

BICYCLEPAPER

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Fall 2003 • Free



Jonny Sundt going over a barrier at Lincoln Park last November.

Shangri-La

NW on the Threshold of Magical Cyclo-cross Season

By JOE ZAUNER
NWRR EDITOR-IN-CHIEF

For a few magical hours last year, Northwest cyclo-cross fans and racers alike felt like they were somewhere in Belgium or Czechoslovakia when in fact they were just 20 minutes away from downtown Seattle.

The event was Star-Crossed Cyclo-cross and it looked like a video pirated off TV's The Outdoor Life Network. Athletes sped by bell-ringing, silly-hat wearing, screaming cyclo-cross fans, many packed in a beer garden the size of a backyard swimming pool, partaking in the time-honored European tradition of getting plastered at such events. "The smell of dirt, sweat and beer (pause)... It brings me back to Belgium," says K2 rider Johnny Sundt after winning last year's Star-Crossed event. "This was really something".

It seemed like a cyclo-cross Shangri-La and at the time few thought it could be topped. Star-Crossed, however, was just the tip of the iceberg on a season that some said was the best in Northwest history. But as good as the 2002-2003 season was, the 2003-2004 season will likely top it.

"It looks like this season is shaping up to be even better than last," says Terry Buchanan, co-organizer of

Star-Crossed. "With Tacoma being a (UCI) category-two race and the world champion showing up to compete (pause)... new courses, nationals. There's a lot of fresh stuff going on."

Fresh stuff indeed. As manufacturers reported record sales of cyclo-cross bicycles last year, another UCI event was added to the Northwest calendar, bringing the total to three - two in Washington, one in Oregon. In addition to the UCI events, long-time Oregon race organizer Brad Ross landed the mother of all North American races for the next two years - the national cyclo-cross championships.

It's as if the grass-roots approach adopted by Northwest organizers is finally paying dividends - as if athletes, coaches, team managers and race organizers who have politely knocked on the national cyclo-cross door for several years now have decided to just kick it down.

"We always hear about Portland's big fields," says Kip Mikler, editor of VeloNews, the preeminent bicycle-racing magazine in North America. "New England always had a tradition of being the hotbed, but the Northwest is the new up-and-coming scene. They've always had this great grass-roots movement and now they've added these international-style courses. I think

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► Feature

Are you Eccentric? Why Cyclo-cross Is a Challenge for the Road Cyclist

ERIK MOEN PT, CSCS

Cyclo-cross is a terrific sport. It combines the athleticism of bicycling with running and jumping. The formation of cyclo-cross occurred when road cyclists were attempting to stay fit over the winter. The beauty and genius of cyclo-cross is that you use muscles you don't typically use in road bicycling, while still getting some form of bicycling workout. Our present day culture has embraced cyclo-cross to the extent that some racers choose to specialize their training and racing towards a cyclo-cross season rather than utilize it just as an off-season workout. In the Northwest, the season runs from September to December, with National Championships in December and World Championships in early February. The Northwest has its share of top level riders and coaches in the National and World scene.

Here are the basic skill requirements of cyclo-cross in case you are not familiar with the sport. Ride your skinny-tired road-like bike likemad on the off-road, jump off your moving bike, lift it over a barricade, hop back on and proceed to ride like mad, hop off your bike, shoulder your bike and run up a hill, jump back on your bike and then repeat all the above scenarios many times.

The demands of cyclo-cross are obviously different (running and jumping) than road bicycling. The most profound difference and source of discomfort and injuries is the sudden introduction of cyclo-cross-required eccentric muscle activation. Eccentric muscle contractions are characterized by a controlled lengthening of a muscle that is under load. Eccentric muscular contractions are involved in landing from a jump,

See "Health" on page 4

► Feature

Hey! That's My Bike!

By CATHY BELBEN
READER CONTRIBUTION

I awoke two Thursdays ago to discover that during the night, thieves had made a gift to themselves of my commuter bicycle. Maybe because it was left unlocked and leaning against my back porch, and maybe because the gate was wide open, they somehow interpreted this as the universal sign for "Hey! Come on in! Free bike!" and rode away on Star, a twenty-two-year-old Trek that had been my fair weather companion on trips around town for the past two years.

Star's abduction isn't my first experience with bike theft. Eight years ago, some miscreant-evidently one with cajones the size of watermelons-rolled away on my mountain bike one sunshiney Saturday morning. At least in that situation, I had the smug consolation of being able to blame my roommate, who had left the garage door open. In Star's case, the blame

lies entirely on me: my casual treatment of my wheeled friend, my naïve trust that people are generally good, my proud belief that I live in a safe neighborhood, my failure to use the bike lock that lay coiled in a noose-like loop on a hook just beside the porch.

According to the National Bike Registry, approximately 1.5 million bikes are stolen annually in the U.S. For you math geeks, that's 1 bicycle every 33 seconds, and three bikes stolen for every car driven away from its rightful owner. Most thefts occur, unsurprisingly, in the spring and summer, when warmer weather coaxes children and fair-weather pedalers outside, where they leave their toys strewn about yards and driveways. Bikes are easy targets for larcenists: they are ubiquitous, compact, easy to take apart, easy to sell, and the true kicker: they roll. Imagine how many more leather sofas

See "My Bike" on page 4

BAW Auction 2003

Preparations are now in the works for this year's Bicycle Alliance Auction on November 15 at the Scottish Rites Temple on Capital Hill. For a ticket price of \$40 you can enjoy drinks, dinner and the chance to bid on unique items in silent and live auctions. Past items have included: a cruise and dinner prepared on the REI CEO's yacht, one-of-a-kind bicycle jewelry, framed Art Wolfe photographs, dinners cooked in your home and a myriad of bicycle gear.

All your cycling friends and supporters will be

there and the best part is that all the money raised will go to the Bicycle Alliance's efforts to make Washington state a great place to ride. Whether you bike commute, ride recreationally or race, or even if you just want our communities to be more livable, the Bicycle Alliance's work has a positive effect on you. Buy your tickets today for \$40 or show your commitment and buy a whole table for you and seven friends for \$320. Call Louise McGrody at 206-224-9252 or go to the web site at www.BicycleAlliance.org

Blumenauer Calls for Increased Funding for Federal Bike/Ped Program

Congressman Earl Blumenauer (D-Ore.) urged the House Appropriations Committee to restore funding for the Transportation Enhancement program, the primary source of federal funding for bike and pedestrian facilities. In early July, the House Appropriations Committee's Subcommittee on Transportation zeroed out funding for the program in the fiscal year 2004 Transportation Appropriations bill.

"The Transportation Enhancements program has undeniably been one of the most successful elements of federal transportation spending over the past decade," Blumenauer said in his letter to the House Appropriations Committee. "The record demonstrates only broad and deep support among governors, mayors, county officials, and the public for this program."

The Transportation Enhancements program was established in 1991 as part of ISTEA and expanded in TEA-21, and has funded almost 17,000 projects. Blumenauer noted, "Nationally there are over 1 million daily commuters and nearly 57 million people who report regular bicycling activities. According to a recent poll, over half of Americans want to bike more than they do now. Currently, less than one percent of all transportation funds spent each year are directed toward bicycle and pedestrian facilities.

Yet bicycling and walking account for at least 7 percent of trips and 13.3 percent of traffic fatalities."

He continued, "Transportation Enhancement funds may be used for twelve types of projects, including bicycle and pedestrian facilities, bicycle and pedestrian safety and education activities, conversion of abandoned railway corridors to trails, landscaping and scenic beautification, and scenic or historic highway programs, including tourist and welcome centers...The proposed Committee report implies that all enhancement funds are used only for 'roadway landscaping, transportation museums, and renovation of historic places.' In fact, since its inception, 45 percent of Enhancement funds have been spent on bicycle and pedestrian facilities and 9 percent on conversion of abandoned rails to trails."

"Transportation Enhancement programs...are a vital element to meeting the full range of our nation's transportation priorities," finished Blumenauer. "Its impacts are tangible and far-reaching, and removing this funding will affect thousands of communities and millions of people."

See www.bicyclepaper.com August issue for the full text of Congressman Blumenauer's letter.

Advocates Retreat to Vancouver Island

The Thunderhead Alliance, a national coalition of state and local cycling advocacy organizations, will hold their 2004 annual retreat on Vancouver Island. Thunderhead members usually attend the Pro Walk/Pro Bike conference held every two years. With the 700-delegate conference coming to Victoria in September of

2004, the Thunderhead board confirmed this month that next year's retreat will come to the Island. Cycling activists, numbering between 70 and 80, will hunker down somewhere within a day's ride of Victoria's Conference Centre and plan strategy for 2005. For info on Thunderhead visit: www.thunderheadalliance.org

Bike Helmets now the Rule in Seattle

King County Board of Health had extended the bike helmet regulation to Seattle. The Board voted unanimously to amend the King County bike helmet regulation to include Seattle. The new rule took effect on August 17 and cyclists caught without a helmet can be fined \$30.

"This is an important step for reducing traumatic brain injuries," says King County Board of Health Chair Carolyn Edmonds in a communique. "As a result of this regulation, we will spare hundreds of local families the ordeal of watching their children or other family members suffer through a devastating injury or of losing a loved one in a senseless, preventable tragedy."

Many communities in Washington State have recognized the importance of bike helmet ordinances and regulations as part of a sound injury prevention strategy. King County, outside of Seattle, has had the rule in place since 1994. Seattle, with its large number of bicyclists and bicycle injuries, will now join the growing list of communities with bike helmet regulations.

Several studies have shown that legislation, combined with education, increases helmet usage and decreases head injuries. In addition, local researchers have found that bike helmets

reduce head injuries by 65 - 85%. Moreover, Public Health-Seattle & King County, with support from the Harborview Injury Prevention and Research Center and the Centers for Disease Control, has estimated that \$10 million a year

could be saved if every bicyclist in King County wore a helmet.

This Board of Health action is consistent with a Seattle City Council resolution, passed unanimously in June, supporting the extension of King County's mandatory bicycle helmet rule into City limits.

Many organizations in Seattle and King County provide low-cost bike helmets. Public Health - Seattle & King County maintains a list of these providers on its web site at: www.metrokc.gov/health/injury/helmets.htm.



Bike Right Campaign Reaches Seattle

On September 4, the Bike Right campaign, headed by Giant Bicycle and supported by eight other sponsors, finished the last leg of its tour in Seattle, WA. Bike Right is a new program whose aim is to get more people onto bikes. According to Bike Right representatives, "By garnering the support of leading bike, fitness and medical organizations, Bike Right enlightens consumers on the many benefits of bicycle riding, whether for health or for fun." Its mission is to encourage people to have a more active, healthy lifestyle through cycling and to "demystify the bicycle purchasing process." Bike Right's primary tool in meeting

this objective is the web site www.bikeright.org, which contains information on the benefits of cycling and how to find the perfect bike.

For further information, refer to the Bike Right web site, or to any of the sponsors: Adventure



Cycling Association, American Academy of Orthopedic Surgeons, American Council on Exercise, Bikes Belong

Coalition, Giant Bicycle, International Mountain Bicycling Association, League of American Bicyclists, National Association for Health and Fitness, Thunderhead Alliance

Erratum

In the August issue of the Bicycle Paper we made a factual error when we reported in "The Succession of Round and Round" that Gino Lisiecki and Wendy Zupan were husband and

wife. We apologize for the inconvenience this may have caused - primarily as Wendy was married to her actual fiancé a few weeks after publication of the issue.

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Unicycling Takes the Act Off-road



By Kelly Christensen
Bicycle Paper
Editorial Intern

As if juggling knives while balancing a plate on a chopstick held between their teeth wasn't enough, unicyclists have been branching out from street performances. Though the origin of the unicycle is unknown, the widely accepted theory is that it came from the penny-farthing, the Victorian-era bicycle with one enormous front wheel and a dinner plate-sized back wheel. The back wheel tended to lift in the air when the rider leaned forward, leading adventurous people to try riding without it. The one-wheeled experiments proved successful. Penny-farthing riders are a rare sight nowadays, but the unicycling population in the Northwest (and the world) is growing rapidly. The unicycling.org registry has over one hundred riders from Washington, Oregon, BC and Idaho on its rosters of unicyclists searching for others who share their hobby. Eight clubs around the Northwest are listed in the Unicycling Society of America's contact page. Yes, there is indeed a Unicycling Society of America - it even publishes a quarterly magazine, "On One Wheel," now in its 26th year. One look at the unicycle.com web site and it is clear that unicycling is not simply a quirky past time of the eccentric neighbor or the juggling bear. It now has nearly as many manufacturers and divisions as two-wheeled bicycling, with simple beginner models, six-foot tall giraffe cycles and sturdy, rough-terrain varieties. So what is it about unicycling that is convincing more and more people to surrender their handlebars? From the penny-farthing pioneers to the newest strain of unicyclists now popping up on mountains and mud trails, it's all about pushing the limits.

Most of the newest breed of one-wheelers discovered off-road unicycling on their own, taking their regular unicycles off-road for a greater challenge after mastering flat-surface riding. Kris Holm, a Vancouver resident and champion unicyclist who produces his own line of mountain unicycles, divulges the history of what came to be known as Mountain Unicycling, or MUni, a trademark name of Pashley Cycles now used to refer to the sport itself. He explains, "There are records of people riding basically not on pavement as far back as the '60s and '70s. It started like mountain biking, a few people came up with the idea independently."

Rob Brown, a rider with the Portland Jugglers, also dabbles in MUni. He explains how unicyclists realized their independent outdoor challenges really were a sport after watching the MUni celebrity George Peck's pioneering 1988 video of one-wheeled stunts in the Alaskan wilds. "He put this video out to the Unicycling Society and everyone went, 'whoa!'" MUni's grassroots starts finally culminated in the first North American mountain unicycle get-together, the California Mountain Unicycle Weekend in 1996, which has been gaining participants each year.

The mental and physical challenges of balancing on a thin seat atop a single wheel while staying in constant motion (a unicycle is direct drive and therefore cannot coast) are intriguing enough to lead an adventurous spirit to ride mono-wheeled in the first place, but it seems like insanity must inspire them to take it to mountains. Believe it or not, there are some genuine practicalities to unicycling that might make the rest of us peer out of our two-wheeled

comfort zone. Holm explains that in many ways, MUni is safer than mountain biking. Because the wheel is turned directly by the pedals (no chain), the legs are always in control, so you cannot coast downhill or attain speeds faster than you can pedal. Max cruising speed is about eight or nine miles per hour, at which spills are not likely to be severe. While the number of accidents may be greater on a unicycle because every aspect of balancing is up to the rider, so is the chance of landing on your feet. Sitting on a unicycle is closer to a standing position than the seated position on a bicycle, the distance from the seat to the ground is shorter, and the arms are instantly available for balance. No handlebars means no flipping over them and dragging the bike on top of you in a mangled heap. The compact size allows for a high degree of maneuverability when navigating tight areas and therefore less crash potential. "It's more analogous to trail running than to mountain biking," Holm says. "When you're riding you're thinking in the kind of way that a trail runner thinks, exactly where you put your feet." At slower speeds and conscious of every stroke, MUnists may have an easier time controlling their descent than mountain bikers.

In addition to the inherent safety advantages, most unicycles fit in the trunk of a car, convenient if you don't actually live next to rough terrain. Unicycle purchase and maintenance costs are less expensive than bicycles. The price range is about half of what you would expect for a bicycle of comparable quality; used or beginner models are \$50 to \$100, and mountain unicycles run from \$150 to \$900. With no gears or brakes to damage or maintain, only the most severe crunches will end you up in the shop with a bill.

The lures of mountain unicycling have spawned a sub-culture of fanatics who gather at competitions to show off their skills and revel in their peculiar passion together. MUni competitions, like mountain biking, include uphill, downhill, cross-country, and trials, in which the cyclist jumps over and around obstacles on their one tough wheel.

Last summer the mountain unicycling Panther Pride Demo Team, coached by physical education teacher Alan Tepper of North Bend, Washington, gained national fame by hosting the North American Unicycling Convention and Championships (NAUCC). The event featured mountain unicycling as well as artistic riding, races, obstacle courses, wheel walking, and backwards riding. Eager MUnists will have to wait until the annual California Mountain Unicycle Weekend, October 17-19, for another big opportunity to compete after this year's NAUCC in Minneapolis and the Vancouver Island MUni weekend last August. World Championships are held every two years, with the next one set for the summer of 2004 in Japan.

Because it is still a sport in its infancy, the chances for community MUni rides are still few and far between. David Wohlers of Astoria, Oregon, who has been on a unicycle as long as he can remember, says rather than waiting for the next unicycle convention, "The best riding opportunities are with bicycling races and rides." Many mountain biking courses, including Ski-Bowl on Mt. Hood, Oregon will allow unicyclists on the downhill course. But it would behoove interested unicyclists to check potential courses first. "I have been kicked out of several races,"



Photo by Ensign Scott McCann

David Wohlers taking jumps at Ski-Bowl near Mt. Hood, Oregon.

he says, for not being on a standard bicycle, "which resulted in more entertaining stories than the actual race."

In addition to being a versatile, unique, and relatively inexpensive hobby, there are more reasons to try unicycling yourself. Your legs are always moving, offering a great workout and improving your posture from the constant need to balance. There are ten official skill levels of unicycling, the last of which involves being able to ride backwards, "walk" one-footed, ride on your stomach, and do a 180-degree spin, so there is no shortage of skills to learn. Feel free to impress neighbors or head to work in style riding on the sidewalk, as few cities have laws regarding unicycles. Wohler says one of his driving factors is the sure-fire attention. "I enjoy making people laugh...which is usually pretty easy to do when a person is riding around on a unicycle."

You can start unicycling independently (and surprise friends one day with your amazing skills), by putting your hand against a fence next to flat pavement for balance while getting used to the cycle. Work up to riding a few meters hands-free. If you want support from your friends, have them hold your arms as you pedal until you get the feel for riding. If you believe it takes a village to raise a unicyclist, Brown suggests going to meetings of local unicycling clubs like Seattle or Portland Jugglers, as "99.9% of people who come don't know how to unicycle. They show up for the club meetings and learn...it's like biking, it's as social as you want to make it."

Holm promises that it's not dissimilar from learning to ride a bike, but adults tend to get discouraged quickly, forgetting about the scrapes and tumbles they endured on their first bicycle ventures as children. Next to having access to a unicycle, he encourages, "The biggest thing that you need to learn [in order] to ride a unicycle is determination." After a few weeks practice on the road, you too might just want to leave the bike at home and head for the hills.

The following web sites provide additional information on mountain or other unicycling:

- www.unicycling.org
- www.unicycle.com
- www.unicycling.org/usa/

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and antique armoires we'd lose if thieves could just hop on them and ride away.

The experts have a small bible of tips for preventing bike theft, and I have broken every one of their commandments. Among their suggestions: use a U-lock; remove the seat or wheel whenever possible; register your bike with the police; store your bike in the house or garage; scratch your i.d. number into the frame; don't leave a bike unattended; park in a different spot every day, if possible; and avoid riding expensive, heavily "loaded" bikes into areas where bike thefts are known to occur. Well, duh. I did not do a single one of these things. I am a poster child for what NOT to do in the Gospel of Responsible Bike Ownership. And yet, I'm still feeling a little sorry for myself.

Star was a hand-me-down I rescued from my carpool-mate, Mark, who nearly took her along on his annual trip to the dump. He warned me that she wasn't much to look at, but I saw that as an advantage. "All the better," I joked. "If she's ugly, none of the other boys will take her away." I figured, perhaps as Pedal Project organizers do, that at least if Star was stolen, it wouldn't be such a loss. Her clunky, heavy frame, and old-fashioned shifters were nothing to brag about, and neither was the white athletic tape peeling from her handlebars. But she had some qualities: a nice pannier rack, for one thing, and two new tires, a red taillight, and decent bear-trap pedals that were ideal for commuting.

But describing an object's components or appearance does nothing to explain what that object means to its owner. One bike's handlebars or spokes or sprockets might be shinier or smoother than another's, but they're all just hunks of metal devoid of symbolism, useless until they're manipulated by human hands and legs. Star was just a dusty old abandoned chunk of steel; not a puppy or a pet lamb. But I underestimated how much she would come to represent in my life. One day she was an ordinary object, and the next, she was an indispensable extension of myself and a symbol of a major new direction in my life.

Pre-Star, I drove everywhere, no matter how complicated the route or how inconvenient the parking. But I did it joylessly; annoyed by the traffic and the radio and the growing piles of empty Starbucks' cups and accumulata in my car. I've never been one of those people who wake each morning and goes into the garage to caress

my mag wheels or smell the leather seats. When we moved in from the country, I began watching cyclists speed by on sidewalks and through parking lots, unencumbered by the 2000 pounds of metal I was dragging around.

With their identities obscured by helmets and sunglasses, these cyclists possessed an enviable mystique. Their bodies formed lean, sexy arcs stretched between handlebars and saddles, their guts tucked into their rib cages; their quadriceps bulging with each stroke; their triceps tense and defined. They exuded confidence, a jaunty smugness that said, "I'm moving this machine very quickly all by myself, without fossil fuels or heated seats, cupholders or a Dolby surround-sound stereo system. I'm just using my legs and my arms and my sense of balance and direction." I envied their simplicity. I wanted a bicycle, but more than that, I wanted to be a cyclist.

There are, according to psychologists, five stages of grief that proceed in the same order when an individual has lost a loved one or been diagnosed with a terminal illness: denial, anger, bargaining, depression, and acceptance. I would argue that victims of theft experience the same five stages following the loss of cherished possessions. Denial is our first impulse; when I discovered Star was missing, I looked for her in bizarre spots: the basement, the front porch, the side of the house. I wondered if I'd left her at the grocery store or the library. Then I realized she was definitely gone, and predictably, I was angry; I snapped at my husband and slammed a few doors. I bargained, in a fashion: I vowed never to leave another bike unlocked. I vowed to take better care of my things. I vowed to be less naïve about good and evil. Depression followed. I knew that no matter how well I promised to care for the next bike, this bike was gone. And no matter how hard I looked for Star, she was lost to me, and finding a replacement would take time, money and effort.

Acceptance came more gradually.

It helped to think of worst-case scenarios. At least the thieves had only stolen my bicycle. They hadn't torched my house or poisoned my dog. And neither my husband nor I had interrupted the robbers and faced a nasty showdown with a gun or a knife. At least a bike was replaceable. Feeling crappy about losing

Star made me straighten up a little, increased my compassion: if I felt this bad about losing a bicycle, what must it be like to have your house burglarized and your family heirlooms stolen? How horrible would it feel to lose your pet, or your spouse, or your child?

I tried to think of best-case scenarios, too; there was some consolation in imagining an elderly man wobbling away on my ten speed with food stamps clutched in his hand. Maybe, I told myself, the person who stole my bike really needed it. Maybe it was stolen by a single mother who is, at this very moment, pedaling to her shift at Wal-mart. Maybe it was nabbed by a cancer patient in need of transportation to chemotherapy treatments. Maybe a father stole it to sell for money to help pay for a heart transplant for his infant daughter. Then again, maybe I have my head up my ass.

What truthfully built the bridge between my depression and a sense of acceptance was that many thoughtful people came to my aid. Poet Naomi Shihab Nye writes, "Before you know what kindness really is, you must lose things," and losing Star was proof of Nye's wisdom. The day I was robbed, three co-workers offered me abandoned bicycles and one brought me a shiny red pannier rack that her husband had purchased at Goodwill. Within days, my friend Tom built me a new bike from the offerings and delivered it to my back porch. The simplicity of these outreaches began to fill the empty Star-shaped space, and I grew to realize that in losing one thing, I'd gained a powerful reminder of something far more important.

For a short time immediately after the theft, I was so angry that I let myself believe that the bicycle thieves had stolen something meaningful and important. Star had been a gift, after all, a tangible connection to my friend Mark. And



Illustration by Jennifer Katherer

she symbolized freedom and environmental responsibility and healthful living. She had come to define who I was as an individual and a community member. But once I was done being pissed off, I realized that all the thieves had really taken was a hunk of metal. It didn't define me anymore than my house or my CD collection or even my name. We are what we think and feel and do, not what we own.

I still love riding, after all. I still love the smiles I get walking around the grocery store in a helmet and those goofy, squeezey, maxi-pad shorts, and I still love the sweaty leanness of my body acting in tandem with the pedals, gears, wheels, and road. I love the power of pumping across town. When I catch a glimpse of myself reflected in a window, I still love how I look confident and strong, hunched over the handlebars, transporting myself through space and time. And many days, I still want to raise both arms in triumph, Lance-Armstrong-yellow-jersey-style as I coast down Holly Street. Star's theft made me cranky and sad, and it chipped away at my sense of trust and my belief in the innate goodness of my species-mates. But in the end, all I lost was a bicycle. The cyclist is still there.

HEALTH

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By Erik Moen
PT, CSCS

running, walking down stairs or anything that involves shock absorption. Eccentric contractions are the highest impact contraction a muscle will make. Road cycling or pedaling is primarily characterized by concentric contractions. Concentric contractions are such that the muscle shortens, thus causing a torque-moment at a joint. A season of concentric muscle training will not prepare you for eccentric loading of muscles. The ability to tolerate eccentric loading of muscles must be specifically trained over time. Muscles that will require eccentric retraining for cyclo-cross include the calf, quadriceps, pectoralis, triceps, hamstrings and the hip abductors (gluteus medius).

Proprioception is your body's ability to tell where you are in space. Some people might also call this

coordination. A result of proprioception is your body's ability to successfully stabilize your joints in spite of the uneven surfaces or bike you are jumping upon. The proprioceptive challenges of road biking are much different and arguably less than that of cyclo-cross. Don't let Lance's Tour de France heroics fool you as to the true skills required. Special attention should be made to your feet and ankles. They will have the opportunity and will require the ability to stabilize while landing and running on rough surfaces. One's exercise might include a gradual introduction of trail running.

Other muscle groups that require special attention for cyclo-cross include the trunk muscles (abdominals and extensors), the hip flexors, and elevators of the shoulder. These are all accessory muscles utilized to hoist

bicycles and bodies over barricades and up hills. These muscular requirements are much higher than those road cycling usual demands. Shoulder elevation for the road cyclist is typically limited to lifting the bike up onto some sort of bike rack (ha-ha).

A classic training error of road cyclists who want to participate in cyclo-cross is to just "jump-in" without any specialized preparation for the physical challenges that they are about to experience. Cyclists are highly efficient aerobic machines. This high level of training and the ability to "block pain" allows an athlete to get into trouble much more quickly than the less trained athlete. The road cyclists sometimes depend on their bicycles to hold them upright in spite of their level of fatigue. Cyclo-crossers do not have that luxury as they are frequently jumping on and off their bicycles.

Adequate training for safe participation in a new activity would be three months of specific preparation. A gradual and progressive program should be designed to allow you full participation in cyclo-cross. I would strongly encourage you to either participate in or watch cyclo-cross. As far as spectator sports go, cyclo-cross is an amazing. You get to see the racers frequently (unlike road racing) and doing amazing acts of athleticism at high speed. You may even get to see a crash for those of you in need of a NASCAR-esque experience.

PS: Time for road cyclists to set their 2004 goals!

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Between Brothers



By Valerie Carter
Bicycle Paper Staff

Several decades ago, two kids went in search of an alternative outlet for their competitive energy. While mainstream sports like football and basketball weren't really their cup of tea, they, like many others, still enjoyed impressive displays of athleticism. As such, the world of cycling entered their radar. In the beginning, one brother dominated the other when they would race together. Eventually, however, the underdog broke through to claim a score of junior championship titles and, later, two fourth-place finishes in the Tour de France and a first place in the Giro d'Italia (Tour of Italy). The first brother became a chef.

The former ace is Steve Hampsten, co-founder of Hampsten Cycles, a growing, high-end bicycle company. The underdog is his brother Andy Hampsten, retired pro racer and founder of Cinghiale Cycling Tours. Like their racing roots, the Hampsten brothers' companies, goals and lives are completely intertwined. Andy and Steve co-founded Hampsten Cycles and, while the touring company is more Andy's pet project, Steve is nevertheless president of Cinghiale Tours. Julia, Steve's wife, runs the office for the touring company, in addition to designing logos for both.

Cinghiale Cycling Tours, begun in 1997, was the first to pop up. Andy is a former resident of a village in Tuscany, Italy (where he bought a farmhouse in 1994), and now arranges and personally guides five or six tours annually throughout the region, all of which originate in his former hometown. Cinghiale (pronounced cheen-GYA-le) is the word for a wild boar found in Tuscany and prized for its tasty meat. Like its namesake, the various tours, while being perhaps a little difficult to tackle, make for a choice reward at the end of the day.

Cinghiale's web site contains a "Fitness Check" section, outlining the details and requirements to join one of Andy's rides. It starts with the pig rating system. One pig equals an intermediate-level ride. "We don't have any of these," the site states frankly. Two pigs means, "Plenty of hills. Some long, others steep, non-regrettable for our standard ride-ready client." For three pigs the site opines, "Where we all want to be. Only two of our trips have the mandatory very long, hilly days to be considered truly hard." And finally, for four pigs, "Stay tuned."

The remainder of the site explains, rather openly, that these tours are only for those who

are willing and fit enough to handle consecutive days of challenging, hilly riding. While this might be enough to scare off quite a few on-and-off cyclists, Andy, who wrote most of the web site's content, insists, "People who ride a lot know what I'm saying." He continues, "You can't have someone take all day, and you can't have one person doing it for their own masochistic reasons."

But, with that said, Andy places equal, if not more, emphasis on enjoying the ride. He explains, "We don't have people anymore who aren't aware of the challenge," which is his biggest concern. "They just need to tell me they know what they're getting into," he adds. Clients have the option to ride in the support van when necessary, an offer which many take up for the last day of the tour. Groups are limited to around 20 people, with a guide ratio of one for every four or five people. Having enough guides is extremely important to the spirit of the tour. Says Andy, "We don't want clients to have to think about where they're going...We spend a lot of resources making sure the group stays together."

And, while cycling is the primary reason for the trip, the tour itself is actually fifty percent culture and fifty percent cycling. "Most days we finish the ride by lunch time," notes Andy. The cultural aspects of the tour are carefully orchestrated by Andy and his team of guides. Travelers stay in small, family-owned bed and breakfast inns, which offer wonderful Tuscan wines and delicious home-made food. On the rides, the guides keep the group to a scenery-viewing pace, ensuring that everyone gets a chance to appreciate Tuscany's beauty. Most of all, guests experience an entirely different way of life. From his time living in Tuscany, Andy remembers having to adjust to

the two-hour break in the workday, when all shops and businesses would close, and everyone would return home for lunch and a mid-day nap, or perhaps a bike ride. He is a big fan of Europe's approach to work and play, which he hopes to impress on his clients; "There's a priority on a life where you can get out and ride your bike."

Meanwhile, Steve is back in Seattle working with framebuilders and customers, and consulting with Andy, to achieve each individual customer's ideal bike fit. Hampsten Cycles founded in 1999, started with Andy's friend, Marcello Solca, owner of a tiny bike shop in Switzerland. He asked to put the Hampsten name on a few frames from Japan, which he then sold to friends. Steve and Andy decided to take the idea to the United States, introducing it to Match Bicycle Company in Woodinville, WA. Although Match later closed shop, the idea took hold, and eventually expanded to include current

builders Dave Levy (steel), Moots Cycles (titanium), Co-Motion Cycles (aluminum) and Bob Parlee (carbon). Once the brothers found framebuilders who met the level of quality they were searching for, Steve and Andy were able to focus on their customers' needs.

"It's all about fit and how the bike should ride," says Steve, who brings expertise in building and works with the builders. Andy has the professional experience to know how the bike should handle and provides expertise in fitting and selecting various components for the bikes. Both know what the end product should be. They bring this knowledge and experience to the table when a customer requests a bike. Steve explains, "We get to talk to the customer and really understand what they want. Then we bring that to the builder...It's almost like [we're a] bike consulting firm."

Hampsten Cycles currently offers nine models for racing and touring, with a range of material choices to suit any rider. Andy's personal bike in Colorado is their Strada Bianca model, which is similar to a '60s or '70s era road bike. It is built for any type of road, whether paved or not. Steve and Andy try to bring this level of custom options to their customers. "It's a lot of work," explains Steve, "It's not like we're getting bikes from Taiwan and putting our name on it."

One driving difference between Hampsten and many other companies is that the design of each bike is centered around the stem, which they explain provides a more accurate fit. Per Andy, "It's the only way to get the performance from the bike. The stem is the lever; you want an optimum lever. It means everything [when it comes to] handling." He adds, "It's like shoes. You don't buy shoes that kind of fit, you buy shoes that fit. Same thing for bikes."

So far, customers have been "absolutely delighted," the brothers report. They've asked themselves, "Does the world really need another bike company?...No." However, reception has been positive. Most of the people who come in search of a new frame have been riding for 20 to 30 years, and know exactly what they want. The unique experience the Hampsten brothers bring to the business between the two of them can usually satisfy any criteria a cyclist can put up.

Future plans for Steve and Andy will include searching for ways to branch out. They have talked about doing a kid's bike or a city bike. But, for now, they are happy with the success they have had. "We're looking at a few new projects; a prototype cyclocross design this fall, maybe some wheels, and the first version of our new lugged model showed up yesterday," says Steve. Additionally, Cinghiale Tours is getting ready to branch out next April. The former racer will host bike tours in California,



Hampsten Cycles currently offers nine models for racing and touring.

this time geared more towards racers. "It'll be more like a training camp," explains Andy. He is also looking to host another tour, similar to the Tuscan rides, in California next October. "The challenge is to make the riding on the same level as in Tuscany," says Andy.

For now, both men are happy with the choices they have made with their companies and personal lives. Andy retired from pro racing when his daughter joined the family. When asked if he misses the world of competitive cycling he emphatically exclaims, "No!" Though he enjoyed racing, he does not look back with regret. Cinghiale allows him to maximize his time with his family while leaving him the time and resources to pursue his passions - cycling and the rich culture of Tuscany - and share them with fellow cyclists. Steve, the former chef, is also doing what he loves. In his eyes, frame building and cooking are very comparable: you have the ingredients and you make something beautiful out of them. With their unique set of skills and their passion for the world of cycling, this duo may have all they need to make for their second round of success.

Steve and Andy Hampsten in a Nutshell

Steve Hampsten began his cooking career in 1978 and continued on that path for 18 years, while also working in bike shops in his spare time. In 1996 he switched over to welding and other work in metal shops, where he stayed until 2001. Again, he worked on bicycles when he could, this time with Match Bicycle Company, starting in 1997. In 1999, Steve co-founded Hampsten Cycles with Andy, making it a full-time commitment in 2001.

Andy Hampsten started his professional bike racing career in 1985, when he won the Gran Paradiso stage of the Giro d'Italia. Over the span of his 11-year career, Andy served with teams La Vie Claire, 7-Eleven, Motorola and Banesto. His greatest achievements were winning the Giro d'Italia in 1988 and placing fourth in the Tour de France in 1986 and in 1992, where he also took first place for the Alpe d'Huez mountain stage of the race. He retired in 1996, when he and his wife had a baby girl.



Andy Hampsten from professional bike rider to tour leader.



Steve Hampsten

Quick Notes

A brief history of cyclo-cross

Cross-country cycling, or cyclo-cross, was created by a French soldier, Daniel Gousseau, about 1900. Gousseau, who later became secretary-general of the French Cycling Union, frequently rode his bicycle over rough trails through difficult country, alongside a general on horseback.

In 1902, he organized the first French championship race. In 1924 the first international race was held in Paris. Most of the entrants were road racers who used cyclo-cross to stay in shape during the winter.

The cyclo-cross specialist didn't emerge until the 1970s. The first world cyclo-cross championship was held in 1950 and the first U.S. national championship was held in 1975.

A typical cyclo-cross course is a loop of one-to-two miles with obstacles both natural and manmade. Some sections are unrideable, forcing riders to dismount and carry their bicycles.

Source: *Hickok Sports.com*

Everything is in the Design

Some argue that designing a cyclo-cross course is pure artistry. If that's the case then Pat Benton is cyclo-cross' Pablo Picasso, using grass, mud and barriers as his canvas and bicycles as his brush.

Benton designs the courses for the Seattle's Emerald City Cyclo-cross Series. Every course changes a little or a lot, depending on Benton artistic mood and his desire to make the course different.

"He designs and redesigns," says Craig Udem, race organizer of the Seattle series. "The guy never rests. He's always creating new tweaks on the courses."

Benton is a true artist. He doesn't get paid for his work. He only gets the satisfaction of making cyclo-cross racers and fans happy.

"One of the first things I think about is spectators," Benton explains. "It's about how can we let spectators see the race? How can I bring the race back to the spectators? What's the center of my course? How can I get back to where announcing can occur?"

Benton added that a good designer also designs for the racers.

"After a good hard section of a course you're usually looking for a recovery at some point," he says. "Either flat spinning or down hill. Then I just ride a course over and over again and see how it feels, how long it takes to complete a lap, the flow and the fun factor. I know if I have fun riding it, people will have fun riding it. There's got to be something to challenge the riders. It can't just be a grass crit."

WSBA - 2004 Schedule

The "calendar" meeting to set the Washington State Road Race Schedule will take place on Saturday, November 1 at the Seattle REI store second floor meeting room from noon to 3:00 p.m. The first part of the meeting will be devoted to setting the calendar, including determining the location for the state championship events and discussing any changes we want to make in the WSBA structure. This is open to everyone and it is recommended that every club send at least one representative.

The second part will be a discussion on "How to put on a bicycle race", including information on the paperwork, WSBA supplies, and all the logistics required.

Seattle Junior Criterium Series Recap

By VALERIE CARTER

On August 24, the Lance Armstrong Junior Olympics Race Series - Seattle Criteriums saw the last race in the four-month, eight-race series. Back in April, Series Director David Schilling, though excited about the upcoming races, tried to keep his hopes from soaring too high. As it turns out, Schilling need not have worried. With an average attendance of 35, and with new kids turning out for every race, including the championships at the very end, the future of the Seattle junior series seems promising.

Schilling sums up the experience as, "a lot of fun, big success and the kids were outstanding." His admiration for the kids who participated in the races is clear as he relays stories of a Category D (ages 10-12) rider who was strong enough to catch the Category C racers who had been given a ten-second lead, and exciting races where kids showed more strategy than you typically see in some adult races.

However, the time did not pass without a few difficulties. Schilling remembers, "At the very first race we realized we needed a new scoring system." He had planned to use Washington State Bicycle Association's (WSBA) system of scoring. However, with four categories of riders from ages ten to 18, the system was incapable of keeping the racers organized. So, Schilling and his organizers created new numbers with a color-coding system just for the series, and added in the ten-second gap between the C and D categories, which would get mixed up the most.

As a result, one of the goals for next year is to separate the races. Currently there are four

categories, but two races. Schilling would like to see at least three, and maybe even four races to make it easier to score the various categories.

As well, he is pushing for a later start time, placing them just before the Cat 1 and 2 races, so as to take advantage of the larger spectator crowds. And, while Schilling is very pleased with the number of participants, for the series' second year he hopes to get more riders from BC, Oregon and Eastern Washington.

Also in the works for next year, a junior track series. Schilling is in talks with the Marymoor Velodrome Association to host a series that would run in much the same way as the criterium series. Integral to pulling off both series will be an increase in the number of volunteers, which he hopes can come from groups such as WSBA and Cascade Bicycle Club (CBC).

But, for now, with the series having just ended, Schilling is mostly just grateful that the races were successful, the sponsors were helpful, and the majority of his hopes were met. "I want to thank all the sponsors that came forward, it would not have happened without them," commented Schilling. By the time the race had run its course, the sponsorship list had expanded quite a bit beyond the original few. Key supporters were CBC, WSBA and Dave Douglas, with Cliff Bar, Sock Guy, Simple Green, Oberto, Go Cycling Maui and Bicycle Paper providing everything from bikes and gear to Maui tours.

So, for all of you racers who missed this round of races, or joined the series late, set your sights to next year, which is sure to be at least as exciting, if not more, as the series' first year.

Jr. Crit Overall Standings

Category A - Men

Aaron Renner ASC Racing
Morgan Schmidt RAD Racing
Dee Rasabout ASC Racing

Category A - Women

Karen Amundson RAD Racing

Category B - Men

Jacob McArthur N/A
Tyler Given ASC Racing
Tristen Skolrud RAD Racing

Category B - Women

Amara Boursaw Greggs/Trek
Lisa Tasa N/A
Kyla Giesbrecht N/A

Category C - Men

Evan Schmidt RAD Racing
Spencer Mahan ASC Racing
Grady Weiler ASC Racing

Category C - Women

Elizabeth Dickinson N/A
Taylor Boglioli Greggs/Trek
Hope Chamberlin N/A

Category D - Men

Benny Swendberg RAD Racing
Evan Renwick N/A
Cole Cutright ASC Racing

Category D - Women

Christina Norwich ASC Racing
Brittany Wentz RAD Racing
Devon Simpson Aurora Cycle

Worlds News

Mountain Bike

It's becoming a habit to see the Canadian national team jersey on the cross-country podiums at the Mountain Bike World Championships. Once again BC riders led the Canadian delegation. In the team relay competition, Canada was unable to defend their 2002 title. However, the squad composed of Victoria riders Roland Green and Max Plaxton Abbotsford's Ricky Federau and Chrissy Redden from Ontario rode to a well-deserved bronze medal performance behind the strong Poland and Switzerland teams. Plaxton had the fastest lap of all the junior riders, taking the Canadian team from fourth to first before the last hand off. The USA team placed 12th.

In the elite women competition, Alison Sydor (Vancouver) rose to the occasion. After a difficult season, she tackled the technical challenge of the Lugano, Switzerland course with authority. A strong start allowed her to remain at the front of the race, leading for most of it. Sabine Spitz from Germany, moved ahead of Sydor with a little more than one lap to go and claimed victory by a 16-second margin. Irina Kalentjeva from Russia took the bronze. Sydor has been a dominant rider at the world championships. Since 1991, Sydo has never been out of the top five - that's 13 years at the top.

The elite men race saw another BC rider take charge for most of the race. Ryder Hesjedal (Victoria) imposed an extremely fast pace that left everyone chasing him. It took Filip

Meirhaeghe six laps to reel Hesjedal. Both riders rode together for a lap before Meirhaeghe finally gapped the Canadian to take the gold.

Other strong BC-rider results include: Max Plaxton at 5th place in the junior men race, Ricky Federau in 12th position in the Espoirs (U23) category, Chris Sheppard (Kamloops) with 16th spot in the senior elite men race as well as Roland Green and Kiara Bisaro (Courtenay) ranking 19th in their respective elite categories.

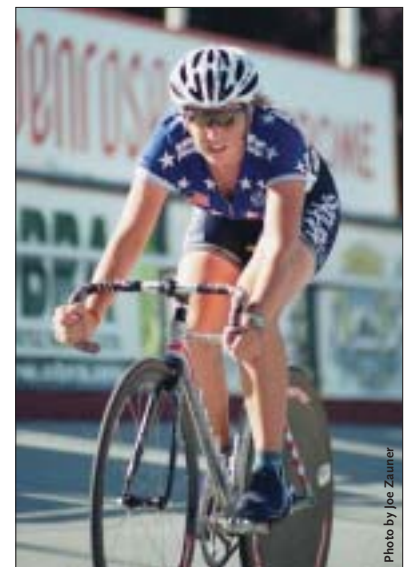
Master Track

In Manchester, Stanley Gregg claimed a silver medal in the 500-meter 55-59 age group category in a time of 36.987, only 0.001 second-faster than Geoffery Cooke from Britain. Ron Boyle from Australia grabbed the gold.

A Rainbow Jersey for Larssyn Staley

Beverton, OR, resident Larssyn Staley captured the gold medal in the women's 20km points race at the 2003 UCI Junior World Track Championships in Moscow.

Staley had lapped the field and accumulated 35 points before crashing in the final corner of the final lap. Her point total, however, was enough to allow her to claim the rainbow jersey over Lithuanian Agne Bagdonaviciute, who finished second with 33 points. Laura Telle of Latvia was third with 27 points.



Larssyn Staley

Staley also competed in the Scratch race finishing 16th place. Karen Admussen (Woodinville, WA) finished 17th in the Individual Pursuit and 18th in the 500-meter time trial. Finally, the team of Adam Southerland (Kent, WA) and Marty Cahill (Portland, OR) tied for 15th in the Madison event.

► "Shangri-La" from page 1



Photo by Joe Zauner

Ben Jacques-Maynes and twin brother Andy came from California to compete in the 2002 UCI Redline Cup.

that's helped, especially for the elite riders, especially at the national and international level."

On the national and international level the Northwest has, for the past decade, boasted several top athletes, most coming from the Seattle area. The two standouts are Dale Knapp and Ann Grande, a recently married couple racing for the Washington-based Kona/Kenwood team.

Knapp has represented the United States seven times in world championship events. Grande has raced the world championships every year since it was opened to women in 2001. Her best finish was two years ago when she was fourth. Last year she won the national championship in Yontville, CA. It was the first time a Northwest elite rider had ever won a national cyclo-cross championship.

Recently, elite athletes started emerging from the Portland area, where fields averaging more than 375 riders per race brought sheer volume to the equation of producing world class cyclists. Primary among those world class cyclists is Barry Wicks (Kona/Kenwood). Wicks, 22, represented the United States last year at the world championships in the Espoirs (under 23) division. The lanky, curly-haired blond from Corvallis, OR, with an e-mail handle of "circus clown," brings a smooth style to the sport and is regarded as the leader of the next generation of 'cross racers.

"I think Wicks is definitely one of the up-and-comers to watch this year," says Mikler. "He'll make some noise on the national scene. With the number of riders Portland has and the support it provides, it's inevitable that

some top talent will surface."

The chief architect behind the growth of the sport in the Portland area is Ross. His Cross Crusade Series, in terms of participation, is the biggest cyclo-cross scene in North America. For the past four years the Cross Crusade has added 30 riders per race to the Portland fields. This year he expects another jump in participation.

"This year the number of people signing up for (pre-season) clinics is out of control," Ross explains. "We're getting 60 participants per clinic. If half of those riders go to the races, we'll be at more than 400 riders a race on average. The women racers really drive the numbers up. We average 100 women racers a race and that number should grow again this year."

Ross says the key to growing the sport is incorporating a high entertainment factor into all his races.

"Our main goal is to show everyone a really good time," Ross claims. "My job really is to put on eight parties in the fall. If everyone has a good time then the word spreads. If you have people coming out and having a blast, then they'll tell their friends about it. We get people racing cyclo-cross who don't do any other kind of bicycle racing during the year. The party aspect is important."

Another key to the growth of the sport is the number of junior-development programs that seem to proliferate in the Northwest. The most prominent is Rad Racing, headquartered in Olympia, WA. Voted "Club of the Year" by the USCF in 2002, Rad has produced numerous national champions on track, road, mountain and cyclo-cross

venues for the past four years. In that time they have placed ten riders on national junior teams competing at the world championships. This year three Rad athletes are vying for world team slots. They are Tuger Thomas, 18, Tristen Skolrud, 17, and Will Freeman, 18.

"I'm very committed to getting Tuger Thomas on the team," explains team manager Jim Brown about the Auburn, WA., rider who finished fourth at last year's national junior championships. "This year we'll have to travel to face the best competition and the best competition is in New England. The kids there are looking at Tucker and they're worried. People who care about junior 'cross racing are looking closely at Tucker as a competitor."

Kids racing bicycles is nothing new, but kids racing tricycles? According to Seattle-area race director and organizer of the Microsoft Metro Series, Craig Udem, it's never too early to get the kids on the course, provided it's just for fun.

"Kids between the ages of two and 12 race for free," Udem says. "It's all for fun. The older kids ride one lap on the adults' course and they're pretty serious about it, but the younger kids on tricycles? Well, that's just a lot of fun. It's called the three-wheel category with parental assistance. It's quite hilarious, the parents love it and I think it helps participation."

With an increase in participation comes an increase in equipment sales. Skip Reyes, the marketing director for K2 Bicycles located on Vashon Island near Seattle, says sales of their entry-level Enemy cyclo-cross bicycle have exceeded forecasts for the past three years straight.

"It used to be that the majority of cyclo-cross bikes were old road bikes that were taken down to (Seattle frame builder) Glen Erickson and had some cantilever brakes welded on. Now you have people spending \$2,000 or more on a bike. It's turning into an enthusiast's niche."

Reys says he expects to sell more than 500 Enemy bikes this year, which retail for \$1,080. He added that his company has noticed other trends in recent years.

"People are buying complete bikes where they used to buy just frames," he comments. "We think people are buying them for cyclo-cross on the weekends and then commuting on them during the rest of the week. We see a lot of (our bikes) outfitted with fenders, wracks and lights."

The lights won't be necessary on Sept. 27 at the Marymoor Velodrome during Star-Crossed Cyclo-cross when riders will race a course that will soon loop around that facility. By the time the elite riders toe the line the sunlight will be nearly drained from the evening sky, but the stadium lights will be on.

And athletes will speed by bell-ringing, silly-hat wearing, screaming cyclo-cross fans, many packed in a beer garden the size of a backyard swimming pool...

Queen's Heart Made of Gold



By Joe Zauner
NWR
Editor-in-chief

The relative media blitz that surrounded the 2002 national cyclo-cross championships in Yontville, CA, gave a nod of recognition to Ann Grande. The De Moines, WA rider nicknamed "The Queen of Cross", was a beloved figure on the national and Northwest circuits. However, she was suffering through a dismal season with a mysterious back injury prior to the championship race.

Mention of her to the media by her fellow athletes seemed a professional courtesy. Grande was storied for her sweet, supportive nature and her colleagues were returning the favor. Journalists understood. They gave Grande a mention in their articles and radio broadcasts leading up to the start of the race, but the spotlight focused on riders with a realistic chance at contending for the crown - riders who routinely beat Grande by minutes for months prior to the race.

But record rain before and on race day turned the course into a swamp. While most forsook the conditions, the environment

favored Grande, a gymnast-sized athlete with a finesse style perfect for technical conditions. Added to this was the insuppressible desire of a champion and a lot of physiological luck. Not soon after the race started, Grande was showing the form that eluded her all season. The form that placed her fourth at the 2001 world championships.

"I always show up wanting to win and sometimes you have the fitness to match that thought and sometimes you don't," Grande explains. "I think so many of the girls at nationals were so focused on winning that, when the gun went off, suddenly, with the rain, the mud, they weren't having the kind of day they expected. I had nothing to lose so I had no expectations."

She rode mostly unchallenged, winning by 17 seconds over second-place finisher Rachel Lloyd. On cell phones and e-mail the word of Grande's victory quickly spread and not long after she crossed the line, bike mechanics, lawyers, carpenters - those in the tight-knit Northwest cyclo-cross community who couldn't make the trip to watch nationals - toasted "The Queen of Cross."

Today Grande's back is nearing 100 percent. "It's not perfect," she says. "It's holding steady. I can't go really hard a whole lot but I can go really hard every once in a while."

Grande will defend her national title in Portland on December 12.



Photo by Joe Zauner

Anne Grande



Bowling For Dillos

By JOE KURMASKIE
AKA THE METAL COWBOY

(An Armadillo love story - Due to the satirical nature of this nature drama PETA discretion is advised.)

I braved the border of Florida not so long ago - helping mom get settled back in. Like Jack Nicholson, who thought we couldn't handle the truth, Mom couldn't handle the Oregon winters. She lasted a year and some change. Who can blame a woman that had spent the better part of her life fighting seniors for space on the A1A's and Tamiami Trails of the Sunshine State? Now that she'd officially become a senior I admit that it might have felt like a right we'd taken away from her. Every time Mom stepped aboard our clean, quiet, mass transit system a little piece of her died inside.

While out for a sweltering pedal (Riding around Florida after April 1, while it might not make you an outright fool, is akin to being enveloped inside a gigantic humidifier. Note to self, maybe there's a weight loss book in there somewhere.) I spied a group of three not-so-wise young men, mullet growers all, advertising their favorite beers and monster trucks above the bills of Day-Glo orange, green and yellow baseball caps.

Before anyone phones the politically correct police, I did an involuntary residence, a stint if you will, in Florida. In technical jargon this was known as my childhood. Somewhere between the feathered hair years and the parachute pants experiment, I sported something dangerously close to a mullet, visualized myself behind the wheel of a Camaro and boasted my favorite BBQ joint across the bill of my cap. This of course gives me politically correct immunity with no statute of limitations. I WAS for a time, one of those boys. Then someone shook me hard, changed the radio station and hoisted a copy of "Catcher in The Rye" into my mitts. If that doesn't cover me, too damn bad. Now I'm

someone else's stereotype. Anyway, I have a pile of rocks here and I'm not afraid to throw them. Doesn't everyone keep their favorite glass repairman on speed dial?

That said, if anyone could find a twisted level of distraction on a Tuesday afternoon my money was on these rough and ready boys. Plus, out of the corner of my eye I'd caught what appeared to be lawn bowling under the carport.

With twenty miles of palmetto bushes already behind me, I thought the offer of a cheap lite beer would break up the ride nicely. I looped back, coasted down the shell gravel drive and leaned my rig against a poster of the Dixie Chicks. Someone had taken a pen and added devil horns and the words Semper Fi.

Nods, handshakes, a beer can salute to the gentleman holding the "bowling ball."

"Hey Ya'll. So what do we have going here?" (The use of ya'll buys an introduction. It distinguishes you from the Canadian Snowbirds and all the Winnebago Warriors fleeing Michigan. After that it's up to you, your knowledge of NASCAR, and instinct to avoid a solid beating.)

Sonny introduced me to their pet armadillo - Dillo. There's a zen-like purity to the choice of names for what amounted to a member of the family.

The bowling alley was a muddy stretch about the distance of a horseshoe course with empty Miller bottles set up in that familiar triangle. If only ESPN could put me on staff. Hand to God, Dillo would tuck and ball up just before release. Sonny threw a decent spare. During that hallowed instant of silence after the bottles stopped spinning, I was rooting for Dillo to unfurl and make a break for the underbrush. Instead, he released and started that lopsided little gait that armadillos use to move about. Incredibly, Dillo brought his muddy shell back to the carport. In this pet, they had a built-in ball return.

"It doesn't hurt the little guy?" I asked. And what sort of answer was I expecting, really? As if I was putting this question to a research team of biologists from the Columbus Zoo. For the first time, the three not-so-wise men gave me a

good looking over. While I had the ya'll down, I was pedaling a bicycle. It could be I was with those eco folks over in Gainesville.

Green Ball Cap scooped up Dillo and that's when the already surreal went right over the redneck rainbow. Why hadn't I noticed the baby bottle filled with Miller beer before? He popped it into Dillo's mouth thingy and the animal went right to the teat. While these gents would be hard pressed to locate the Pavlovian Effect if it walked up and salivated on them, here they were putting it into practical use.

"We only roll em in the soft mud," Yellow Cap noted. To punctuate this he pointed out the nearby hose they used to water the area. "Dillo loves it. Smartest animal we ever had."

Everyone looked at the armadillo sucking from a baby bottle. Yep, Einstein on the half-shell. Sonny chimed in with "Smarter than all our dogs."

And that clinched it. Any vague plans I might have been cultivating regarding the liberation of Dillo were dashed at the thought of hounds being released on a sticky Florida afternoon.

The not-so-wise men still had their fur raised and their eco-radar up.

"Give Dillo a roll" Sonny said, taking my beer from me. This was not a question. It was the Southern-fried version of a scene from the Sopranos. I was the deep cover cop having to snort the dope or pistol-whip someone to prove loyalty. And here I wanted to go to my grave without the stain of armadillo bowling on my permanent record. When faced with B roll movie masquerading as your life, when staring down the barrel of the preposterous, as I see it, you have two choices. Fold, and roll the damn rodent... or escalate the craziness.

Hell, boys. Isn't there a rule 'bout keeping the armadillo off the alley for thirty minutes after he's drunk his lunch?" I laughed in the same way our president does when he wants people to think he's made a funny. Before my audience could turn on me I upped the ante.

"Got an even better idea, if you men will allow me. Dillo being so sharp and all I bet he'd enjoy a bike ride. Yeah, let's put him up on the front

panniers and Sonny you can show him where the shifters are."

Their smiles indicated that I was on the right track here. "Got a camera around?" I asked,

taking my beer back. So Dillo got his photo shoot. Only once, when I was pedaling to the top of the driveway with the animal poking out of my oversized Arkel front bag, waving Sonny into position for an action shot, did I harbor thoughts of a Cool Hand Luke-style escape attempt. But I reasoned, rightfully or not, that if they'd trained one armadillo to bowl who knew what the next recruit would be indentured into. Besides, the three not-so-wise men really did seem attached to the little armored tank. I'm only guessing that to be a bowling ball in the backwoods of Florida is better than being the soup du jour.



Arkel sponsored author, entertainer and wayward adventurer Joe Kurmaskie has written two critically acclaimed short story collections - "Metal Cowboy" (Random House \$13) and "Riding Outside the Lines" (Random House \$13) He's available for performances, workshops, assemblies, weddings and anywhere else that boasts free grub. Check out his antics, new stories, giveaways, suspect advice, autographed copies and the like at www.metalcowboy.com

FEATURE

Praying for Rain...and Snow

By ALLISON MARKIN

It's been a long, dry (very dry), hot summer in British Columbia. Forest fires, some of which are expected to continue to smolder well into the winter, surrounded many Interior towns. The area was under strict no-watering policies, and the lower half of the province was, in effect, closed to all back-country travel for most of August. Translation? There was not a lot of mountain-biking in the hills, as government land was closed to everyone but firefighters and many ski resorts followed suit by limiting access to their trails, just to be safe.

As many of us up north pray for rain this summer, we are also, for the first time in decades, now even admitting that we'd like some snow. Yes, snow. Not only do we need the snowpack to fill up our reservoirs, but since we missed out on using trails for a while, why not leave the hellish summer behind and get ready for snow and ice biking? We're all used to cycling through the rain, but given that the sun prevented the full enjoyment of the bounty of

BC's trails this fire season, this might be the year to take up cold weather riding, and make up for the recent lack of mountain biking.

In Vancouver we don't often experience snow, at least not in the city, but as soon as fall hits, the North Shore mountains, Whistler and many of the Interior resorts will be cool and, hopefully, covered in snow. Certainly the resorts most affected by the fires - Sun Peaks near Kamloops, Big White near Kelowna, and several resorts around Cranbrook, in the foothills of the Rockies - could use a tourist boost over the winter.

While most don't offer snow or ice biking as part of their traditional ski packages, if you call ahead and inquire about riding and lift facilities at ski resorts, most will try to accommodate you. Failing that, head to open trails on public land and try out snow or ice biking. Just watch for signs limiting access (due to the fires, some areas will remain unstable and trees may topple with no warning) or barring bikes from the trails. And make sure you're not ripping up the trails so much that they'll be un-rideable in the spring.

Ice or snow biking does require some prep work, however. Clothing is important. While you may not get as cold as you would expect (you are, after all, exercising), it's important to wear layers. Begin with a breathable layer that wicks sweat away from your skin. Try wearing tights. Several manufacturers have styles, just for winter, that can be worn on their own or under another layer. Then, wear an insulating layer of something fluffy, like fleece or wool. Finally, put on a waterproof shell of nylon or plastic to keep everything underneath nice and dry. And don't forget to wear gloves and protect exposed areas, such as your face and ears. Wear a headband that allows you to wear a helmet properly. And don't be afraid to carry extra clothing, just in case.

Depending on conditions and the length of your ride, several ice bike web sites recommend leaving the cycling shoes at home and going for something a bit heavier such as running or hiking boots. Just be sure your feet will stay dry.

As for your bike, that may also depend on conditions. In some conditions, a road bike with slim tires may provide better traction, but these are best used on flat courses or areas where the snow is compact. Your regular mountain bike may do the trick in a variety of environments,

particularly if you're riding only on snow (at a ski resort, for example). If you'll be in very wet conditions, fenders might be a good idea, and if you'll be riding on ice (especially black ice) you may want to look into studded tires for added traction.

Just as when driving a car in winter conditions, be aware that your bike may not react as you'd normally expect it to. Braking may take some extra time, and may in fact create puddles of water on top of ice, and turns should be taken with caution. Try to stay as upright as possible and if you do take a tumble, remember that you'll probably be falling into snow, which is much more comfortable than pavement. Above all, look for traction: snow is better than ice.

We may have not had the best biking summer on record, but with some help from Mother Nature, the winter season could prove to be a banner one.



Caffeine: Friend or Foe?



By Kelly Christensen
Bicycle Paper
Editorial Intern

The image of the Northwest would hardly be complete without a coffee shop on every corner and eco-conscious citizens biking up merciless hills under a dark and threatening blanket of clouds.

Cyclists around here are hardly strangers to caffeine or intense exercise, but how many have thought to consider the effects of one on the other? That morning espresso may be extraordinary for ushering you into consciousness, but caffeine can help enhance even more athletic performances than the swan dive out of bed. Endurance athletes have been taking caffeine as a stimulant for years. In fact, it is banned in concentrations greater than 12 micrograms per milliliter of urine from the Olympic games, which is the equivalent to about five cups of coffee flowing through your bloodstream at once. Before investing in a personal espresso maker for better riding, take a look at the complex wonder drug that can

both keep you working longer and harder and cause nausea, dehydration and depression.

Where to find it

The most abundant and well-known source of caffeine is found in that which many of us have come to emotionally and chemically depend on to begin the day: coffee. Those who start with a mocha are in for a double whammy, as chocolate also carries a significant amount. Coffee beans, tea leaves, kola nuts, which flavor cola drinks, and cocoa beans naturally contain caffeine, but many food sources like soft drinks contain artificially inflated amounts. Caffeine, taken primarily from the decaffeination process of decaf coffee, is made into over the counter drugs like the appetite suppressant Dexatrim, and uppers like No Doz and Vivarin. In what may be the most brilliant and underhanded marketing scheme ever, soft drink makers use

this same byproduct to comprise 95% of the caffeine in sodas (notice it appears on the "ingredients" list on the back of the can) to keep consumers subtly addicted.

How it works

Caffeine works its magic by standing in for adenosine, a naturally occurring neurotransmitter that slows down the rate of neuron firing. The caffeine molecule is remarkably similar in shape to the adenosine molecule, so it binds to

adenosine receptor sites, preventing your brain from receiving the slow down signal. You stay alert and awake when you might otherwise have an increase of adenosine that would cause drowsiness. Caffeine also stimulates the production of dopamine, the feel good hormone, so you don't feel the crankiness that comes with being overtired. As if that were not enough, your body magnifies the intensely awake effect; when your brain is forced into rapid firing, it stimulates the adrenal gland to produce

epinephrine, the "fight or flight" hormone which prepares your body for an intense physical challenge by increasing heart rate, dilating pupils, and rerouting blood away from organs to extremities (which is also responsible for its appetite suppressing quality). Caffeine is a diuretic, which means it stimulates kidney activity, causing you to urinate more frequently. But during exercise, this effect seems to be offset, possibly by the adrenaline from the combination of caffeine and exercise as dual stimulants. With more adrenaline in the system, less blood flows to organs and more to areas that would help you in extreme circum-

stances, so you shouldn't need to ruin your time by hopping off to find a restroom.

Side effects

It is one of caffeine's properties to trick the body into a mild panic that can both cause the jitters and improve your race time. But how much is necessary or advisable is disputed. Some studies indicate that the stimulant properties of drinking a single cup of regular coffee an hour before exercise are enough to keep you revved. Others suggest that the amount required to boost performance exceeds even the allowable limit set by the International Olympic Committee, at which someone not already addicted to caffeine would probably be suffering from nausea, headaches, and severe shakiness. Sensitivity to caffeine can vary from person to person as well, depending on their natural tolerance or trained immunity. If you are particularly sensitive, even small amounts could cause frequent urination and dehydration, nausea, headaches, or nervousness. Using caffeine too frequently or in large quantities could lead to insomnia, anxiety, depression, or delirium.

How to use it

Because findings differ on the amounts of caffeine it takes to make a difference in athletic performance, and because sensitivity to its side effects can vary from person to person, it is best to take it slowly when deciding to energize your workouts with caffeine. Start with a low dosage 30 to 60 minutes before you ride. An Americano has about 30-40 mg per cup, instant coffee around 100 mg, and drip coffees between 150 and 300 mg. Colas tend to have around 35 mg, and dark chocolate 20 mg per ounce. Keep in mind that about 250 to 600 mg per day, a rounded three cups of regular coffee, is considered average, healthy, non-addictive consumption. If you choose to start with coffee, drink it black, as milk is known to cause stomach discomfort and sluggishness if consumed shortly before intense exercise and warm milk contains tryptophan, an amino acid that raises serotonin levels which can cause drowsiness. Sugar in the drink will give you a temporary boost but may have negative effects when it wears off as quickly as it took effect. If you have a high tolerance and don't notice any improve-



Cyclists are hardly strangers to caffeine - many rides start at a Coffee Shop.

Photo courtesy of BP Archives



Replacing your water with coffee; a bad idea!

Photo courtesy of BP Archives

References and sites for more information on the health effects of caffeine

Complete and easy to read information, including the caffeine dosage in common foods, can be found on the Johns Hopkins University School of Medicine caffeine site: www.caffeinedependence.org/caffeine_dependence.html

This great site for kids explains the caffeine process (and others) clearly and simply: <http://home.howstuffworks.com/caffeine.htm>

The American Sports Education Program Coaches Resource Center has helpful information on caffeine and performance: www.asep.com/supplements/content/viewnotes.cfm?sid=12

U.S. National Library of Medicine's Medical Encyclopedia: www.nlm.nih.gov/medlineplus/ency/article/002445.htm

Caffeine: A User's Guide by Nancy Clark, MS, RD: www.fitnessforenandall.com/reports/article/nutrition/caffeine.htm

ment in your energy level after riding on a single cup, try a 12 oz cup or switch to a stronger brew. The only way to find out if caffeine will improve your own endurance is to give it a try and monitor your results to determine if caffeine is worth the health risks.

Caffeine can aggravate pre-existing problems associated with high blood pressure and ulcers. It can also be dangerous to pregnant women and have adverse affects when combined with certain medications. It is a good idea to consult your doctor before taking on any new health regimen, including caffeine, especially if you have any of the above conditions.



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Welcome to the Pacific Northwest's Most Comprehensive Bicycle Calendar

All events are listed chronologically within their respective sections: **Events** (clinics, expositions, lectures, etc), **Multisport** (events that include cycling as part of the competition), **Series** (weekly competitions where cumulative point standings are awarded), **BMX competition**, **Cyclo-cross**, **Off-Road Racing** (competition featuring single-track and other off-road riding), **Off-Road Touring** (rides featuring single-track and off-road riding), **Road Racing** (bicycle competition), **Road Touring** (road rides of various distances and for any type of bicycles), **Track** (velodrome type event).

To conserve space, we've chosen to run web sites only on events where both web site and email are available. If you are an organizer and your event is not listed, or if the information listed changes, contact us and we will gladly update the calendar. Please send your event information in the same style and format as seen here.

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EVENTS

SEPTEMBER

Sep 20: Old Bicycle Swap Meet and Whizzer Ride
Portland, OR/Vancouver, WA. At the Iron Ranch. Camp out and pre-swap Friday. Call for more info. Greg Munger, 360-576-4047

Sep 20-21: Sugoi Dirt Series #7
Whistler, BC. Mountain bike camps for women. Offers two days of expert small group instruction and hours of practice on the trails to reinforce new skills. Weekend reunion. Cycling BC, 1367 - 332 W. Broadway, Vancouver, BC, V6H 4A9. 604-737-3034, www.cycling.bc.ca

Sep 23-25: Footprints and Bike Tracks 2003
Olympia, WA. The conference is an educational forum that provides participants with the tools and resources that will demonstrate the benefits of walking and bicycling, and offers "how to" help to overcome the barriers to physical activity in their community. Barb Culp, Bicycle Alliance of Washington, Box 2904, Seattle, WA, 98111. 206-224-9252, www.bicyclealliance.org

OCTOBER

Oct 12: WSBA Awards Dinner
Shoreline, WA. WSBA awards for best all-around riders in 2003 will be presented at the dinner. Event start at 7:00 p.m. Pasta buffet. Reserve your spot. Martha Walsh, www.pazzwool.com

Oct 19: SpeedSeries Learn to Race Clinic #5 (Cyclo-cross)
BC. Specifically designed for new cyclists; run by experienced racers and certified coaches. Participants can look forward to learning the basics of competitive cycling, specialized equipment, training and preparation rituals, training cycles, tactics, nutrition, and riding skills. Additionally, participants have the option of entering a sanctioned race event at a reduced rate. Cycling BC, 604-737-3034, www.cycling.bc.ca

NOVEMBER

Nov 15: 11th Annual Bicycle Alliance of Washington Auction
Seattle, WA. Join 300 fellow cyclists at the Scottish Rite Masonic Center for the biggest non-riding event of the cycling year. Hundreds of cool holiday gifts, fabulous food, complimentary beer and wine. \$40/person. Barb Culp, Bicycle Alliance, P.O. Box 2904, Seattle, WA, 98111. 206-224-9252, www.bicyclealliance.org

Nov 19: Bicyclists' Legal Clinic
Portland, OR. A free vehicle law class for bicyclists with lawyer Ray Thomas. Bicycle Transportation Alliance, 717 SW 12th, Portland, OR, 503-226-0676, info@bta4bikes.org

RACE SERIES

Mar 13-Sep 25: Thursday Time Trials
BC. Roger Thomas, http://mars.ark.com/%7Eevcccl/clubinfo.html

Apr 2-Oct 29: Cottage Grove BMX Racing
Cottage Grove, OR. Wednesday night, 6:00-7:00p.m. Reg. \$5; Every Saturday 2:30-3:30. Reg. \$7. Racing ASAP! Dick Wentland, Todd Kephart Memorial BMX Association, Box 693, Cottage Grove, OR, 97424. 541-767-2699, www.geocities.com/cg_bmx

Apr 8-Sep 30: Tuesday Night PIR Race Series
Portland, OR. Portland International Raceway. Summer race series for categories 1-5, women and juniors. First time racers to pros. Registration opens at 5:30 p.m. First race at 6:05 p.m. Jeff Mitchem, River City Bicycles, 3143 SE Main Street, Portland, OR, 97214. 503-233-3636, jeff@digjive.com

May 1-Sep 25: Alpenrose Weekly Series
Portland, OR. Alpenrose Velodrome, Thursday evenings track racing. Registration starts at 5:30 p.m. Race at 6:30 p.m. and continues until dusk. Rental bike \$5. Prizes for Cat 1/2 field omnium winners June through August. Madison will be added to omnium and used for Cat 1/2 season award calculation. Event canceled if raining. Field may be combined at the discretion of the organizer. Mike Murray, 4318 SE 8th Ct., Gresham, OR, 97080. 503-661-5874, www.obra.org/track

Aug 30-Oct 25: Treasure Valley BMX Saturday Racing
Boise, ID. Three Saturdays of racing. Registration from 10:00 a.m. - 11:00 a.m. Carol Baisley, 208-887-3885

Sep 5-Oct 24: Caldwell BMX Friday Racing
Caldwell, ID. Friday night weekly series. Registration from 5:30-6:30 p.m. Presign by email. Brandy Miller, 808-922-9199, caldwellbmx@excite.com

Sep 14-Nov 2: Inland NW Cyclo-cross Series
Spokane, WA. Six event series. \$15 entry fee for adults, \$5 for runners, kids 11 and up race free. All races start at 11:00 a.m., cross-country running races start at 12:30 p.m. and the kid's racing starts at 1:30 p.m. Marla Emde, Super Squadra Sports Cycling Club, 509.326.6983, emde1coach@hotmail.com

Oct 5-Nov 23: Cross Crusade Series
Portland, OR. Races are hosted at various venues. Category information and start times posted on our web site. Brad Ross, 503-246-7338, www.crossrusade.com

Oct 25-Nov 22: Outlaw Cyclo-cross
Medford, OR. Four event series races in the Medford area. Jana Jensen, www.obra.org

BMX

SEPTEMBER

Sep 20: Cottage Grove BMX Racing
Cottage Grove, OR. See race series for further information. Dick Wentland, Todd Kephart Memorial BMX Association, Box 693, Cottage Grove, OR, 97424. 541-767-2699, www.geocities.com/cg_bmx

Sep 21: RockyTop BMX - Sunday Racing
Mountain Home, ID. Registration from 1:00 p.m.-2:00 p.m. Tony Haberland, 208-587-5500

Sep 24: Cottage Grove BMX Racing
Cottage Grove, OR. See race series for further information. Dick Wentland, Todd Kephart Memorial BMX Association, Box 693, Cottage Grove, OR, 97424. 541-767-2699, www.geocities.com/cg_bmx

Sep 27: Cottage Grove BMX Racing
Cottage Grove, OR. See race series for further information. Dick Wentland, Todd Kephart Memorial BMX Association, Box 693, Cottage Grove, OR, 97424. 541-767-2699, www.geocities.com/cg_bmx

OCTOBER

Oct 1: Cottage Grove BMX Racing
Cottage Grove, OR. See race series for further information. Dick Wentland, Todd Kephart Memorial BMX Association, Box 693, Cottage Grove, OR, 97424. 541-767-2699, www.geocities.com/cg_bmx

Oct 4: Cottage Grove BMX Racing
Cottage Grove, OR. See race series for further information. Dick Wentland, Todd Kephart Memorial BMX Association, Box 693, Cottage Grove, OR, 97424. 541-767-2699, www.geocities.com/cg_bmx

Oct 5: RockyTop BMX - Sunday Racing
Mountain Home, ID. Registration from 1:00 p.m.-2:00 p.m. Tony Haberland, 208-587-5500

Oct 8: Cottage Grove BMX Racing
Cottage Grove, OR. See race series for further information. Dick Wentland, Todd Kephart Memorial BMX Association, Box 693, Cottage Grove, OR, 97424. 541-767-2699, www.geocities.com/cg_bmx

Oct 11: Cottage Grove BMX Racing
Cottage Grove, OR. See race series for further information. Dick Wentland, Todd Kephart Memorial BMX Association, Box 693, Cottage Grove, OR, 97424. 541-767-2699, www.geocities.com/cg_bmx

Oct 15: Cottage Grove BMX Racing
Cottage Grove, OR. See race series for further information. Dick Wentland, Todd Kephart Memorial BMX Association, Box 693, Cottage Grove, OR, 97424. 541-767-2699, www.geocities.com/cg_bmx

Oct 18: Cottage Grove BMX Racing
Cottage Grove, OR. See race series for further information. Dick Wentland, Todd Kephart Memorial BMX Association, Box 693, Cottage Grove, OR, 97424. 541-767-2699, www.geocities.com/cg_bmx

Oct 19: RockyTop BMX - Sunday Racing
Mountain Home, ID. Registration from 1:00 p.m.-2:00 p.m. Tony Haberland, 208-587-5500

Oct 22: Cottage Grove BMX Racing
Cottage Grove, OR. See race series for further information. Dick Wentland, Todd Kephart Memorial BMX Association, Box 693, Cottage Grove, OR, 97424. 541-767-2699, www.geocities.com/cg_bmx

Oct 25: Cottage Grove BMX Racing
Cottage Grove, OR. See race series for further information. Dick Wentland, Todd Kephart Memorial BMX Association, Box 693, Cottage Grove, OR, 97424. 541-767-2699, www.geocities.com/cg_bmx

Dec 14: RockyTop BMX - Sunday Racing
Mountain Home, ID. Registration from 1:00 p.m.-2:00 p.m. Tony Haberland, 208-587-5500

CYCLO-CROSS

SEPTEMBER

Sep 21: 2003 Emerald City Cyclo-cross Race Series #1
Seattle, WA. North SeaTac. See race series for further info. http://marymoor.velodrome.org

Sep 21-Dec 7: Emerald City Cyclo-cross Race Series
Seattle, WA. Entry fee \$15, except 2 pm Senior Men A's \$20. Kids are free. Beginning Women and all Juniors \$5. http://marymoor.velodrome.org

Sep 21: Inland NW Cyclo-cross Series #2
Spokane, WA. Mukogawa Fort Wright Institute. REI Kid's Race #2. Runner Soul Race #1. See race series for further info. Marla Emde, Super Squadra Sports Cycling Club, 509.326.6983, emde1coach@hotmail.com

Sep 27: Star-Crossed II - UCI
Redmond, WA. Twilight cyclo-cross event, racing under the lights. UCI sanctioned event. Fast spectator friendly course featuring party atmosphere. Music, beer garden, K2 raffles. Registration opens at 3:00 p.m. close 20 minutes before start. Elite riders need UCI license. Cash prize and merchandise. Terry Buchanan, Lake Washington Velo and King County Parks, 206-527-9345

Sep 27: Widmer Star Cross
Seattle, WA. Marymoor Velodrome. http://marymoor.velodrome.org

Sep 28: 2003 Emerald City Cyclo-cross Race Series #2
Seattle, WA. South SeaTac. Grail de la Grunge Cup. See race series for further info. http://marymoor.velodrome.org

Sep 28: Disco Cyclo-Cross
Hood River, OR. Cyclo-cross event. Julie Wilson, 541-387-2673

Sep 28: Inland NW Cyclo-cross Series #3
Spokane, WA. Highbridge Park. REI Kid's Race #3 - finals and awards. Runner Soul Race #2. See race series for further info. Marla Emde, Super Squadra Sports Cycling Club, 509.326.6983, emde1coach@hotmail.com

OCTOBER

Oct 4: 1st Annual Cyclo-cross Competition
Port Townsend, WA. Fort Worden State Park. This spectator-friendly, fast and fun course has something to offer every level of rider. Most notable for "The Tunnel", this course also features riding through the famous Officers Row from the movie "An Officer and a Gentleman". See web site for details. Big Ring Sports Media, www.RagnarokRacing.com

Oct 5: Cross Crusade #1
Portland, OR. See race series for further information. Grail de la Grunge Cup. Alpenrose Dairy. Brad Ross, 503-245-9357, www.crossrusade.com

Oct 11: Cliff Bar Gran Prix of Cyclo-cross
Tacoma, WA. http://marymoor.velodrome.org

Oct 11: UCI event
Seattle, WA. Rad Racing, www.radrac.org

Oct 12: Cross Crusade #2 - UCI
Portland, OR. UCI Cannondale/PDX Int'l Cross Classic. At Jackson Middle School. See race series for further information. Brad Ross, 503-246-7338, www.crossrusade.com

Oct 19: 2003 Emerald City Cyclo-cross Race Series #3
Seattle, WA. Donida Farms. See race series for further info. http://marymoor.velodrome.org

Oct 19: Cross Crusade #3
Portland, OR. At Barton park. See race series for further information. Brad Ross, 503-246-7338, www.crossrusade.com

Oct 19: Inland NW Cyclo-cross Series #4
Spokane, WA. Riverside State Park. Runner Soul Race #3 - finals and awards. See race series for further info. Marla Emde, Super Squadra Sports Cycling Club, 509.326.6983, emde1coach@hotmail.com

Oct 25: BC Provincial Cyclo-cross Championships
Vancouver, BC. BC Champs Dave Cressman, Team Soliton/Krebs Cycle Club, 1175 Maple St., Vancouver, BC, V6J 3R7. 604-730-1998, www.teamssoliton.com

Oct 25: Outlaw Cyclo-cross
Medford, OR. See race series for further information. Jana Jensen, www.obra.org

Oct 26: 2003 Emerald City Cyclo-cross Race Series #4
Seattle, WA. Steilacoom. See race series for further info. http://marymoor.velodrome.org

Oct 26: Cross Crusade #4
Portland, OR. At T.H.P.R.D. See race series for further information. Brad Ross, 503-246-7338, www.crossrusade.com

Oct 26: Inland NW Cyclo-cross Series #5
Spokane, WA. Riverside State Park. See race series for further info. Marla Emde, Super Squadra Sports Cycling Club, 509.326.6983, emde1coach@hotmail.com

Oct 27: Cross Crusade
Portland, OR. At Barton Park. Brad Ross, 503-246-7338, www.crossrusade.com

NOVEMBER

Nov 1: Halloween 'Cross Fest
Portland, OR. Halloween 'Cross Fest at Johnson Farm. See race series for further information. Brad Ross, 503-246-7338, www.crossrusade.com

Nov 1: Outlaw Cyclo-cross
Medford, OR. See race series for further information. Jana Jensen, www.obra.org

Nov 2: 2003 Emerald City Cyclo-cross Race Series #5
Seattle, WA. Lincoln Park. St. Jude's benefit. See race series for further info. http://marymoor.velodrome.org

Nov 2: Cross Crusade #5
Portland, OR. At Johnson Farm. See race series for further information. Brad Ross, 503-246-7338, www.crossrusade.com

Nov 8: Washington State Cyclo-cross Championships
Port Townsend, WA. Fort Flagler. Championship on Saturday, second race on Sunday. Terry Buchanan, Broadmark Capital Cycling Team, www.broadmarkcycling.com

Nov 9: 2003 Emerald City Cyclo-cross Race Series #6
Port Townsend, WA. Ft. Flagler. See race series for further info. http://marymoor.velodrome.org

Nov 9: Canadian National Cyclo-cross Championships
Vancouver, BC. Beautiful course in Jericho Park - perfect cross Dave Cressman, Team Soliton/Krebs Cycle Club, 1175 Maple St., Vancouver, BC, V6J 3R7. 604-730-1998, www.teamssoliton.com

Nov 9: Vancouver Cyclo-Cross
Vancouver, BC. Location TBA. David Cressman, Team Soliton, 604-730-1998, http://dave_cressman.net

Nov 9-16: Vancouver Cyclo-Cross Grand Prix
Vancouver, BC. Cyclo-cross event. Dave Cressman, 604-730-1998

Nov 15: Outlaw Cyclo-cross
Medford, OR. See race series for further information. Jana Jensen, www.obra.org

Nov 16: 2003 Emerald City Cyclo-cross Race Series #7
Seattle, WA. South SeaTac. See race series for further info. http://marymoor.velodrome.org

Nov 16: Cross Crusade #6
Portland, OR. See race series for further information. Brad Ross, 503-246-7338, www.crossrusade.com

Nov 22: Outlaw Cyclo-cross
Medford, OR. See race series for further information. Jana Jensen, www.obra.org

Nov 23: Cross Crusade #7
Portland, OR. Oregon District Cyclo-cross Championships and Series #7. Estacada Timber Park. Grail de la Grunge Cup. See race series for further information. Brad Ross, 503-246-7338, www.crossrusade.com

Dec 7: 2003 Emerald City Cyclo-cross Race Series Final
Seattle, WA. North SeaTac. Grail de la Grunge Cup. See race series for further info. http://marymoor.velodrome.org

Dec 12-14: Saturn Cyclo-cross National Championships
Portland, OR. Portland International Raceway. Brad Ross, 503-246-7338, www.crossrusade.com

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MOUNTAIN BIKE RACING

SEPTEMBER

Sep 27-28: Whistler MTB Festival
Whistler, BC. CANCELLED Richard Jurn, Shore Events Ltd., 604-983-3625, www.shoreevents.com

Sep 28: Rowbottom Ramble
Qualicum to Parksville, BC. Epic XC. Hugh Fletcher, Arrowsmith MTB Club, 250-248-5575, www.arrowsmithmtbclub.com

OCTOBER

Oct 3-5: Methow Valley Mountain Bike Festival
Winthrop, WA. Three-day MTB event includes circuit race, catered lunch rides, downhill races (kids and adults), salmon dinner, bike rodeo, and cross-country races (kids and adults). Jan Erickson, Methow Valley Sport Trails Association, Winthrop, WA, www.mvsta.com

Oct 11-12: First Canadian MTB Orienteering
Sunshine Coast, BC. Mountain Bike cross-country orienteering. Jackie Slavenova, Ultimate Outdoor Adventures, 604-671-2931, www.uoa.ca

Two Fine Dinners

By MAYNARD HERSHON

It's a late afternoon in April, '94. We're in the lobby of The Grove Park Inn Resort in Asheville, in the mountains of Western North Carolina. Three guests, a tanned young man and two ladies he's never met, a decade or three older, are gathered at the concierge's station.

The young man, a bike racer from the Midwest, is here to train on the area's demanding roads. The ladies take two-week vacations together like this one, a garden tour of the Eastern states, every year. They're from Southern California and have been friends since their husbands were roommates at Stanford.

They're enjoying their visit; Asheville is a lovely garden-tourist destination and the Grove Park Inn a breathtakingly beautiful, flawlessly hospitable place to stay.

The young man talks with the concierge about where to go to dinner in town. The ladies, too, discuss dining possibilities with the concierge and ask her to call a cab. The cab, it seems, will be slow to arrive.

The young man has a rental car outside; he suggests to the women that they can simply take his keys. Use the car. They will not hear of it.

Perhaps we'll join you, they say. Where are you thinking about going?

I hadn't decided, he says, maybe for Italian food. Oh, Italian food; great, they say, let's go together. So the three new friends, a 30-ish bicycle racer and two women nearly twice his age, hop into a rental car for the drive down into town, looking forward to a pleasant meal.

During dinner, the ladies ask the young man what he does professionally; he races his bicycle, he tells them without elaborating. The ladies agree that they have never met anyone who earned a living exactly that way. How interesting.

The conversation shifts quickly from work to subjects less mundane, more mutually stimulating, among them gardening and the collecting of certain categories of antiques.

The friendly, soft-spoken athlete and the two ladies of a certain age discover they share many enthusiasms and have much in common. They exchange names and addresses, expressing a unanimous intention to extend this chance meeting into a fruitful friendship.

The racer soon left Asheville. The ladies checked out not much later to move on to the next garden adventure. Each woman, upon her return home, told her husband about the charming man in Asheville, about his kindness; his varied interests, rare in such a young man; his pride in his family and his uncommon vocation.

They were quite taken aback, each of them, when their husbands recognized the athlete's name. How remarkable. So modest...

A pleasant, frequent correspondence, letters and occasional gifts, ensued. A casual mention in Asheville by the young man that he has at least some Native American ancestry prompted the arrival at his family home of a small library of books on Indian lore and history.

When his wife mentioned her fascination with novels set in China, books began to appear from her two new friends in Southern California. When she visits there, she invariably receives an invitation to share a meal, the invitation always accompanied by flowers.

And just as the two women learned that the racer is far more prominent in his sport than he let on, the athlete and his wife discovered that the two unpretentious women and their husbands are widely known in the business world, especially for their philanthropy, for supporting public television and endowing a library at Stanford.

Last fall, the two ladies learned that the athlete and his wife were soon to visit the Los Angeles area. The young man was to announce the end of his racing career in conjunction with a banquet in Beverly Hills.

They learned that the banquet, at chef Wolfgang Puck's famous Spago, would be underwritten by the generous Korbel Wine people. Korbel would arrange and pay for exclusive use of the restaurant for the evening.

They further learned that corporate cycling sponsors and supporters could buy tables for notables and guests. The tables would sell for serious money, that money, thanks to Korbel, earmarked to benefit the United States Cycling Federation.

Hmmm, they said, did a little quiet research, and called Mark Gorski at the federation.

As you looked around Spago the evening of the banquet, called the Korbel Night of Champions, you saw bike racing and bike industry individuals-of-weight, clustered around tables laden with delicious, elegantly presented food. Centered on each table you saw cards reading GT or VeloNews or Motorola or Oakley...

Except for the table at the front-right, the untitled but universally acknowledged table of honor.

Seated around that table at Spago (Beverly Hills) were the young racer, gardener and antique buff from Minnesota, Greg LeMond,



retired from racing only hours before; his gracious wife Kathy; the two ladies, their husbands and two other couples, southern California friends of theirs.

That table, proceeds to benefit the USCF's Project '96, had been secured by the two ladies, whose names no one at the federation recognized. Two ladies who'd never been the least bit aware of Greg LeMond, the federation or cycling - until they were befriended by a gentleman bike racer.

Two ladies who never dreamed they'd be friends of U.S. cycling - until a chance meeting with a friendly cyclist at the Grove Park Inn in far-off Asheville, in the mountains of Western North Carolina.

NEWS

Heine and Haworth First in Paris-Brest-Paris

The oldest long-distance bicycle race saw Jan Heines from Seattle, WA and stoker Jay Haworth from Toronto, Canada climb more than 35,000 ft along the 765-mile (1225 km) route with an impressive time of 52 hours and 44 minutes. They became the first "mixed tandem" to finish this year's edition of Paris-Brest-Paris. Heines/Haworth's team ranked second overall amongst the tandem riders while riding a bike built in 1948 by the famous René Herse. "I

wanted to experience the event as it had been during the heyday of randonneuring in the 1950s, and show at the same time that the old equipment and strategies are by no means outdated," explains Heine in a communiqué. Thus, unlike other teams, Heine and Haworth did not use a support car, but carried all their clothing and enough food to last 280 miles. Both their choice of equipment and riding schedule brought them victory in Paris.

RAD Racing Earns Top Club Award from USCF

USA Cycling Development Foundation announced the winners of the 2003 Center of Excellence Awards, a program designed to recognize outstanding cycling clubs around the country with cash awards to assist in their structural development. Rad Racing of Olympia, WA, a mountain bike, cyclo-cross, road and track team was recognized as one of the six clubs selected nationwide for this honor.

The programs selected focused on junior and U-23 athlete development. They have developed a solid organizational structure and professionally coach their athletes to achieve their best results and ultimately compete at the national and international level.

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CALENDAR

NOVEMBER

Nov 17-29: Mali: Sahel Journey
Mali. Explore the lifestyle of the 'Sahel', including a boat trip on the Niger River, visits to the fascinating, culturally rich Mopti/Djenne/Dogon region. Optional trip to Timbuktu. 500 km, 300 miles, flat, 20% rough dirt. Cost \$1090 plus airfare. David Mozer, International Bicycle Fund, 4887 Columbia Dr. S, Seattle, WA, 98108. 206-767-0848, www.ibike.org/bikeafrica/mali.htm

ROAD RACING

SEPTEMBER

Sep 20-21: Eugene Celebration Cycling Classic
Eugene, OR. Pro/1/2, Cat.3, Cat. 4/5, Masters, Women, Stage Race (RR/Circuit, TT and Crit.). Distances vary. Part of Eugene Celebration Festival! Saturday - Road Race and Time Trial, Sunday - Downtown Criterium. Jim Anderson, 1467 Greentree Circle, Lake Oswego, OR, 97034. 503-975-8229, www.eugenecelebration.com

Sep 23: Tuesday Night PIR Race Series
Portland, OR. See race series for further information. Jeff Mitchem, River City Bicycles, 3143 SE Main Street, Portland, OR, 97214. 503-233-3636, jeff@digwest.com

Sep 30: Tuesday Night PIR Race Series
Portland, OR. See race series for further information. Jeff Mitchem, River City Bicycles, 3143 SE Main Street, Portland, OR, 97214. 503-233-3636, jeff@digwest.com

OCTOBER

Oct 7-12: World Championships - Road
Hamilton, ON. Not a NW event but the best chance to see 800 of the greatest cyclists from 50 countries racing for the ultimate title. It is only the 5th time the event has been raced out of Europe. Hamilton, 35 Glen Road, P.O. Box 5190, LCD#1, Hamilton, ON, 905-529-2003, www.hamilton2003.com

ROAD TOURING

SEPTEMBER

Sep 19-22: Rolling Pub Crawl
Forest Grove, OR. Multi-day cycling tours featuring a relaxing route between McMinnams hotel properties in Forest Grove, McMinnville, Portland, and Troutdale. Each tour (15-25 people) group will experience the beauty of the Northwest by day, and the unique pleasures found at the Grand Lodge, Hotel Oregon, Kennedy School, and Edgfield by night. Affordable all-inclusive packages are available for three and four day tours. Rebecca Miller, Smith & Miller Production, 818 SW 3rd Ave. 399, Portland, OR, 97204. 503-720-6984, www.rollingpubcrawl.com

Sep 20: SIR 200 km Brevet
TBA, WA. Randonneurs Mark Thomas, Seattle International Randonneurs (SIR), 13543 160th Ave NE, Redmond, WA, 98052. 425-702-8880, www.seattlerandonneur.org

Sep 20: Southern Interior Brevet - 200 km
100 Mile House, BC. On-road/Off-road Brevet - Bring your MTB. Adrian Messner, 250-791-5742, www.randonneurs.bc.ca

Sep 20-21: Tour des Lacs
Spokane, WA. 2-day cycling tour from Spokane to Coeur d'Alene and back. Variety of routes and mileage options. Wendy Zupan, Round & Round Productions, 418 E Pacific, Spokane, WA, 99202. 509-455-7657, roundandround.com

Sep 20-21: Trek Tri-Island
Seattle, WA. A 3-day, 135-mile fully supported bike ride. Meredith Gibson, American Lung Association of Washington, 2625 3rd Ave., Seattle, WA, 98121. 206-441-5100, www.alaw.org

Sep 21: Six Covered Bridge Tour
Cottage Grove, OR. This event will start in Cottage Grove at 8:00 a.m. and includes 6 covered bridges. 90 percent of the tour will be on paved Rails to Trails paths. Choice of 33, 50 and 85 mile ride. Randy Dreiling, Oregon Trails Promotions, P.O. Box 148, Oakridge, OR, 97463. 541-782-2388, www.oregon-adventures.com

Sep 26-28: SIR 1000 km Brevet
TBA, WA. Randonneurs Mark Thomas, Seattle International Randonneurs (SIR), 13543 160th Ave NE, Redmond, WA, 98052. 425-702-8880, www.seattlerandonneur.org

Sep 27-28: Kiwanis Wine Country Trek
Yakima, WA. Join this amazing two-day ride through wine country in the Yakima Valley to Prosser and back! David Severson, Apple Valley and Prosser Kiwanis Clubs, 10419 Summitview Ave, Yakima, WA, 98908. 509-972-8803, www.desertvalley.com/rides

Sep 28: Peach of a Century
Salem, OR. 62 and 100 miles. Salem Bicycle Club, www.salembicycleclub.org

Sep 30-Oct 5: Bike & Hike Washington's San Juan Islands
San Juan, WA. 6-day journey through the island passages of the San Juans aboard the 1924 classic wooden yacht, M/V Westward. Spend your days cycling the backroads of pastoral Lopez or the rolling hills of Orcas, or kayaking and hiking idyllic shores. Pacific Catalyst Expeditions, P.O. Box 1949, Port Townsend, WA, 98368. 1-800-320-2793, www.pacificcatalyst.com

OCTOBER

Oct 4: Ellensburg Manastash Century/ Half-Century Bicycle Tour
Ellensburg, WA. Scenic ride to Cle Elum and back along the Yakima River. 104-kilometer and 50K loop rides. Jean Lofy, Ellensburg Cross Country Ski Club, 701 N. Willow St., Ellensburg, WA, 98926. 509-962-8040, www.elltel.net/XCski

Oct 5: Kitsap Color Classic
Edmonds, WA. 14- to 64-mile loops along Kitsap Peninsula. Cascade's last event of the season. David Douglas, Cascade Bicycle Club, PO Box 15165, Seattle, WA, 98115. 888-334-BIKE, www.cascade.org/kcc/

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NOVEMBER

Nov 1: Solvang Prelude
Solvang, CA. 25- to 50-mile or Metric Century ride Randy ICE, Randy Ice P.T., C.C.S., 12300 E. Washington Blvd Suite W, Whittier, CA, 90602. 562-690-9693, www.BIKESCOR.com

Nov 15-22: Tour Tucson & El Tour de Tucson
Tucson, AZ. Tour Tucson environs: Desert Museum, Biosphere, Colossal Cave. Includes entry into El Tour de Tucson Tim Kneeland, Tim Kneeland & Associates, Inc., 410 W. Spazier Avenue, Burbank, CA, 91506. 800-433-0528, www.owct.com

DECEMBER

Dec 1-13: People-to-People
Senegal, Africa. Explore the culturally and historically rich area of the West Africa coastal. 550 km, 300 miles. 85% paved roads, flat terrain. David Mozer, International Bicycle Fund, 4887 Columbia Dr. S., Seattle, WA, 98108-1919. 206-767-0848, www.ibike.org

TRACK

SEPTEMBER

Sep 25: Alpenrose Weekly Series
Portland, OR. See race series for further information. Madison only. Mike Murray, OBRA, 503-661-5874, www.obra.org/



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Men C 13/14:	Evan Schmidt - RAD Racing
Women C:	Taylor Bogkoti - Gregg's/Trek/VW
Men D 10/12:	Benny Swandberg - RAD Racing
Women D:	Christina Norwich - ASC Racing

For additional information e-mail Dave Schilling at david@comcast.net

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Dinner served at 7:00 p.m.
Live Auction begins at 7:30 p.m.

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For more information contact: Bicycle Alliance 206-224-9252

EBay auction starting November 1st. See Bicycle Alliance (www.bicyclealliance.org) and Bicycle paper (www.bicyclepaper.com) web site for more information and links as well as preview of items to be auctioned off.

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