

BICYCLEPAPER

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Fall 2002 • Free

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Photo by Joe Zauner

Dale Knapp and Johnny Sundt demonstrate great agility running over the barriers.

Winter Cycling - Cyclocross

By CLAIRE BONIN

Cyclocross comes from the rich family of cycling disciplines. Road racing is the queen and has reigned over the sport of cycling from the beginning. Track racing, which can be traced back to the 19th century, "showcases a range of the most dynamic and extreme skills and tactics in the sport of cycling" according to the Union Cyclist International (UCI) definition of the sport. While mountain biking is relatively new compared to the other two, (only in its early twenties), this branch of cycling has gone through an explosive growth curve in the 1990's, making it a very well known discipline.

Cyclocross, which predates mountain biking, did not receive the same enthusiastic reception. Seen mostly as a training discipline for road racing, it became an intense but fun way to work on fitness and handling skills during the off season. Known best in Europe, it was not until 1950 that the first World Cyclocross Championship event took place and not until recently that this discipline has attracted North American riders.

What is cyclocross? The classic picture would show a rider carrying a bike on one shoulder while climbing a steep and muddy hill. There is more to it.

In terms of technique, cyclocross is one of the most difficult forms of bike racing. The bike itself is very similar to a regular road bicycle with drop handlebars, regular size wheels and narrow tires. The course, however, has more similarity with mountain biking, using wooded trails and grassy or muddy steep hills instead of smooth pavement. Obstacles (barriers) that can't be ridden are purposely placed on the course to force the riders to dismount and remount their bikes, adding a little running to this cycling event. Finally, the cyclocross season runs from early October to the beginning of February, making for usually cold racing conditions.

Still, cyclocross is different from mountain biking, as, contrarily to the fat tire sport, technical and mechanical support during the event is allowed and can become a major part of the strategy used to win a race. Since it is a winter sport, the mud can stick to the bike adding unnecessary weight, and creating mechanical problems. For this reason, a pit system, where trained mechanics provide riders with fresh, clean oiled bikes in exchange for their muddy ones has been developed over the years.

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► Feature

Challenge - Finding Women Specific Bikes and Apparel

By ELIZABETH OUTLAW

They're everywhere. Bikes and apparel with the claim "women's specific" design. It is hard, as a consumer, to recognize truly women's specific designs. A quick look around shows that not many women are built alike, hence the problem: manufacturers claiming to be women's specific but not providing satisfying designs for everybody. There are petites, tall, plus sizes, "average". No one company can possibly satisfy everyone's body type.

There's no question that women's clothing and apparel needs to be different from men's. How can women know if the design is truly women's specific and not just a scaled down version of the men design?

There's no quick and easy way of detecting a man's design masquerading as a women design. However,

Susan Otčenar, President of Team Estrogen, suggests that customers carefully read the tags, inspect the clothing, and research the company. Call them up and ask specific questions about their products. "In the end, it's all about the fit. Try it on," suggests Paula Dyba, Vice President of Marketing for Terry Precision Cycling.

There are some new trends in women's designs. Recently, many companies have been eliminating the jersey's elastic waist, which tended to be less comfortable and flattering to a woman's curvy body shape. Women can also look for shirts with the typical princess cut. This design is constructed using three pieces of fabric to form the front of a jersey while the two side panels begin just under the arm, curve outward to follow the natural line of the breast, and then fall straight down to the waist. "This

See "clothing" on page 5

► Opinion

Being Accountable

By JAY STILWELL

As publisher of Bicycle Paper, I am exposed to many opportunities that help to expand my participation within the Northwest cycling community. It is my belief that as publisher it is important to be held accountable by our readers and to participate in activities that promote cycling. It is an honor and responsibility that isn't taken lightly. In this editorial, I would like to share with our readers several examples of individuals and representatives that have chosen not to be as accountable.

In May, we received a press release from the City of Seattle, announcing interviews for positions on the Bicycle Advisory Board. With great excitement and hopes of having the opportunity to give back to the cycling community, I applied, had an interview, and then...no response.

Repeated emails were met with no reply or acknowledgement. It's been several months and after reflecting back on the interview, one question stands out in my mind. In no uncertain terms, it was posed to me that as publisher of the Bicycle Paper, and if on this board, would I publish pro-Advisory Board editorial? Well the answer to the question was obvious to me; Bicycle Paper would remain objective and accountable to its readers. Bicycle Paper would keep its readers in mind before publishing pro or con Advisory Board editorial. Needless to say, I haven't heard back from the board and really don't expect to. It would be nice if they would be held accountable to the community they represent.

Another opportunity for someone to be accountable was Ken Schram's commentary concerning Bike

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Victoria to host 2004 ProBike/ProWalk Conference

North America's largest cycling and walking conference is coming to Victoria, B.C.. John Luton, President of the Greater Victoria Cycling Coalition, who presented the Victoria's candidature, made the announcement. The 13th biannual conference, which attract federal and local bicycle coordinators, engineers, planners, health care researchers, law enforcement personnel and leaders of

cycling and walking advocacy organizations form around the United States, Canada and other part of the world is scheduled to take place from September 7 to 10, 2004. "ProBike/ProWalk is an opportunity and a challenge. We have an opportunity to show what we have accomplished (in Victoria) and a challenge to show how much more we can do" says Luton.

Travelling With Your Bike has Just Become Easier

Are you going on your dream cycling vacation or simply interested in riding in other States or maybe abroad in the UK? Travelling with a bike is not necessarily easy. Having to lug your bicycle box around, along with your other luggage while trying to go through airport check-in can become very awkward and frustrating. It also takes time and energy that could be better spent relaxing and enjoying your free time. An option is now available for those who wish to bring their bikes wherever they are going. Imagine the fun of traveling with your bike, without the hassles.

Sports Express, a Colorado based company which first started as a golf club and ski door-to-door pickup and delivery service, recently

teamed up with the League of American Bicyclist and Adventure Cycling Association to offer their members discounted prices on transporting their bikes. You are not a member of these organizations? The service is still available to you - without the discount! For a reasonable rate - which may vary according to your destination and options selected - Sports Express will pick up your bike at home or at your office and deliver it to your destination. It may be worth trying on your next trip.

For more information on this service contact Sports Express at www.sportsexpress.com or talk to one of their concierges at 800-357-4174.



Broadmark Dominate Junior World Cup

Wenatchee's Tyler Farrar of the Seattle based Broadmark Capital Cycling Team, won the individual time trial and placed second in two other stages to take the overall title at the 8-stage Tour de l'Abitibi Junior World Cup Race. Farrar, competing against the top under-nineteen riders in the world, was clearly

the strongest rider in a race that appeared to be closer than it really was. Broadmark Capital teammate Cameron Evans (Delta, BC), won the final stage of the race, adding a gold to the silver he won in a previous stage. Abitibi is considered to be one of the most prestigious Junior level events in the world.

The date to Remember: November 16th, 2002

Bicycle Alliance of Washington 10th Annual Auction is happening on November 16th this year. The Scottish Rite Masonic Center, in Seattle, has been selected for this important gathering. The auction's primary function is to aid Bicycle Alliance in its fundraising effort in order for the organization to pursue its mission and retain its stature as an effective statewide voice for bicyclists.

If you can't make it to Seattle on November 16th, well all isn't lost, you can still be participate in the event. First Bicycle Alliance is accepting donation items until October 25th this may be your way to contribute to this year's auction. If that doesn't work either, you can go to the new Ebay - BAW auction. Starting November 1st, ten items will be auctioned off on the web. "Adding the Ebay auction allows us to bring the event to the entire cycling community explains Louise Kornreich, BAW Auction Chair. "We hope that

those who can't come to Seattle on the 16th, will use the on-line auction to help us reach our fundraising goal" Kornreich continues.

Items to be auctioned include Arkel and Orlieb bike panniers, ski passes to various destinations, boat cruise, gourmet dinners, art pieces, wines, dogsled trip, mountain bike park passes, entry in many cycling events and tours including Wheeling Washington 2003, books, massage and more.

Last year 250 people attended the event, this year there is room for 300. To make sure you are one of them, reserve your seat now by contacting Bicycle Alliance at 206-224-9252. The doors open at 5:30 p.m. and the silent auction will run until 6:45 p.m. Dinner will be served at 7:00 p.m. and the live auction is scheduled to begin at 7:30 p.m. Tickets are \$40 and include the dinner, complimentary beer and wine and a lot of fun.



Bicycle Paper News

Advertising Opportunities in 2003

Bicycle Paper is gearing up for a great 2003 cycling season. Advertising opportunities are available for the print and website issues of the paper. In addition to our regular issues, Bicycle Paper will be producing and selling advertising for the following special publications:

- the 2003 Seattle International Bicycle Expo Program
- the 2003 Seattle to Portland Pre-Ride Guide
- The Northwest Racing Guide in collaboration with Northwest RaceReport.

This new 64-page publication will be a great source of information for all mountain bike, road, track and cyclocross racers.

To obtain a media kit or for more information, please contact sales@bicyclepaper.com or call toll free 888-836-5720 or 206-903-1333.

BP Winter Issue

Bicycle Paper's next issue, due out in early December will be a web version only. To receive an electronic notice of publication please contact info@bicyclepaper.com

Editorial and Photo Contributions

Bicycle Paper welcomes contributions from our readers. Help us cover the entire Northwest by submitting your news items, event's coverage, racing results, and pictures. Send us your "Best place to ride" article. We'd love to hear from you. For additional information and guidelines, please contact editor@bicyclepaper.com or call 206-903-1333.

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Unsolicited editorial contributions about personalities, touring, racing, advocacy, equipment, health and events are welcome. All manuscripts should be accompanied by a stamped, self-addressed envelope. Write or call for editorial guidelines and deadlines. All advertising inquiries should be directed to Claire Bonin.

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► "Accountable" from page 1

commuters, which he referred to as Bike Nazi's. Below is the email that I sent to Mr. Schram in response to his commentary.

To: Kschram@komotv.com
From: Jay@seattlepub.com
Subject: You may be right

Mr. Schram,

My first response to your commentary was to say - how dare he call me a Bike Nazi? Doesn't he realize what it is like to ride your bike on the city streets doing battle with 2 ton SUV's? After cooling down, your commentary

got me to think and to observe my own cycling habits on the streets. I admit that I have run stop signs, failed to signal when turning and swooped past pedestrians when riding on the sidewalk. So I am guilty for these crimes though I don't feel that I should be labeled a Nazi. Would you be interested in writing your opinion for the Bicycle Paper? Since we believe it is important to cover all sides of an issue.

Sincerely,

Jay Stilwell
Publisher

Needless to say, I am still waiting for a reply. At the Bicycle Paper it is important that we have the trust of our readers and be accountable to the Northwest cycling community. I wish that others who are trying to influence or persuade the Northwest cycling community held the same values and would be accountable. Though I will keep trying and hoping that someday, I will get a reply.

FEATURE

► "Cyclocross" from page 1

The sport is also spectator friendly. The track is designed on a short loop of approximately two miles, usually looping back to the main area a couple of time. This allows everyone to keep track of the action and riders positions. The barriers, tight corners, steep muddy sections, and pit area are always good viewing spots. The course is short: riders come by often and when the pack is strung they come continuously. Races are also short, one hour for the top men's category, making for intense racing from start to finish. There is no hiding in the pack and waiting for the final sprint.

This year the Northwest offers an array of cyclocross events to choose from providing riders with great racing opportunities:

- The Microsoft Metro Cyclocross Series in the Puget Sound area
- the Cross Crusade Series in Portland,
- the Inland Northwest Series in Spokane,
- the Cascade Cyclocross Series,
- the Lady of High Desert Twilight Series in Bend, Oregon
- the Grouse Mountain Series in B.C.

Finally, a points competition between Portland and Seattle to determine who has the best racers: the Grail Della Grunge Cup. "The Grunge" keeps track of the top 4 men and top 2 women results at each of the four pre-selected events (two in Portland, two in Seattle) to determine supremacy.

In addition to the regional series, four UCI internationally sanctioned events are slated for this year's calendar. These high caliber events will attract racers from across the USA and Canada, making for exciting and spectacular racing. The Northwest is home to some of the best cyclocross racers in the country and these events provide them with the opportunity to race with the "home course" advantage. Leading the Northwest field in the women category is Anne Grande. Grande is a member of the US National Cyclocross team, and a force to be reckoning with. Jeannette Nussbaum, Alice Pennington, Marhon Marik and Naomi Gollogly will also be in the thick of the action. On the men's side, Johnny Sundt, Dale Knapp and Erik Tonkin are nationally known local racers and will be battling for a spot on the national team as well as top honors in every race they enter.

The real beauty of cyclocross is that it open to everyone from beginners to elite, junior to master. Each series offers races for kids, making the event a family outing. The races are short and fun and unless you are an elite racer, you don't need a real cyclocross bike, any bike will do. Bring your mountain bike or your single speed; they have a category for you. All of the series organizers put on training sessions to demonstrate how to mount and dismount, carry the bike, jump barriers and much more. You can contact them directly to find out about these training opportunities.

Cyclocross is a great way to extend your cycling season, to help maintain your level of fitness, and keep you cycling during the fall and early winter months. So go out there and discover for yourself what cyclocross has to offer.



Photo by Sylvie Raymond

Cyclocross, the perfect winter cycling activity.

For additional information on training sessions and race series contact:

Cascade CX Series

Brad Crockman
541-914-6230, www.obra.org

Cross Crusade Series

www.crosscrusade.com

Grouse Mountain Series

Dave Cressman
604-998-4314, www.grousemountain.com

Inland NW Cyclocross Series

Marla Emde - 509-326-6983,
emde1coach@hotmail.com

Microsoft Metro Cyclocross Series

Craig Udem
http://www.marymoor.velodrome.org

Our Ladies of the High Desert Twilight Cross Series

http://webcycclery.com/docs/pg/
twilight_cross_series.html

UCI Redline Cyclocross Cup, Tacoma

Jim Brown, 360-556-4258,
www.rad racingnw.com



Photo by Joe Zauner

Dale Knapp racing for a spot on the national team for the World Championship in Zolder, Belgium.

Four Northwest Riders Claim Master World Championships Titles

Annette Hanson, Kenny Williams, Bob Kaye and Stan Gregg claimed the top honors in eleven events at the World Master Track Championship held in Manchester, GB. The competition showcased performances from 300 riders representing 20 countries. The USA delegation won the medal count competition with 22 gold, 15 silver and 15 bronze finishing ahead of Great Britain and Australia.

Seattle's Annette Hanson led the US delegation by registering impressive performances breaking two World records among her five victories for the 40-44 age group category. She was named Best Female Rider for her age group and proclaimed Overall Best Female Rider. Hanson established new World Master's best time in the 500m time trial covering the distance in 38.933 seconds, lowering the previous mark by 0.424 seconds. Her second record performance was set in the sprint event. Hanson claimed her third record performance with her 2000m pursuit ride where she stopped the clock after 2 minutes, 33.769 seconds of effort in the qualifying round. However, Petra Kluender, rode an impressive 2 minutes, 32.211 seconds in the bronze medal final to take the record away from Hanson. Finally, Hanson won the gold in the Points Race and the Olympic Sprint while teaming up with Texan's Suzie Tignor and Great Britain's Emily Forde on the "Sea Between" team.

Not to be left behind, Seattle's Kenny Williams broke the 35-39 age group kilometer World best time establishing the new mark at 1 minute, 6.799 seconds, three tenths of a

second faster than the previous record. He then went on to collect his second title in the 3,000m pursuit. Although Williams caught his opponent Douglas Beck, he kept going for the record failing to break the figures by just over a second. Williams completed the hat trick of victories by winning the points race. He received the Best Rider Award title for his age group.



Annette Hanson

Photo by Joe Zainer

Stan Gregg (in the 55-59 age group category) successfully defended his title in the 500m time trial but did not better his event record time from last year. Forming a trio called "Gregg's Specialized" with fellow Americans Keith Todd and Alphonso Whaley proved beneficial as they out paced the British team for the gold medal. Gregg, from Seattle, also finished second in the sprint event.

The competition was ferocious in the Men 65 years and older group. Bob Kaye from Black Diamond Washington finished second in the Sprint and Points Race events and third in the 500m. He also set a world best time of 2 minutes, 35.231 seconds in the 2000m pursuit qualifier, but German Ottl Altweck later turned in a 2:35.122 to claim the fastest time. Kaye took back the lead from Altweck in the final turning in a 2:34.229 to reclaim the world best time in this event while Altweck faded in the last couple of laps.

Worth noting as well was the performance of Victoria's Keith Bruneau who teamed up with Americans Tim Goodwin and Don Langley to form the "Bad Company" team which finished third in the Olympic Sprint event.

British Columbia Riders Bring Gold Home.

Vancouver Island residents Alison Sydor, Roland Green, Ryder Hesjedal and newcomer Max Plaxton were selected to represent Canada in the Team Relay event at the 2002 World Mountain Bike Championships in Kaprun, Austria. Hesjedal rode hard from the get go trailing France by only a few seconds after the first leg of four. Roland Green took matters in his own hands to establish a nearly two minute gap for Canada. Max Plaxton, kept the Canadians in the lead on the third leg losing only seven seconds to the opposition. Alison Sydor rode the anchoring portion cinching the victory and a second World Team Relay title for Canada. France took silver and surprising many, Switzerland came in third.

Roland Green added more gold and a new World Champion jersey to his collection by winning the Men's cross-country event, successfully defending the title he won in Vail the previous year. Geoff Kabush, from Courtenay, (another Vancouver Island resident) crossed the line in 17th place. Ryder Hesjedal rode the cross-country in the Under 23 men's category and managed to salvage a bronze medal after crashing with a Swiss rider



(left to right) Alison Sydor, Max Plaxton, Ryder Hesjedal and Roland Green.

courtesy of Canadian Cyclist

while leading the race. Hesjedal would however, receive his gold in the World Cup final event the following weekend. In the women's race, Alison Sydor rode in third place until the last lap, then had to settle for a fourth place finish after "bonking" badly. Sydor is the only rider to have consistently placed in the top five at the World Championships (including three World titles) since she first started competing in mountain bike events. Kiara Bisara, also from Courtenay, finished a respectable eight in the event. In total, the Vancouver Island residents earned two golds, one bronze and two top tens at the Worlds. Not bad for a small Island!

24 hours of Adrenaline - Snoqualmie

Erik Strom from Mt View, WA completed 20 laps of the six-mile long course in 24 hours to claim victory at the first ever "24 hours of Adrenaline" event presented at Snoqualmie Pass. Doug Peterson (Portland, OR) managed to put in 18 laps while David Hughes (Bremerton WA) circled the course 16 times to claim second and third places, respectively. Members of the "Are you on my team?" team connected over the internet while looking for partners for the event. They arranged to meet at the coffee shop prior to the race for their first 24 hours challenge: finding out who they were suppose to meet.



Once on the course, however, "Are you on my team?" managed to complete 32 laps, to claim the Co-ed category title just ahead of "A Midsummer Night's Team" (with 31 laps) and "Wheelzibub" (with 30 laps). The one hundred and twenty participants covered over 4,200 miles during the event while the spectators and supporters were treated to many challenges and ability contests for various prizes and the sharing of good laughs. Trilife International, the organizer of the event, will be back for a second serving of 24-hours at Snoqualmie next year.

Great Showing from Northwest Riders at Junior Nationals.

The Northwest sent a strong delegation of riders to this year's Road and Track National Championships. The city of Indianapolis hosted the track event then Clemson S.C. hosted the Road Championships.

Larsyn Staley from Beaverton, OR., racing for the Saturn Development team, won the 17-18-year-old women's individual time trial posting a time of 39 minutes, 19 seconds and averaging 24.7 mph over the 12-mile course. Staley then finished second to Magen Long of Oklahoma City, OK in the criterium and road race.

In the women's 15-16 road race, Caitlin Gibbs from the Beaverton Bicycle Club came second in a mass sprint finish event. Amara Boursaw (Standwood, WA) and Taylor Boglioli (Redmond, WA) took second and fourth places respectively in the 13-14 girl's race. A week earlier at the Track Nationals, Boursaw won the Junior Women's 13-14 Omnium competitor.

Tyler Farrar (Wenatchee, WA) dominated the Junior. Men's 17-18 track competition claiming victories in the Pursuit, the Team Pursuit and the Olympic Sprint. This performance came only a week after Farrar won the Tour de l'Abitibi, the only international junior



Adam Southerland (2nd from right) rode to a silver medal performance in the Kilometer.

Photo by Renee Duprel

world cup event in North America. Adam Southerland (Kent, WA) rode to a silver medal performance in the Kilometer time trial at Indianapolis. His time of 1 minute 11.455 seconds, which represent 50.381 km/hr, was two second slower than Andy Lakatos who posted a 1:09.230.

Fletcher Farrar (Wenatchee, WA), competing in the 10-12 boy's category, demonstrated great versatility by winning the bronze in the Track Omnium competition then gathering two more third-place finishes in the time trial and the road race the following week.

Top Ten Results at the 2002 Junior National Road and Track Championships

Gold Medals: 5

Name	Event
Tyler Farrar - Wenatchee	Jr. Men's 17-18 3km Pursuit
Tyler Farrar - Wenatchee	Jr. Men's 17-18 Olympic Sprint
Tyler Farrar - Wenatchee	Jr. Men's 17-18 Team Pursuit
Larsyn Staley - Beaverton	Jr. Women's 17-18 Time Trial
Larsyn Staley - Beaverton	Jr. Women's 17-18 Pursuit

Amara Boursaw - Stanwood	Jr. Women's 13-14 Time Trial
Micki Buckley - Olympia	Jr. Women's 17-18 Criterium

Silver Medals: 7

Adam Southerland - Kent	Jr. Men's 17-18 Kilometer TT
Taylor Boglioli - Redmond	Jr. Women's 13-14 Criterium
Amara Boursaw - Stanwood	Jr. Women's 13-14 Omnium
Amara Boursaw - Stanwood	Jr. Women's 13-14 Road Race
Caitlin Gibbs - Lake Oswego	Jr. Women's 15-16 Road Race
Larsyn Staley - Beaverton	Jr. Women's 17-18 Criterium
Larsyn Staley - Beaverton	Jr. Women's 17-18 Road Race

5th Place:

Fletcher Farrar - Wenatchee	Jr. Boy's 10-12 Criterium
Adam Southerland/Andy Baker	Jr. Men's 17-18 Olympic Sprint
Marty Cahill Lake Oswego	Jr. Men's 17-18 Olympic Sprint
Karen Amundson - Woodinville	Jr. Women's 15-16 Criterium

Bronze Medals: 8

Fletcher Farrar - Wenatchee	Jr. Boy's 10-12 Omnium
Fletcher Farrar - Wenatchee	Jr. Boy's 10-12 Road Race
Fletcher Farrar - Wenatchee	Jr. Boy's 10-12 Time Trial
Amara Boursaw - Stanwood	Jr. Women's 13-14 Criterium
Taylor Boglioli - Redmond	Jr. Women's 13-14 Time Trial
Micki Buckley - Olympia	Jr. Women's 17-18 Points Race
Micki Buckley - Olympia	Jr. Women's 17-18 Pursuit
Mick Buckley - Olympia	Jr. Women's 17-18 Scratch

6th Place:

Tela Crane - Issaquah	Jr. Women's 15-16 Omnium
Caitlin Gibbs - Lake Oswego	Jr. Women's 15-16 Points Race

7th Place:

Eric Ransom - Boise	Jr. Men's 17-18 Road Race
Caitlin Gibbs - Lake Oswego	Jr. Women's 15-16 2 km Scratch

8th Place:

Adam Southerland - Kent	Jr. Men's 17-18 3km Pursuit
Luke Pennington - Hood River	Jr. Men's 15-16 Time Trial
Karen Amundson - Woodinville	Jr. Women's 15-16 Time Trial
Caitlin Gibbs - Lake Oswego	Jr. Women's 15-16 5 km Scratch

4th Place:

Mikkel Bossen Portland	Jr. Men's 17-18 Olympic Sprint
Dean Tracy Tualatin	Jr. Men's 17-18 Olympic Sprint
Marty Cahill Lake Oswego	Jr. Men's 17-18 Scratch
Taylor Boglioli - Redmond	Jr. Women's 13-14 Omnium
Taylor Boglioli - Redmond	Jr. Women's 13-14 Road Race

9th Place:

Grant Boursaw - Stanwood	Jr. Men's 13-14 Omnium
Adam Southerland - Kent	Jr. Men's 17-18 Scratch Race
Caitlin Gibbs - Lake Oswego	Jr. Women's 15-16 Omnium

10th Place:

Andy Baker - Seattle	Jr. Men's 17-18 Points Race
Caitlin Gibbs - Lake Oswego	Jr. Women's 15-16 500m

► "Clothing" from page 1

creates a flattering, tailored look that fits many women" Otcenas comments. The sight of a lean, no-breasted male cyclist wearing a shirt with a princess cut design isn't quite likely.

Interestingly, Otcenas explains that Team Estrogen sells more 4x sizes than extra small, which isn't surprising. Riders and non-riders know how hard it is to find plus size clothing at typical retail stores. With designers and manufactures not being sensitive to the shapes of women, many are being excluded from the cycling community simply because they can't easily find apparel or bikes. It's embarrassing and a huge self esteem hitter when a women walks into a dressing room with a size XL that's uncomfortably too small. Plus-sized riders walk away from the a dressing room feeling discouraged at their attempts to be more physically active. The clothing industry un-intentionally discourages the women who are excluded by their clothing sizes. As Estelle Gray mentions, "No one has really recognized the potential in the women who are excluded from the sport of cycling." That potential includes monetary benefits by being able to provide what's scarce in the retail market and getting more women involved in cycling, hence using their products.

Harder still is companies' perception that women are difficult to please. We're picky. Men don't try shorts; analyze how big it makes their thighs look or how comfortable the give is at the waist. Maybe they do so for a couple of minutes, but it is women who spend the time contemplating the decision. It takes a lot of money to put out a clothing line and maybe

companies are not willing to foot the bill because of the unknown profit returns.

Talking about foot, the shoes are another definite problem. For all the advancements in women's specific apparel, items such as shoes, jackets and gloves don't receive the same design attention. For every ten men shoe styles, a company will have only one women's shoes style and often time there are a small scale version of the men shoe although they may be color coordinated to their latest clothing line. Not many options are available. Hopefully, the design companies will start catching on and give women more options in this department as well.

Last but certainly not least - the bike itself. Estelle Grey, owner of R & E Cycles in Seattle, compares getting fitted for a bike to being fitted for a tuxedo. Guys walk into the tuxedo shop and are measured for fit. It should be the same for bikes. After properly measuring the rider and discussing their riding abilities, style and goals you can take a standard bike and tweak it to make it fit - longer stem, wider bars, higher saddle, lower bars, shorter cranks, etc. However, for some women there is never enough tweaking. " I got so sick of saying 'nothing will fit you' that I

started designing my own bike," explains Gray about how the Rodriguez Stellar bike came to be created.

Rodriguez's aren't the only bikes on the market claiming to have a woman's specific design. Aside from having custom-designed bikes there are others companies that put their energy into developing bicycles that better fit women, thus requiring less tweaking. Back in 1985 Georgena Terry (Terry Precision) using her Mechanical Engineer background committed to making bicycles for women, and more recently Mountain Bike World Champion Juli Furtado and her team (Wylder) created their own line of bike for women. Trek amongst others also offers some women bicycle frames.

Can generic frames really be used by both sexes, and be an equally effective ride? It's debatable; it depends on the geometry and how much you would need to tweak it. The bottom line is, there are companies that design women's specific apparels and bikes but in order to be truly on par with men's supply, companies have a long way to go. As a consumer, it's your job to inform them of what you want.



Inka Sportswear's Madam Butterfly women's jersey.

Photo Courtesy of Inka Sportswear/John Bramley



Terry Precision's Damsel performance saddle built for women who race and ride hard.

Photo Courtesy of Terry Precision Cycling



Wylder "Julianna Femmetry" bicycles built for women.

Photo Courtesy of Wylder

Some women apparel and bikes references

- HIND**
800-952-4463, www.hind.com
- InSport International**
800-652-5200, www.insport.com
- Louis Garneau:**
800-448-1984, www.louisgarneau.com
- Pearl Izumi:**
www.pearlizumi.com
- R&E Cycles:**
206-527-1384, www.rodcycle.com/
- Shebeest:**
800.511.6897, www.shebeest.com
- Sugoi:**
800-432-1335, www.sugoi.ca
- Team Estrogen:**
877-310-4592, www.teamestrogen.com
- Terry Precision Cycling:**
800-289-8379, www.terrybicycles.com
- Wylder:**
831-420-1191, www.wylder.com
- Zoic:**
800.241.WEAR, www.zoic.com

HEALTH

Finite Resources



By Michael Petty
MA MSPT

In speaking with masters racing cyclists, I have become aware that most have only so much time to dedicate to riding. While this applies to the racer, the same situation holds for the majority of non-racing cyclists. The classic training program has you

building up your time on the bike by 10% per week to a maximally long week, then decreasing time and increasing the intensity. In a group familiar to me, master's age racers, most with families are capped at about 10 hours of riding/training/racing per week.

So, what do you do when you have the same size "time pie" all year long? I argue that you cut the pie into different pieces, depending on the phase of training. Around here, the racing season starts in March so the aerobic base building usually starts at the beginning of January. Assuming you have 10

hours per week and 4 or 5 days riding, I would start out at about 6 hours per week and add 1 hour/week until you get to 10 hours total. All of this riding is at conversational pace and no ride should be more than 3 hours long. At this point, the time holds at 10 hours total, but the rides get longer so that you end up doing two 4-hour rides and two 1-hour rides during the week. You can transition in three weeks by increasing the long ride by 20 minutes per week.

This would get you to the beginning of March with probably good aerobic base, but not much power at the higher intensities. Total time on the bike would decrease to about 6 hours per week as you build in intensity for about 2 of the 6 hours. Most of the early season races are not that long, so that is 1 race per week with the other 4 hours at conversational pace. One of the days should be at least 2 hours long. During this month,

you can increase the length of the intensity because most of the local training races increase in time/length each week. You may end up with closer to 7 hours of riding by the end of the month.

As you get to April, you want to get hard work in at least 2 times a week. In Seattle, you can do the Seward Park or SIR races during the week and a hard group ride or race on the weekend. Total riding time should be no more than 8

hours early in the month but you can increase the total time over the course of the month. You should keep one conversational ride of around 2 hours each week. I would suggest that you keep the hard/racing efforts to less than half of the total time on the bike.

At this point, you should be rolling pretty well. For the rest of the season, going hard 2 times a week with one longer ride will hopefully keep you in balance. I do not specify rest weeks as

most people have time off the bike thrust upon them by circumstances rather than by plan. Take the time off as rest as much as possible. This sort of plan assumes that your hard efforts are quite hard so you apply quality efforts rather than quantity. I also assume that your training time is largely spent on the bike rather than a combination of bike and gym or cross training. It is not that I don't advocate off-bike training activities; I just find that most folks don't do them.

Here's to hoping for safe and effective training. Take care.

Michael Petty MA, MSPT
*Licensed physical therapist
Nationally certified in therapeutic massage
and bodywork
Nationally certified fitness consultant
Lone Star Fitness
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"master's age racers, most with families are capped at about 10 hours of riding/training/racing per week"

Preparing for the Ultimate Bike Tour

By ELIZABETH OUTLAW

So you have decided to go for it, your first real cycling vacation to the outer counties of your state, or may be to remote areas of the country, or better abroad in places like Europe or Australia. Deciding that you want a cycling vacation is one thing, but there are important questions to ask yourself before you are ready to go. Should you book with a company or plan it all yourself? Who will go with you? Where should you ride? And then again, maybe you don't have what it takes to complete a bike tour. Can you really do this?

There are endless possible destinations, roads and trails to be ridden. It may be hard, but you must narrow the details down as much as possible before the opportunities overwhelm you. So first, decide where you would like to go and what you want to do on your trip? Are you interested in riding only or do you want to participate in other activities? Do you want to enjoy the secluded scenery, sightsee, or mingle with the locals or cover the greatest distance possible in the time you have available? How much money do you plan on spending on your trip?

Once you have answered those questions, you should have a pretty good idea of the type of trip you are looking for to start researching possible routes or look for a tour company that meets your requirements.

Planning a tour on your own can be cheaper, and may offer more flexibility to set and modify your riding schedule. However, you will need to take care of all of the logistics before and during your trip. Adventure Cycling Association is one of the only resource organizations in the country who assists riders in planning their own bike tour as well as offering guided tours itself. Their route maps are easy to read and provide all kinds of helpful information such as estimated mileage, elevation profiles, even food store locations. Being a nonprofit organization allows Adventure Cycling to truly commit itself to "inspire people of all ages to travel by bicycle." They are a great resource for books and other materials that can help you prepare for your trip.

On the other hand, there are many benefits to booking with a tour company, especially if

you are new at this. For starters, the tour company should take care of all the technical issues such as hotel reservations, meals, routes and maps, schedules, mechanical support, restrooms/food stops and more. Many companies have traveled their routes for years and they know where the quaintest pastry shop is or where, hidden down a secluded dirt road, is the most beautiful waterfall. It is like having the "locals" being able to lead you around to all the little-known spots that others won't see. No amount of independent research would allow you to know all those little secrets in a short period of time.

For your first bike tour, it would be considered a good idea to tag along with a tour company. Most trips average 15 riders per group, providing you with opportunity to meet other cycling enthusiasts and benefit from their expertise and experience while enjoying the ride in good company. No matter what your cycling experience or skill level, there is a bike tour and a company to fit your needs.

After you have decided on the general destination and before you pick a tour company, be sure to research both thoroughly. Read the brochures, the entire brochure, even the small print. Most of your questions should be answered here. There is nothing worse than putting your money down and then realize that the cost doesn't include certain necessities like dinners or airfare you thought would be included. If you need clarifications on any aspects of the trip, call them.

Researching tour companies can be a bit of a problem. There are not many outside sources of information. Pretty much the only thing to do is contact each company who offers the kind of trip you are looking for and ask them for references. You can also contact the Better Business Bureau, explore their websites discussion boards and find out what previous clients have to say about them. Nancy Bruce, at Erickson Cycle tours, suggests asking subtle questions like if the tours are full or how much of the company's clientele are repeat customers. The answers to these questions should be huge indicator of the company's success. Of course, if a company has been operating for years they



Photo Courtesy of ALAW

After the long ride, thinking about jumping? Nope, just taking time to enjoy the view at Deception Pass.

must be doing something right, otherwise they would quickly be out of business.

When talking to the references, find out if this was their first tour with this particular group. If it was not, be sure to ask about their experience with other tour operators. Another trick is asking the references for additional references.

Before signing with a company be sure that you understand exactly what is included in the cost. You should also be very clear on the level of ability required for the ride, the type of terrain, the daily mileage, any speed requirement, and the support provided while on the road. Find out about the weather you should be expecting. Clarify the meal plan and meal options, most importantly if you are vegetarian or have food allergies so your needs can be looked after. Find out about luggage transportation and accommodation arrangements - single or double occupancy? Motel, hotel or camping? And if camping, are there any shower facilities available? You should know how you and your bike are getting to and from the meeting point. Ask how many guides will be on the tour and if they will be riding with you, or driving the sag van. Find out about what happen if you can't ride because of injury or sickness. Ask about insurance coverage and refund policy. You should also find out how many riders are on the ride and get a

general idea of the age spread of the other participants.

At last, when you have all your questions answered, made the decisions, signed up and paid for your dream bicycle vacation, there is still one more thing to do - keep riding so you can get the most out of your trip and enjoy it to the maximum. You may want to consider adjusting your rides to meet similar terrain and mileage as what you will be riding during the tour. Remember that you will have ample time to cover the day distance and have the rest of the day to recover from it. Your main activity will be cycling, without any distractions.

Last advice when getting ready to go. Get to the start of the tour with an open mind. Although the operators will do their best to make your trip a memorable event, everything might not go exactly as expected, smile, have fun and take everything in stride. It is your trip, make it a great one. And as Jamie Parady, who completed his first bike tour with America by Bike last summer says "You can see a lot more of the country at 16-17 mph rather than 65".

Editor's Note:

Biketours-review.com provides information on some tour operators as well as showing price comparison and riders' reviews.



Photo Courtesy of ALAW

Visit new places; "you can see a lot more at 16-17mph".

Listing of some Tour Operators

Adventure Cycling Association

800-755-2453, www.adv-cycling.org

All about Adventures

208-263-6959,
www.allaboutadventure.com

America by Bike

888-797-7057, www.abbike.com

Australian Vacation Tour

61- 29-555-7216,
www.cyclingvacations.com.au

Bicycle Adventures

800-443-6060,
www.bicycleadventures.com

Bike and Barge Holland

800-437-4771, www.bikebarge.com

Cycle America

800-245-3263, www.cycleamerica.com

Cycle Oregon

800-CYCLEOR, www.cycleoregon.com

Erickson Cycle Tours

206-527-5259, www.ecycletours.com

Experience Plus!

800-685-4565, www.experienceplus.com

New Zealand Pedal Tour

888-222-9187, www.pedal tours.co.nz

Oregon Adventures

541-984-1433,
www.oregon-adventures.com

The Mountain Unlimited

510-520-0906,
www.themountainunlimited.com

Tim Kneeland and Associates

800-433-0528,
www.odysseyworldcyclingtours.com

Tour BC

877-606-2453, www.tour-bc.net

Western Spirit

800-845-2453, www.westernspirit.com

Stellar performances at Alpenrose Challenge

By Dave Campbell

The three-day Alpenrose Velodrome Challenge, held on the 268 meter velodrome at the Alpenrose Dairy in Portland, Oregon is the richest track race in North America. The \$15,000 cash purse attracts some of the top track racers in the world and featured some inspired performances by Northwest competitors on July 19th through the 21st.

Competition opened with the time trial events.

Perennial pursuit power

Mike Tillman won the

Men's 4000m Individual Pursuit final in 4:54:23, eclipsing Chris Carlson's track record of 4:54:87 set in 1997. World Masters Pursuit Champion Kenny Williams (Saturn of Bellevue) of Kirkland, Washington was second in 5:05:69, with Stanford University's Tyler Ofstad finishing third. 2000 US Olympic team member Erin Mirabella won the women's 3000m event in 4:03:85 over JoAnne Kiesanowski, with 2000 World Masters Pursuit Champion Annette Hanson (Team Rubicon) less than half a second back in 3rd.

Texan Suzie Tignor, a Masters World Champion in the 500 meter regained her 2000 AVC title with a solid 39:84 over Kiesanowski and Saturn of Bellevue's Effie Wardenberg. In the Men's Kilometer, young Indiana University star Josh Weir sprinted to a blistering start and hung on to top the leader board with a 1:12:56 until US 200m record holder Jeffrey LaBauve clocked a scorching 1:09:22. Only 2000 Olympic Gold Medalist Marty Nothstein has raced faster at Alpenrose, setting the track record of 1:08:76 at last year's AVC.

The final Friday event was a 50-lap points race qualifier and only 13 of the 21 starters would advance to join the 25 pre-qualifiers for Sunday night's 110-lap finale. The field stayed intact for much of the race with Kent Johnston (Lakeside Bicycles) the early leader on points, until 15 year old Jon Long (Team Oregon) took a flyer with about 15 laps to go. Masters racer John Simmons of San Jose, California quickly joined him and the two worked well together to open a sizeable gap. Obviously suffering Long finally blew at 3 to go, while Simmons gritted his teeth and tried to hang on alone. He was caught just out of the final turn by a charging Mirabella, racing strongly with the men, and Sim's rider Glenn Gann of Medford, who took the final sprint to move up to 3rd with 17 points. Simmons efforts put him even on points (18) with Johnston, but his time off the front netted enough top 3 finishes to break the tie and earn him a hard-fought victory. Mirabella led an impressive showing by the women finishing 4th with Kiesanowski just behind in 5th. As for the Portland youngster Long, he ended a very impressive sixth.

The Saturday morning session began with LaBauve knocking down another one of Nothsteins track records, and this time it was the 200 meter time trial record (11:44) set last year. LaBauve blazed around the track in 11:34 to best Stephen Alfred and Victoria, BC rider Keith Bruneau (PVL/Forte). Endurance trackie Jame Carney (Prime Alliance) moved through the reps to join the two top qualifiers in

an action-packed finale. Alfred, began the final 3-up sprint very early and from the front. LaBauve tried to come over the top going into the final turn, but Alfred, sprinting just on the edge of legality and barely avoiding a collision, held him up track to power home for the victory by a wheel.

Sprinter turned endurance trackie/roadie Marty Nothstein stamped his authority all over the Men's 10 mile, which was completed in 21 minutes flat. One of eight riders to take two laps during the race, Nothstein unleashed a scorching acceleration on the backstretch that allowed him time to the salute the crowd all the way down the homestretch. Pursuiter Tillman claimed second in front of the impressive Canadian Sam Whittingham (PVL/Forte)

Some of the most hotly contested events of the day were in the women's field.

Kiesanowski won an exciting Miss & Out and Mirabella's relegation (entering sprinter's lane while occupied) allowed 19 year old Medalist at the 2000 Junior Worlds, Ashley Kimmet and Suzie Tignor to round out the podium. Sprinter extraordinaire Tignor's time came in the Kierin. The Frisco powerhouse hit the front with a lap to go and with such force that her gap at the line was still 10 bike lengths. Mirabella just held off Washington track legend Renee Duprel (Gregg's Greenlake) for second. The highlight of the women's racing and probably the entire day's program came in the 100-lap points race. There was NEVER a period of more than 5 laps that went by without an attack, with most coming from local hero Norene Godfrey (Team Rubicon) and Colorado rider Renee "Sparky" Eastman. Although the headwind on the homestretch repeatedly doomed solo breakaways, these two never stopped trying, ultimately being rewarded with 5th and 6th place. Consistently closing the gaps and racking up points all the while to lead from the second sprint to the bell was Kiesanowski. The urgent requests for standings from an omnipresent Mirabella, however, indicated she knew she was close and as the laps wound down she began closing the points gap to Kiesanowski. The rider in third position as the laps ticked away was Kimmet, and with double points available for the finale, all three had a chance for victory. When Mirabella hit the front just after the bell, Kiesanowski had her wheel and seemed in control, but the National team member had too much left. Mirabella took the final sprint from Kimmet and the exhausted Kiesanowski. The final tally was Mirabella 44, Kiesanowski 41, and Kimmet 37. The top Northwest performer was Portland's Marjon Marik (Prime Alliance) in fourth.

The Mens Miss & Out could have been subtitled the Prime Alliance show with teammates John Walrod (Marik's fiancée) of Portland and Carney riding a textbook team race. Once Nothstein became the last rider pulled, Walrod launched a vicious attack with 3 to go and his teammate Carney playing watchdog over Tillman. Walrod, however, had ridden much of the race on the front and was rapidly running out of gas as the end drew

near. The enthusiasm of the home crowd was just what the tall pursuiter needed and as he pumped his fist in victory down the homestretch, he saw teammate Carney charging up from behind to claim second in front of a hard-working Tillman.

The Saturday evening session closed with a Madison that was utterly dominated by the Navigators pairing of Nothstein and Tillman. This sprinter/pursuiter dream team were able to win sprints with Nothstein and then throw in Tillman to keep the pressure on and take a lap...which they succeeded in doing to most teams on several occasions. The Prime Alliance duo of Walrod and Carney were able to go with them on all but one occasion ending the 8 sprint event with 19 points and even laps to Navigators one lap up 33 point tally. Northwest riders David Godfrey of Portland (Rubicon) and Whittingham teamed up to take 4th, down a lap with 12 points.

Sunday started with sprint qualifiers for Women and the close proximity of times hinted at an exciting tournament to follow. Erin Mirabella posted a 13:38 to qualify just in front of Tignor (13:43), Kiesanowski turned in 13:85 while 19 year old Kimmet posted a solid 13:87 as fourth best. Local rider Marik was the top Northwest qualifier in 5th. Marik later thrilled the home crowd with her repeated attacking in the Women's 5-mile Scratch race. Her longest foray off the front lasted until just a few laps to go, and an inspired Kiesanowski just held off Mirabella to win an exciting sprint.

The first event of the day for the Elite men was the Olympic Sprint, although several teams also included Masters and Women riders. Proving smooth accelerations and riding well together can overcome raw power, youngsters (all 20 or under) Josh Weir. David Wiswell and John Fredricks teamed up to blast to a scintillating 54:80. PVL/Forte teammates Bruneau and Whittingham raced with Washington strongman Williams to claim second in 55:56, just in front of favorites Alfred, LaBauve, and Carney, who posted 55:65.

Tignor, the 2000 AVC Sprint Champion, had to go through the reps to find her way into the finals due to relegation in the semifinals. Once there, she was pitted against Mirabella and the versatile Kiesanowski. Mirabella started the sprint on the bell, but the compact and powerful Texan exploded on the backstretch to open an insurmountable gap over Kiesanowski with Mirabella left in third.

One of the most highly anticipated events of the weekend was the Men's Kierin Final. After several heats and reps, the eight finalists read like a who's-who of North American Kierin racing: Weir, Bruneau, LaBauve, Wiswell, Alfred, Australian Jeff Hopkins, Carney, and two-time World Kierin Champion Nothstein. Carney quickly took the motor and when it pulled off, charged with Nothstein in tow. A huge roar came from the stands when Nothstein scorched into the final banking to take the bell firmly in command. As chaos unfolded behind, the Olympic Gold Medalist seemed sure of victory and raised his fist as he approached the finish. Underneath that prematurely raised arm scooted Hopkins to



Photos Courtesy of BP Archives

Another Successful Alpenrose Challenge unfolds in Portland.

take a narrow victory right on the line!

The final mass-start event was the Men's 110-lap points race which saw 25 starters line up under the mid-day sun. The 42-minute event, with temperatures in the mid-90's proved a war of attrition, with only 9 men left to contest the finish. After a very fast, single file opening few point sprints, five men sprang free and quickly took a lap: Carney, Nothstein, Tillman, Williams, and Joey D' Antoni. As the laps dwindled down, a Nothstein attack drew these same riders clear again, this time minus D'Antoni. The second lap, perhaps intentionally, took much longer to take and points were not "shared" in the tradition of many breakaways, with the lead riders engaging in many hotly contested points sprints. Soon after taking his second lap, the amazing Carney was off again. For several long laps, his gap stalled at a half lap, but when the main field bunched up and swung up-track debating who should lead, Carney doubled his efforts and quickly pounced on the back. A desperate Tillman attacked in the closing laps and while racking up points, could not gain more than half a lap on Carney and the depleted field. Tillman won the battle on points with 67, but would have to settle for 2nd behind the irrepressible Carney (58 points), the only rider to gain 3 laps. Nothstein was 3rd with 46 and Williams 4th with 33.

The traditional final event of the AVC is the flying lap. The race is known for getting the people up on their feet, cheering until they are hoarse, and drawing out spectacular performances from the cyclists. This year was no exception. First up were the women, Tignor laid down a blistering 17:40 short of the 1997 track record of 17:21, set by Jen Evans at the EDS Cup. Hopkins was the early leader for the men until Alfred became the first man to go under 16 seconds with only LaBauve left to ride. The big sprinter did not disappoint the noisy fans, blazing to a 15:24 that obliterated Steen Madsen's 15:44 record set in 2000. A fitting close to a spectacular weekend of track racing.



Universal Bend Bike Rack (top left) and the U2 Tandem Rooftop Rack (bottom left) and the Ratcheting Quick Load System (right) from Sportworks.

Sportworks Newest Products

With two new racks, the "Universal Bent Bike Rack" and the "U2", Sportworks tackles bicycling two toughest transports: the tandem and the recumbent.

"Tandems and recumbent bikes have always been tough to transport. We believe the Universal Bent Bike Rack and the U2 are the perfect solution," explains Julie Gregg, Product Manager for Sportworks.

Transporting a tandem can be a challenge purely due to its length. Sportworks new U2 Tandem/Recumbent Rooftop Rack features a revolutionary long wheelbase design, which employs two Ratcheting Quick-Load arms -

keeping the wheels on the bike and the frame untouched.

The various shapes and sizes of recumbents make them difficult to transport. With the Universal Bent Bike Rack, Sportworks claims to have solved the recumbent transport problem. Mounted on a Sportworks Mod hitch assembly, it features Quik-Fitting adjusting so practically any recumbent up to a 63-inch wheelbase can be transported. The patented Ratcheting Quick-Load system makes for easy and fast loading and unloading. For more information log onto www.bicycleracks.com.



Slingshot Introduces New Single Speed - The SingleShot

Since they were first established, Slingshot Bicycle Company has enjoyed many victories, and played a defining role in many of those achieved by others. And this year is no exception, in addition to celebrating their 20 year anniversary, they have also recently unveiled a new single speed bike, The SingleShot.

Using the same "Sling Power," that all of Slingshot's bikes are best known for, the Single Shot provides the most efficient use of pedal energy throughout the entire pedal revolution, allowing you to push a bigger gear than other single speed bikes, resulting in greater speed with the same expended energy. What's more, the SingleShot is a folding bike so it can be taken with you wherever you go!

"The design of Slingshot bikes are very unique, but so our riders - they want a bike that offers the convenience of being a folder, but still offers the agility and speed of a non-folder. When we developed the SingleShot we kept this in mind, and were able to develop this bike that allows you to cover more ground at a faster rate without using more energy," said Marty Alwood, Slingshot Product Manager.

Established in 1982, Slingshot Bikes have built a solid reputation in the bicycling industry as the high performance folding bike of choice with race proven results. Slingshot bikes are manufactured in Grand Rapids, Michigan. If you are interested in learning more about Slingshot visit www.slingshotbikes.com or call 888-530-5556.

Genuine Innovations Upgrades CO2 Pumps

Nobody likes to get a flat, but next time it happens, you may want to try the "Ultraflate IH Pro". Equipped with an "intelligent head" that auto detects a Presta or Schrader valve. Simply flip the thumb lever to lock onto the valve stem and your are ready to inflate. The pump also features precision inflation control, weather resistant sealed, safety lock and high-strength glass reinforced nylon construction



with brass valve internals for years of dependable use. Weight 65 grams.



Hokey Spokes Bicycle Safety Lights

With winter and her longer dark hours knocking at our doors, a lighting system is now essential for riding to and from work. Hokey Spokes are unique bicycle safety lights that allow riders to display computer-generated images and text inside the spoke cages while riding at night. Not only are Hokey Spokes fun and interesting, but they also provide important side visibility, which is mostly unavailable in today's standard bicycle lights. Hokey Spokes is great for nighttime commuters and bicycle couriers and can be used for promotional advertisement.

Five different colored "blades" are available and one to six blades can be combined on a single wheel to create simple or more complex illuminated designs or text messages. Each blade communicates to the others using wireless infrared communications. As the

blades spin during riding, a computer inside each of the blades modulates the internal LED lights so that images and text messages appear.

"I designed Hokey Spokes to solve the problem of side visibility," explains Dave Hoch, president of Illumination Design Works, the makers of Hokey Spokes. "The spoke lights enable the rider to be seen from several hundred yards away in any direction" Hoch continues. The blades are designed to fit any mountain or road bike wheel having a diameter of 24" or greater. A BMX 20" version will soon be available. The unit weighs only six ounces, which include the weight of the required three AA batteries.

For more information contact Illumination Design Works at 866-465-3977 or visit www.hokeyspokes.com

ClipMount Cell Phone Holder

The rapid growth in wireless technology has produced a new generation of easy-to-use, inexpensive wireless products. Despite these technological advances and until recently, there were no mechanisms available to the on-the-go enthusiast who desired to use their electronic device during these outdoor activities.

To close this void, Good-to-Go Products Inc. introduced the Clip Mount Cell Phone Holder. The key benefit is allowing the cell phone to be in clear view and within reach for rapid answer. The ClipMount holder provides a stable mounting platform for most electronic devices, including pagers, two-way radios, electronic compasses, GPS devices and even Personal Digital Assistant (PDA's). It can be easily installed on a range of equipment including bicycles. It is durable and weather proof, making it perfect for cyclists and other outdoors enthusiasts.

The ClipMount holder is ideal for bicyclists



and others who want to enjoy the great outdoors, but still need easy access or to be reached via their cell phone or pager" says David Farmer, co-inventor of the ClipMount product. For more information visit www.clipmount.com

Welcome to the Pacific Northwest's Most Comprehensive Bicycle Calendar

All events are listed chronologically within their respective sections:

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

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

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BMX

OCTOBER

Oct 5-6: Bakerview

Mount Vernon, WA. Subject to weather and or track conditions. SPR. Reg @ 3:30-4:30 p.m. Dan & Jody, Mount Vernon Parks Department, 360-336-0631,

Oct 5-6: Saturday Evening & Sunday Racing

Sumner, WA. Saturday registration from 4:30-5:30p.m., Sunday from 10-11 a.m. Mike Raich, River Valley BMX, 7800 Riverside Dr. E, Sumner, WA, 206-246-2661, www.gobmx.com

Oct 5-6: Yakima Valley Outdoor Race

Yakima, WA. All SPR event weekend. Cost \$10.00. Saturday reg. @ 3-4 p.m., Sunday reg. @ 10-11 a.m. Kim Hall, PO Box 9851, Yakima, WA, 98909. 509-454-7599, yakimavalleybmx@aol.com

Oct 12-13: Bakerview

Mount Vernon, WA. Subject to weather and or track conditions. SPR. Re @ 3:30-4:30 p.m. Dan & Jody, Mount Vernon Parks Department, 360-336-0631

Oct 12-13: Saturday Evening & Sunday Racing

Sumner, WA. Saturday registration from 4:30-5:30p.m., Sunday from 10-11 a.m. Mike Raich, River Valley BMX, 7800 Riverside Dr. E, Sumner, WA, 206-246-2661, www.gobmx.com

Oct 19-20: Yakima Valley Outdoor Race

Yakima, WA. All SPR event weekend. Cost \$10.00. Saturday reg. @ 3-4 p.m., Sunday reg. @ 10-11 a.m. Kim Hall, PO Box 9851, Yakima, WA, 98909. 509-454-7599, yakimavalleybmx@aol.com

CYCLOCROSS

OCTOBER

Oct 6: Cross Crusade #1

Portland, OR. Alpenrose Dairy. Part of Grail Della Grunge Cup Race. 9:30 a.m. Beginners & Master 45+ / Master 55+, 10:30 a.m. Cat C & juniors, 11:45 a.m. Cat B & single speed, 12:45 p.m. Women, 2:00 p.m. Cat A & Master 35+ Russ Humbertson, 503-384-0778, www.crosscrusade.com

Oct 6: Inland NW Cyclocross Series #2

Spokane, WA. Downriver Drive Course - REI Kids Race #2. See Race Series for more details. Marla Emde, Super Squadra Sports Cycling Club, 509.326.6983,

Oct 11: Our Ladies of the High Desert Twilight Cross Series #2

Bend, OR. At Skyliner Park (Cascade Middle School). Race under the lights. Starts: 7:00 p.m. Kids, 7:30 p.m. Men, Women, Juniors. http://webcyclery.com/.docs/pg/twilight_cross_series.html

Oct 12: Cascade CX Series

Bend, OR. At Hodgert Ranch. Starts: 10:45 a.m. Juniors, 11:15 a.m. Beginners, 11:45 a.m. Women, 12:00 p.m. Advanced Brad Cockman, P.O.Box 6693, Bend, OR, 97708. 541-914-6230, www.obra.org

Oct 12: Grouse Mountain Cyclo-cross

North Vancouver, BC. Dave Cressman, Dave Cressman - Team Soliton, 6400 Nancy Greene Way, North Vancouver, BC, V7R 4K9. 604-998-4314, grousemountain.com

Oct 13: Cross Crusade #2

Portland, OR. At Pier Park. 9:30 a.m. Beginners & Master 45+ / Master 55+, 10:30 a.m. Cat C & juniors, 11:45 a.m. Cat B & single speed, 12:45 p.m. Women, 2:00 p.m. Cat A & Master 35+ Russ Humbertson, 503-384-0778, www.crosscrusade.com

Oct 13: Inland NW Cyclocross Series #3

Spokane, WA. Highbridge Park - REI kids Race #3. See Race Series for more details. Marla Emde, Super Squadra Sports Cycling Club, 509.326.6983,

Oct 13: Microsoft Metro Cyclocross #3

Steilacoom Park, WA. South West Tacoma area. Starts: 10:00 a.m. Beginners M/W, 11:00 a.m., Cat B, Junior A, Single speed, 12:00p.m. Kids, 1:00 p.m. Master & Women, 2:00 p.m. Senior Men Jerry Baker, http://marymoor.velodrome.org/cyclocross

Oct 19: Cannondale PDX Int'l UCI / Cross Crusade #3

Portland, OR. Portland Int'l Raceway. Part of Grail Della Grunge Cup Race. 9:30 a.m. Beginners & Master 45+ / Master 55+, 10:30 a.m. Cat C & juniors, 11:45 a.m. Cat B & single speed, 12:45 p.m. Women, 2:00 p.m. Cat A & Master 35+ Russ Humbertson, 503-384-0778, www.crosscrusade.com

Oct 20: UCI Redline Cup

Tacoma, WA. Wright Park. 70% trail, 30% grass. Starts: 9:00 a.m. Cat C and non-elite Women, 10:00 a.m. Cat B, 11:00 a.m. Juniors, 11:45 a.m. Kids, 12:00 p.m. Master 35+, 1:00 p.m. Women, 2:00 p.m. Men & U23. Purse: \$2500 Jim Brown, 360-556-4258, www.racingnw.org

Oct 23: Our Ladies of the High Desert Twilight Cross Series #3

Bend, OR. At Skyliner Park (Cascade Middle School). Race under the lights. Starts: 7:00 p.m. Kids, 7:30 p.m. Men, Women, Juniors. http://webcyclery.com/.docs/pg/twilight_cross_series.html

Oct 26: Grouse Mountain Provincial Cyclo-cross Championships

North Vancouver, BC. Dave Cressman, Dave Cressman - Team Soliton, 6400 Nancy Greene Way, North Vancouver, BC, V7R 4K9. 604-998-4314, grousemountain.com

Oct 26-27: Halloween Cross Festival & Cross Crusade #4

Portland, OR. At Johnson Farm. Start 9:30 a.m. Beginners & Master 45+ / Master 55+, 10:30 a.m. Cat C & juniors, 11:45 a.m. Cat B & single speed, 12:45 p.m. Women, 2:00 p.m. Cat A & Master 35+ Russ Humbertson, 503-384-0778, www.crosscrusade.com

Oct 26: Inland NW Cyclocross Series #4

Spokane, WA. Downriver Drive Course. See Race Series for more details. Marla Emde, Super Squadra Sports Cycling Club, 509.326.6983,

Oct 27: Inland NW Cyclocross Series #5

Spokane, WA. Riverside State Park. See Race Series for more details. Marla Emde, Super Squadra Sports Cycling Club, 509.326.6983,

Oct 30: Our Ladies of the High Desert Twilight Cross Series #4

Bend, OR. At Skyliner Park (Cascade Middle School). Race under the lights. Starts: 7:00 p.m. Kids, 7:30 p.m. Men, Women, Juniors. http://webcyclery.com/.docs/pg/twilight_cross_series.html

NOVEMBER

Nov 2: Cascade CX Series

Bend, OR. Location TBA. Starts: 10:45 a.m. Juniors, 11:15 a.m. Beginners, 11:45 a.m. Women, 12:00 p.m. Advanced Brad Cockman, P.O.Box 6693, Bend, OR, 97708. 541-914-6230, www.obra.org

Nov 3: Cross Crusade #5

Wilsonville, OR. Memorial Park (Wilsonville). Starts:9:30 a.m. Beginners & Master 45+ / Master 55+, 10:30 a.m. Cat C & juniors, 11:45 a.m. Cat B & single speed, 12:45 p.m. Women, 2:00 p.m. Cat A & Master 35+ Russ Humbertson, 503-384-0778, www.crosscrusade.com

Nov 3: Cyclocross State Championship

Spokane, WA. Championships categories: Juniors, Senior B, Master B, Master A. Doesn't count toward series. Jerry Baker, http://marymoor.velodrome.org/cyclocross

Nov 10: Microsoft Metro Cyclocross Series #4

Lincoln Park, WA. Jerry Baker, http://marymoor.velodrome.org/cyclocross

Nov 16: Cascade CX Series

Bend, OR. Location TBA. Starts: 10:45 a.m. Juniors, 11:15 a.m. Beginners, 11:45 a.m. Women, 12:00 p.m. Advanced Brad Cockman, P.O.Box 6693, Bend, OR, 97708. 541-914-6230, www.obra.org

Nov 17: Cross Crusade #6

Portland, OR. Barlow High School. Starts:9:30 a.m. Beginners & Master 45+ / Master 55+, 10:30 a.m. Cat C & juniors, 11:45 a.m. Cat B & single speed, 12:45 p.m. Women, 2:00 p.m. Cat A & Master 35+ Russ Humbertson, 503-384-0778, www.crosscrusade.com

Nov 17: Inland NW Cyclocross Series #6 - Finals

Spokane, WA. Riverside State Park. Finals and Raffle. See Race Series for more details. Marla Emde, Super Squadra Sports Cycling Club, 509.326.6983,

Nov 17: Microsoft Metro Cyclocross Series #5

Federal Way, WA. Celebration Park. Starts: 10:00 a.m. Beginners M/W, 11:00 a.m., Cat B, Junior A, Single speed, 12:00p.m. Kids, 1:00 p.m. Master & Women, 2:00 p.m. Senior Men Jerry Baker, http://marymoor.velodrome.org/cyclocross

Nov 24: Cross Crusade #7 & Oregon State Championships

Portland, OR. Estacade Timber Park. Starts: 9:30 a.m. Beginners & Master 45+ / Master 55+, 10:30 a.m. Cat C & juniors, 11:45 a.m. Cat B & single speed, 12:45 p.m. Women, 2:00 p.m. Cat A & Master 35+ Russ Humbertson, 503-384-0778, www.crosscrusade.com

Nov 24: Cyclocross State Championships

North Sea Tac, WA. No series points awarded. Senior A and Women Jerry Baker, http://marymoor.velodrome.org/cyclocross

Nov 24: Microsoft Metro Cyclocross #6

North Sea Tac, WA. Under north approach to SeaTac airport. Starts: 10:00 a.m. Beginners M/W, 11:00 a.m., Cat B, Junior A, Single speed, 12:00p.m. Kids, 1:00 p.m. Master & Women, 2:00 p.m. Senior Men Jerry Baker, http://marymoor.velodrome.org/cyclocross

Nov 30: UCI Metro Cup

Steilacoom, WA. Starts: 10:00 a.m. Beginners M/W, 11:00 a.m., Cat B, Junior A, Single speed, 12:00p.m. Kids, 1:00 p.m. Master & Women, 2:00 p.m. Senior Men Jerry Baker, http://marymoor.velodrome.org/cyclocross

DECEMBER

Dec 1: Stumptown Cyclocross UCI / Cross Crusade Finale

Portland, OR. At Jackson MS. Russ Humbertson, 503-384-0778, www.crosscrusade.com

Dec 8: Microsoft Metro Cyclocross Series Final

South Sea Tac, WA. See race series for information. Just under the south approach to Sea Tac airport. Series prizes awarded after the event. Jerry Baker, http://marymoor.velodrome.org/cyclocross

Dec 14: Cascade CX Series

Bend, OR. Location TBA. Starts: 10:45 a.m. Juniors, 11:15 a.m. Beginners, 11:45 a.m. Women, 12:00 p.m. Advanced Brad Cockman, P.O.Box 6693, Bend, OR, 97708. 541-914-6230, www.obra.org

EVENTS

NOVEMBER

Nov 20: Bicyclists' Legal Clinic

Portland, OR. A free vehicle law class for bicyclists with lawyer Ray Thomas. From 6:00 pm-7:30 p.m. Bicycle Transportation Alliance, 717 SW 12th, Portland, OR, 503-226-0676, info@bta4bikes.org

FEBRUARY

Feb 28-Mar 2: Subaru Seattle International Bicycle Expo

Seattle, WA. Stadium Exhibition Center - next to Safeco Field.3rd largest bicycle show in the nation. 150 exhibitors Ernie Gillo, Cascade Bicycle Club, 85 S. Washington St #304, Seattle, WA, 98104. 888-334-2453, www.cascade.org

OFF-ROAD TOURING

OCTOBER

Oct 11-13: Bend's Big Fat Tour

Mt Hood, OR. Petr Kakes, 503-272-0146,

Oct 20-Nov 4: Mali: Sahel Journey

Mali. explore the lifestyle of the 'Sahel', including a boat trip on the Niger River, visit Timbuktu. David Mozer, International Bicycle Fund, 4887 Columbia Dr S, Seattle, WA, 98108. 206-767-0848, www.ibike.org/ibike

ROAD TOURING

OCTOBER

Oct 5: Manastash Metric Fall Colors Tour

Ellensburg, WA. Flat to rolling hills along the Yakima River Valley Jean Lofy, Ellensburg Cross Country Ski Club, 701 N. Willow St., Ellensburg, WA, 98926-3258. 509-962-8040, www.elltel.net/XCski

Oct 6: Kitsap Color Classic

Edmonds, WA. 14 to 64 miles loops along Kitsap Peninsula. Cascade's last event of the season. David Douglas, Cascade Bicycle Club, PO Box 15165, Seattle, WA, 98115. 888-334-BIKE, www.cascade.org

Oct 6-7: SIR 600 km Brevet

Seattle, WA. Mark Thomas, Seattle International Randonneurs (SIR), 13543 160th Ave NE, Redmond, WA, 98052. 425-702-8880, www.seattlerandonneur.org

Oct 12-14: Wine Country Weekender

Healdsburg, CA. Tour sample some of the most picturesque landscapes of the Northern California wine country. Rebecca Hintze, Luna Tours, 200 Mountain Brook Rd., Livingston, MT, 59047. 877-404-6476, www.lunatours.com

Oct 20-26: Viva Las Vegas

Las Vegas and environs. Even though Las Vegas is known for gambling and nightlife, it also has incredible cycling to enjoy. Tim Kneeland, Tim Kneeland & Associates, Inc., 410 West Spazier Ave, Burbank, CA, 91506. 800-433-0528, www.owct.com

NOVEMBER

Nov 2: Solvang Prelude

Solvang, California. 25, 50 or 63- mile rides around Santa Ynez Valley SCOR, Randy Ice P.T.,C.C.S., P.O. Box 9065, Brea, CA, 92822. 562-690-9693, www.bikescor.com

JANUARY

Jan 10-26: 31: Odyssey World Cycling Tours

43 countries. Cycle 43 countries on 6 continents in 12 stages or connect the stages and ride around the world. Tim Kneeland, Tim Kneeland & Associates, Inc., 410 West Spazier Ave, Burbank, CA, 91506. 800-433-0528, www.owct.com

FEBRUARY

Feb 24-Mar 31: Tour of New Zealand - North Island (2003)

Auckland, New Zealand. Ride the perimeter of the sub-tropical North Island. Sag support, cabins & camping. Wayne Martin, Wayne Martin, 246 W. Manson Hwy. #197, Chelan, WA, 98816. 877-283-3551, www.waynesue.com/page2.html

Organizers - Get ready for the 2003 season - Submit your calendar listing now!

Use: www.bicyclepaper.com, calendar section, to enter your event directly or fax us at 206-903-8565 or mail us your information. Deadline for the March/Calendar BP - January 30th

ROAD RACING

Oregon Road Championship

August 4, 2002
Parkdale, Oregon

Senior Women (10 Riders Started)

- 1 Gollygy, N. Bike Gallery(1)
- 2 Browning, J. Corben/Huntair (2)
- 3 Knable, M. Columbia River(3)

Senior Men (53 Riders Started)

- 1 Littehales, T. Navigators (1)
- 2 Elken, E. Broadmark (2)
- 3 Sbeih, A. Mercury
- 4 Leonard, J. Bike Gallery (3)

Masters Men 40-49 (48 Riders Started)

- 1 Worthington Labor Power
- 2 Yenne, S. Capitol Velo (1)
- 3 Zimbleman Sunnyside Sports (2)
- 4 Pruder, A. Nike/Logie Velo (3)

Masters Men 50+ (14 Racers Started)

- 1 Raker, B. Unattached (1)
- 2 Buck, J. RCW (2)
- 3 Schreck, G. Corben/Huntair (3)

Oregon Criterium Championship

August 11, 2002
Gresham, Oregon

Senior Men

- 1 Cahill, M. Corben Huntair
- 2 Serna, R. Logie Velo
- 3 Allen, P. USPS

Senior Women

- 1 Sanborn, M. Wenzel Coaching
- 2 Gollygy, N. Bike Gallery
- 3 Wenzel, K. Wenzel Coaching

Masters 30-39

- 1 Roberts, E. Sunnyside Sports
- 2 Gann, G. Sim's
- 3 Duff, M. Nike

Junior 11/12

- 1 Chilenski, J. Team Oregon
- 2 Pulford, R. Team Oregon
- 3 Jorgenson, B. Team Oregon

Women 11/12

- 1 Luhnaw, K. Presto velo
- 2 Bossen, E. Team Oregon

Juniors 17/18

- 1 Tracy, D. Team Rubicon
- 2 Bossen, E. Team Oregon
- 3 Long, J. Team Oregon

Junior 15/16

- 1 Williams, B. Team Oregon
- 2 Shane, K. Team Oregon
- 3 Bossen, R. Team Oregon

Women 15/16

- 1 Gibbs, C. BBC

Junior 13/14

- 1 Byrd, M. Cyclisme
- 2 Boothby, A. Cyclisme
- 3 Bossen, K. Team Oregon

Women 13/14

- 1 Hobson, R. Team Oregon

Junior 9/10

- 1 Jorgensen, E. Lakeside
- 2 Dunn, T. Lakeside
- 3 Luhnaw, J. Presto Velo

Women 9/10

- 1 Cahill, K. Presto Velo

Tandems

- 1 Columbia River Velo, S.
- 2 Columbia River Velo, A.
- 3 Corben Huntair, M.

Tandem Mixed

- 1 Holland/Holland Corben Huntair
- 2 Whittaker/Meadors Presto Velo
- 3 Luhnaw/Luhnaw Presto Velo

Category 4/5

- 1 Dengel, J. Cyclisme
- 2 Facwett, T. Cyclisme
- 3 Hogan, R. Sim's

Masters Women

- 1 Whittlatch, S. Lakeside
- 2 Allen, D. Webcor
- 3 Knable, M. Columbia River Velo

Women Category 4

- 1 Bozeman, M. EnSelle/NoMad
- 2 Stolt-Krichko, D.
- 3 Whittaker, B. Corben Huntair

Masters 50+

- 1 Raker, B. Team Rose City
- 2 Vails, R. Team Rose City
- 3 Christensen, E. Team Rose City

Masters 40-49

- 1 Allen, P. USPS
- 2 Holland, S. Corben Huntair
- 3 King, M. Sunnyside

Oregon State Time Trial Championship

St Paul, OR
August 25, 2002

10 Km Course

- 1 Roper, P. Team Oregon 0:22:16
- 2 Bossen, E. Team Oregon 0:22:51
- 3 Hobson, L. Team Oregon 0:24:22

Junior Men 10-12

- 1 Jorgensen, B. 0:19:02
- 2 Jorgensen, E. 0:20:42
- 3 Dunn, T. Lakes./Rv Edge 0:21:13

Junior Women 13-14

- 1 Zimbleman Sunnyside Sp 0:18:51
- 2 Hobson, R. Team Oregon 0:20:09

Junior Men 13-14

- 1 Bossen, K. Team Oregon 0:17:16
- 2 Abramson, D. Capitol Velo 0:17:41
- 3 Megale, I. Bbc 0:18:30

20 Km Course

- 1 Williams, B. Team Oregon 0:30:08
- 2 Bossen, R. Team Oregon 0:33:37

Junior Men 17-18

- 1 Southerland Wheelsport 0:28:02
- 2 Cloyd, J. Capitol Velo 0:28:54
- 3 Cahill, M. Corben/Huntair 0:29:36

Masters Women 65+

- 1 Gierga, S. Portland Run. 0:36:44

Masters Men 65+

- 1 Parsley, D. Tm Rose City 0:30:46
- 2 Gierga, J. Portland Run. 0:31:41
- 3 Rombalski, R. 0:35:54

38.5 Km Course

- 1 Brown, G & S Eweb Wind. 0:53:31
- 2 Browning/O'neil 0:55:10
- 3 Meadors/Whittaker 0:55:35

Tandem Men

- 1 Babcock/Peterson 0:52:51
- 2 Rantala/Ripp 0:55:06
- 3 Moisan/Hayden 0:59:23

Masters Women 55-59

- 1 Hayden, C. Capitol Velo 1:16:40

Masters Women 50-54

- 1 Bonner, C. Team Oregon 1:11:15
- 2 Tenney, E. EnSelle/Nomad 1:13:11
- 3 Liebowitz, F. Capitol Velo 1:17:19

Masters Men 45-49

- 1 Fuller, L. 1:06:36
- 2 Ripp, S. Columbia Riv. 1:07:29
- 3 Kellington, W. 1:07:51

Masters Women 40-44

- 1 Ross, M. Capitol Velo 1:00:32
- 2 Knable, M. Columbia Riv. 1:01:40
- 3 Hewett, N. Capitol Velo 1:04:34

Senior Women 4/5

- 1 Miramon, E. 1:07:08
- 2 Turos, G. Cycle Sport 1:07:12
- 3 Miller, L. Team Oregon 1:08:25

Senior Women 3

- 1 Walsh, M. Saturn Bellevue 1:01:12
- 2 Moon, M. Team Oregon 1:02:48

Senior Women

- 1 Magness, L. Ico 0:57:05
- 2 Lozano, M. 1:04:07

Masters Men 60-64

- 1 Morris, B. Multnomah Ath. 0:59:55
- 2 Jensen, J. Multnomah Ath. 1:07:06
- 3 Russell, L. Capitol Velo 1:11:27

Masters Men 55-59

- 1 Resnick, M. EnSelle/Nomad 1:01:07
- 2 Hewett, D. Capitol Velo 1:02:58
- 3 Schaffenberg Corben/Huntair 1:04:01

Masters Men 50-54

- 1 Buck, J. Team Rose City 0:56:42
- 2 Schreck, G. Corben/Huntair 0:57:12
- 3 Hopkins, L. Corben/Huntair 0:59:56

Masters Men 45-49

- 1 Gierga, P. 0:53:16
- 2 Zimbleman Sunnyside Sp. 0:54:16
- 3 Yenne, S. Capitol Velo 0:55:00
- 5 Melka, J. Capitol Velo 0:57:07

Masters Men 40-44

- 1 Bunselmeyer Excel Sports 0:51:11
- 2 Roberts, C. Team Clif Bar 0:54:57
- 3 Magness, D. Hutch's (Silver) 0:55:48

Masters Men 35-39

- 1 Springer, S. EnSelle/Nomad 0:51:27
- 2 Rosier, T. Team Rose City 0:53:43
- 3 Martin, E. Team One 0:53:56

Masters Men 30-34

- 1 Duncan, T. Team Oregon 0:52:22
- 2 Campbell, D. Hutch's 0:55:28
- 3 Larson, D. Team S&M 0:59:39

Senior Men 4/5

- 1 Anton, C. N. River Racing 0:56:38
- 2 Shokeir, M. 0:57:08
- 3 Schlabach, A. N. River Racing 0:58:15

Senior Men 3

- 1 Palmer, D. Lakes./Rv Edge 0:53:41
- 2 Vrijmoet, D. Eweb Wind. 0:54:25
- 3 Kytola, E. Hutch's 0:55:27

Senior Men

- 1 Walsh, M. Saturn Bellevue 0:52:45
- 2 Ecker, B. Recycled Cycles 0:53:02
- 3 Ollershaw Bike Gall./Trek 0:53:18

Co-Motion Classic Tandem Stage Race

Eugene, Oregon
August 30 - September 1, 2002

Cat A

- 1 Bunselmeyer/Shannon Excel Sports
- 2 Vrijmoet/Waters Co-Motion
- 3 Sanborn, T. & M. Hutch's

Cat B

- 1 Weyhrich/Handler Five Valley V.
- 2 Segers, M. & M. Old Town
- 3 Meadors/Whittaker Corben/Huntair

Oregon Hillclimb Championship

September 1, 2002

Government Camp, Oregon

Junior Men 10-12

- 1G Jorgensen, B. 0:40:55
- 2S Hopkins, J. Corben/ Hunt. 0:41:31
- 3B Jorgensen, E. 0:45:09

Junior Men 13-14

- 1G Miller, C. Capital Velo 0:35:02
- 2S Vizzini, J. 0:37:34
- 3B Abramson Capital Velo 0:39:42

Junior Men 15-16

- 1G Pennington Bike Gallery 0:28:18
- 2S Williams, B. Team Oregon 0:28:56
- 3B Resnick, M. EnSelle/ Nom. 0:37:33

Junior Men 17-18

- 1G Selker, K. EWEB Wind. 0:28:07
- 2S Cloyd, J. Capital Velo 0:29:43
- 3B Kneuvn, T. BBC 0:31:01

Masters Women 50+

- 1G Bonner, C. Tm Oregon 0:45:15
- 2S Tenney, E. EnSelle/ Nom. 0:48:34

Masters Women 40-49

- 1G Ross, M. Multnomah 0:34:25
- 2S Gierga, P. EWEB Wind. 0:37:00
- 3B Mautner, M. EnSelle/ Nom. 0:45:15

Masters Women 30-39

- 1G Slawta, J. 0:31:24

Women Cat 4

- 1G Krichko, D. 0:36:15
- 2 Pettit, A. 0:44:12
- 3S Pype, R. Team S&M 0:44:46
- 4 Anthony, M. 0:45:07
- 5B West, E. Team S&M 0:50:06

Women

- 1G Rohan, K. Lakes./Rivers 0:32:23
- 2 S Pennington Bike Gallery 0:32:24
- 3 B Wilson, J. Disco Velo 0:33:55

Masters Men 50+

- 1G Schreck, G. Corben/ Hunt. 0:30:48
- 2 S Wessels, T. BBC 0:32:09
- 3 B Buck, J. Tm Rose City 0:32:11

Masters Men 45-49

- 1 Winter, J. 0:34:31
- 2G Field, T. EWEB Wind. 0:34:55
- 3S Mallon, C. Disco Velo 0:35:25
- 4B Murty, L. BBC 0:36:02

Masters Men 40-44

- 1 G Roberts, C. Team Clif Bar 0:27:16
- 2 S Mauch, M. Corben/ Hunt. 0:28:04
- 3 B Wellington, J. Hutch's - Bend 0:30:21

Masters Men 35-39

- 1 G Martin, E. Team One 0:27:04
- 2 S Rosier, T. Tm Rose City 0:28:24
- 3 B Canfield, G. Hutch's 0:28:41

Masters Men 30-34

- 1 Carlson, D. 0:29:45
- 2 G Reed, A. G.S. Camerati 0:29:53
- 3 S Davidson, C. Multnomah 0:30:11
- 4 B Boxberger, D. EWEB Wind. 0:30:31

Men Cat 4/5

- 1 Cuddihy, R. Chinook Cyc. 0:28:10
- 2 G Dengel, R. River City 0:29:18
- 3 S Sander, A. 0:29:48
- 4 Hendricks, T. Disco Velo 0:29:50
- 5 B Botti, M. Disco Velo 0:29:53

Senior Men

- 1 G Tonkin, E. Team S&M 0:25:17
- 2 S Wilson, B. 0:26:07
- 3 B Miller, D. Bike Gallery 0:26:38

Camas Downtown Dash

Overall Omnium
September 13-15, 2002

PRO 1/2

- 1 Thompson, T. Broadmark Capitol 39
- 2 Leonard, J. Trek/VW/Bike Gall. 36
- 3 Elken, E. Broadmark Capitol 36

CAT 3

- 1 Beers, S. Vision Cyclery 39
- 2 Knowlson, J. GS Camerati 35
- 3 Biederman, J. Share The Roads 35

MASTERS 35+

- 1 Krichko, K. 38
- 2 Meadows, I. Corben Huntair 37
- 3 Baratto, J. Ashmead College 36

JUNIORS

- 1 Renner, A. ASC Jr. Dev. 56
- 2 Kneuvn, T. Beaverston Bike Cl. 52
- 3 Ethridge, K. 42

WOMEN

- 1 Rohan, K. Lakeside 49
- 2 Whittlatch, S. Lakeside 49
- 3 Knable, M. Columbia Riv. Velo 45

WOMEN 4

- 1 Stolt-Krichko 60
- 2 Whittaker, B. Corben Huntair 48
- 3 Frischmeyer 15

CATEGORY 4/5

- 1 Sander, A. 54
- 2 Botti, M. Disco Velo 43
- 3 Kinnunen, J. Team Ari Force 35

WOMEN 4

- 1 Stolt-Krichko 60
- 2 Whittaker, B. Corben Huntair 48
- 3 Frischmeyer 15

Eugene Celebration Cycling Classic

Final General Classification
September 21-22, 2002

PRO 1/2

- 1 Thompson Broadmark 4:00:54
- 2 Elken, E. Broadmark 0:00:17
- 3 Beall, R. Saturn of Bel. 0:00:31

CAT 3

- 1 Haywood, D. Devo/Rydere 4:07:01
- 2 Frerichs, R. Hutch's 0:00:12
- 3 Vrijmoet, D. EWB Windp. 0:00:22

MASTERS 35+

- 1 Smith, R. Wenatchee Val. 3:38:08
- 2 Meadors, I. Corben/Huntair 0:00:12
- 3 Hamall, R. EWEB Windp. 0:00:19

CAT 4/5

- 1 Squires, C. Tm Campione 3:22:12
- 2 Hoffman, M. Vertical Earth 0:00:17
- 3 Fawcett, T. 0:01:59

WOMEN

- 1 Magness, L. ICO 3:37:21
- 2 Rohan, K. Lakes./Rivers 0:00:59
- 3 Hulser, K. Seattle Velo 0:03:34

CYCLOCROSS

Hood River Cyclocross Classic

No Information

By MAYNARD HERSHON

As I walked into the shop, I saw my friend Maxim setting a guy up on his bike in the fitting area. I stopped to say hi. I noted that the guy had a gleaming, super-clean Klein, well maintained and conventionally set up.

Guy's a bike rider, I thought. Maxim introduced us: Maynard, Fred; Fred, Maynard. Fred said he'd been riding a couple of years, getting out regularly, and had never had a hint of crotch problems. Recently, on a ride, he'd discovered a numb area and scared himself.

Fred figured he'd have someone look at him on his bike. Based on that evaluation, he'd make position changes or try a new saddle.

The saddle he'd been riding was one I also own and have ridden a lot. It IS hard, no doubt, but after a brief period of discomfort, I've found it to be long-term serviceable. Not immediately cushy but eventually fine.

Maxim determined that Fred was sitting a bit low, remarkably, and raised his saddle a tiny bit.

They agreed that Fred should borrow and try a few seats, one at a time, in hopes of finding a "perfect" one. For his first trial seat he'd chosen a softly padded new Terry with a lengthwise slot and a groove down most of its length.

When I got there Fred had just taken a short test-ride on his bike, new saddle in place, without problems. He was hoping the dreaded numbness would never recur and that the cushy seat foam was not TOO soft.

As I watched and listened, for the 100th time I thanked my lucky stars that my bottom is not fussy. I've ridden lots of saddles and hated only a few. I've never had to borrow saddles and ride them in rotation to find the right one.

In my early riding days, there were far fewer choices. There were leather seats, actual pieces of leather riveted to steel frames, like Brooks or Ideale made.

You had to break them in, carry a plastic rain-cover and treat the leather with glop that soiled your jeans or khaki pants. If you've ever wondered why bike pants are black, there's your answer.

There were also plastic seats, leather-covered plastic seats and leather-covered padded plastic seats, made by Cinelli, TTT, Avocet or Ideale. They were more like today's seats but heavier and bulkier, not as high-tech and spare.

There were a few weird seats, seats that had longitudinal center grooves, or separated, individually hinged right and left sides that could rock a bit fore-and-aft. One seat looked like a lawn chair bottom, a cloth support suspended across two aluminum tubes. Imagine.

We saw those weird seats but we didn't ride them. A few diehards rode Brooks riveted leather seats. The rest of us rode Cinelli Unicanitors, padded ones with leather, suede or "buffalo" covering. No one complained about crotch numbness.

We did complain about saddle sores, especially in the spring, before our butt-skin got tough. All year long, the wrinkled real-leather chamois liners in our shrunken, puckered wool shorts held sweat and bacteria to our chafed, tender bottoms, but we suffered worst in springtime. Awful.

You washed those shorts in Woolite and cold water; they were clean until you wore them the first time - and never clean again. Ah, the good old days. Machine-washable Lycra shorts with synthetic chamois were the cure. Some say they were the greatest improvement in cycling in decades.

Now you can buy 15 or 20 models of seats from each seat maker, and there are a dozen seat makers. If you're not lucky and your bottom is picky about what you slide under it, the array of choices could be bewildering.

Nothing I've learned about individual saddle fit pertains to you. Any wisdom a shop employee could accumulate about saddles would come from years of trying to find the right saddle for customers, time after time.

That wisdom might point in the right direction, but it wouldn't guarantee seated bliss, not every time.

And I'd bet that few male shop workers (and not many females) can suggest the "perfect" saddle for a female customer. Not much science pertains.

Trying seats works best. If your shop is big on customer service, they will have established relationships with their saddle suppliers so the shop can provide customers with a variety of sample seats. Those seats are for you to try.

If you don't try them, if you're embarrassed to ask, they will hide in some bucket - useless, lonely, neglected saddles. It's just too sad to contemplate.

If you've taken the trouble to establish a good relationship with your shop, you should be able to borrow saddles serially, a few days or a week per seat.

If you fall in love with the first one, buy it or one just like it. If you don't, try another. There are lots of fish in the saddle sea. Mr. Right-seat is out there.

Your shop may want to install the seats as you try them, or you can learn to remove and install seats on your bike's post and save them the trouble.

Often, a new seat will be deeper or shallower than the last one; you'll have to raise or lower the new one to compensate. It's not a difficult task. You can do it.

By the way, in some areas in cycling, you



get just what you pay for. Chris King headsets are the best; they're also among the most expensive. I've had bad luck with cheap tires. Seats are a happy exception.

I've been riding a take-off, a Coda seat that came on a new Cannondale. Lucky for me, the person who bought the bike put something else on it, maybe a woman's seat. Or maybe something sexier or lighter, pricier than that Coda.

That original equipment Coda, rescued from a take-off bucket at the shop, suits me fine. I like it just as well as I liked the \$125 model that preceded it. So don't ignore sub-\$100 seats or even sub-\$50 seats.

That's everything I know about saddles. It's next-to-nothing but it took over 1,000 words to express. Happy cycling! See ya on the road.

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