake Washington Velo, 3910 Sunnyside Ave, Seattle, WA, 98103, 206-242-1131, www.broadmarkcycling.com

**Jul 20: BC Masters Provincial Road Championships**  
Shawinigan Lake, BC. Tony Hoar, BC Master Cycling Association, www.bcmasterscycling.net

**Jul 20: Washington State Time Trial Championships**  
Elma, WA. Northwest Women's Race Series Event #11. See web site for details. Jack Broadhead, www.pazzovelo.com

**Jul 21: Lakeside Bicycles Monday Night Masters & Women PIR**  
Portland, OR. CANCELLED this week.

**Jul 22: 15th Annual Cooper Jones Memorial Twilight Series**  
Spokane, WA. See race series for further information. Crit to take place at Lincoln Park. Baddlands Cycling Club, 509-456-0432 or 509-328-1170, www.baddlands.org

**Jul 22: Tuesday Night PIR Race Series**  
Portland, OR. See race series for further information. Jeff Mitchem, River City Bicycles, 503-233-3636, jeff@digiwest.com

**Jul 22: Tuesday Night Road Race Series @ Pacific Raceways**  
Kent, WA. See race series for further information. Tracy Jolly, 206-322-0072, tjolly@seattlemortgage.com

**Jul 23: Steamworks Tour de Gastown**  
Vancouver, BC. Criterium in downtown Vancouver. Part of BC Superweek \$10,000 in cash. Gastown Business Improvement Society, Vancouver, BC, 604-646-3564, www.tourdegastown.com

**Jul 24: Seward Park Cycling Series**  
Seattle, WA. See race series for further information. David Douglas, 206-932-5921, www.pazzovelo.com

**Jul 24: Thursday Nighters**  
Medford, OR. See race series for further information. Glen Gann, 541-779-6986, gagann1@aol.com

**Jul 25-27: Tour de White Rock - SISU BC Cup #6**

White Rock, BC. Event features hill climb, criterium and road race. Cash Purse \$10,000. End of BC Superweek. Angela Belsham, City of White Rock, 15322 Buena Vista Ave, White Rock, BC, V4B 1Y6, 604-541-2161, www.city.whiterock.bc.ca

**Jul 26: 17th Annual Wells Fargo Twilight Criterium**  
Boise, ID. Criterium event. Georges Cycles, 251 E Front St., Boise, ID, 83702, 208-343-3782, www.georgescycles.com

**Jul 27: Camas Criterium**  
Camas, OR. Criterium event. David Kerchinsky, 360-936-6598, www.obra.org

**Jul 27: Morning After Criterium**  
Boise, ID. Lactic Acid Cycling and World Cycles, 180 N. 8th Street, Boise, ID, 208-343-9130,

**Jul 27: Washington State Senior Road Race Championships**  
Elma, WA. Northwest Women's Race Series Event #12. Jack Broadhead, www.pazzovelo.com

**Jul 28: Lakeside Bicycles Monday Night Masters & Women PIR**  
Portland, OR. See race series for further information. Jim Anderson, 503-975-8229, www.obra.org

**Jul 29: 15th Annual Cooper Jones Memorial Twilight Series**  
Spokane, WA. See race series for further information. Oval-Crit to take place at Spokane Raceway Park. Baddlands Cycling Club, 509-456-0432 or 509-328-1170, www.baddlands.org

**Jul 29: Tuesday Night PIR Race Series**  
Portland, OR. See race series for further information. Jeff Mitchem, River City Bicycles, 503-233-3636, jeff@digiwest.com

**Jul 29: Tuesday Night Road Race Series @ Pacific Raceways**  
Kent, WA. See race series for further information. Tracy Jolly, 206-322-0072, tjolly@seattlemortgage.com

**Jul 30: Central Oregon Criterium Series**  
Bend, OR. See race series for further information. Damian Schmitt, 541-350-3327, www.obra.org

**Jul 31: Seward Park Cycling Series**  
Seattle, WA. See race series for further information. David Douglas, 206-932-5921, www.pazzovelo.com

**Jul 31: Thursday Nighters**  
Medford, OR. See race series for further information. Glen Gann, 541-779-6986, gagann1@aol.com

**AUGUST**

**Aug 1-2: NW Bike Festival Road Racing**  
Oakridge, OR. Days 1 & 2 of NW Bike Festival. Day 1: Road Bike criterium Friday night. Day 2: Road Bike criterium Saturday night. Randy Dreiling, Oregon Trails Promotions, www.oregon-adventures.com

**Aug 1: Pedal Criterium**  
Portland, OR. Criterium event. Brad Ross, 503-246-7338,

**Aug 2: University Place Criterium**  
Tacoma, WA. Criterium event. Jim Couch, Spoke & Sprocket Cycling Team, Tacoma, WA, 98466, 253-564-1422, www.pazzovelo.com

**Aug 3: Camas Road Race**  
Camas, OR. Road race event. David Kerchinsky, 360-936-6598

**Aug 3: Lake Washington Velo Circuit Race #2**  
Carnation, WA. Brian Hall, Lake Washington Velo, 3910 Sunnyside Ave, Seattle, WA, 98103, 206-242-1131, www.broadmarkcycling.com

**Aug 4: Lakeside Bicycles Monday Night Masters & Women PIR**  
Portland, OR. See race series for further information. Jim Anderson, 503-975-8229, www.obra.org

**Aug 5: 15th Annual Cooper Jones Memorial Twilight Series**  
Spokane, WA. See race series for further information. Time Trial to take place at Spokane Raceway Park. Baddlands Cycling Club, 509-456-0432 or 509-328-1170, www.baddlands.org

**Aug 5: Tuesday Night PIR Race Series**  
Portland, OR. See race series for further information. Jeff Mitchem, River City Bicycles, 503-233-3636, jeff@digiwest.com

**Aug 5: Tuesday Night Road Race Series @ Pacific Raceways**  
Kent, WA. See race series for further information. Tracy Jolly, 206-322-0072, tjolly@seattlemortgage.com

**Aug 5: Twilight Tuesday Night Criterium Series #1**  
Eugene, OR. See race series for further information. Sal Collura, Co-Motion Classic Racing, comotionclassic@aol.com

**Aug 6: Central Oregon Criterium Series**  
Bend, OR. See race series for further information. Damian Schmitt, 541-350-3327, www.obra.org

**Aug 6: Health Masters Hill Climbing Championships**  
North Vancouver, BC. Road hill climb for 30 and over. Barb Zimich, Health Masters, 766 Mont Royal Ave, North Vancouver, BC, V7R 2G, 604-983-2765, www.nso.ca/zimich/

**Aug 7: Seward Park Cycling Series**  
Seattle, WA. See race series for further information. David Douglas, 206-932-5921, www.pazzovelo.com

**Aug 7: Thursday Nighters**  
Medford, OR. See race series for further information. Glen Gann, 541-779-6986, gagann1@aol.com

**Aug 9: Denny Creek Hill Climb**  
Snoqualmie, WA. Hill Climb time trial on Denny Creek Road from near Asahel Curtis I-90 exit to Alpengal Intersection. Start at 8:00 a.m. 425-747-3136, www.jetcityvelo.com

**Aug 9: Tualatin Crawford Criterium**  
Tualatin, OR. The course consists of a downhill, sweeping corners and an uphill rise to the finish line. Brian Witt, 503-282-7074, brian@halfast.com

**Aug 10: BC Provincial Road Race Championships**  
New Denver, BC. Road race. Angie Hartley, SVCC, BC, 604-692-0545, http://stats.slocanlake.com/bicycleclub/

**Aug 10: District Criterium**  
Gresham, OR. Criterium event. Jay Martineau, 360-882-0723,

**Aug 10: Masters State Criterium Championships**  
Olympia, WA. Volunteer Park. Northwest Women's Race Series Event #13. David Douglas, Ashmead/King 5, www.nwoc.org

**Aug 10: Table Rock HC**  
Boise, ID. Road race event. Jeff Gasser, 208-867-2488

**Aug 10: Volunteer Park Summer Classic & Master State Championships**  
Seattle, WA. Volunteer Park - Criterium on a 0.8 mile loop inside Volunteer Park with a small 150 yard hill. All categories. Seattle Juniors Criterium Series event. David Douglas, Ashmead College, 4207 SW Hill St., Seattle, WA, 98116, 206-932-5921, www.pazzovelo.com

**Aug 11: Lakeside Bicycles Monday Night Masters & Women PIR**  
Portland, OR. See race series for further information. Jim Anderson, 503-975-8229, www.obra.org

**Aug 12: 15th Annual Cooper Jones Memorial Twilight Series**  
Spokane, WA. See race series for further information. Road Race to take place at Williams Lake. Baddlands Cycling Club, 509-456-0432 or 509-328-1170, www.baddlands.org

**Aug 12: Tuesday Night PIR Race Series**  
Portland, OR. See race series for further information. Jeff Mitchem, River City Bicycles, 503-233-3636, jeff@digiwest.com

**Aug 12: Tuesday Night Road Race Series @ Pacific Raceways**  
Kent, WA. See race series for further information. Tracy Jolly, 206-322-0072, tjolly@seattlemortgage.com

**Aug 12: Twilight Tuesday Night Criterium Series #2**  
Eugene, OR. Four-criterium series. Sal Collura, Co-Motion Classic Racing, 6811 Aster, Springfield, OR, 97478, comotionclassic@aol.com

**Aug 13: Central Oregon Criterium Series**  
Bend, OR. See race series for further information. Damian Schmitt, 541-350-3327, www.obra.org

**Aug 14: Seward Park Cycling Series**  
Seattle, WA. See race series for further information. David Douglas, 206-932-5921, www.pazzovelo.com

**Aug 14: Thursday Nighters**  
Medford, OR. See race series for further information. Glen Gann, 541-779-6986, gagann1@aol.com

**Aug 16: Lake Washington Velo Circuit Race #3**  
Olympia, WA. Northwest Women's Race Series Event #14. Brian Hall, Lake Washington Velo, 3910 Sunnyside Ave, Seattle, WA, 98103, 206-242-1131, www.broadmarkcycling.com

**Aug 16: Provincial Criterium Championships**  
N. Vancouver, BC. Criterium event only. Barb Zimich, 604-983-2765, www.nso.ca/zimich/

**Aug 17: BC Provincial Time Trial Championships**  
Squamish, BC. Individual time trial event. Gary James, Escape Velocity, 3390 West 15th Ave, Vancouver, BC, V6R 2Y8, 604-888-5779, www.escapevelocity.bc.ca

**Aug 17: Ken Meyer Memorial Criterium**  
Bellingham, WA. Criterium event. Paul Clement, www.kulshanevelocycles.com/race.htm

**Aug 17: State Time Trial Championships**  
Champoeg, OR. Road race event. Joe Cipale, 360-750-6659,

**Aug 18: Lakeside Bicycles Monday Night Masters & Women PIR**  
Portland, OR. See race series for further information. Jim Anderson, 503-975-8229, www.obra.org



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# Bad Boys

By MAYNARD HERSHON

Eight a.m. I've walked a block or so down the avenue to return a video tape. Tape safely in the slot, I stop at the corner and wait on the sidewalk for the light to change. I notice a local police black-and-white, a huge Ford Crown Victoria, also waiting, right at the intersection in front of a short line of other cars.

I look up and see a guy on a mountain bike, no helmet, plaid shirttails flapping, coming downhill toward the intersection. As I watch, he blows through the red without hesitating a heartbeat, going maybe 25mph in full wide-screen view of the cop in the Crown Vic.

What nerve, I think. What an idiot. The light changes. The cop drives away as if he hadn't seen the guy at all. Takes me a second or two to believe my eyes. Plaid shirt got away with it.

(My buddy Jim, a Highway Patrol sergeant, says the officer may have been en route to an urgent call that did not mandate lights-and-siren.)

Again I think: what an idiot that cyclist is. He should've gotten a ticket for what he did. It was against the law, sure, but worse than that it was stupid and careless. A cop saw him do it. Hell, he threw it in the cop's face like a slap.

If I'd have been the cop, I'd have felt insulted. We expect cops to put feelings aside, not to take stuff personally, but how can they do that every time? Especially when people say, "here's what I think of you and your authority," and commit

illegal, unsafe, stupid acts right in their faces? Not to mention how it looked for the rest of us cyclists who try not to act as if we have some special dispensation under the law.

We could stop for every light, every sign, for years; maybe no one would notice. Plaid shirt carelessly runs that light with the whole world watching, just as if cyclists were exempt from traffic laws. Exempt? Why? 'Cause we're so cool.

He's gone in seconds but his image lingers in the memories of the people who watched him, a captive audience dutifully waiting for the light to change. To them, I fear, he's a typical cyclist: lawless, careless and evidently suicidal.

I do not claim to be blameless in this area.

I admit, if I ride up to an empty country intersection with a stop sign and I see there's no traffic in any direction, I'm going to roll through the stop sign. If my bike won't trip a light-change mechanism, trapping me on forever-red, eventually I'll ride through that red.

But - if there are drivers around to see me do those things, I typically don't do them. If committing those illegal acts makes me a scofflaw, cuff me now and take me downtown. I'll go quietly.

If I intended to blow through a busy intersection the way plaid shirt did, I'd pay attention, scanning the intersection, anticipating cars trying to make it through before the yellow. I'd have my eyes open.

That guy couldn't have had his eyes open or he'd have seen the gigantic black-and-white Crown Vic with the light-bar on top.

And he couldn't have cared about the position he put that cop in, presenting several carloads

of citizens with the spectacle of his letting an obviously irresponsible biker get away with running the red light.

One of those drivers may have received a ticket in the recent past. He or she might've paid the ticket AND paid for traffic school AND lost a work-day to attend traffic school AND gotten a notice of increased insurance cost because of that ticket. Maybe that ticket was for running a light.

If I had incurred all that expense and inconvenience for doing the same thing the cyclist did, and then had to watch while the cyclist escaped without even a warning, it'd spoil my morning.

What if, moments later, the cop has to write someone a ticket for running a light on that avenue? What if the alleged light-runner saw the cop let the cyclist go? How will the cop explain that there's one set of laws for us - and another for them?

How many times a day do you imagine this little scene is played out on the streets of our cities? Hundreds? Thousands?

I wonder if, when I write this for the Bicycle Paper, I'm preaching to the choir. Aren't most BP readers aware, thinking cyclists, concerned about our image, about motorist hostility?

Aren't BP readers, serious cyclists by and large, aware that when they're on their bikes, like it or not, they represent cycling?

We'd like to forget, I think, that we're reluctantly tolerated on the roads we love to ride. Occasionally, though, the spectre of our worn-out welcome comes up and shakes a fist in our faces.

I remember that many pro cycling teams used to hold their January training camps in Sonoma



County, California. Sonoma has been touted as the finest cycling area in the world. Nearly no teams go there these days. Sonoma County locals, one at a time, drove those teams away. Sonoma drivers are fed up with us bike riders. They've had it with us up to here.

I'm not asking BP readers to enter religious orders or give up pace-lining or other pleasures we hold dear. I'm suggesting that blatant scofflaw behavior will sink us deeper and deeper in the s---, soiling our cycling togs.

Maybe you know better. Maybe you can convince me that gross disregard of the law and of common courtesy enhances cycling or improves training. Write me a brief, cogent explanation care of the BP. Help me understand.

I believe we live in a crowded world, worse every day. We depend on each other to respect a certain order so things will work. When you fail to respect that order, don't do it in front of a cop. Don't do it in front of anyone at all.

## ► "Health" from page 1

such as surface irregularities, mechanical failure, poor judgment, excessive speed, fatigue and loss of control.

Of all competitive mountain biking injuries 14% were due to collision with some part of the bike, especially the pedals and the handlebar. Skin wounds and simple contusion accounted for 75% of the injuries, but are usually considered to be of little consequence. It was found that hospitalization was required for 10% of injuries. Fractures were a common reason for cyclists to need further medical evaluation and usually involved the torso or upper extremities, and shoulder. Women were more likely to sustain a fracture than men according to one study.

Head and face injuries also occur in mountain biking and current helmet designs do not always sufficiently prevent them. Fatal injuries are rare but have been reported in medical literature.

### Prevention

Awareness of these injury risks can keep you out of the emergency room. Prevention preparation may be split into sub-groups of physical, skill, mental, and material.

Physical preparation involves building strength and endurance. Injuries typically happen when you exceed your limits. We all know friends who had to make "one last run" on the ski hill. I see many of these in my physical therapy practice. Avoid rides that are "too long" or "too extreme" for your level of training. Physical preparation should also include hydration and nutrition. These factors affect the performance of your engine.

Skill preparation is the difference between cleaning a technical section and cleaning a wound. Attention to developing off-road skill will make mountain biking much more safe and enjoyable. Blair Lombardi of Marin, CA provides

excellent instruction/camps on increasing your mountain bike skills. Well worth the trip! Mental preparation means that you are honest with yourself regarding your physical

condition and skill level when choosing how to interact with a given section of trail. Some call it maturity. This might also include gaining education on the topics of first aid and CPR. Mental preparation is important for race/ride promoters as well. Course design should take into account the health and well-being of participants.

Material preparation refers to your bicycling equipment and a first aid kit. Mountain biking is hard on your gear. You should be able to make basic mechanical evaluations to ensure that your bike is in good working order. A first aid kit for your car is handy for your after-ride needs.

You can prevent mountain biking injuries through adequate preparation. Getting back to the car mostly unscathed is a reasonable goal and will make your sport more enjoyable. A healthy focus on skill acquisition and knowing yourself and your equipment will go a long way in preventing injuries.

*Erik Moen PT, CSCS is the Direct of Physical Therapy services for PRO Club - Seattle. He may be reached at emoen@proclub.com or 206-292-3826.*

### Skill Camps and Clinics:

**Sugoi Dirt Series**  
www.cycling.bc.ca

**Spokewomen Camp**  
www.whistler-blackcomb.com/mountainbike/spokes.asp

**Rosland Mountain Adventures**  
www.roslandmtadventures.com

**Singletrack Ranch**  
www.singletrackranch.com

**Singletrack Clinics**  
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