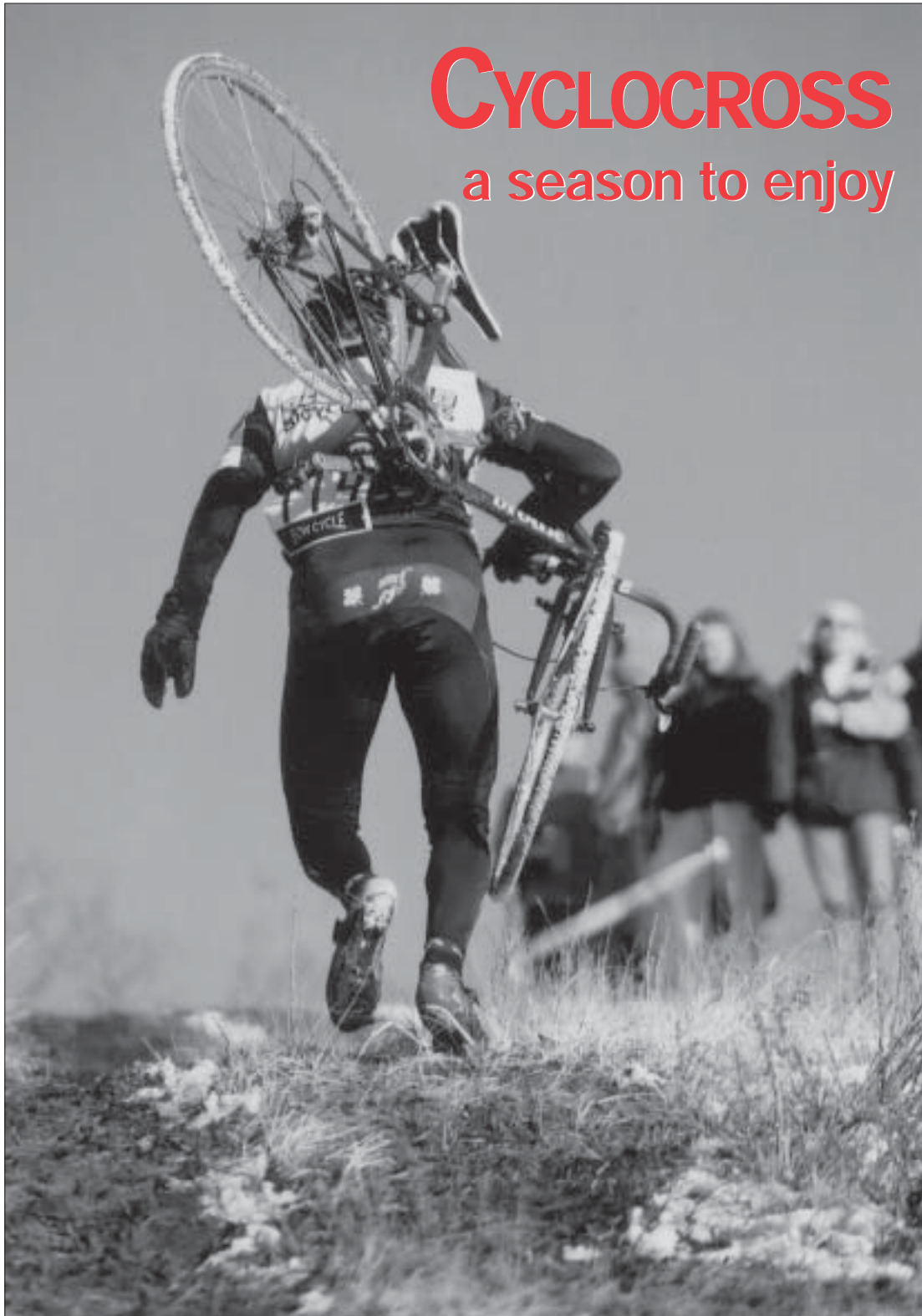


Bicycle Paper

www.bicyclepaper.com

WINTER 2001

CYCLOCROSS a season to enjoy



"It's Beginning To Look A Lot Like Christmas"

BY VALERIE CARTER

Well, perhaps not quite yet. But temperatures are certainly beginning to dip toward the lower end of the scale. Leaves are falling, and soon the landscape will be chilly and unwelcoming to many bicyclists. Should you be one of these riders in search of a way to evade the change of seasons (and if you happen to have a little extra cash), here is a tantalizing alternative: hop a plane to Hawaii.

See "Hawaii" on page 5

Optimizing your cycling pre-season

BY EMILY COOPER, MD

Whether you are a recreational or elite cyclist, training begins in the pre-season with a sports physical and fitness evaluation. A complete evaluation provides an opportunity to assess health, detect medical and biomechanical problems, identify base fitness, assess nutritional status and prevent and rehabilitate any injuries or dysfunction.

See "Optimize" on page 4

Vancouver BC: Commuter's Dream or Nightmare?

BY ALLISON MARKIN

Vancouver, and its numerous surrounding suburbs are a commuting nightmare. Much like Seattle, there are bridges, tunnels and irate drivers to contend with. On nearly a daily basis, the local news media report everything from accidents to stalled semi-trailers to, that joy of joys, construction.

See "Vancouver, B.C." on page 4

I-90 Bridge Public Meetings

Over the strong objections of the Bicycle Alliance, 1000 Friends of Washington, Cascade Bicycle Club, Transportation Choices, the League of Women Voters and many other environmental groups; the Federal Highways Administration has approved including Alternative R-8A (decreased lane width, more lanes across I-90, narrowed bike/pedestrian lane) for further analysis for the I-90 project. This summer the Sound Transit Board directed staff to complete an Environmental-impact study (EIS) on the



I-90 project, pending FHWA action on Alternative R-8A.

With FHWA action, Sound Transit is now initiating the federal and state (NEPA and SEPA) processes for the preparation of an EIS. The EIS will consider the no-build alternative and several build alternatives. The build alternatives considered in the EIS will be confirmed after completion of the scoping process, based on the comments they receive.

Bike Alliance of Washington invite you to attend one of the following important public open houses/scoping meetings and voice your criticism of R-8A:

- Tuesday, December 4, 4-7pm
Bellevue at the Leavitt Bldg
301 116th Avenue SE (on the
Bellevue city hall campus)
- Wednesday, December 5, 4-7pm
Mercer Island High School Commons
9100 SE 42nd Street, Mercer Island
- Thursday, December 6, 4-7pm
Sound Transit, Boardroom
401 S. Jackson Street, Seattle

If you ride or walk the I-90 bridge, this is the time to voice your opinion. Contact Bike Alliance of Washington at 206.224.9252 for more information.

Backcountry Bicycle Trails Club Recognized

Ten bicycle groups have been awarded 2001 IMBA/CLIF Bar Trail Preservation Grants. These \$500 grants support projects that



enhance trail access, promote environmental education, and inspire conservation in the mountain bicycling community.

The Backcountry Bicycle Trails Club grant-winning project consists of construction of educational signs along the newly reopened Middle Fork Trail to provide information about low-impact recreation and sharing the trail.

Bikes Belong Awards grants to Northwest Organizations

Over the last couple of months, the Bikes Belong Coalition granted \$10,000 to both the Bicycle Alliance of Washington and Bicycle Transportation of Portland. The first grant is designed to aid Bicycle Alliance in its efforts to complete the final 1.5-mile segment of the Burke-Gilman Trail. The 50-mile corridor that stretches from Golden Gate Parks through the University of Washington is seamless except for that 1.5-mile missing link. In Portland the grant will help efforts to build the one-mile Springwater Connector Trail, which will safely lead to 30 continuous miles of trail through Portland and east to the foothills of Mount Hood. Bicycle Transportation will use the grant to advocate for \$4 million in TEA-21 money. That money will be used to build three bridges that span a creek, a major highway and railroad tracks.

Bikes Belong Coalition assists local organizations, agencies, and communities in developing bicycle facilities projects that will be funded by TEA-21, the Transportation Equity Act for the 21st Century. Bikes Belong Coalition is sponsored by the American bicycle industry, with the goal of putting more people on bicycles more often.

Rainbow jerseys on Canadian Riders' Shoulders

Vail, Colorado hosted this year's Mountain Bike World Championships. The Canadian relay team comprised of Roland Green (Victoria), Ryder Hesjedal (Victoria), Chrissy Redden (Ontario) and Adam Coates (Saskatchewan) started the competition very aggressively and grabbed the first gold medal available that



Roland Green

weekend in the Team Relay. In the Under 23 category, Hesjedal added a silver to his 2001 medal collection, while Alison Sydor finished second to Colorado resident Alison Dunlap to capture her 10th World Championship medal. Roland Green took the last gold medal of the championship in the senior men event. For Green this championships conclude a very prolific 2001 season where he gathered two international titles (World Cup and World Championships), both Norba titles (short circuit and cross-country) as well as the Canadian National Champion title.

Portland And Seattle On Top Of The List

Bicycling Magazine recently ranked Portland, Oregon as the best overall cycling city, regardless of the size. Seattle received the top honors in the cities of 500,000 to 1,000,000 in population.

From Broadmark Capital to Prime Alliance

Broadmark Capital announced that it will see its "2001 Most Valuable Rider" graduate to the Pro ranks as he recently signed a contract with Prime Alliance Cycling Team. Tuft displayed incredible talent throughout the season with his grinding time trial performances, knack for attacking from unmentionable distances, and the ability to recover so he could survive each day reaching top results in stage races. Next season he will be racing in North America and Europe.

Tyler Farrar excels at the Road World Championships

Wenatchee resident Tyler Farrar put up some of the fastest intermediate times and was the first junior rider to break the 40km per hour mark in the 19.2 km individual time trial event at the Junior Road World Championship last October in Lisbon. Farrar finished 10th overall and was the fastest American in this category.


National Race News

Jonny Sundt (K2), Dale Knapp (Kona/Voicestream), Eric Tonkin (Kona/Voicestream) and Ann Grande also racing the Kona/Voicestream colors have been travelling across the country to gather UCI points. The points will be used to select the USA National cyclo-cross team who will be competing at the World Championship in Zolder, Belgium on the first weekend in February.

Grande visited the podium in all the events she entered finishing twice in second place and once in third. Sundt won the Auburn, ME, finished second in Delaware, fourth in Boston and Colorado and 12th in Amherst, MA. Dale Knapp has a fifth and a sixth place to his record, while Eric Tonkin best result was his 9th place finish in Delaware.

Klein Bicycles to move out of Chehalis

Since 1980 Klein Bicycles has been manufacturing high-performance frames and bicycles in their facilities in Chehalis, WA. The company is recognized for its  light yet strong and comfortable road and mountain bikes. Bought in 1995 by Trek Bicycle Corporation, Klein kept only its manufacturing division in Chehalis. However, Trek Bicycle Corporation has announced in a press release, at the end of October, that the Klein manufacturing division will be moving to Waterloo, Wisconsin in February after the production of the 2002 line. According to Trek, the move is designed to improve efficiency and decrease production lead times. All Chehalis employees will be offered the opportunity to move to Waterloo.






BICYCLE ALLIANCE OF WASHINGTON

www.BikeAlliance.org P.O. Box 2904, Seattle, WA 98111 (206) 224-9252

A BIG thanks to the sponsors of the Ninth Annual Bicycle Alliance Auction.

A sellout success with over 250 in attendance.

Thanks also to the many wonderful donors who contributed items and the attendees who helped the Bicycle Alliance raise over \$38,000 for statewide bicycle advocacy and education.

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Cyclocross -
A season to enjoy.

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OPINION

A non-Oprah tip on improving your life

BY PAUL CLARK

Interstate 5 northbound traffic was slow and thick as we slid into the center lane. That's the last thing I remember as I drifted off to sleep.

No, I wasn't driving a car. Instead I was riding one of Community Transit's Express Busses.

After spending most of my adult life driving to work or working at home, I have recently joined the bus people. You know the ones. You see them gathering quietly like birds on wire at the side of the road while you drive down the road talking on the cell phone, listening to the radio, finishing breakfast all while applying eyeliner. Of course you're probably not looking too closely at the bus people as you need to keep an eye on the taillights in front of you. Rear-end accidents are occurring on a several-per-day rate which takes me back to our traffic.

Traffic in several Pacific Northwest cities has reached an all-time low. No, more properly put, it sucks real bad. I've read our commuter drive speed may be as low as 10 m.p.h. average. That fact alone is funny as a bicycle commuter will tell you they can maintain a 12 to 14 m.p.h. average pace.

Or if you've ever wondered about busses, consider my routine. From my home I drive one mile south to a park 'n ride that is two miles north of Alderwood Mall, 24 miles north of work. Every single day the bus covers the distance in 25 to 35 minutes. I arrive two blocks from work for \$3 cash each way. Going home takes 5 minutes more.

There is something about leaving the city that just seems to take longer.

In each direction we pass hundreds if not thousands of cars. (I can't boast every morning because there are some miraculous days when all traffic moves at top speed). Our driver is a professional, intent on finding a fast, safe route through the traffic patterns. Out the window, I can see trucks, cars, SUV's, and delivery vehicles all looking tired, sleepy and frustrated as they poke their clutch pedal in and out not being able to get enough speed to fully engage first gear.

Bus Benefits? More fuel conserved, my car is off the road, less wear on my car, no liability of rear-end accidents, no parking costs and I can read or nap. (Plus our driver often gives a wake-up call for those that sleep through the turn down the offramp).

Downfalls of a bus? You need to keep a schedule, you need to keep exact change in your pocket or buy a pass, and you need to keep some current music or reading material on hand in case your fellow riders aren't feeling social.

I really didn't mean for this article to come across as a, "Who look at me" piece. All I'm asking is that you consider the alternatives. Busses, bikes, walking and

carpools are the answer as Seattle falls into the common pattern of having many workers live outside or across the city limits.

Bicycle Paper's parent company, Seattle Publishing, recently moved its offices, five employees and two interns into Seattle. In the process, we were able to take five or more commuters off the road with busses and bikes. We invite you to join us. If you have any questions, you can call me at 206-903-1333 or email paul@bicyclepaper.com.

Remember as you glance into the bus windows while it passes you at 50 m.p.h. that many of the riders may be asleep!



Beyond Right and Wrong

BY MARK LANSING

People who ride bicycles defy further categorization. They are the race team, riding to ride faster. They are the green team, riding to stop hogging. They are the team-less, riding just to ride.

They are little old ladies who ride to the store. They are little old ladies who wonder why it matters that they are little, or old. They

think lady is a sexist term. Or they don't.

They might be big. Really big. They might read all six Captain Underpants novellas to their kids. Or for their own enjoyment.

They might be antisocial. Or they might ride to be part of a group.

People who ride bicycles can be rich or poor. Their equipment may be expensive or not. They may ride because this is all the transportation they can afford. They may be named Lee Iacocca, who recently stated that most short trips made by two-ton autos would be more sensibly accomplished on a bicycle or moped. Needless to say, he resigned as chairman of a major car company before he felt comfortable sharing this thought.

People who ride bicycles may be fast or slow. They cut a swath across every racial, religious, social, economic and political line. Nowhere is this more apparent than in publications like the Bicycle Paper, where every dog has his day.

And as one dog to another, allow me to note that (for whatever reason) all my best

friends ride bicycles. That is the only thing they have in common. Perhaps this reflects the simple bond of shared experience. Seems like something deeper or more complex. I don't know. What I do know is that if you ride we can be buddies. Anytime you say.

A wise man named Rumi once said: "Beyond right and wrong, there is a place. Can we meet there?" I suspect Rumi waits at that spot now. And he is on a bicycle, hoping we will join him. Because when you're on a bicycle and everything is clicking, right and wrong can cease to exist.

You know what I'm saying? You must be a bike rider.



Mark Lansing seeks enlightenment and a cure for saddle sores from his Southern Oregon terminal (Lansingatlaw@rvi.net).

Don't Monkey around trying to find your event...

Visit us on the Web



www.bicyclepaper.com

"Optimize" from Page 1



VO2max & anaerobic threshold testing.

PHOTO BY IPS

The physical exam focuses on the cardiovascular and musculoskeletal systems. Attention to these areas helps prevent injuries or medical catastrophes during the season. This time provides an opportunity to review medications & supplements with your physician. Certain asthma and thyroid medications may affect heart rate, cardiorespiratory and muscular function. Similarly, medications for other conditions such as allergies, high blood pressure or depression may result in side effects that could interfere with cycling performance. Discussing your prescriptions with a qualified healthcare provider assures that the medication regimen has the least potential to interfere with your riding experience.

The American Heart Association (AHA) and the American College of Sports Medicine (ACSM) recommend exercise stress testing to screen for coronary artery disease in males over 40 or females over 50. If there is heart disease in your family history you may be at risk. Obtaining a medical evaluation and cholesterol profile will assess your heart health risk. The cardiac stress test may be done simultaneously with a VO2max test.

The fitness evaluation addresses aerobic fitness, muscular strength, flexibility and appropriate use of equipment, such as a bike fit. Ideally, it should incorporate VO2max (maximal aerobic capacity) and anaerobic threshold testing. Whether a weekend-warrior, recreational or competitive cyclist, pre-season testing provides guidance by establishing baseline heart rate zones and identifying strengths and weak-

An ideal pre-season medical evaluation includes the following:

1. General and sport specific physical exam
2. Sport-specific fitness evaluation
3. Nutrition assessment

nesses. Heart rate zone training improves fat burning, endurance, pace, and the overall riding experience, enabling all levels of cyclists to improve their maximal aerobic capacity and their ability to tap into their true potential.

The nutritional assessment includes attention to muscular tone, body composition, dietary practices, injury and disease history, mineral status, and

metabolic rate. Nutrition composition and timing is a critical component of every athlete's training program. If nutritional needs are not met on a day-to-day basis, an athlete may experience limitations in endurance, frequent illness or recurrent injury. Inadequate nutrition is a major risk factor for overtraining syndrome, which can destroy an athlete's season and possibly their entire athletic career.

In addition to providing training guidance, results of the pre-season evaluation may prompt additional diagnostic testing, medical management of health problems or risk factors, and rehabilitation of prior injuries. Incorporate a pre-season evaluation to facilitate attainment of your optimal fitness level!



Emily Cooper MD is board certified in family practice and sports medicine. She is the Medical Director at Institute for Prevention Solutions (IPS), a preventive and sports medicine center in Madrona. Emily sees athletes of all ages and abilities for sports physicals, medical consultations, nutrition and exercise testing. She can be reached at (206) 219-1400 or emily@preventionsolutions.com

UP NORTH

"Vancouver, B.C." from page 1

And heaven helps us if there's snow. We don't own snow tires and many Vancouverites take "snow days" off of work if there's, oh, half an inch on the ground ... or less.

But, much like Seattle, Vancouver offers some solace to those willing to give up their carbon-monoxide spewing SUVs and mini-vans. Except for the occasional freak snowfall, and even then it's probably safer to have the traction of a mountain bike than face a sea of slippery cars, the climate gives cyclists the choice to bike.

The mean annual temperature is a decent 52 degrees Fahrenheit, or 11 degrees Celsius.

Rain gear is paramount in the Lower Mainland in our rainforest-influenced climate, as is access to change room and shower facilities at the end of the commute. Only on rare days of crisp sunshine are you guaranteed not to get wet.

The University of British Columbia, the province's second largest employer (behind the provincial government), provides numerous facilities throughout its campus, including showers in several locations, accessed through UBC's athletic facilities.

On top of that, UBC provides, at a cost, fully enclosed bike lockers as well as racks, which are free, of course.

In fact, at UBC you don't even need to own a bike. For a small fee, staff, students and faculty can join The Alma Mater Society Bike Co-op. More than 200 bikes, recognised by their

purple and yellow colours, are available to members. These facilities are all part of UBC's Trek Program which encourages sustainable transportation – biking, walking, car-pooling and more. Visit www.trek.ubc.ca for more info, including maps, route and trail suggestions and names of repair shops on campus. Even if you're just planning a visit to Vancouver, the Trek web site can give you plenty of ideas on where to ride around UBC's seaside campus.



Environmentally friendly way to go around.

BP ARCHIVES

BEST (www.best.bc.ca), Better Environmentally Sound Transportation, is a non-profit group that has been promoting environmentally sound transportation since 1991. Starting out as grassroots cycling advocacy organisation, BEST has added land-use planning, transit-lobbying and more to its portfolio. Each year they host Bike to Work Week – all commuters are encouraged to use bikes, and other alternative forms of transportation, to get to work. Many companies and organisations get involved in promoting healthy commuting during this popular week.

But, a week isn't enough.

BEST is one of BC's well-known environmental lobby groups and recently was a strong voice in Vancouver's long-lasting bus strike.

Though the buses are running, cutbacks in transit budgets have led to the scaling back of service in some areas



of the Lower Mainland. However, if you plan your commute properly, you can hitch your bike to a rack on the bus and still feel superior in your non-polluting choice to get to and from work and perhaps avoid a nasty hill or two.

Vancouver is a great city for the cycling commuter – warm weather, plenty of great trails and quiet neighbourhoods to bike through. Rather than drive through Stanley Park between North Vancouver and Vancouver's downtown core, bike it. Forget the merging nightmare onto the freeway (in fact, bikes are not permitted on most sections of Highway 1, the Lower Mainland's main artery). Take the back route down picturesque streets and past some of the city's gardens and foliage.



("Hawaii" from page 1)



PHOTO COURTESY OF HAWAII BICYCLE LEAGUE

Riding through beautiful scenery, warm sun... perfect world.

This may seem a bit extravagant. However, biking in Hawaii is actually a feasible option. Airfare from the West Coast is often affordable, and bikes can either be checked on the plane, or easily rented on the islands. This article will provide some basic information for vacationers who prefer to spend their time in Hawaii on a bike, rather than in a rental car.

The first island we'll look at is O'ahu, which is the most urban island, and houses the capital of the state, Honolulu. Despite its urban nature, there are many good routes and, of course, there is beautiful scenery to be found. There are a few choice off-road routes that are recommended. One is Ka'ena Point, which is located at the northwest-ern tip of the island, and is suitable for beginning riders. Though it is an off-road trail, a road bike can still be used. The terrain is sandy with some rock surface, and is mostly flat. Cyclists can easily bike or drive to Ka'ena Point, and then continue around the coast. The route is approximately 5.5 miles, and runs along the ocean, offering pleasant scenery. Some tips are: take this route in groups of two or three, as the trail is washed out in one area and requires cyclists to carry their bikes across; remember your sunscreen and water since the trail is extremely dry and hot. Another O'ahu off-road recommendation is the Aiea Loop Trail, which is a more challenging route. The trail is wide, allowing cyclists and hikers to share the space. In terms of terrain, there are tree roots to watch out for, muddy grounds

during the winter months, and steep climbs and drops.

For those who prefer to bike on paved roads, many of the roads on O'ahu are bicycle friendly. If you like a challenge, try biking around the island. The only spot without a paved road is, as previously mentioned, Ka'ena Point. Your hotel will likely be in the vicinity of Waikiki, on the southeastern side of the island. To bike along the coast, I would recommend obtaining a map (the street names can be confusing). To circle most of the island, but with a short cut through the middle, try this route: from Waikiki, go east through the towns of Diamond Head and Hawai'i Kai. Once you are on Kalaniana'ole Hwy, this will take you to Kamehameha Hwy., which will take you along the rest of the route. These roads will show you the majority of what the island has to offer in a short period of time.

The island north of O'ahu is Maui, which bears a closer resemblance to typical images of Hawai'i. The communities are not urban, and are much more spread out and relaxed. The landscape is lush, beautiful, and varied, making this island a pleasure for cyclists. As on O'ahu, it is possible either to bike along the island's coast, or to venture inland for variety in terrain. Biking along the northwestern coast on Kahekili Hwy. has been classified as "moderately suitable" by Maui County. The scenery is beautiful, offering verdant plant life and interesting lava rock.

Another option is going with an organized bike tour. Maui Mountain Cruisers offers the unique chance of riding down Haleakala, a 10,000-foot dormant volcano. This requires extra funds, as it costs \$125. However, it includes transportation to Haleakala, a meal, and a bike. There are other tour companies that offer similar rides, so as always, try to research which company would best meet your needs.

The island of Kauai, south of O'ahu, offers more of the same. The scenery is beautiful, with even a few waterfalls and caves. An interesting option is Kauai Adventure Trek, which is a combination of cycling and hiking. It lasts approximately 4.5 hours, and gives first-time visitors a chance to see sections of the island that are not as well-known. However, since the focus is more on touring than cycling, you may want to acquire a map and venture out on your own.

The island of Hawaii, known as the Big Island, is the only Hawaiian island with an active volcano. As a result, the terrain is varied on different parts of the island. The organization People's Advocacy for Trails Hawaii (PATH) has a helpful website that offers descriptions of routes. One such is "The Puna Triangle" located on the eastern side of the island: "'Some of the most pleasant riding on the Island.' This triangular route can be tailored to your energy and ability. It can be as short as 27 miles or as long as 37 miles with road bikes or 45 miles with mountain bikes and still start and end in Paho. Food, water, drinks must be carried on this route. There is swimming along the way if desired. There is one Drive-In on the shorter leg and one store on the longer leg of the Puna Triangle. Although much of this route is 'sea level,' the road dips and climbs in many places from just above sea level to 50 feet." This site offers 27 other descriptions of routes on the Big Island.

One other important thing to keep in mind when planning a biking trip to the islands is the weather. The winter months are the wettest and coldest months, though they still offer a pleasant alternative to the Northwest's winter. Temperatures range from 78 to 68 degrees, and rain appears fairly regularly. However, because of each island's varied terrain and the islands' location, rain is isolated. If there are gray clouds on one end of an island, chances are the sun is shining a short (20-minute) drive or bike ride away. Most importantly, remember to take sunscreen. The sunlight can be deceiving; sunburn can creep up seemingly out of the blue, even on a cloudy day. Also, I would suggest contacting the Hawaii Bicycling League before visiting. They offer useful maps and information on every aspect of cycling on the islands.

Now that you have some basic information for experiencing a unique tropical vacation, why not consider treating yourself to a little Christmas break either this year or the next? When you look out your window at that gray, cold winter sky, and think of your locked up bicycle, remember: there is no off-season for cyclists in Hawaii.



For more information:

Hawaii Bicycling League (808) 735-6679
www.hbl.org
Maui Mountain Cruisers 1-800-232-6284
www.mauicruisers.com
People's Advocacy for Trails Hawaii
www.hialoha.com/Path/guide.html
Kauai Adventure Trek
www.kauaiadventuretrek.com



PHOTO COURTESY OF HAWAII BICYCLE LEAGUE

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BC Cyclocross Provincials

BY LEIGH HARGROVE

A cool crisp October day greeted riders lined up to race at the 2001 BC Cyclocross Provincials. After a relatively short 'cross season the provincials fell a little early in the season for most. Selena Lawrie, (Team Soliton) of North Vancouver and Andreas Hestler, (Rocky Mountain) also of North Vancouver, came out victorious.

The men's field of twenty riders or so started out fiercely competitive. A crash in the early part of the race knocked Dan MacDonald off his bike, putting Troy Woodburn in the lead with Hestler and Andrew Kyle chasing. After three laps Woodburn lost his wind and Hestler and Kyle blew by him. Playing cat and mouse for a while the two riders paced each other when finally Hestler attacked Kyle in the fifth lap. As Hestler was building his lead MacDonald managed to recover from his crash and caught up to Kyle, passing him to finish in second place, a minute down from Hestler. In third was MacDonald.

Hestler commented on the tough race and mentioned that a lot of the racers were surprised at the intensity of the race. "We were all amazed at how sore our backs were and at the intensity possible during a 'cross

race". Hestler's back might have been a bit more sore than his friends this time round, considering he had just returned on the redeye that morning from Hawaii after racing the Xterra World Championships earlier in the week!

The outcome of the women's race was pretty much set from the start. The group spread out quickly with Lawrie, recently crowned BC provincial road champion, taking the lead. From there the women came in single file, spread evenly apart, Kelly Jones and Meghan Cressman were second and third respectively.

Some riders were given a preview of the course when they raced it a week prior to provincials. Riders were forced (through the placement of two barriers close together), to run up one hill on the course and jump over a total of five barriers each lap. Racers got all the grass, gravel, rock, dirt and natural debris they could want each lap, making the course challenging and diverse throughout. A fifty-five minute time limit plus one lap was the distance for each category's race. In the women's race from the previous week, Selena Lawrie took the lead and never looked back, winning the race. In the men's race, Vancouver's Andrew Kyle won the race after

a fair battle against Surrey's Rick Rodland and Victoria's Troy Woodburn.

The course was designed after last year's race series at Grouse Mountain. In October 2000, the organizer Dave Cressman, (Director of Adventure at Grouse Mountain), brought cyclocross to the mountain for the first time. He designed three different courses on the mountain to challenge the riders and find out what worked best. With that knowledge, he designed this year's course using the best features of all three races from last year's series. There was even a section that was part of the UCI-TISSOT Mountain Bike World Cup course held at Grouse Mountain earlier in July this year. If everything goes well, plans are in the works to put a bid in to host next years' Canadian Cyclocross Nationals.

Hestler was excited about this possibility. "The organizers did a really great job putting the event on and I hope that their (possible) bid for Nationals next year will



PHOTO COURTESY OF GROUSE MOUNTAIN RESORT

Mandatory dismounts - where technical abilities are needed.

and truly put 'cross back on the menu for B.C. racing."

In the meantime, you will be sure to see more mountain bike action at Grouse Mountain in the next couple of years. In the works are more mountain bike camps and clinics, the development of a mountain biking compound at the mountain, and another cyclocross series in the fall. The fifth stop in the cross-country series of the UCI Mountain Bike World Cup will also be held at Grouse in July, and a series of 'cycling-related' events will be held around the activities.



Honor the Pioneers

BY JOHN HOWARD

The annual United States Cycling Federation masters national championships was hosted this year by Spokane, WA, a city seeped with the fervor of the old west, made wealthy by the industries of mining and lumber. The USCF represents a sport equally rich in lore, one that pre-dates all of America's heartthrob ball games. It was a mix of magical potential, but reality is often the great leveler. This championship had a slightly less tasty flavor, but as such, reflects the muted character of cycling in these Americas.

When I arrived at the host hotel, literally the night before my age-graded road race, I was not alone. The plane contained other work-a-day professionals. Like myself, some had high hopes of making a statement about their personal racing form before a national audience. Who were we kidding? The real show was in France. Each morning at the West Coast River Inn breakfast nook, you could find the same racer/fans gathered in front of OLN watching the previous day's action in the Tour de France. There is irony in this because the bulk of USCF membership is comprised of masters from thirty to infinity. With the vast core of our sport bulging the Masters category, you would think that somebody would offer a full-court press to expose this phenomenon to the nation. Of course this membership swing is indicative of the baby boomer trend in other sports, but this is cycling, not golf or tennis, so let's look deeper.

Statistically, cycling ranks at the top of the participation scale of things we Americans like to do. But, here in the thick

of our national competition, with thousands of racers scattered about this picturesque metropolis, there is little evidence of their presence. With the exception of a few lean and hungry oldsters in the local restaurants, and vehicles sporting roofed bikes, who would know? It was as if the local media got their press releases, chucked them and went on vacation. There were no "welcome racers" banners across the main street, no special articles in the paper, I saw no local TV rigs clambering to get a feature for the 6:00 news, no DJ's interviewing the champions or discussing the day's action on the radio. In short, with few exceptions, it was a near media blackout.

None of the master's competitors I spoke to about this seemed the least concerned, apparently they were all used to a lack of fanfare at the races. The organizers made no effort to gather the faithful for the purpose of socialization, no expos exhibiting the latest industry toys, no carbo-loading banquets, no forums dedicated to the subject of "how to lift Masters cycling above non-entity status." Yet every day, with iron clad dedication, small groups of determined age-graded world class athletes would arrive and race their hearts out. For no more glory than a glad hand and smile from a handful peers, a jersey and a medal, attached to a small strip of red, white and blue ribbon draped about the neck. When the five-minute ceremony was over, a few minutes of glory basking completed, there is a brief "what do I do now" letdown that fortunately inspires thought. I was one of the fit old pros who came away with one of those gold-plated medals, and it will join the other 14 displayed



Senior one day... master the next.

PHOTO BY CHRISTOPHER MOFFETT

in a place of honor: from a towel rack in my bathroom.

So what does all this say about the character of our sport, do we have an identify crisis, should we be concerned? For most cyclists, the depths of our cycling roots are surprisingly shallow. Contrary to public opinion, our sport did not arrive with Greg LeMond. In fact even before Henry Ford brought us full tilt into the assembly line geared 20th Century, there was a time in America when you went to a baseball game when all the seats at the bike track were sold out. In that era, American cyclists were the best-paid athletes in the world. While we ponder the fortunes of the chosen few who race as professionals in Europe, and thank our bosses for the time off to show our own age-graded gusto, we might also consider the visible and invisible nature of our segment of the sport and ask hard questions. Has the federation, or better yet the event

promoters, considered marketing our biggest cycling carnival? Have they considered selling booth space at an expo? I visualize a place where old friends could meet to discuss the past and current racing, compare scars. An event replete with medical science and performance conferences and pre and post race award banquets to properly honor the pioneers of our sport; the MASTERS. They have earned it! And how would this affect the status of cycling. Perhaps the sport would climb one step higher on the ladder of major sports recognition, again.



Cycling Hall of Famer John Howard runs America's longest running cycling training school since 1982. His web site is johnhowardschool.com. He is the author of five cycling books and videos. Three time cycling Olympian, Ironman world champion, world record holder at both ends of the cycling spectrum of madness, endurance-539 miles in 24 hours, and speed 152 MPH.

RESULTS

Cross Crusade #1

Alpenrose - October 7th

Category "A" (37 starters)

Pl.	Name	Team
1	Jonny Sundt	K2
2	Barry Wicks	S & M
3	Eric Tonkin	S & M

Category "B" (77 starters)

Pl.	Name	Team
1	Damian Schmitt	Sunnyside Sports
2	David Roth	Team 0
3	Ian Eglitis	BBC

Woman "A" (18 starters)

Pl.	Name	Team
1	Ann Grande	Kona/Voicestream
2	Josie Biggs	JFZ Racing
3	Alice Pennington	Gentle Lovers

Woman "B" (12 starters)

Pl.	Name	Team
1	Meg Heaton	S & M
2	Kori Kunz	Paradise Homes
3	Kristine Rotan	Team 0

Woman 35+ (10 starters)

Pl.	Name	Team
1	Becky Fee	Team 0
2	Dave Skrzynski	Team 0
3	Pam Ried	Team 0

Masters 35 - 44 (25 starters)

Pl.	Name	Team
1	Mark King	Sunnyside Sports
2	John McCaffrey	Bike 'N' Hike
3	Greg Talbert	Cliff Bar

Masters 45 + (31 starters)

Pl.	Name	Team
1	David Zimbelman	Sunnyside Sport
2	Steve Yenne	Capitol Velo
3	Dave Burnard	Mzarak

Juniors (16 starters)

Pl.	Name	Team
1	Collin Carbaugh	Rad Racing
2	Mikkel Bossen	Team Oregon
3	Andy Brooks	Team 0

Cross Crusade #2

Pier Park - October 14th

Category "A" (34 starters)

Pl.	Name	Team
1	Barry Wicks	S & M
2	Shannon Skerritt	S & M
3	Doug Ollershaw	Gentle Lovers

Category "B" (72 starters)

Pl.	Name	Team
1	Damian Schmitt	Sunnyside Sport
2	Dave Campbell	Hutch's/Cannondale
3	Brendan Banovic	

Women "A" (11 starters)

Pl.	Name	Team
1	Alice Pennington	Gentle Lovers
2	Rhonda Mazza	S & M
3	Naomi Gollgoly	Bike Gallery

Woman "B" (18 starters)

Pl.	Name	Team
1	Kori Kunz	Paradise Homes
2	Meg Heaton	S & M
3	Julie Wilson	Discover Bicycles

Woman 35 + (10 starters)

Pl.	Name	Team
1	Courtney Marvin	Hutch's
2	Mary Ross	MAC
3	Renee Pype	Sellwood

Masters 35 - 44 (19 starters)

Pl.	Name	Team
1	Mark King	Sunnyside Sport
2	John McCaffrey	Bike 'N' Hike
3	Brian Johnson	Lakeside/Rivers Edge

Masters 45 + (23 starters)

Pl.	Name	Team
1	Steve Yenne	Capitol Velo
2	David Zimbelman	Sunnyside Sport
3	Dave Burnard	Mzarak

Juniors (7 starters)

Pl.	Name	Team
1	Mikkel Bossen	Team Oregon
2	Joseph Dengel	FTF
3	Alex Johnson	Capitol Velo

Cross Crusade #3

PIR - October 21st

Category "A" (25 starters)

Pl.	Name	Team
1	Shannon Skerritt	Bike Gallery
2	Derl Miller	Bike Gallery
3	Jon Myers	S & M

Category "B" (71 starters)

Pl.	Name	Team
1	David Roth	
2	Robert Matthews	Team Matrix
3	Chris Murray	Gentle Lovers

Woman "A" (11 starters)

Pl.	Name	Team
1	Alice Pennington	Gentle Lovers
2	Rhonda Mazza	S & M
3	Naomi Gollgoly	Bike Gallery

Woman "B" (12 starters)

Pl.	Name	Team
1	Kori Kunz	Paradise Homes
2	Meg Heaton	S & M
3	Kristine Rotan	Capitol Homes

Woman 35+ (12 starters)

Pl.	Name	Team
1	Courtney Marvin	Hutch's
2	Mary Ross	MAC
3	Renee Pype	Sellwood

Masters Men 35- 44 (19 starters)

Pl.	Name	Team
1	Mark King	Sunnyside Sports
2	Greg Talbert	Cliff Bar
3	John McCaffrey	Bike 'N' Hike

Masters Men 45 + (22 starters)

Pl.	Name	Team
1	Steve Yenne	Capitol Velo
2	David Zimbelman	Sunnyside Sport
3	Dave Burnard	Mzarak

Juniors (15 starters)

Pl.	Name	Team
1	David Robinson	Larson Cycling
2	Mikkel Bossen	Team Oregon
3	Andy Brooks	Bike Craft

Cross Crusade #4

Johnson Farm - October 28th

Category "A" (24 starters)

Pl.	Name	Team
1	Eric Tonkin	S & M
2	Shannon Skerritt	Bike Gallery
3	Zac Houghton	Presto Velo

Category "B" (60 starters)

Pl.	Name	Team
1	Damian Schmitt	Sunnyside Sport
2	Kurt Sorensen	Cody Racing
3	Steve Davee	Team 0

Woman "A" (11 starters)

Pl.	Name	Team
1	Rhonda Mazza	S & M
2	Karen Kenlen	Sunnyside Sport
3	Emily Mazza	Hutch's

Woman "B" (11 starters)

Pl.	Name	Team
1	Jennifer Adamy	Team 0
2	Kristine Rotan	Capitol Velo
3	Meg Heaton	S & M

Woman 35 + (11 starters)

Pl.	Name	Team
1	Pam Ried	Team 0
2	Courtney Marvin	Hutch's
3	Mary Skrzynski	Team 0

Masters 35 - 44 (15 starters)

Pl.	Name	Team
1	Mark King	Sunnyside Sport
2	John McCaffrey	Bike 'N' Hike
3	Brian Johnson	Lakeside/Rivers Edge

Masters 45 + (15 starters)

Pl.	Name	Team
1	David Zimbelman	Sunnyside Sport
2	Harold Klien	Team 0
3	Mark Schwyhart	Safeway/Saturn

Juniors (8 starters)

Pl.	Name	Team
1	Cole St. John	Capitol velo
2	Mikkel Bossen	Team Oregon
3	Aaron Love	Cyclisme

Cross Crusade #5

Douglas Davis Park - Nov. 4th

Category "A" (30 starters)

Pl.	Name	Team
1	Barry Wicks	Bike Gallery
2	Eric Tonkin	S & M
3	Derl Miller	S & M

Category "B" (63 starters)

Pl.	Name	Team
1	Damian Schmitt	Sunnyside Sports
2	David Roth	
3	Ian Eglitis	BBC

Women "A" (12 starters)

Pl.	Name	Team
1	Leah Toffolon	Bike Gallery
2	Karen Kenlen	Sunnyside Sports
3	Rhonda Mazza	S & M

Women "B" (11 starters)

Pl.	Name	Team
1	Kori Kunz	Paradise Homes
2	Emily Babcock	Gentle Lovers
3	Kristine Rotan	Capitol Velo

Women 35+ (13 starters)

Pl.	Name	Team
1	Courtney Marvin	Hutch's
2	Pam Ried	Team 0
3	Mary Skrynski	

Master Men 45+ (20 starters)

Pl.	Name	Team
1	Steve Yenne	Capitol Velo
2	David Zimbelman	Sunnyside Sport
3	Mark Schyhart	Safeway/Saturn

Juniors (13 starters)

Pl.	Name	Team
1	Mikkel Bossen	Team Oregon
2	Andy Brooks	Bike craft
3	Joseph Dengel	FTF



PHOTO BY SYLVIE RAYMOND

When you can't ride it, you run it!

Cross Crusade #6

Estacata Timber Park - Nov. 11th

Category "A" (25 starters)

Pl.	Name	Team
1	Barry Wicks	Bike Gallery
2	Eric Tonkin	S & M
3	Shannon Skerritt	Bike Gallery

Category "B" (69 starters)

Pl.	Name	Team
1	John Stambaugh	Safeway/Saturn
2	David Roth	
3	Kevin Hulick	Gentle Lovers

Women "A" (14 starters)

Pl.	Name	Team
1	Rhonda Mazza	S & M
2	Alice Pennington	Gentle Lovers
3	Karen Kenlen	Sunnyside Sports

Women "B" (10 starters)

Pl.	Name	Team
1	Emily Babcock	Gentle Lovers
2	Kristin Rotan	Capitol Velo
3	Meg Heaton	S & M

Masters Women 35+ (13 starters)

Pl.	Name	Team
1	Courtney Marvin	Hutch's
2	Pam Ried	Team 0
3	Mary Skrynski	

Masters Men 45+ (25 starters)

Pl.	Name	Team
1	Steve Yenne	Capitol Velo
2	David Zimbelman	Sunnyside Sports
3	Mark Schwyhart	Safeway/Saturn

Juniors (11 starters)

Pl.	Name	Team
1	Mikkel Bossen	Team Oregon
2	Andy Brooks	Bike Kraft
3	Joseph Dengel	FTF

Seattle Metro Race #1

South Seatac - September 16th

Category "A" (17 starters)

Pl.	Name	Team
1	Loren Hanson	AT&T Wireless
2	Russell Stevenson	Redline
3	Mark Hanson	

Category "B" (22 starters)

Pl.	Name	Team
1	Jonny Sundt	K2
2	Dale Knapp	Kona/Voicestream
3	Loren Hanson	AT&T Wireless

Master "A" (18 starters)

Pl.	Name	Team
1	Jim Brown	Rad Racing/Kona
2	Randy Daniels	Ti Cycles
3	Robert Dunn Ballinger	Bolla/Bianchi

Masters "B" (22 starters)

Pl.	Name	Team
1	Brian Wentz	Rad Racing
2	Bob acteson	
3	David Easterson	

Women "A" (6 starters)

Pl.	Name	Team
1	Ann Grande</	

Welcome to the Pacific Northwest's most comprehensive bicycle calendar

All events are listed chronologically within their respective sections: **Events** (clinics, expositions, lectures, etc), **Off-road Racing** (competition featuring single-track, cyclocross and other off-road riding), **Off-road Touring** (rides and spectator events featuring single-track and other off-road riding) **Rides & Tours** (often 15 to 200 mile rides on roads for any type of bicycle), **Series Races** (competition repeated on three or more weekends), **Single Races** (bicycle competition), **Track Races** (competition in the velodrome) and **Multisport** (events that include bicycling as a part of the competition).

To conserve space, we've chosen to run web sites only on events where both web sites and e-mail are available. If you are an event promoter or organizer and your event is not listed, please write, call, fax or e-mail information to us and we will gladly list it. Please send your event information in the same style and format as seen here. Further, any changes should be handled the same way.

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PHOTO COURTESY OF HAWAII BICYCLE LEAGUE

Everyone likes to play in a little water... even in Hawaii

BMX

- Nov 23-25: Selah Indoor.** Selah, WA. Sign up: Friday 6-7 pm, Saturday 4-5 pm, Sunday 10-11 am. Race fee: \$10 Dan Clark, 509-454-7599, www.yakimavalleybmx.org
- Nov 30-Dec 2: Selah Indoor.** Selah, WA. (See Nov 23-25 details) Dan Clark, 509-454-7599, www.yakimavalleybmx.org
- Dec 1-2: Peninsula Indoor.** Port Orchard, WA. Sign up - Saturday 3:30-4:30 p.m., Sunday 10:00 - 11:00 a.m. 206-246-2661, www.gobmx.com/indoor.htm
- Dec 8-9: Peninsula Indoor.** Port Orchard, WA. (See Dec 1-2 details) 206-246-2661, www.gobmx.com/indoor.htm
- Jan 1-2: Peninsula Indoor.** Port Orchard, WA. Double Points Race. Sign up - Saturday 3:30-4:30 p.m., Sunday 10:00 - 11:00 a.m. 206-246-2661, www.gobmx.com/indoor.htm
- Jan 19-20: Peninsula Indoor.** Port Orchard, WA. (See Dec 1-2 details) 206-246-2661, www.gobmx.com/indoor.htm
- Jan 26-27: Roseburg BMX.** Roseburg, OR. Registration: Saturday 2-3 p.m., Sunday 10-11 a.m. entry fee: \$10 541-430-0430,
- Jan 26-27: Peninsula Indoor.** Port Orchard, WA. (See Dec 1-2 details) 206-246-2661, www.gobmx.com/indoor.htm
- Feb 2-3: Peninsula Indoor.** Port Orchard, WA. (See Dec 1-2 details) 206-246-2661, www.gobmx.com/indoor.htm
- Feb 15-18: Peninsula Indoor.** Port Orchard, WA. Winter clinic during the day. Racing in the evening. Sign up - Friday 6:00-7:00 p.m., Saturday 3:30-4:30 p.m., Sunday 10:00-11:00 a.m. Monday race start at 10a.m. 206-246-2661, www.gobmx.com/indoor.htm
- Feb 16-17: Roseburg BMX.** Roseburg, OR. Double Points. Registration: Saturday 2-3 p.m., Sunday 10-11 a.m. entry fee: \$10 541-430-0430

Events

- Feb 17: 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
- Mar 1-3: Subaru Seattle International Bicycle Expo.** Seattle, WA. Stadium Exhibition Center - next to Safeco Field. One of the largest bicycle consumer shows in the country. 250 bicycle and fitness exhibitors, raffles, goodies. Ernie Grillo, Cascade Bicycle Club, P.O. Box 15165, Seattle, WA, 98115-0165, 206-522-BIKE, www.cascade.org

Offroad Racing

- Nov 21: Cyclo-cross Crusade #7.** Alpenrose Dairy, Portland, OR. Cyclo-cross event Russ Humbertson,
- Nov 25: Washington State Cyclo-cross Championships.** Lincoln Park. Jerry Baker, Marymoor Velodrome Association,
- Dec 2: Seattle-Metro Cyclo-cross #8 - Final.** Olympia. See series description or www.marymoor.velodrome.org under other information. Double points race Jerry Baker, Marymoor Velodrome Association, jerrybaker@gflash.com
- Dec 2: Cyclo-cross Crusade #8 - Oregon Championships.** King Estate Winery, Eugene, OR. Oregon State Cyclo-cross Championships. Norman Babcock, www.crosscrusade.com

Rides & Tours

- Dec 1-8: Hawaii-8 Day.** Hilo, Hawaii. Highlights: Kilauea Crater, Mauna Loa Volcano, Kona Coast. Designated: Beginner to advanced. Daily mileage: 45 average. Bicycle Adventures, P.O. Box 11219, Olympia, WA, 98508. 1-800-443-6060, www.bicycleadventures.com
- Dec 29-Jan 5: Hawaii-8 Day.** Hilo, Hawaii. Highlights: Kilauea Crater, Mauna Loa Volcano, Kona Coast. (See Dec 1-8 details). Bicycle Adventures, P.O. Box 11219, Olympia, WA, 98508. 1-800-443-6060, www.bicycleadventures.com
- Jan 17-30: Pearl of Africa.** Uganda, Africa. Traditional villages, social programs, development projects, schools, national parks, wildlife, extraordinarily beautiful scenery of Western Uganda. 600K, 60 percent dirt, long hills. Cost: US \$990 plus airfare. David Moyer, International Bicycle Fund, 4887 Columbia Dr. S., Seattle, WA, 98108-1919. 206-767-0848, www.ibike.org
- Jan 30-Feb 14: Surf to Summit.** Tanzania, Africa. Starting on Zanzibar and ending with a climb of Mt. Kilimanjaro. Diverse scenery, friendly people, much more. 420K, 250 miles, long hills, biking, high elevation hike. \$1490 plus airfare. David Moyer, International Bicycle Fund, 4887 Columbia Dr. S., Seattle, WA, 98108-1919. 206-767-0848, www.ibike.org
- Feb 24: 29th Annual Chilly Hilly Bicycle Classic.** Bainbridge Island, WA. Opening day of NW cycling season. 2,500 participants riding around the scenic 33-mile route around Bainbridge Island. Cascade Bicycle Club, P.O. Box 15165, Seattle, WA, 98115-0165, 206-522-BIKE, www.cascade.org

Upcoming Events - Mark your calendar

- **Seattle Bike Swap** is scheduled for February 17th at the Seattle Center.
- **Chilly Hilly Cycling Classic**, the first big ride of the year is on February 24th.
- **The Seattle International Bicycle Expo** will be taking over the Stadium Exhibition Center from March 1st to 3rd. Don't miss this great opportunity to see new products, try your next bike in the test area, watch fun demonstrations, attend seminars and learn from special guests.
- **Bike to work and school day** is on May 17th.

REGIONAL NEWS

Burke-Gilman Trail Study Wins Design Award

Seattle, WA. A design study commissioned by the Friends of the Burke-Gilman Trail has won the "Merit Award for Landscape Planning and Analysis" from the Washington Society of Landscape Architects. The award ceremony was held on Friday, November 16, at the Bellevue Art Museum.

Friends of the Burke-Gilman Trail, a neighborhood group advocating the completion of the popular Burke-Gilman Trail through Ballard, worked with Susan Black - Landscape Architects and A Northwest Collaborative on the study. The goal of the design study was to investigate solutions for completing a multi-use trail within

the city-owned railroad right-of-way connecting the Ballard Locks and the Ballard Bridge, while maintaining rail service. The City of Seattle will complete the trail from the Locks to Golden Garden Park within the next few years; this community effort filled a void in trail planning efforts.

Davidya Kasperzyk, AIA, principal of one of the design firms, expressed his satisfaction upon winning the award: "The award was given for quality planning and analysis of a very difficult urban design issue. Our design clearly shows that a trail can coexist with the railroad." Jack Brautigam, Chair of the Friends of the Burke-Gilman

Trail, weighs in: "The study shows how a trail could benefit the Ballard Industrial Area and the National Historic District by considering the needs of businesses and industry - as well as those of cyclists and pedestrians." Mark Keller, Cascade Bicycle Club Advocacy Director reports "The design study balances bicycle travel demand with freight mobility while enriching the Ballard neighborhood."

The Seattle City Council recently unanimously passed a resolution to study the completion of the Burke-Gilman Trail through the Ballard neighborhood.



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From Your Door

BY MAYNARD HERSHON

Last November, my buddy Donald arrived to spend a week in the sun and ride El Tour de Tucson. One mid-week morning, we rode a mile or so to Starbucks in street clothes. I had to talk him into it; Donald would prefer to drive.

He revealed that he'd never stepped on his Speedplay pedals (the lollipop-looking ones) in street shoes, only in "cleated" cycling shoes. Meaning he'd never ridden in walking shorts or jeans and normal shoes, only in cycling gear.

He does not own a beater bicycle to use around town. Why would he? He doesn't ride around town. He walks on errands near his home, but he never rides to get anywhere. Every ride's a training ride, a workout.

Lots of us are like Donald. We depend on cars for transport. We do not think of bikes as ways to get around. Elsewhere around the world people by the millions use bicycles to get around. Year-round, rain, shine, they ride. We drive.

Then, I was pedaling down Mountain Avenue headed for the University of Arizona campus to meet friends for a ride. I caught a guy at a light and said hi. He was riding an ugly, rusty recumbent that looked homemade, or at least unfinished. Sections of the frame had been liberated from a wedgie, or conventional bicycle.

As we rode, I asked him about it, and he told me it'd been welded up by a local bike mechanic, an old guy in a small shop unknown to most Tucson cyclists.

The guy on the recumbent said he rode strictly for transportation and didn't have time for weekend rides, what we'd call recreational cycling. I asked him if he'd been among the 6,000 who'd ridden El Tour de Tucson a few weeks earlier.

"Oh no" he said, and asked me if I had. "I did ride El Tour", I said. He looked at me and said: "You must be a real enthusiast."

Hey, I LOOKED like an enthusiast. I had on a yellow-and-orange Giro helmet, a thermal jacket from a club in Austin, Texas with lightning bolts and sponsor names all over it. High-budget yellow-and-red cycling shoes, black tights and red Elita team gloves. I rode a gleaming racing bicycle, blue with white decals and a matching saddle.

None of that impressed him. He decided, on the basis of my El Tour ride, that I was "a real enthusiast."

What do you suppose he meant by that? There he was, going the same speed as I was in the Mountain Avenue bike lane. Did he mean that I was an enthusiast as opposed to a back-and-forth cycle commuter, a veteran of the car wars?

I guess I am a real enthusiast, but I'm no more committed than that guy on the unpainted recumbent. Hey, he rides every day. I'll bet he rides on rainy days when the nearest I get to cycling is surfing cycling web sites.

Evidently, the guy on the rusty recumbent does not think of himself as an enthusiast. He may feel he's a utility cyclist, a commuter, not a cycling sportsman.

But he did not judge me to be an enthusiast on the basis of my clothing or equipment, about which he may have known nothing. He didn't decide I was an enthusiast on the basis of what I OWNED, but because of something I'd DONE. And he's right. It's not about what we ride or wear. It's about what we DO. We're cyclists because we ride.

The guy who owns the most expensive gear is not the most authentic cyclist. The guy who bought the trick Italian bike with the team-issue pieces bolted on it is not the

most authentic cyclist.

The guy with the Subaru Forester with the three-rail Thule rack with a Kestrel clipped in it is not the most authentic cyclist. The guy who bought the mint late-70s Masi on E-Bay is not the most authentic cyclist.

The guy riding his rusty homemade recumbent is dead authentic, for sure. He's the cyclist. Bicycle ownership is nothing. Bicycle use is everything. Riding is everything. And the riding that matters is riding INSTEAD of driving.

The people behind the 2001 El Tour are urging us to ride our bikes to the event and to ride home afterward. I'd like to urge you to make pedaling your bike to and from your rides a habit. Ride from your door.

Too many of us load our bikes into our cars and drive them two miles to the starts of rides. Road cyclists in the old days, in the '70s and '80s, resisted that. Many couldn't afford cars or didn't want them. They believed that "Cars Suck" as the T-shirt says.

It wasn't cool back then to roll up to ride starts in a car. It shouldn't be cool today. There's nothing cool about driving a car.

Everyone does it. Driving a car doesn't set you apart. Guys who move their mouths when they read and want to show you who owns the road drive cars. Takes no brains, no class. Slobs who can't climb a flight of stairs drive cars. It's easy. Preoccupied, careless people who'd never survive a

mile-long bike ride drive cars; they're safe in there with air bags and shoulder belts.

We, on the other hand, ride bikes.

Riding bikes is good for us. Driving cars is not. Riding bikes does no harm. Driving cars does major harm. Short trips wear cars out; Bikes don't care how long the ride is.

I'll bet you'd like to think of yourself, your way of life, as an example "tooters". I'll bet you'd like to believe that the world would be a better place if everyone did what you do. You do feel that way, don't you, especially about your cycling?

I thought so. Leave your car in the driveway. Ride your bike.



CLASSIFIEDS

For Sale

Pinarello Angliru bikes, 62 cm or 53 cm. Veloce gruppo, Mavic rims, ITM cockpit, Time pedals. Like new - Asking \$900 each obo. Call Derek at 360-651-8360.
Rodríguez Tandem, Fillet Brazed frame, Mavic rims, Sachs shifters, Deore LX, with B.O.B. Trailer & bag. \$2100. Call 206.391.0801

Needed

Community Cycling Center in Portland is seeking a person with vision and strong leadership skills to do everything from teaching volunteers how to fix bikes to making presentations to large companies and groups. Call 503-288-8864 or e-mail comcycle@teleport.com for job description.

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