

BICYCLEPAPER

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Winter 2003 • Free

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Trends for the New Year

By LAURA MOEN AND VALERIE CARTER

Spring 2004 holds some exciting new trends for bicycling, which of course means a slew of new products to check out. The myriad of options may leave you at a bit of a loss as to where to start in your perusal of the new year's offerings. To get you pointed in the right direction, Laura Moen, soft goods buyer for Gregg's Cycles, shares her findings from this year's Interbike - the premiere cycling product tradeshow in the country - and provides unique insight into what makes for a "hot, new item." According to Moen, the categories with the most interesting areas of growth are freeride, women's cycling and road riding. While there are many bikes to go along with each of these styles, of more interest are the items that are worn rather than ridden.

Freeride

What, exactly, is freeride? Freeride is a demanding style that is primarily

known as offroad technical riding, and can include big drops, jumps and stunts (think Dave Watson, Tour de France). Typical participants have backgrounds in BMX and mountain biking.

Freeride - Shoes

One important aspect of freeride is having a good shoe. Stiffness in a bike shoe will better enable you to control the block-style pedals. Being clipped in during a launch is not what you want, a discovery you'll make when trying to quickly ditch your bike. The 661-Launch shoe (\$65) is a great choice as it is stiff, flat and black, so it can handle the dirt.

Freeride - Helmets

Of course, you'll also need a helmet to face the challenges of freeriding. Bell is offering the Bellistic full-face helmet (\$80), which provides a great fit. While not as tight as those that motorcyclists use, it will still protect your jaw, nose and head all at once (look out branches!). Many dental and

See "Interbike" on page 4

► Health

Holiday Wish List

ERIK MOEN PT, CSCS

Holidays coincide well with the periodization of bicycling. 'Tis the season for giving and receiving! The off-season is a great time to reflect upon your past season of bicycling and figure out what the next will bring...particularly what Santa will drop off for you and your bicycle.

Here are my suggested top Holiday gifts for 2004.

Give the gift of power

Power-based training is hot and the real deal. There are many ways to spend your money on these apparatus, and each has its strengths and weaknesses. Examples of power-measuring manufacturers are CompuTrainer, Power Tap, SRM, Polar and Ciclosport. The various devices have their own unique ways of measuring your bicycling power output. Bottom line, each piece will allow you to keep an eye on this segment of your winter preparation. Your ability to monitor and appreciate

power levels in training will take your fitness to a new level.

Consult a coach

A recent research paper by Jeukendrup and Martin in Sports Medicine (2001; 31(7) 559-569) demonstrated the most economical way to improve your function on the bicycle. The paper reviewed different methods of spending money to increase performance on a 40km time trial, such as training, diet, aero-positioning, altitude training, bike/body mass and equipment. Their results demonstrated that the most significant improvements were obtained by having an organized training plan. They projected that this could make anywhere from a one- to seven-minute difference on your time. Other parameters had much less potential for allowing as much of a performance change. A great way to effectively organize a training plan is to consult a coach.

See "Health" on page 4



Photo by Sandy Weis

Cedreic Crumbine (7' tall with his Rodriguez road bike) and Lise Spangenthal (5' tall with her Rodriguez mountain bike), illustrating the differences in custom bikes.

Precision, Passion and Custom Frame Building

By JEN DOOLITTLE

Admit it. You like the idea of owning a bike unlike any other. You want that exultation of a bike built only for your unique body. A custom frame - that's right, your frame - a beautiful piece of steel (or is it titanium, or, perhaps, aluminum, that gets you hot?) tailored to you, as frame builder David Levy says, "in the same way one would measure a fine suit of clothing."

But where do you go to buy that dream bike?

Right here in the Pacific Northwest. I have visited some of the Northwest's best custom frame builders. They let me into their shops, their homes, their favorite taverns and coffee shops. They showed me their techniques, their materials, their tools and their philosophies. And they live to put you on that bike you've been dreaming of.

So here is a little about each of them, and the rest is up to you.

Co-Motion Cycles

Dwan Shepard and Dan Vrijmoet opened a small bike shop in 1988 and quickly found a niche in the custom frame building market. They experienced so much success with their custom tandem business that they soon needed to expand. Located in Eugene, Co-

Motion Cycles now employs 15 people in a 13,000-square-foot facility that looks more like a NASA showroom than a bike shop.

"We built this facility to be the state-of-the-art bike shop in the country," says sales manager Alan Cline. And it shows. The shop is divided into stations, with each area manned by an experienced builder who performs a specific task on each frame, from the first intricately mitered tube to the final dusting of paint.

The only step that takes place outside of the shop is the fitting. Co-Motion frames and bikes are sold through dealerships, where customers are fitted using a computerized fit guide, a program that generates individual frame dimensions from personal measurements.

Co-Motion bikes are made from either steel or 7000-series aluminum and the average customer spends \$3,000 for a single and \$4,000 for a tandem. And while tandems are what made Co-Motion famous, Cline reminds me that they are "setting the standard" in a variety of bikes including road, racing and touring. "We are no-holds-barred," says Cline. "We have no limitations on us."

For more information, visit: www.co-motion.com.

See "Frame" on page 8

Bike Guy Ensures Legislative Success

By JEN DOOLITTLE

The Oregon State Legislature witnessed a change this session: Scott Bricker.

Bricker, a lobbyist for the Bicycle Transportation Alliance (BTA), remained in Salem for the entire Legislative session in a successful effort to protect the rights of bicyclists.

"We were seen as the bike dudes," chuckles Bricker. "I was the bike guy." It was the first time the BTA sent a permanent lobbyist to Salem and, thanks in part to the bike guy, the session adjourned in August with favorable results for cyclists.

The BTA resolved to address every bicycle-related issue, including a bill permitting parking in bike lanes near schools; one requiring the registration of every bicycle; a bill supporting the implementation of new "Pay-As-You-Drive" insurance policies; and one that would no longer require bicyclists to come to a complete stop at stop signs.

Bricker and the BTA also successfully protected a law that dedicates one percent of all transportation funding to bicycle and pedestrian projects.

Here are the results:

House Bill 2041

What it is: A \$2.5 billion transportation plan that will increase vehicle registration and title fees in order to fund the repair of bridges and roads.

How it affects bicyclists: Lawmakers, when creating HB2041, did not consider a law passed

in 1971 requiring that one percent of all Oregon transportation funding be spent on bicycle and pedestrian projects. Bricker's primary concern was protecting the "Bicycle Bill" by ensuring that new transportation projects would include the allotted bicycle funds and accommodate cyclists.

The result: HB2041 passed with the Bicycle Bill intact. The Oregon Department of Transportation will use most of the \$2.5 billion to repair state and local bridges, but \$500 million will be used for road modernization projects statewide.

It is this \$500 million that could benefit bicyclists the most. "Local jurisdictions will get money to improve roads," says Bricker, "and these funds could be used for projects that greatly enhance the bicycle and pedestrian environment. At a minimum, all new roads shall include bicycle and pedestrian facilities and at least one percent of the total amount will go to bike and pedestrian facilities."

That comes out to an impressive \$25 million.

House Bill 2043

What it is: A bill supported by the Oregon Environmental Council (OEC) that encourages auto insurance companies to initiate "Pay-As-You-Drive" (PAYD) insurance plans. The bill allows for a trial period of 2005-2009 in which companies attempting to develop and implement PAYD plans will receive a tax credit per

policy sold.

How it affects bicyclists: The availability of PAYD insurance plans will encourage drivers to use alternative modes of transportation, potentially decreasing cars on the road and increasing air quality. Cyclists will enjoy safer commutes and an insurance option that will decrease premiums and the cost of vehicle ownership.

The result: HB2043 passed. Insurance companies will be offered a \$100 tax credit, per policy sold, beginning in 2005. Costs of developing new policies and tracking technology will initially limit the availability of PAYD insurance plans. But, if successful, the trial period should lead to widespread per-mile insurance options.

"We do think it's likely," says Chris Hagerbaumer, OEC program director, "that several firms are going to put some serious time and effort into researching and developing a PAYD product over the next couple of years." For more information visit www.orcouncil.org/Pollution/PAYD.htm.

House Bill 3135

What it is: A bill that would have required the registration of all bicycles.

How it affects bicyclists: HB3135 was constructed in an attempt to help recover stolen bikes to their owners, but Bricker and the BTA opposed the bill because it created an obstacle to riding a bike.

The result: HB3135 died in committee and bicycles will not require registration.

House Bill 2768

What it is: A bill that would have allowed bicyclists to treat stop signs as yield signs.

How it affects bicyclists: Bicycles would no longer be required by law to come to a full stop at stop signs, creating quick and convenient commutes for cyclists. The BTA gave the bill "soft support," reports Bricker, but there were concerns. There is a risk that the new law would not be effectively communicated to cyclists and drivers, resulting in misunderstandings of the law.

The result: HB2768 was never heard by the Senate and will not become law. Bicyclists will still be expected to come to a complete stop at stop signs.

House Bill 3303

What it is: A bill that would allow 10-minute vehicle parking in bike lanes near schools.

How it affects bicyclists: Besides the inconvenience of vehicular obstacles in bike lanes, it discourages children from riding their bikes to school.

The result: HB3303 died in committee and vehicles will not be allowed to park in bike lanes near schools.

The Bike Guy came through big time, but Bricker is reluctant to take the credit. He acknowledges help from the bike community when discussing the recent success.

"People come out of the woodwork when bike rights get threatened," he says proudly.

Oregon cyclists will see positive results from the 2003 Legislative session and more can be expected from the 2005 session, when the BTA plans to send another representative to Salem.

IMBA News

The Best State for Mountain Biking?

Arizona and British Columbia, Canada both earned A grades in the 2003 version of IMBA's Access Report Card, bumping Colorado off the top spot for mountain bike advocacy, trails and riding.

The key to British Columbia's success is a willingness to embrace evolving styles of riding. While Victoria, Kelowna, Rossland, Nelson and Fernie have world-class cross-country riding, what really separates B.C. from the rest of the planet is freeriding. B.C. is one of the few places where freeriding in all of its incarnations - super-technical trails, big drops and stunts - is fully

embraced. The original stunt trails surrounding Vancouver have been improved, and on some days more than 1,000 riders buy tickets to ride at Whistler Resort.

On the Individual state rankings, Idaho placed 3rd with an A-, Oregon 9th with a B+ and far behind is Washington in 25th with a B. On the country ranking, Italy leads the pack and Canada is listed in 2nd place, ahead of the United States.

The IMBA Report Card is a tool to alert IMBA members and mountain bikers to where they're doing well and where access remains threatened.

It's a resource for IMBA advocates to measure progress and focus energy.

For the full version of the 2003 IMBA Report

Card, including grades and comments for all 50 states and six countries, visit www.imba.com.

Trails Open to Mountain Bikes on Corps Land

IMBA is helping the U.S. Army Corps of Engineers identify all trails that have been improved by IMBA members. The Corps maintains 450 recreation sites around the country and hundreds-of-miles of

trails. They are placing a special emphasis on the trails that have been improved by IMBA clubs.

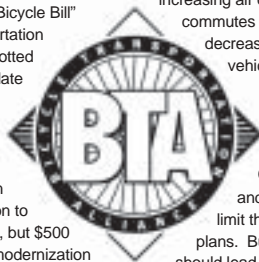
The Corps hopes to start marketing "Bike Trails" to the public next year and IMBA wants to help.

Each trail IMBA members have helped improve will be listed on the Corps recreation web site along with an IMBA logo.

If you are an IMBA club, or advocate and have done volunteer work on Corps trails, please send an e-mail to IMBA Government Affairs Director Jenn Dice at jenn@imba.com answering the following questions:

- 1) Name of U.S. Army Corps of Engineer property
- 2) Closest city and state
- 3) Name of senior land manager and phone number (if known)
- 4) Number of trail miles open to mountain bikes
- 5) Official name of trail worked on
- 6) Name of closest IMBA affiliated club

For additional information see www.imba.com.



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LETTERS

Re: Unicycling Takes the Act Off-Road (Bicycle Paper Fall 2003, page 3)

It's great to see a mUni article show up in a bicycle publication. The article was well-written and on the money! The mUni community loves nothing more than to see positive articles that show the world there is more to unicycles than face paint and juggling pins. I forwarded it on to all my mountain biking buddies. Being one of only three mountain unicyclists here in North Carolina I love to be able to pass on anything that will shed some light on the sport. Every article helps to make us look legitimate and your

article is one of the best I have read at reflecting that kind of image!

Thanks again,
Josh Taylor, Stanley, NC

Thanks for your positive write up of this growing sport. We need all the help we can get to separate us from the "circus" stigma. It was very well researched too!

Thanks,
Jagur Thomas, Salem, Oregon

I'd like to ask you to pass on a compliment to Kelly Christensen for the well researched and well written article on "Unicycling taking its act off-road."

It is a pleasure to read an article about a sport you enjoy and doubly so when the writer managed to avoid the hackneyed phrases unicyclist loathe to see in print. This mail reaches you from Johannesburg in sunny South Africa, just to give you an idea of the spread of this particular malady.

Thanks again,
Dave Walters, Johannesburg, SA

Re: Bike Helmets Now the Rule in Seattle (Bicycle Paper, Fall 2003, page 2)

Both as a practicing family doctor, as well as a car-free, environmentally concerned cyclist, I believe it's a pity that bicycle helmet legislation continues to gain ground in North America. Of course, helmets can provide valuable protection in some circumstances, so I'm not opposed to their use, especially for trail riding. But helmet laws are generally only enforced on public roads where protective headgear doesn't often save the lives of cyclists struck by motor vehicles. Police officers' attention is best directed towards speeding and other dangerous motorist infractions that endanger the lives of all road users.

Another problem with helmet laws is that they are bad PR for bicycling, and reinforce the misconception that road riding is a dangerous thing to do. Helmet legislation has been shown to reduce ridership in several jurisdictions where it has been enacted and enforced. This is quite disturbing, as several studies have demonstrated that the individual risk of cyclist injury increases when there are fewer people riding on the streets. Decreased ridership also negatively impacts cardiovascular fitness. Acute myocardial infarcts claim more lives than do head injuries in our population. Maybe that's why, helmet or no helmet, the average cyclist has

been found to live longer than the average non-cyclist!

The philosophy behind helmet law is as disturbing as that which often motivates SUV ownership... rather than actively endeavoring to avoid accidents, our culture seems to be content with the provision of passive protection for when they occur.

Rather than obsessing over bicycle helmets, authorities should concentrate on reduced speed limits, traffic-calming neighborhoods, improved cycling facilities and measures that would encourage citizens to forsake their personal motor vehicles in favour of transit, walking and pedaling.

Thomas J. DeMarco
Whistler, BC

Re: Hey! That's My Bike! (Bicycle Paper, Fall 2003, page 1)

I was visiting Eugene recently and picked up a copy of your paper to read with coffee. Coming from the Canadian prairies, this is the first time I've encountered your publication.

I was moved by Cathy Belben's article "Hey That's My Bike." For those of us who have lost a bike (well who hasn't really?) it struck a deep cord. Losing a cherished bicycle is a sad event. Cathy's article is thought provoking, therapeutic and, at the same time, humorous. I sure hope that Cathy continues to submit articles—she has an awesome writing talent. I found your web

address and will now frequent your excellent publication for more articles like this one.

Don Hollingshead
Communications Director
Elbow Valley Cycle Club,
Calgary, Alberta

NEWS

Cyclists Enthusiastic About the Bike Commute Challenge



By Jen Doolittle
Bicycle Paper
Editorial Intern

Thousands of commuters in Oregon and Washington ditched their cars during the month of September and rode a combined total of 175,000 miles on their bikes.

The 2003 Business to Business Bike Commute Challenge, organized by the Bicycle Transportation Alliance (BTA), took place Sept. 2-30 and provoked friendly competition between more than 250 companies.

A crowd of cheering participants gathered for the ninth annual Bicycle Hubhub at the Bridgeport Brew Pub in Portland on Oct. 16, to hear the announcement of the Commute Challenge winners.

"Cyclists are always in a good mood," laughs Brita Johnson, BTA program director, as she addressed the enthusiastic crowd. "It's an occupational hazard."

Johnson announced that 252 businesses participated in this year's Commute Challenge, contributing to 30,000 bicycle trips.

Companies with the greatest percentage of participants received beautiful wind chimes in the shape of bicycle gears and, of course, bragging rights. This is important, because the competition gets intense.

"It's not quite to the death," says Mike Abbaté, from GreenWorks P.C. in Portland, of the

competition within his company. But it's close. Two owners of GreenWorks compete in recruiting the most employee participants.

They must be effective because GreenWorks received their fourth award in five years.

"When you've won before," says Abbaté, "there's a pressure to stay on top of your game."

The rules state that each business must have a coordinator who tallies the total number of bicycle trips made and then reports the totals to the BTA. The hope is that employees will pressure their co-workers to try bike commuting at least once.

This year 431 participants rode their bikes to work for the first time.

Curtis Barton and Kristina Franklin of Clackamas County Water Environment Services are two of these first-time commuters. A co-worker of Barton and Franklin proudly pointed at the two first-timers and announced that they each have a 500-foot elevation difference in their commute.

"Just wait until it starts snowing," laughs Barton, "I'm going to be one [heck] of a skier."

The Bike Commute Challenge offers the encouragement and support that those comfortable with their morning drive need to hop on their bikes. Maps, t-shirts and further advice are offered through the BTA; but it is the encouragement of co-workers that inspires most

to test out a morning bike ride.

"Once you get started," says Dave Aulwes of TransCore, "you realize 'Man, that's a [heck] of a lot simpler.'"

Richard Dodd, also of TransCore, estimates that three to four of his co-workers now regularly ride their bikes to work because of the Bike Commute Challenge. Dodd says that he started riding last year because of the Challenge, but he stopped during the winter months. This year he will ride through the winter.

This is the reaction the BTA hopes for when organizing the yearly challenge, but the enthusiasm of the crowd surprises even the event organizers.

"I think it's so funny," says Jessica Roberts, BTA membership director, "how excited the companies get!"

She happily waves a hand around the room to indicate the cyclists who huddle around lists of ranked participants to see where each company placed.

As the list circulates the room, riders relax with a beer and a slice of pizza, talking, teasing and laughing. It is evident that they are proud of themselves and each other. And they should be.

For a list of all winners, see www.bta.org/

► "Interbike" from page 1

plastic surgeon bills will be prevented with this helmet.

Freeride - Clothing

This year's cool, new brand of clothing is Sombrio, which is a rider-owned company from Canada. You may have heard of one of their owners, Dave Watson, who hucked some big air this summer when he jumped the Tour de France (not just urban legend). Watson and the other owners are the guys who built most of the North Shore trails. They know what they're doing and they are setting the trend in this subculture.

That said, their Phantom Knicker (\$110) is great for when you want either a little bit more protection or warmth. It is made of Ergonomic 500 Denier Cordura and its fit is generous. The rider is always using protective armor, so these are fashionable and useful as they fit comfortably over pads or can be worn without them. The Disciple jersey (\$70) also works well because it has 3/4 length sleeves that stay out of the way of the pads on your wrists and allow for more comfort and movement.

Women's

As for the women's market, it is an exciting time as more and more vendors have offerings for women. There are a number of different helmets to choose from and many shoes, depending on how you will be using them. And, while there are a lot of outstanding, established brands for women, like Shebeest and Terry, Cycles La Femme is the new one to watch, with their art-like jerseys.

Women's - Helmets

Helmets for women are considered women's either because of the color choices or sizing, or both. Both Bell and Giro have helmets for women and have added women's colors in the Eclipse (pink leopard) and the Pneumo (pink flames). Specialized offers three as well: the Air Wave, Chamonix and M1 (\$80).



Dave Watson takes some big air this summer at the Tour de France.

Photo Courtesy of Dave Watson

At \$30 and \$40, respectively, the Air Wave and the Chamonix have elicited the most excitement since their introductions. Each has two color schemes to choose from: daisies in the Airwave and cool squiggles (that is a technical term) in the Chamonix. Both have the patented clip-on visor and the Specialized Braintrust retention system for a softer, better fit. They will more than likely match most of the bikes and jerseys out there.

Women's - Shoes

Women's shoes have come a long way, and the most exciting for next year is the Specialized Carbon Comp Road shoe (\$150). The Women's Comp Road shoe has done exceptionally well since its introduction, and the Carbon Comp should perform even better. The only carbon road shoe specifically designed for the female road rider, it has a tapered heel cup and a lightweight stiff carbon/glass-fiber sole. Another feature this shoe boasts is the patented Body Geometry Technology foot bed and sole, which has medial arch support and a metatarsal button.

Women's - Clothing

Cycles La Femme is a small company in New York. Current favorites are the Halter (\$65), 6th Street jersey (\$80) and Vintage wool jersey (\$130). The halter comes in four colors, has a built in shelf bra and back pockets and is cute, cute, cute. The 6th Street jersey also has back pockets and comes in a light blue with white designs around the V-neck collar. For the holidays, the brown and pink Vintage "Cycles La Femme" jersey is so pretty and empowering it is almost too nice to ride in, but you can. And when you do, it says, "I am a woman rider, I have fabulous taste, and I want a technical piece to ride in for 60 miles on Saturday."

All have matching socks as well. They are wearable art.



661-Launch shoe



Bellistic Helmet

Road

As always, road riding is going strong - but this year, the choices are first-rate. The long-awaited new design from Giro is finally here, local shoemaker Rocket 7 is emerging and Descente is making a comeback.

Road - Helmets

The Atmos (like atmosphere - \$190-\$225) was ready for the pro riders at the Tour de France and should be ready for us by March '04. It uses carbon fiber to make it lighter and stronger. At 8.5 ounces this is the lightest helmet Giro produces. It features the Giro-only Rib Cage reinforcement technology, 26 vents with wind tunnel ventilation, internal channels and active vents that force cool air around your head. The Atmos will come in a special Lone Star edition, the USPS team colors and four others. All are sold with their own helmet pod to keep them protected when they are not protecting you.

Road - Shoes

Rocket 7 is a local manufacturer of high-end custom and standard cycling shoes. For anyone with any kind of foot problem or who wants the utmost in available comfort, choose either the Super Stock model (\$330) or the Full Custom model (\$500). The shoemaker can add your orthotic to the sole of your shoe or you can get a "cast" made at a stocking dealer and have the sole molded to your foot. The Full Custom model incorporates a custom-fit upper with your choice of color. This is a great alternative for those with any sort of shoe fit issues, the custom bike rider, or anyone who just wants to support the local economy, as all of the manufacturing takes place in Puyallup, WA. If you have success with stock shoes, the Standard shoe is great and weighs in at 180 grams.

Road - Clothing

For all you retro, old school riders, you will remember Descente and the 7-Eleven pro team. In 1985, they were the first



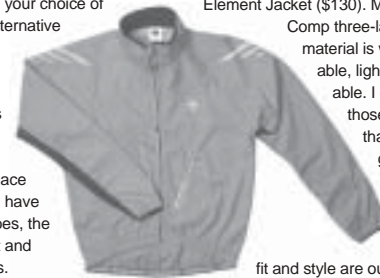
SpongeBob SquarePants Jersey

United States team in the Tour de France. Descente is making a comeback. With current fabrics and some updated designs, it is the brand to look for. Don't worry, the old school designs are still there so you can retire your jersey from 1985 and get a new, more technical one. Descente is doing a printed jersey this year for men, women and children with everyone's favorite cartoon character, SpongeBob SquarePants (\$40-\$70). It is bright, timely and fun, and made with Descente's H2Zero fabric with vapor-channel technology and a soft, comfortable hand.

This fall, Descente also introduced a superb jacket for the Northwest environment and they are carrying it over for spring. It is called the Element Jacket (\$130). Made from Element Tri-Comp three-layer fabric, the material is waterproof, breathable, lightweight and stretchable. I do have to note, for those of us in rainy areas, that it is not a waterproof garment as it is not seam-taped; but it does fit the needs of most riders as it breathes so well. The fit and style are outstanding. It even has two back pockets protected with reflective trim tape. This jacket can be used from October all the way through June.



Rocket 7 Shoe



Element Jacket

Photos Courtesy of Gregg's Cycles

► "Health" from page 1



By Erik Moen PT, CSCS

Understand your sport

Read High-Tech Cycling, 2nd edition. This recent edition is Ed Burke's final written piece. It is a wonderful review of the science behind bicycling. Ed has a great way of bringing science, specific to bicycling, to those who are not scientists. Or, read anything by Ed Burke. Another great book, recently published, is Chris Carmichael's The Ultimate Ride. This book is a comprehensive piece that describes the components of successful training for bicycling. A wonderful resource for road riding is the web site of Ed Pavleka and Fred Matheny. These veterans of the bicycling scene share their wisdom and connections, much of which is specific to road bicycling, in their web site www.roadbikerider.com.

With all the options available, you will find it easy to fill your e-shopping cart.

Improve your body balance

Buy a book on flexibility. Bob Anderson's Stretching is my favorite. Bob gives practical tips on stretching, nutrition, bicycling and running. Other options might include a trial of yoga, pilates, bosu ball, gym ball class or any core training program at your local fitness club. If you don't know where to start or have unique challenges, you might consider a visit to a sports physical therapist, who will be able to evaluate your coordination, flexibility and strength imbalances. They should provide instruction on appropriate training for your abilities and may also direct you to local resources that can further meet your goals.

Know your cadence

A cycling computer with cadence will give you real-time feedback on your pedaling skills, meaning it will tell you how fast you are turning your legs. Learn to pedal around 90 revolutions per minute (rpm) for all your endurance riding. Try a mini performance test: attempt to go 120rpm for two minutes. If you can do this without bouncing off your saddle, you should be able to ride at 90rpm all day.

Take a track class

There are velodromes in Seattle, Portland and British Columbia. Learning to ride a track bike (no brakes, one gear!) gives you a great appreciation for pedaling skills, riding in a group and knowing where to be to finish a race. My local velodrome, Marymoor

(<http://marymoor.velodrome.org>), has wonderful programs to initiate riders who are new to the sport. They even have track bikes for you to borrow, thus lessening your potential excuses for not participating. I wish you the best for your Holidays! Take the opportunity to learn more about bicycling and yourself.

Erik is the director of PRO Sports Club Physical Therapy - Seattle. He is a member of the American Physical Therapy Assoc., USCF, and National Strength and Conditioning Assoc. He holds certifications as an elite bicycling coach and strength and conditioning specialist. His clinical expertise is bicycling biomechanics and treatment of bicycling-related injuries. Erik may be reached at 206-292-3826 or emoen@proclub.com.

Wet and Wonderful

By JOE KURMASKIE
AKA THE METAL COWBOY

It always starts harmlessly enough. A puffy little cloud, shaped like Rhode Island, spotted off the starboard bow of my bicycle. Sometimes it pops up in my bike mirror and looks more like a dragon's head. Regardless, it sends jolts of fear through my body, rattles my bike helmet and forces my cadence to spike. No, I don't have a thing against cumulous clouds. No childhood trauma involving weathermen or allergic reactions to umbrellas. But, come the glorious months of September and October, those telltale clouds, rearing their heads behind Mount Hood, remind me that Indian Summer is as independent as the neighbor's cat - here one minute rubbing gently against your leg, then gone for months at a time. No one wants to work when they know their radiant sunrise rides are akin to the last meals of a death row inmate. But I won't let go of my riding season without a fight. Summer is so easy on the two-wheeled traveler that you can't help feeling a little betrayed, even when you knew the deal going in - that summer's always been a sexy exchange student on a temporary visa - a romance never meant to last. Still, in any language it breaks your heart.

Growing up in Pittsburgh created in me something of a Teflon coating against nasty weather, a he-man disregard for windchill. But when I'm riding high in saddle, the fall light bathing everything in storybook scenes, I question my strength and resolve. Once that blanket of gray spreads across our zip code it's about layers, fenders, gortex and getting up the motivation to pedal the length of Puddletown on

errands that could be done by car. This is why I flinch at the puffy clouds of October. Like anything else, though, you train yourself for the weather conditions and realize that the anticipation is worse than the reality. Just as jumping into cold water hurts most at the beginning, before the numbness sets in, so do the first few minutes of a soggy ride. The rhythmic patter of the rain eventually helps find a cadence and, for God sakes, I like to remind myself, on the first few pushes out the slick driveway that I'm not driving sled to the North Pole, so quit with the whining and ride. At least I don't live in Buffalo.

By February, I'm a true believer. Those chips on my shoulders have been washed clean and I drink the rain as it spills from my gortex hood. I actually gun for the puddles and rate the days based on how many breathes it will take before my lungs experience the invigoration of freezer burn. During the worst storms I'll pretend I'm coasting down a back road in NZ or riding again through Ireland's lowlands. The pub, its fireplace and warm conversation only a few more pedal strokes ahead. An outpouring of hail, rain and wind in overwhelming doses is the closest I come to religious experiences these days.

As all of these thoughts scampered through my head, an SUV rolled its tinted windows down and a proper looking woman in her early sixties extended a motherly smile at our rolling troop of foul weather explorers. I had the boys lodged into the back of the Burley - rain flies and coverings insulating them from the January elements. Books and action figures abandoned for the hypnotic maze of raindrops rolling down a plastic windowpane in motion. It was our regular loop - post-office, bank, butcher - and a chance for lollipops at any or all of those stops.

"I was on my way to donate to the big rummage sale for the Catholic school but I saw you there and thought you could use some of

these yourself," she said, looking hard at the carrier to see what the boys were wearing. I'm no Martha Stewart so it might have been stripes with plaids and mops of uncombed hair peeking out from hoods and hats that morning, but they were covered and I felt happy.

So there it was, a bestselling writer mistaken for a homeless gent, trolling the streets with his two ragamuffin boys. This was one of those priceless moments. Portland is regularly ranked as the best biking town in America. Still, people can't wrap themselves around the idea that someone would voluntarily load one's children into a carrier and brave liquid sunshine for exercise, errands and enjoyment.

"If you won't take the clothing I'd like to offer you some money." Now it was getting ridiculous. Did I look that bad off? Sure, I hadn't shaved in a few days, occupational hazard of the work-at-home author, but I still had all my teeth and no aroma of liquor wafting from my person. But she was so earnest and seemed to want some good deed closure in the worst way. My boy's watched this exchange the way I'd seen them study a new exhibit at the zoo.

"Tell you what, I'll accept your money and we'll pass the clothing back to the boys." Sometimes you have to allow people their worldview. It would have taken too long to explain my reality to this well-meaning woman ensconced inside her climate-controlled delivery system. Besides, I was getting cold.

Back in motion, I fielded a question from my older passenger. "Daddy, why do people give us stuff when we're out biking?"

This one was easy. "They think of cyclists as special. And they want to reward our efforts. We're pedaling princes of the pacific, the cadence kings of the coast."

Literary Rides With



The Metal Cowboy

"That's why they honk sometimes and yell stuff?"

I never thought my life would read just like a Calvin and Hobbes cartoon, but then never say never.

"Exactly son. It's like a parade every time out the door."

He was quiet for a few moments.

"Dad, are you doing that thing where you say the opposite of what you mean, again?"

Sometimes silence is the best parenting tool in one's arsenal.

"What say we drop by the Goodwill donation box on the way home?"

"Do they have lollipops?"

"No, but they have some killer puddles."

So there we were, stomping in the water, my boys boots kicking up the memories of childhood while I redistributed garments and bought a round of hot chocolate, courtesy of a woman who probably never feared a puffy white cloud in her life... or felt the seasons at all without some civilized degree of separation. Something I was powerless to offer her, but wished she and so many others might find on their own... before it's too late.

Joe Kurmaskie is the author of *Metal Cowboy and Riding Outside The Lines* -story collections published by Random House. For more stories, contests, signed books for purchase and suspect advice, check out www.metalcowboy.com

OPINION

Syncros: Back in the Saddle...and More

By ALLISON MARKIN

Anyone who's been around cycling in the Northwest for the past couple of decades will likely recognize the Syncros brand. The Canadian company has been around for 20 years - though through changing hands - and it's poised to make a comeback. A hardcore comeback.

"Syncros is back as intended," says Marshall Cant, the company's director of product development, "as a hardcore company."

The elves at Syncros have been hard at work developing dozens of new products. And, if you need stocking stuffers or that big-ticket gift for the mountain bike fanatic in your family, Syncros has everything from grips, to handlebars, to rims.

One of the most exciting new lines coming out of the company is the handlebar for every size and style of rider. These handlebars allow any rider to order a custom bar without having to cut it to suit personal preferences, says Cant. Every bar is drawn and butted to maximize the strength and durability of the materials - titanium, ti-wrap, or carbon fiber - and is available in two widths and in two clamp sizes: 25.4 millimeters and the oversized 31.8 millimeters. The sweep angles are also customized according to the width, maximizing the clamping area. Most bars come in both 2014 and 7075 alloys.

Syncros also offers a new line of custom stems. The hinged stem, a popular component from the company's history, has been redesigned with the unique "bear hug" clamp that won't distort steerer tubes, or pull when tightened. It's carbon-bar compatible and comes in six lengths. With similar features, Syncros has a new four-bolt stem and a heavy duty four-bolt stem with an extra-wide mouth.

Setting a new design standard for freeriders, downhillers and all forms of mountain biking, Syncros has also developed new tires with "cool features that no one else has put together," says Cant.

The "big huckin' tire," or bht, features a sticky rubber compound called "stick it rubber," for better control on slippery rocks, roots and skinnies. The front tire is slightly stickier than the back and both front and rear tires feature specific tread patterns. The combination provides for greater steering control and friction in the front, with improved braking in the rear. And the tires have specific durometers, front and rear, to ensure even wear.

For cross-country and marathon riding,

Syncros has developed the "point 'n chute" tire with bi-directional enduro-style tread pattern. The center of these tires is made of low-rolling resistance rubber. This compound rolls fast and wears well. The "stick it rubber" technology combined with the "point 'n chute" side treads, give the tire excellent cornering grip in all conditions.

But what's a tire without rims and hubs? Syncros is introducing a new line of freeride and cross-country rims with disc-specific models, along with disc hubs. The rims have true track technology, as every rim is individually stress-relieved and work-hardened to be the flattest, roundest and best-built rims on the market. Big disc rims come in 32 and 36 millimeter, and mountain bike and marathon rims come

in 25 and 28 millimeter sizes.

If you've got the high-end gifts covered, Cant suggests a few stocking stuffers. "Crush zone" saddles, available in two models, are a good option for the hardcore cross-country or marathon rider. And the "crush zone junior" may fit nicely into smaller stockings. The saddles are designed to prevent personal body damage in the event of a crash or sudden "get off".

"The high density foam at the back of the saddle protects you the same way the edge of

the dashboard protects you in a car," explains Cant.

Syncros logo grips complete a rider's stocking, and are available in three designs.

The company is promoting a locking grip design called the "lip lock" stating that "if these grips actually had lips, they could suck a golf ball through fifty feet of garden hose." The grips also make use of a dual rubber compound, similar to the "stick it" concept found in the new Syncros tires, and have built-in end caps.

And for riders with a bend towards the nostalgic, the original Syncros hardcore headset is back, just as it used to be, with the traditional "sexy dimples." Syncros has made this same headset for a decade, and the only difference in the new version is improved forged cups. The company is also introducing a new freeride/downhill specific headset for heavy hit, long travel forks. Also, in 2004, look for the Syncros mental pedal, touted as "the most advanced freeride pedal available."

Syncros may be back with new products and technology, but the company's penchant for the hardcore rider remains the same. For more information on Syncros, visit www.syncros.com.

Photos courtesy of Syncros



The Desire of a Champion

By JEN DOOLITTLE

Sipping from a coffee cup at a quiet Starbucks in her hometown of Beaverton, OR, Larssyn Staley is far from the track in Moscow where she won the Points Race at the 2003 UCI World Junior Track Championships; but she still glows from the memory.

"It felt like a dream," says the 18-year-old as she recalls a race official informing her that she was the new world champion.

It was, in fact, the fulfillment of a dream and a step towards the accomplishment of a goal Staley set for herself four years ago. After winning a national championship title at the age of 14, she carefully outlined a plan to race, win and ultimately become "the best."

Laughing softly, she remembers the unlikely timeline she set for obtaining her goal. She had - as all young athletes do - dreamed big. But, while Staley now has a more realistic time allowance, the goal itself is no laughing matter.

"I want to be the best," she states, her bright blue eyes determined. "I don't plan on quitting until I get there."

Becoming "the best" takes a lot of work and sacrifice, but nobody needs to tell that to this teenager. Staley has tirelessly attacked her goal with the same intensity with which she treated the field during her victorious world championship race.

Because school conflicted with the necessary travel of competitive racing, she graduated early from Beaverton high school by combining a homeschool curriculum with Advanced Placement classes at the school.

This allowed her to devote more time and attention to racing and training, meaning valuable extra time spent with her Hot Tubes teammates.

"We've been blessed," she says of the team's positive interaction with each other. The fact that she is the only female on the team doesn't intimidate Staley or impede the valuable friendships she has established.

"It pushes me more to race with men," she says. "It doesn't let me slack."

Slacking is certainly not an issue for Larssyn Staley, who, less than two months after claiming her title in Moscow, headed to Hamilton, Canada for the 2003 UCI World Road Championships, this time competing in the junior time trial and road race events.

After a disappointing mechanical issue in the time trial, Staley raced hard in the road race and finished 30th, 2:12.33 behind the first place finisher.

She expresses disappointment about the time trial, noting that problems with the bike are "hard to take mentally," but she is realistic about her overall performance.

"The road race was just hard," she explains. "I

did everything I could."

Rather than giving excuses, Staley is making plans. The world championships offered her an important glimpse of the level of competition outside of the United States, and with her characteristic lack of intimidation, she intends to go to Europe to train, race and further size-up the opposition.

"I will have no idea of what the competition is like if I don't go to Europe," she says.

If Staley does go overseas, it will not be the only move she will make this year. The 18-year-old must also transition from junior to senior racing. Greeting both challenges with excitement and resolve, she fearlessly notes that change itself motivates her.

"Moving around helps to keep things interesting," she says. It is the intrigues of new roads to explore that captivate Staley, and with many changes on her horizon, this young athlete will have plenty of new paths to navigate.

While Staley approaches new challenges with certainty, her easy confidence is balanced by a refreshing modesty. Even with her busy schedule, she has not neglected those things in life that she believes truly fulfill a person: friends, family and God.

"You can't have success in a sport without those things," she says with the wisdom of a veteran. And, true to her word, Staley credits her success to the help and support of others, even confessing thankfulness to her older brother for assisting in the development of her "aggressive edge."

Staley reserves her greatest praise for Toby Stanton, Hot Tubes team director and primary sponsor, who has provided her with the necessary experience and financial support to be one of America's most promising young athletes.



Photo Courtesy of Canadian Cyclist

Staley during her performance at the Junior World Time Trial Championship in Hamilton.

"Without Toby," she says, pointing out the window towards the street, "I'd still be riding circles around Portland."

Although a strong support network is important, Staley does not give herself enough credit. At the age of 14 she set a goal that, at the time, may have seemed impossible. But through hard work and an aggressive approach, she stands on the brink of her senior racing career, with a good chance of one day becoming the best.

Staley understands how much more work must be done, and she knows that the competition is intense. But, as always, she relishes the challenge.

The Northwest Impresses

By CLAIRE BONIN

For the first time in nine years and only the eighth time in its 70-year history, the Road World Championships were presented outside of Europe. Hamilton, Canada hosted the riders, and the 230,000 spectators that came to watch them perform, on a course considered to be "the" most difficult since the 1996 Swiss event.

Six Northwest riders representing three countries, Canada, USA and Israel, competed in Hamilton. In the junior category, Karen Admussen (Woodinville, WA) and Larssyn Staley (Beaverton, OR) composed the US team. Erinne Willock (Victoria, BC), Leah Goldstein (Vancouver, BC) and Kristin Armstrong (Boise, ID) were on the senior women road race start list, while Chris Horner (Bend, OR) was the sole Northwest representative for the elite men's road event.

Staley was the only Northwest rider entered in the time trial event. The Hamilton course was far from flat; it included a long climb, which the riders had to negotiate almost right off the start and the gusty wind conditions made the middle portion of the course even harder. Staley set out to ride her own race, hoping for the best. Once on course, she realized that things were not going as planned, her breaks were rubbing on her rear wheel, slowing her down considerably. She stopped the clock after 23 minutes and four seconds of effort, good enough for ninth place. Her disappointment was evident, "It was

frustrating," comments Staley, "you can prepare as much as you want but when you have a mechanical problem, what can you do? It was just frustrating". Bianca Knopfle (GER) won in a time of 22:17, ahead of Netherland riders, Loes Markerink and Iris Slappendel.

On October 10, Staley and Amudsen, the current junior national champion in this event, lined up for the 78km race alongside the other 56 riders representing 21 countries. Many crashes marked the first two laps of the racing and when the attacks started it became clear that neither Amudsen nor Staley were strong enough on the climb to be real players in the event. Amudsen was dropped early, while Staley stayed in for a couple of laps before playing yo-yo with the pack on the hills. On the fifth of six laps she definitely lost contact with the leaders. She finished in 30th place, while Amudsen was pulled out.

The next day, the stage was set for senior elite women's ten laps action. Although the first part of the race was more a waiting game than anything else, Kristin Armstrong was amongst those trying to make things happen. She attacked or went on with various breakout tentatives but nothing stuck. With three laps to go Willock and Goldstein lost contact, Armstrong soon followed, the increased pace shedding riders off on the climbs. With two to go, "grandma," Jeanie Longo, made a sudden acceleration on the only flat section of the course. The pack was slow to react, allowing

Longo to increase her lead to 25 seconds. At the top of the final climb, the chase had almost closed the gap, but it wasn't until she had the finish in sight that she was caught and passed.

Armstrong placed 29th, eight minutes behind the winner and defending champion Susanne Ljungskog (SWE). Willock, at her first senior world championships, did well, maintaining good position throughout the race. She ended up in 44th, nine minutes back. Leah Goldstein, riding for Israel, finished with Willock's group in 61st place.

The final day of competition was reserved for the 185 elite men who faced a hard 260km race. All eyes were on Italian Paolo Bettini, the world cup winner. The race started slowly and the first attack came on the fourth of 21 laps. Koos Moerenhout (NED) took off in a solo attempt that lasted several laps before being joined by Victor Hugo Pena (COL) and Bjoernar Voestoeel (NOR). Together, they forced the Italian riders to team time trial to reduce the gap and, at the end of lap 12, the break was absorbed. That Italian effort signaled the beginning of the hostilities. Contrary to all predictions, the pack was still 168 riders strong by mid-race, but frequently stretched out in a single file. From lap 14 on, multiple attacks were launched, more break attempts were caught and the pace increased drastically, with riders dropped on each climb. The Italians, Belgians and Spaniards controlled the action, and with two laps to go and 50 guys still in the pack, the riders started thinking that it might end in a bunch sprint. Horner then



Photo Courtesy of Canadian Cyclist

Chris Horner during his solo break at the Road World Championships.

attacked, staying away for a full lap. After he got caught, repeated attacks on the second-to-last climb finally saw a group of six break away. Bettini was there, but didn't have his best legs. It would be Igor Astarloa (ESP) who would go solo on the last climb to claim victory. Horner would finish 76th, a little more than two minutes behind the winner.

Horner had an excellent race. His first comment after the event was, "I wished the first half of the race would have been harder." Racing in support of the team leaders, he was always at the forefront chasing or setting pace. "I wished someone would have come with me," he says of his solo effort. "I did not plan to go alone, it just happened". Although not the best American in the final results, he had the strongest ride of all of them.



Photo by Joe Zauner

Portland's course should advantage Northwest riders and create great excitement for all.

Northwest to Impact Cross Nationals

By JOE ZAUNER
NWRR EDITOR-IN-CHIEF

With the national championships just a few weeks away in Portland, the two main camps (Seattle & Portland) that direct racing in the Northwest seem to agree that the sport of cyclo-cross is thriving on the coast.

Sure, it's experienced a few growing pains like the possibility of losing and the actual loss of several key venues, but during one week in September there were almost 1,000 combined participants in Northwest cyclo-cross events.

From those masses have emerged athletes with legitimate shots at winning a coveted national championship jersey, and some who, if they don't stand on the podium, will play key roles in the drama that produces the winners. Here's a list of Northwest athletes to watch for Dec. 12-14, when the racing starts in Portland.

The name Knapp has been a hallmark of Northwest cyclo-cross for more than a decade. Kona's Dale Knapp is a member of seven world championship teams representing the United States. His wife Ann - a Knapp now for only a few months - is the reigning national cyclo-cross champion.

At the beginning of the year Ann Knapp

was on most everyone's shortlist to make a big impact on the Northwest scene. She is a near-perfect melding of mind, body and character. Last year she won the national crown after suffering through one of her worst seasons with a chronic back injury. Her performances leading up to the national championship were so lackluster that it seemed inconceivable that she could win. She was only a crowd favorite, mostly an underdog.

This year she's still the underdog. She took a sound thumping from the top athletes on the national circuit during a recent New England campaign in which her best finish was fourth. After returning home, she was disappointed in her New England performances and talked of changing her training strategy for nationals.

To win again, Knapp will need more top-end power in order to beat Alison Dunlap from Colorado. Dunlap, the 2001 world cross-country mountain bike champion, is the favorite to win in Portland, due in part to her style of racing. Dunlap achieves a high top-end speed, holds it, regains her rhythm, and then accelerates again. The Portland course, mostly a wide-open, smooth grass course, is perfect for that type of rider.

Knapp, on the other hand, is a finesse rider with bursts of power. She's been compared

to an elite gymnast and the description is apt. She vaults over short, steep obstacles like run-ups, barriers and short hills. It was that strength that helped her win the national championship when record rain swamped the course in 2002. However, it will do her little good on the Portland course. Instead she needs to work on holding higher speed, though her size may hinder that. Most cyclists with big top-end speed are usually big themselves. But as they say, it's not the size of the dog in the fight, but the size of the fight in the dog. Ann Knapp has a lot of fight.

As bad as the course is for Ann Knapp, it's a good venue for her husband, who is a Clydesdale at 6-feet, 190 pounds. If Dale Knapp were a gas-powered vehicle, he'd be a semi-truck and it takes skill to drive a semi, especially in traffic. It is said that Knapp takes the best lines through corners in the Northwest. If that's the case, then he should barrel through the Portland course using his power to hold his momentum. If he has a good day and the weather is as miserable as he likes it, Knapp may haul home a medal from these 2003 championships.

Another rider with potential to perform well at nationals is Shannon Skerritt (Trek/VW) who is the top 'cross racer coming out of the Portland area this year. There wasn't much mention of Skerritt in most pre-season talks, but the rider who resembles a greyhound in appearance has been nothing short of sensational. He lapped all but one rider at a recent race in Portland where the lap times were seven minutes.

The two riders who dominated the Portland cyclo-cross scene last year - Kona's Eric Tonkin and Berry Wicks - have been quiet this year on Northwest soil. Neither has defeated Skerritt and both were at the recent Skerritt lapfest, though both withdrew due to mechanical failures. Wicks is all finesse and Tonkin pure strength. They will be near the front at nationals, but the consensus is Wicks, 23, has the better shot at making the podium as he is considered a big talent in early bloom.

Seattle-area's Russell Stevenson (Bianchi) and Jonny Sundt (K2) might figure into the outcome in Portland. Both are professional road cyclists with extensive experience as 'cross racers. Stevenson went on a four-race

winning spree in Dale Knapp's absence recently. Sundt was regarded as one of the sports best before focusing his efforts on the road during the 2003 season. But these two

riders will likely bring more bark than bite to the dogfight in Portland. Sundt took a prescribed three weeks off from cycling in October and November, and Stevenson seems to be losing momentum just as the season hits full tilt.

On the women's front, Rhonda Mazza (S&M Cycles) and Alice Pennington (Trek/VW) should be in the midst of the battle on their hometown course, especially during the early going. Mazza leads the Portland Cross Crusade series.

She is consistent, but mostly a finesse rider whose skills will be marginally applicable to the fast Portland course. Pennington, on the other hand, has good road strength and solid speed. She may last longer than Mazza when the accelerations come.

The Northwest athletes in the Master categories have several opportunities to medal. In the 30-35 category, Richard Feldman (Durance Cycle Works/Lehman Bros.) from Ketchum, Idaho will defend his national championship jersey. The former world-masters time trial champion should find the Portland course to his liking. Seattle's

Kenny Williams (Redline) should also find the venue appropriate for his style of riding. The 1999 national criterium champion is well suited for flat, fast courses with plenty of power and speed at his disposal.

Racing in the 50-55 age group and nearly unbeatable against Northwest competition, Dan Norton (Redline) cannot be overlooked for these nationals - he has won championships before. Rich Crammer (Bike-n-Hike) is another competitor to consider. Normally competing against the elite men during the regular season, he will race for the title and jersey in the 40-45 division. In that same age grouping is Tom Phillips (Ragnorok Racing), who recently won three Master A 'cross races in a row at the Microsoft Emerald City series.

The Northwest is a haven for cyclo-cross as indicated by the number of riders poised for a shot at the coveted national championship jersey. Winning several races in a row is usually a good sign that a rider is going fast, and there are many of those in the Northwest. The action in Portland should be fast and exciting for both the riders and spectators.



Photo by Joe Zauner

Kona's Dale Knapp



Photo by Joe Zauner

Richard Feldman

Calling for New Energy

Thinking of giving back to this great sport of cycling? Here is your chance. Northwest Women's Cycling, a volunteer based organization, is preparing for the fifth season of the NW Women's Race Series and is looking for a few new people to help make it happen.

Assistance is needed now to work on sponsor-

ship, event planning, and PR/advertising. If now is not a good time, think of giving your time this summer by coaching clinics, tracking points, or keeping everyone updated.

For more information on NWWC, contact Heather Johnson at heather@placearchitects.com

2004 Nationals and Olympic Road Selection in Redlands

Redlands Bicycle Classic Committee will organize both the USCF National Championships and the USA Cycling Team Selection Race, utilizing the scenic and challenging terrain and familiar roads that have been a trademark of the

longtime Redlands Bicycle Classic. Nominations of three athletes to the 2004 U.S. Olympic Team will result from the week's competition, held in Redlands, CA and the surrounding communities, June 16-19, 2004.

► "Frame" from page 1

Davidson Handbuilt Bicycles

The 7,200 square-foot bike shop in Seattle, where Davidson Bicycles are built and sold, resembles the "old-fashioned type of bike shop that you used to see in England," says co-owner Bob Freeman.

The front of the facility is dedicated to the shop, Elliot Bay Bicycles, where Freeman sells the bikes, and the back is reserved for the frame shop, where fellow co-owner Bill Davidson designs and builds custom frames—something he has been doing for 30 years.

If you stroll by Elliot Bay Bicycles and ask about a custom bike, either Freeman, or Davidson himself, will probably request that you hop on your old bike so they can assess your style and better fit you to a frame. Or, they may use a size-cycle, a bike that adjusts to your measurements, posture and individual riding style. They will also consult a fitting chart that they developed over those 30 years. Or, perhaps, all three methods will be used.

"People have too many variables to use a formula," says Freeman of custom fitting. "We are very much hands-on."

A Davidson is built with either steel or titanium and the average cost for a complete custom bike is \$4,000.

"We can build absolutely anything for absolutely anybody," says Freeman. "Our ability to customize the bike completely is our strong point."

For more click on: www.davidsonbicycles.com

Erickson Cycles

Glenn Erickson describes his newly remodeled 400-square-foot Seattle shop as "cozy in size, but efficient." And when he is not touring the world on his own Erickson bicycle, he can be found there building dream bikes for lucky cyclists.

He prefers to meet with every customer so that he can take a combination of body measurements in addition to viewing each rider on a size-cycle, but he can accurately fit a customer who cannot come to the shop using his extensive ordering form.

Erickson takes pride in introducing his customers to the experience, "the beauty," of riding a bike designed specifically for that person.

"I also like knowing," he continues, "that each bike I build is unique and special."

Erickson's material of choice, steel, allows him to craft personalized artwork for bikes, "something that is a symbolic representation of the bike owner's personality or interests."

All frame fitting, designing and building is done exclusively by Erickson, and a customer can expect to spend \$3,000 to \$6,000 for a single bicycle and \$5,000 to \$10,000 for a tandem.

Visit: <http://home.att.net/~debbie.livingood/EricksonTandems.html>

Jones Bikes

Jeff Jones works from a small shop tucked into his Medford home, but he does the majority of his research on the forested trails of Oregon. Riding the rugged trails inspires Jones to create

unconventional bikes for today's unconventional rider.

"A lot of the stuff I'm doing is nontraditional," says Jones.

Take the patent-pending Jones H-Bar for example. Because he used to experience numbness in his pinky fingers while riding, he designed this unique handlebar. Its unusual curved shape gives the bar a natural feel and takes the pressure off his hands. He warns not to judge this bar until you've tried it.

A Jones bike is built with titanium because he enjoys its raw, natural beauty. He will make any bike—for any

rider and any use—as long as he believes it will work and specializes in making that bike you have pictured in your mind, but have never seen.

"I make the best bike," he says, "not the easiest."

Jones prefers to go riding with his customers so that he can assess individual style. However, pictures of you on your old bike will suffice if you can't make it to Medford.

A Jones bike will cost between \$3,500 and \$7,000 and can be as simple or complex as you are.

For more information: www.jonesbikes.com

Rodriguez Bicycles

Dan Towle, owner of Seattle's R & E Bicycle shop, smiles as he points to a picture on the shop's museum wall. A small man beams down at the camera from the top of an enormous unicycle, his effervescent grin escaping from behind a large mustache and from beneath wild hair and oversized glasses. This, Towle explains, is former owner and R & E co-founder, Angel Rodriguez.

Though the ownership has changed, the fun that exudes from that picture still encompasses the atmosphere of the shop.

The shop's seven employees are quick to laugh as they move about with easy and purposeful strides that indicate comfort in their surroundings.

In fact, comfort is the theme at R & E, where they create Rodriguez custom bicycles.

"That's our biggest thing," says Towle. "We just pay a whole lot of attention to making sure the bike is comfortable."

The R & E fitting process includes both a computerized fit kit and an adjustable bike that, Towle explains, compensates for anything the computer may have missed, such as a previous injury that causes a rider to sit differently.

The shop is divided into different rooms, each area specializing in bike designing, welding, sandblasting, painting or repairing. And Towle, who designs the frames, never loses track of your bike as it moves around the shop.

Below the sales floor, in the "dungeon," where

bikes are designed, built and painted, he picks up a freshly welded frame and, smiling, recalls the 6'4" cyclist who will soon enjoy a bike that finally fits him.

The base price for a custom frame is \$999, with limitless upgrade options. Custom Rodriguez Bicycles are built with steel or aluminum.

Visit: www.rodcycle.com

Strawberry Bicycle

A golden leaf drifts into my beer as I chat with Andy Newlands, owner and builder of Portland's Strawberry Bicycles, on the deck of the Goose Hollow Tavern.

Boasting "quality draft, fine food, pleasant music and stimulating company," the tavern is the ideal location for Newlands who seems at home as he sips a Guinness.

This is the "strategic planning headquarters" of Strawberry Bicycles, a one-man shop nestled at the bottom of Portland's west hills, an area known for great cycling.

Though Newlands builds all types of bikes in his quaint shop, he specializes in steel, brazed commuter bicycles.

"Brazing is a lost art," he explains, "because it is more expensive and time consuming." But, Newlands prefers the labor intensive work to that of the faster TIG welding option, because, he says, "it preserves the integrity of the frame."

Newlands has been building quality steel frames since 1971 and purchasing a custom Strawberry is as simple as a visit to the Strawberry Bicycle Web site. There you may submit your measurements to Newlands using the comprehensive fitting directions found on the site.

Expect to spend \$900 for both the frame and the fork and to learn a little about the good things in life when you buy a Strawberry.

For more information visit: www.strawberrycycle.com

Ti Cycles

Ti Cycles is a friendly four-man bike shop in Seattle with employees who cannot say enough good things about one another.

"Dave knows everything about bikes," says John Kellison of Ti Cycles' owner and builder David Levy.

Kellison, self-proclaimed "conierge" of the shop, is the first face a customer will see upon wandering into the inviting store. With his easy laugh and extensive bike knowledge, Kellison will examine you on your present bike, evaluate your needs and desires and carefully consider your budget before helping you to realistically determine your custom frame. Levy will then step-in, using the

computerized fit kit to find individual measurements.

He'll then get to work using the skills he's developed since he was given a torch at the age of 12. Levy, the possessor of two design



Davidson, building custom frames for 30 years.

Photo courtesy of Elliot Bay Bicycles



Andy Newlands brazing another fine Strawberry frame.

Photo courtesy of Newlands Strawberry Bicycles

degrees and a minor in sculpting, will combine his expertise with his love for the sport to create a bike that fits both your dream and your budget.

Ti Cycles can make any bike "across the board," says Kellison.

An average custom bike at Ti Cycles will cost about \$3,000 and Levy uses either titanium or steel.

For information look up: <http://ticycles.com>

Vanilla Bicycles

Sacha White orders a double espresso on ice from the coffee shop in the SE Portland neighborhood where he lives and builds bicycles. But the barista already knows exactly what he wants.

Coffee in hand he moves towards two chairs sitting expectantly outside of the crowded shop. Fellow latte lovers, lounging on the curb and

sitting at surrounding tables, nod and smile at White as he passes. "It feels right to live and work here", he says, glancing around the familiar block.

White began building frames soon after watching a broken frame get repaired.

"It tripped something in me," he says as he struggles to find the words for what he saw in that moment. Holding his hands at frame's width he glances at a nearby bicycle chained to a post, "it's the heart of the bike."

White uses the adjustable bike to fit his customers, adjusting "until everything is right." And then he lets the customer ride, acknowledging that special moment between the rider and the bike.

White who builds bikes as "smooth and sexy" as vanilla, says he can build a steel bike as light as titanium without sacrificing durability.

The base price for a frame is \$1,300 and the average customer spends \$3,500 on the complete custom bicycle.

For more information visit: www.vanillabicycles.com

These are the creators of some of the finest custom frames and bicycles in the Northwest and the world. They differ in their materials, as some use aluminum or titanium and for others it's all about steel. They differ in their methods as some weld while others braze. And they differ in their philosophies as some are traditional and others defy convention. But they share one commonality: a passion for their craft.

Every one of these frame builders believes in what they do, and whether you choose to use a bicycle shop or a one-man operation, they will apply the same passion and skill to build your bike that they use to build their own.



Ti Cycles, titanium or steel, your choice.

Photo courtesy of Ti Cycles



Nontraditional bicycles, patent pending H-bar by Jeff Jones.

Photo courtesy of Jeff Jones

2004 Products and News

At this time of the year, companies are introducing their 2004 lines or making announcements. Below are some new products that might make great holiday gifts for the cycling enthusiast on your list.

Burley Design Cooperative

Burley is celebrating 25 years of producing high-quality and durable bicycle products. This year, they have revamped some of their trailers, and come up with new products. Here are a few.

Rock Point Rain Jacket

Made from a waterproof, breathable fabric by Tomen called Gelanots(r), the Rock Point is completely seam sealed. Additional features include a drop tail, elastic and Velcro sleeve closure, elastic bottom adjustment, cell phone pocket, fleece-lined collar, front waterproof zippers, two front pockets, underarm zippers, back air scoop for venting and 3M(r) reflective material for visibility. Burley offers the Rock Point in women's and men's sizes in yellow/black, blue/black or all black with all-new sizing to fit a wide range of riders. The suggested retail price for the jacket is \$159.00.



Burley Design - 2004 Women's Road Bike

Two new high-performance women's 700c True Temper OX Platinum Steel road bikes, the Sahalie and the McKenzie, have been added to their road bike line. "We designed the frame specifically for women," Burley Bike Engineer Mike Parsell explains. "We started with a carefully selected geometry, a shorter handlebar reach, and a lower stand-over height. We even went as far as to design a Burley-exclusive



women's carbon fork to eliminate any toe overlap problems that plague many 700c women's bicycles," he continues.

The Sahalie features Shimano Ultegra(r) components, the custom Burley women's carbon fork, narrow Ritchey BioMax II handlebars, the Selle Italia Lady Genuine Gel Saddle, and short reach brake levers to better fit women.

The McKenzie comes equipped with a Ritchey handlebar and stem, Shimano 105(r) components and Velomax wheels. Burley offers the McKenzie and the Sahalie in three sizes: 47 cm, 50 cm and 53 cm.

For more information see: www.burley.com

Deuter - Hydro 3.0L

The premiere system in the Deuter Bike line is the AIRSTRIPESYSTEM, designed so that only 10 percent of its surface comes in contact with the wearer's back. This spacing between the foam strips creates a "chimney" effect that enhances ventilation during riding and other high-exertion activities. Air flows freely so that the hydration systems do not weigh the wearer down nor interfere with the performance and "breathing" of technical clothing.

Weight: 1lb. 7oz.

Capacity: 360

Material: Deuter-Diamond-Rip

New Hydro series hydration packs with Streamer included.

Designed especially for the Streamer 3.0 combie system with its easy access filler-cap, and wide-top opening for cleaning.

Backpack details: Airstripes back system, pockets for tools and valuables, 3M reflectors, contoured mesh shoulder straps, insulating main compartment, versatile elasticised mesh pocket for jacket or helmet and front pocket.

Retail: \$69



Niterider Plans To Stay At The Forefront Of Lighting Technology

NiteRider introduced its new Universal Handlebar Mount and NR 3.5 International Fast Charger at Interbike last October. Meanwhile,

NiteRider BlowTorch HID and Storm HID have become "must have" systems for riders. The NiteRider commuter series, which features four headlights and two taillights, is aimed at the entry-level market and priced from \$11 to \$49.95.

The new FlameThrower and Cyclone with their HID+LED lights are the latest products introduced by the company. Both lights advance the technology on NiteRider's H.I.D. lighting systems by increasing available functions while reducing the headlamp's size and weight. The FlameThrower system features newly introduced 2004 Universal Handlebar Mount. The quick-release, offset mount, which is made from glass-filled thermoplastic, fits normal size handlebars, oversized or angled bars perfectly. The Cyclone comes with NiteRider's helmet mounting system that allows the H.I.D.'s bright white beam to aim where you are looking. Both the FlameThrower (MSRP \$469.95), with its water bottle-style battery, and Cyclone (MSRP \$459.95), with its enduro-style battery, come with NiteRider's new 3.5 hour International Fast Charger. Both offer three HID light output levels, good for up to 6 hours of burn time, and the three modes ultra-bright white LED. With the addition of these new products, NiteRider expects to keep hold of its title as the world's #1 outdoor adventure lighting company.

For more complete product information visit www.niterider.com.

Slingshot Cross Bike

Slingshot Bicycle Company is making a resurgence into the marketplace with this year's cyclo-cross bike - a "fast and adaptable machine" according to their press release.

Using their legendary design, Slingshot's cyclo-cross bike makes for a more comfortable ride that moves with the rider. It is one of the few suspension cross bikes made today.

Slingshot's bicycle is especially suited for

longer commutes and riding on dirt roads. Its unique patented mid-frame suspension design, flexes and absorbs the bumps. According to the release, "as the frame flexes, it compresses and stores the energy in the spring coil, which is then released, and propels the rider faster, and further, for a more comfy and efficient ride." In addition to the unique design, the bike features a Dedacciai Zero Uno rear triangle with Ritchey dropouts, 700c wheels, and road bars.

While the bike is made for the extreme conditions that cyclo-cross riders tackle, it is very multifaceted. It can be used for racing, commuting, off-season training, touring and century rides. The bike is also available as a folder for easy transport.

If you are interested in learning more about Slingshot go to www.slingshotbikes.com.

Spiderflex Saddle

This uniquely designed saddle is perfect for the casual rider and commuter with a mountain or comfort bike. The rider's position on the saddle needs to be more upright in order to receive the benefits of this saddle. These benefits include a wide seating area for better weight distribution, ventilated slots to reduce heat/moisture buildup and saddle which suspension provides "long ride" comfort. For more information about this saddle log on to www.spiderflex.com.



Sportworks Enters Strategic Alliance With Romeo Rim

Sportworks, the United States' leader in bicycle racks for buses, is teaming up with Romeo RIM, the world's premier energy absorbing bumper maker for the transit industry. Together the companies will streamline bus/bike rack installation. By integrating Sportworks brackets for its highly successful Bike-Rack-for-Buses into Romeo RIM's HELP(r) bumpers, transit authorities will be able to install the bike racks with no tools, thereby saving labor and money.

Sportworks and Romeo RIM will introduce a variety of innovations and enhancements to the bike rack/bumper combination over the next 12 to 18 months.

For additional information on Sportworks and Romeo RIM's HELP(r) visit www.bicycleracks.com or www.helpbumpers.com.

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Footprints and Bike Tracks Conference a Success

By JEN DOOLITTLE

David Jones stands next to his wife Martha Jones at the podium of the biennial Footprints and Bike Tracks Conference and surveys the crowd. "Susie and Cooper were like kindred spirits," he says, listing their shared birthdays, energetic personalities and mutual love of cycling as examples. "And at one point in their lives," he chokes softly, "they became invisible to somebody else."

Both Cooper Jones, son of David and Martha Jones, and Susie Stephens, former executive director of the Bicycle Alliance of Washington (BAW), were struck and killed by motorized vehicles while fulfilling their individual passions. Jones was riding in a 1997 Spokane bicycle race. Stephens, working for the National Center for Bicycling and Walking in 2002, was crossing a St. Louis crosswalk towards a conference on innovative approaches to transportation.

Although Stephens and Jones never met in life, their memories united on Wednesday, Sept. 24, as Martha and David Jones accepted the BAW Susie Stephens Award (see Winners sidebar).

The presentation of the 2003 Outstanding Bicycle and Pedestrian Awards proved a fitting mid-point to the conference dedicated to the creation of safe and healthy communities. The three-day gathering brought hundreds of city planners and designers, government officials, police officers and concerned citizens to the Red Lion Hotel in Olympia, Sept. 23-25.

John Moffat, Washington Traffic Safety Commission director, gratefully acknowledges the efforts of the Jones family while speaking about the elimination of biking and walking deaths in Washington. He then stresses that those suffering traffic related losses should not be the only advocates of safe pedestrian and bike travel.

"We must prevent the tragedy," he emphasizes.

The prevention of tragedy was a theme reverberating throughout the conference. Moffat

outlined a plan to achieve "Target Zero," the goal of zero fatality traffic accidents by 2030. This may seem a large task considering that an average of 644 people were killed in traffic-related accidents in each year between 1999 and 2002. But, the carefully outlined plan, including an increase in seat belt tickets and the implementation and enforcement of graduated

license programs for young drivers, will bring Moffat closer to the goal.

Peter Lagerwey, pedestrian and bicycle coordinator for the city of Seattle, also emphasizes the need for safer transportation.

"Who walked or biked to school?" he asks the audience. Hands wave across the room.

"Who would feel OK with kids walking to school now?" he counters. A few scattered hands.

"In one generation," he states grimly, "we have eliminated that

option."

Lagerwey identifies the three elements needed to make a community livable as: safety, access and aesthetics. He describes college campuses as communities often displaying these three elements. Campuses are built for walking, constructed for beauty and designed for the safety of students. Therefore, most college students walk.

But we stop walking upon graduation because our new communities are not built with the three elements of livability.

We must create "active living by design," says Lagerwey. "We need to massively change the rules."

Doug MacDonald, secretary of transportation, emphasizes safe routes to school as an important place to focus change. "Safe routes to school programs should catch everyone's

attention," he says. Such programs bring bicycling and walking together, promote active living and help students to form lifelong healthy habits.

MacDonald also addresses the need for citizen involvement in increasing safe bicycle and pedestrian travel, pointing out that the voice of the citizen is stronger, when dealing with

legislature, than that of government officials.

"Advocacy and involvement," he states, "become the key features in increasing bike and pedestrian transportation."

Citizens can now actively contribute to safer routes to school due to Washington's recent partnership with the Safer School Travel program in British Columbia. The Internet-based program, developed by the Insurance Corporation of British Columbia (ICBC), allows parents and concerned individuals to initiate, plan and implement safer school routes. The process is entirely guided by a Safer School Travel program specialist, but the citizens do the grunt work in gathering information, identifying safety issues, formulating funding plans and talking to local schools.

"One of the most important aspects of this program is the development of community road safety advocates," says Lynn Drake, program manager for the Washington Traffic Safety Commission. "As parents increase participation they become knowledgeable and involved."

A pilot plan involving about ten Washington schools will take place this year and it is hoped that the Internet program will be widely available by the 2004 school year.

While the Footprints and Bike Tracks Conference dealt primarily with serious transportation issues, Willie Weir, humorist and writer, lightened the mood with an enthusiastic speech entitled "Come Dream with Me, Admission is Free."

Darting across the room holding a pedestrian's crosswalk button, Weir invited the audience to dream. Audience members willingly pressed the button, stood and shouted their dream.

"I want one of the first questions in the presidential debate to be: 'what are you going to do for bike and pedestrian safety?'"

"I want cars labeled with the same label as cigarettes: 'dangerous to your health.'"

"I want all SUVs recycled and turned into bicycles for everyone."

"I wish everybody wanted to ride."

Whatever your transportation dream may be, the 2003 Footprints and Bicycle Tracks Conference most likely addressed it. And those attending the conference are serious about making those dreams come true.

For more information or to contact the Bicycle Alliance of Washington visit: www.bicyclealliance.org/ and for Oregon's Bicycle Transportation Alliance visit: www.bta4bikes.org/



2003 Outstanding Bicycle and Pedestrian Awards

BAW More People Bicycling Award

Awarded to Dr. Rayburn S. Lewis of Seattle. Lewis founded a 4-H group at Seattle's Franklin High School in order to create funding for a cycling program. The school now receives grants for the purchase and maintenance of bicycles, allowing students to train and participate in organized rides. Lewis' dedication to cycling and the community has given many students the opportunity to experience cycling.

BAW Susie Stephens Award

Awarded to Martha and David Jones of Spokane. In memory of their son, the Jones' sponsored the Cooper Jones Bicycle and Pedestrian Safety Act. The act provides for a bicycle safety program manager at the Traffic Safety Commission and presents statewide programs with safety education grants. The Jones' also tirelessly spread the Share the Road message, including completely covering several transit buses with the slogan. They are known as Cooper's buses.

Washington Traffic Safety Commission's Cooper Jones Award:

Awarded posthumously to Susie Stephens. Stephens exemplified Cooper's passion for cycling. She was committed to the spreading of the Share the Road message and she radiated energy and love in her dedication to the creation of safe and healthy communities.

WSDOT's Significant Accomplishment or Completed Milestone Award:

Awarded to the City of Bainbridge Island Non-motorized Transportation Plan

Awarded to Douglas County TLS

WSDOT's Award to Projects Committed to Improving the Bicycling or Walking Environment:

Awarded to the City of Bellevue Lake Washington Trail

WSDOT's Award to Projects Improving Bicycling and Walking Safety:

Awarded to the City of Mukilteo Big Gulch Pedestrian and Bicycle Pathway

WSDOT's Award to Partnership Projects for Walking and Bicycling:

Awarded to the City of Moses Lake Trail Planning Team & Partners

NEWS

Whistler Mountain Bike Park Expanding Upward

Starting July 2004, the Whistler Mountain Bike Park will open 2,200 vertical feet of new terrain. The Garbanzo Express chairlift will begin operating to provide access to 3 new expert trails. Additional trails will be constructed during the 2004 summer season.

The new Garbanzo area will feature trails that begin at the edge of the alpine, winding through old growth forests and acres of rock, with breathtaking views of the Coast Mountains at every turn. While alpine descents are not new to the Whistler Mountain Bike Park, in the past

they have been guided trips only. The Garbanzo area is one that riders will be able to explore on their own. Early previews have produced positive feedback.

"The Garbanzo expansion provides more vertical (3,400 feet), more challenge and more terrain; just what our riders have been asking for," explains Rob McSkimming, the Managing Director of Mountain Biking Programs.

The addition of the Garbanzo terrain will significantly grow the Whistler Mountain Bike Park. Lift capacity will double and, although initial trails will be designed for experts, the

potential for expansion is virtually limitless. With much more vertical, increased lift capacity and epic descents, the Whistler Mountain Bike Park continues to set the standard for lift-serviced mountain biking.

The Whistler Mountain Bike Park 2004 season begins May 18, 2004. For bike park passes and other information check out: whistlerblackcomb.com.



Kira Cailes refines her skills in the Whistler Mountain Bike Park before a Sugoi Dirt Series Camp.

Photo courtesy of Kira Cailes

Adventures in Online Bike Sales

MAYNARD HERSHON

Early this summer, I called my friend, Steve Smilanick, of SandS Machine. He makes coupling devices that allow you to pack your bike small enough for air travel without surcharges. I asked Steve to note on his web site that my coupled Waterford was for sale; I don't often fly with a bike these days.

A photo of the lovely Waterford, along with many other owners' bikes, had, for several years, been featured on the super SandS site. Steve graciously added a notice that it was for sale.

A few guys e-mailed me about it. Most asked legitimate questions. None stepped-up and bought the bike, one reason or another. Classy ones wrote to say thanks, but no thanks. The others just quit sending me e-mail questionnaires. Why say why? Who was I, anyway, but an e-mail address?

A few guys were jerks, to use the technical term, from the git-go.

One guy really wanted Reynolds (tubing) logo stickers like the ones he could see on my bike. He sent three e-mails full of useless questions. He didn't want my bike. He wanted stickers.

Eventually, I got an e-mail from a guy in the UK, or so he said. Jerry Diko is his name. That's the actual name he gave me. I don't care to protect Diko or whatever his name is. I don't think he'll be coming after me for slander.

I want to buy your bike, Diko wrote, I'll send you money. A friend or client or agent of mine who lives in the US will collect the bike. Okay, I wrote him.

He asked me for my mailing address so that he could send the \$1500. I e-mailed my address to him; he wrote to thank me, assuring a check was forthcoming.

He didn't dicker or ask questions about particular aspects of the bicycle. He evidently did not care about the stickers or if the bike needed mechanical work.

At that point, the absence of the back-and-forth that usually accompanies a sale began to bother me. I recalled hearing about overseas buyers and possible fraud over the Internet. I couldn't believe it could be happening to me, particularly in the context of a bicycle sale. No way.

I mentioned the overseas buyer and US agent to a couple of friends. One of them nodded sagely and pointed me to a bike classifieds web site. When I checked it out, there were many, many notes about scams involving foreign buyers, bad checks and theft beyond the price of the bike.

It works like this, at least sometimes: The buyer sends you a check for more money than you asked for your bike. Someone owes him such-and-such an amount, he explains, and that someone will send the money to you, not him.

The buyer will ask you to keep the money for the bike and send the balance to him. You'd ship the bike after the various sums change hands.

You wouldn't realize the cashier's check you received was bogus and would take a week or so to bounce. THINKING you had the money, you'd send the balance to the buyer out of your own checking account, maybe ship off your bike, and then get the bad news from the bank.

A week or so passed. Diko wrote that the check had been mailed. Coincidentally, he mentioned that the check would be for \$3,000 MORE than the \$1,500 I was asking for the bike. A guy in Africa owed him the money, he said. Would I send the three grand via Western

Union to his associate in London? Sure, I wrote, as soon as the check clears.

Diko wrote again, saying the check should arrive on such-and-such a day. He asked me to send the three grand as soon as possible. He did not mention, really, how he'd take eventual delivery of my nice green 853 Waterford. I don't think he cared much about my Waterford.

Two days ago, the check arrived in a plastic EMS Speedpost, "Extremely Urgent" envelope from Nigeria. First mail I ever got from Nigeria. The return address read: Jones Brian, 640 Park Lane, Mary Land. The Customs declaration stated the contents were a document.

Nowhere on the EMS envelope, or on the small brown envelope inside, do you find the name Jerry Diko. In the brown envelope was a really authentic-looking cashier's check, drawn on the Peoples State Bank of Clyde, TX, for \$4,500.82. The remitter shown is Audio Corner, Inc., whatever and wherever that is. The only name on the check is mine. You can't read the banker's signature.

I took the check and envelopes to my Wells Fargo branch, thinking they'd want to verify the check and prosecute the bad guys if it turned out to be bogus. The bank officer wasn't all that interested in the check, saying that transactions from Nigeria were often, in her experience, scams. She suggested I visit the police.

My buddy Rick told me to search online for the Clyde bank, see if it was legit. I did; it is. I also found a web page dedicated to scams like this one. Seems fake cashier's checks from Peoples State in Clyde are as common as summer colds.

Diko wrote again, saying he knew I was in possession of the check. Would I rush down to a local Western Union office (he gave me two Tucson addresses) and wire the money to Micheal Jonas, #19 Harewood, London SW19 2nd, UK. Yes, Micheal was misspelled.

I wrote Diko on a Saturday, telling him that I did have the check but my banker had not been



charmed by it, coming as it had from Nigeria, scam central. I told him I intended to talk to the issuing bank in Clyde, first of the week.

When I'm assured that all is well, the check genuine, I told Diko, I'll deposit it and go directly to Western Union with your three grand.

I just chatted with Leona B at Peoples State Bank in Clyde. Leona, who deals with the fallout from these bogus checks, told me she's seen 10 in the last three working days, all with the same check number.

It's not just checks from our bank, she said. It's checks from plenty of banks. It's an industry. In Nigeria, Leona said, people teach classes in how to defraud Americans.

The bank, she said, is working with the Secret Service to catch the perpetrators. She asked me to send the check to her for forwarding to the Secret Service. I told her I'd send the check, copies of the six or eight e-mails and a copy of this article, which she would not ordinarily see.

She told me to expect to be harassed about sending the extra three grand, that Diko might threaten legal action against me. Thanks, Leona, I said, you take care too.

Rubber to the Road, Volume II

The second edition of a highly successful Portland guidebook for cyclists is now available in local bookstores and bike shops. Rubber to the Road, Volume II offers detailed maps and descriptions of 30 more bike rides around the Portland area. It's a follow-up to the original 1997 Rubber to the Road guidebook, which also highlights 30 of the best bike rides around Portland.

"Rubber to the Road, Volume II, is an attempt to expand and improve upon the rides we compiled for Volume I," says author Otis Rubottom, a local bicyclist and freelance writer. "It represents many months of effort by local cyclists who worked together on this project. We tried to pick the best bike rides that highlight the wealth of incredible cycling terrain in the Portland area. We also wanted to feature rides of greater distance and difficulty than those featured in Volume I, while still offering rides that are relatively easy to get to from Portland."

The new guidebook is divided into three

sections: rides of less than 50 miles, rides between 50 and 70 miles, and rides over 70 miles long. More than half of the rides are over 50 miles long, and several of them are over 100 miles long!

Like the first guidebook, sales of Rubber to the Road, Volume II, will benefit two local nonprofit organizations—the Bicycle Transportation Alliance and the Community Cycling Center. A portion of the sale price of every book goes to support these charitable organizations, which work to get more people on bicycles and to improve safety and access for bicyclists in Portland and across the state of Oregon.

David Guettler, owner of River City Bicycles, published the guidebook. The book main purpose is not to promote any particular bike shop, but to serve as a useful guide for local cyclists. It is currently for sale for \$10 at many local bike shops and bookstores in the Portland metro area.



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All events are listed chronologically within their respective sections:

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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

FEBRUARY

Feb 15: Seattle Bike Swap
Seattle Center - Northwest Rooms, David Douglas, Event Promoter, 4207 S.W. Hill St., Seattle, WA, 98116.
206-932-5921, www.pazzovelo.com

MARCH

Mar 5-7: Seattle International Bicycle Expo
Seattle, WA, Seahawks Exhibition Center - next to Safeco Field. 3rd largest bicycle show in the nation. 150 exhibitors. Hours: Friday 4p.m.-9 p.m., Sat. 10 a.m.-7 p.m., Sun. 10 a.m. - 5 p.m. Ernie Grillo, Cascade Bicycle Club, 85 S. Washington St. #304, Seattle, WA, 98104. 888-334-2453, www.cascade.org

RACE SERIES

Oct 5-Dec 7: Cross Crusade
Portland, OR. 10 event series races on various courses. Brad Ross, 503-246-7338

BMX

DECEMBER

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

JANUARY

Jan 1-4: Peninsula Indoor BMX
Port Orchard, WA. Sign up 6:00 p.m. to 7:00 p.m. Thurs and Fri, 3:30 p.m. to 4:30 p.m. on Sat, 10:00 a.m. to 11:00 a.m. on Sun. Single Points. Points classes \$15, Points class & Open \$18. Pro \$25. American Bicycle Association, www.gobmx.com

Jan 24-Feb 1: Abbotsford Indoor BMX
Abbotsford, BC. Saturday - sign up 5:00 - 6:00 p.m. Sunday - sign up 9:30 - 10:30 a.m. Race asap. Tuesday, Wednesday sign up 6:00 - 6:45 p.m. - race at 7:00 p.m. Thursday - practice, Friday sign up 6:00 - 6:45 p.m. - race at 7:00 p.m. Saturday - sign up 5:00 - 6:00 p.m. Sunday - sign up 9:30 - 10:30 a.m. Race asap Gary Harder, 604-853-4563,

Jan 24-25: Peninsula Indoor BMX
Port Orchard, WA. Sign up 3:30 p.m. to 4:30 p.m. on Saturday, 10:00 a.m. to 11:00 a.m. on Sunday. Single Points. Points classes \$15. Points class & Open \$18. Pro \$25. American Bicycle Association, www.gobmx.com

FEBRUARY

Feb 13-16: Peninsula Indoor BMX
Port Orchard, WA. Sign up 6:00 p.m. to 7:00 p.m. Fri, 3:30 p.m. to 4:30 p.m. on Sat, 10:00 a.m. to 11:00 a.m. on Sun. sign up on Sat & Sun for Mon races. Single Points. Points classes \$15. Points class & Open \$18. Pro \$25. American Bicycle Association, www.gobmx.com

Feb 21-Mar 3: Abbotsford Indoor BMX
Abbotsford, BC. Saturday - sign up 5:00 - 6:00 p.m. Sunday - sign up 9:30 - 10:30 a.m. Race asap. Tuesday, Wednesday sign up 6:00 - 6:45 p.m. - race at 7:00 p.m. Thursday - practice, Friday sign up 6:00 - 6:45 p.m. - race at 7:00 p.m. Saturday - sign up 5:00 - 6:00 p.m. Sunday - sign up 9:30 - 10:30 a.m. Race asap. Tuesday, Wednesday sign up 6:00 - 6:45 p.m. - race at 7:00 p.m. Gary Harder, 604-853-4563

Feb 21-22: Peninsula Indoor BMX
Port Orchard, WA. Sign up 3:30 p.m. to 4:30 p.m. on Saturday, 10:00 a.m. to 11:00 a.m. on Sunday. Single Points. Points classes \$15. Points class & Open \$18. Pro \$25. American Bicycle Association, www.gobmx.com

Feb 28-29: Peninsula Indoor BMX
Port Orchard, WA. Sign up 3:30 p.m. to 4:30 p.m. on Saturday, 10:00 a.m. to 11:00 a.m. on Sunday. Single Points. Points classes \$15. Points class & Open \$18. Pro \$25. American Bicycle Association, www.gobmx.com

MARCH

Mar 6: Peninsula Indoor BMX
Port Orchard, WA. Sign up 3:30 p.m. to 4:30 p.m. Single Points. Points classes \$15. Points class & Open \$18. Pro \$25. American Bicycle Association, www.gobmx.com

CYCLO-CROSS

DECEMBER

Dec 6: Vinter Cross Spectacular
Lake Oswego, OR. The perfect excuse to get out of holiday shopping and the final warm-up before Cyclo Cross Nationals the following week. Parking is limited, so please carpool. Paul Anderson, Half Fast Velo, www.halffastvelo.com

Dec 7: 2003 Emerald City Cyclocross Race Series Final
Seattle, WA. North SeaTac. Grail de la Grunge Cup. See race series for further info. www.marymoorevelodrome.org

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

ROAD TOURING

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

FEBRUARY

Feb 29: 31st Annual Chilly Hilly Bicycle Classic
Bainbridge Island, WA. Opening day of NW cycling season. 2,500 participants 33-mile route around Bainbridge Island. David Douglas, Cascade Bicycle Club, P.O. Box 15165, Seattle, WA, 98115-0165. 888-334-BIKE, www.cascade.org



List Your Event
in the NW's most comprehensive calendar
It's Free!

Submit your 2004 event data, description & contact details at editor@bicyclepaper.com. By Sat. 12/06/03-4:00 pm go to the calendar section on bicyclepaper.com to enter your info.

Get Noticed!

Thanks!

The Bicycle Alliance of Washington would like to thank all donors, attendees, volunteers and sponsors who contributed to the success of this year's auction

Together, you contributed to the best ever auction, helping us to raise \$60,000 for statewide bicycle advocacy and education.

Wineglass Cellars



2004 Northwest Racing and Tour Guides

Submit your event information for the 2004 NW Racing Guide and the NW Tour Guide.

Help us highlight your event - send a description to editor@bicyclepaper.com.

Information for the Racing Guide should include course profile details, how to finish, place or win in your event, usual weather conditions or things the riders should know.

For the Tour Guide include rider services information along with course description.

Racers - submit your picture and racing resume including: number of years of racing, team, hometown, strengths and weaknesses and goals for the season.

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RACE REPORT

