

# Bicycle Paper

www.bicyclepaper.com Fall '00



**It's Time to get dirty!**

Cyclocross 2000 • Mountain Biking • Race Results • NW Bikes

## The Spirit of Methow

BY JESSICA BAYRAMIAN

Remember the days when you knew all of your neighbors and community barbecues were a weekend routine? Neither do I. For me, that way of life is as foreign as, well, my next door neighbor. Imagine though, if this dream place existed, thriving on community and trust, thrust into some natural haven that kept it isolated and safe from the hustle and bustle of big city life. It does. Tucked away in the sweeping beauty of the Methow Valley, lie the towns of Twisp and Winthrop, possibly the last reminders the Northwest has of a way of life and sense of community reminiscent of days long past. With rivers and lakes for fishing; trails for hiking,

*See "Methow" on page 4*

## Getting the Kids on Bikes

BY SABRINA JOHNSON

For years people have hopped on bikes, traveling the countryside. It's a great way to stay in shape, spend time with friends or family and relax.

Biking, however, may not be maintaining its exciting reputation with younger generations. In a world of fast-paced cars and high-tech excitement, a nightly jaunt on a bike or a more rigorous race doesn't hold the same spark of excitement it once did.

So why aren't youth involved in cycling and what can anyone do to change it? "I'm as perplexed as anyone else," said Dave Shaw of

*See "Kids" on page 8*

## A Northwestern Road Bike?

BY DAVID FELDMAN

We have a unique climate in the Pacific Northwest. We can ride a full 12 months out of most years, but it may rain during nine of them. We have beautiful terrain, and due to population growth and cheapskate voting habits we can ride though beauty on roads that are comparable to the surface of the moon.

Many Northwestern road cyclists buy their dream bike, or one "just like what all their friends

*See "Northwest Bike" on page 8*

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# Bicycle Paper

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PHOTO BY MICHAEL ADAMSON

## Erik Tonkin negotiates the mud at Cyclocross Supercup at Alpenrose, Portland.

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## OPINION

### Letters to the Editor

Dear Editor,

There was an article in the Eastside Journal (Wed. 8-23-2000) which should be a concern to those of us who ride bikes. The title was New I-90 lanes workable. In about paragraph eight is the statement that Two westbound lanes would be 1 ft. narrower than the 12 ft. standard, and some shoulders also, would be made slightly narrower than the 8 ft. standard. To make room, as much as 2 ft. also might be cut from the bicycle lane." One can bring up the complete article by going to [www.eastsidejournal.com](http://www.eastsidejournal.com), go to Search Archives (on the left hand column). When open, under Headline Words, type in New I-90 lane workable. Under Start date list 2000, 8, 23. The I-90 Steering Committee is to endorse this design this month.

Anyone who has ridden over the I-90

bridge knows that taking two feet out of the bike lane as well as narrowing the traffic lanes would make for a dangerous, unsafe and scary crossing. Two people crossing the bridge in opposite directions would not work. There is no place to move over. This is not temporary, they will not give this back. It can be projected that if it works on I-90 they will not hesitate to do it on other bike lanes. I would encourage bike clubs and individuals to e-mail, write or call, and give their comments and opinions to the members of, The Steering Committee, The Eastside Journal (Jeff Switzer -Journal Reporter), The Central Puget Sound Regional Transit Authority ([www.soundtransit.org](http://www.soundtransit.org)), The Washington State Transportation Commission ([sion\). I was able to find a couple of names on the steering comm. Connie Marshall \(Bellevue's Deputy Mayor\), Alan Merkle \(Mercer Island's Mayor\), Bill Guenzler \(I-90 Steering Committee Chairman, a sound transit project manager. There was also an article on \[http://seattletimes.nwsource.com/news/local/html/198/altlane17m\\\_20000517.html\]\(http://seattletimes.nwsource.com/news/local/html/198/altlane17m\_20000517.html\) gets another look by Peyton Whitely Seattle Times Eastside bureau. This would be another person to express opinions to. Please feel free to forward the contents of this on to all the bike clubs and persons that might have a interest or concern.](http://www.wsdot.wa.gov/commis-</a></p></div><div data-bbox=)

Thanx,  
Tim



Dear Editor:

I'm sure that Maynard Hershon's August column, "An Effective Response" - struck a chord with most readers - as virtually all of us have been involved in a 'near miss' with a car or truck.

Often I think we cyclists don't look out for each other as well as we should... especially when driving.

As I approach a cyclist from behind, where there is little or no shoulder, I tap the

pedal lightly twice just to get the brake lights to illuminate... signaling the following drivers there is something of concern ahead.

If it is dark, or dusk, I'll use my highbeams to light up the cyclist for a second or two.

Then, as I pass, I make a noticeable move to the left, giving at least arm's length separation for the cyclist.

Very rarely, say on a road where there is construction, I'll slow down and wait to

moving into the oncoming lane and give a clear pass to the biker.

A great many cyclists are also motorists, and can increase safety for bikers by setting a good example when they are not on their wheels, but behind the wheel.

Sincerely,  
John L. Daly, Vancouver, BC



Dear Editor,

More than a year ago I purchased a Spinerger Rev-X-Rocks wheel. Immediately, I began to experience problems. I am writing to inform you, as well as other local/national retailers, of my experience with this Spinerger product and the company's poor customer service.

The shortest version of the story, follows:

Over a year ago I paid more than 400 dollars for a rear Rev X Rocks wheel. During the first ride I noticed significant vibration and noise coming from the spoke blades and hub. I returned to the dealer who spent weeks attempting a repair. The dealer

tried contacting Spinerger by phone and e-mail with no results. (This dealership later dropped Spinerger products) I mentioned the problem to other dealers as well as national retail catalogs. Several explained they too received similar product complaints and were unaware of any solutions.

I finally went directly to Spinerger. The company refused to return phone calls. Spinerger did not acknowledge e-mails and letters went unanswered. I spent months attempting to contact Spinerger for service or at least product information. I gave up and returned the product to their customer

service center in Wilton, Connecticut. Spinerger refused to accept my return.

I know there is no hope of recovering my financial loss or the wheel. Instead, by notifying dealers of my experience, I hope to prevent anyone else from making a similar choice. If your shop carries Spinerger products please reconsider and if you are considering a new Spinerger dealership, call me at home. I am very willing to answer questions regarding my experience. It hasn't been pretty.

Thank you for your attention.  
Gary J. Wagner



## Bicycle Paper for sale (And you may know the new owner)

Bicycle Paper is searching for a new owner and operator and there's a better-than-average chance the next owner may exist among our readers.

Bicycle Paper is a regional tabloid covering all aspects of bicycling in Washington, Oregon, Idaho and southern British Columbia. Nearing 30 years of continuous publication, Bicycle Paper reaches 25,000 people per month in print and more than 1,600 people per day at the companion web site. Our readers are looking for detailed reports on the people, places, products and events

that make cycling one of the top participant activities in the Pacific Northwest.

Do you know someone who's interested in publishing and enjoys cycling? Perhaps yourself? All four owners of Bicycle Paper have owned and operated the publication after having an interest in the people behind the scenes.

If we were to run a classified ad it would read, "Business for sale. Publication with 30-years experience offers full set of assets including customers, territory, custom software system, equipment, vendor accounts and



staff. Ideal time for ownership change is late this summer to early winter. Current owners willing to train.

For more information, contact Jay Stilwell, Publisher, Seattle Publishing, Inc., 12420 Gibson Road, Everett, WA 98204. Phone 425-355-9322 or Email [jay@seattlepub.com](mailto:jay@seattlepub.com).



## "Methow" from page 1

biking, horseback riding and, when all else fails, crawling; wilderness for exploring; towns for entertainment and eating; sights for seeing; and space for relaxing; the Methow Valley has it all, and then some.

Perhaps last month's article, outlining the 14th Annual Methow Valley Bike Festival, which offers some of the greatest mountain biking terrain in the state, drew your attention to the area. With Events including the Central Res Bitterbush Circuit Race, Freestone Inn Lunch Rides, Winthrop Mountain Sports/Trek Downhill, Winthrop KOA/Red Apple Market Kids Rodeo, Salmon Dinner, and Sun Mountain Lodge Cross Country Races, scheduled for the October 6-8 festival, it wouldn't be surprising if the need for speed and mountain air drew you to the Methow Valley. See sidebar for further information.

But, now that your interest is sparked, your attention gained, perhaps you'd like to know just what other hidden jewels the Methow Valley will bedazzle you with once you arrive.

Despite your gluttonous fill of biking, if you still want to spend time outdoors, Methow can appease your appetite.

If hiking is your passion, various trails crisscrossing the area offer a virtually unlimited smorgasbord of backpacking possibilities. The Pasayten and Lake Chelan-Sawtooth Wilderness areas offer endless trails and are open only to hiking and outfitting. The Twisp River Trail and various Sun Mountain Trails provide enjoyable terrain, varying in difficulty, to both the hiker and mountain biker.

Sightseeing more your style? Then take the drive up to breathtaking Hart's Pass, which lies at the north end of the valley, reaches heights exceeding 6000 feet and offers a 360 degree view of Mt. Baker, Glacier Peak, the Pasayten Wilderness and the headwaters of the Methow watershed. Loup Loup Pass, also a favored spot, looks into the high country and offers spectacular views from its north and south summits. Finally, the Chewuch River is, as Jim Dorn, ex-Mayor and long time citizen of Twisp points out, "one of the most scenic spots in the state."

Streams and rivers open for fishing (catch and release) work their way throughout the entire valley as well. Lakes such as Pearygin, Davis, Patterson and Blackpine extend fishing invitations in every sun peaked ripple that ruffles their glassy surface.

If camping puts a smile on your face, then

prepare for a residual grin. Campgrounds dapple the area, in sundry gorgeous locations, and provide easy access to the most popular sights.

If a day on the trails effects a thirst for the



PHOTOS COURTESY OF MEDICINE WHEEL

### The Methow Valley offers trails ranging from lowland strolls...

comforts and entertainment of "city" life, then Twisp and Winthrop should provide a tall drink of water.

Winthrop, rebuilt in 1972, offers an old west motif designed, as architect and designer Robert Jorgenson claims, "as authentic as possible to preserve the spirit of the valley." As a spokesperson for the Winthrop



PHOTOS COURTESY OF MEDICINE WHEEL

### ...to rugged high altitude adventures!

Chamber of Commerce emphasizes, "Cattle drives, medicine shows, pack trains and the mystique of the old west are still part of the Methow Valley experience. Almost completely surrounded by National Forest, State Game Range and Wilderness areas, Winthrop and the upper Methow Valley

beckons adventurers of all kinds."

"Located at the confluence of the Twisp and Methow rivers, the town of Twisp is a year-round paradise," proclaims a spokesperson from the Twisp Chamber of Commerce.

In addition to its natural attraction, Twisp offers a small town version of metropolitan entertainment as well. Twisp hosts a Farmer's Market each Saturday from April through October, which includes booths from local farmers, businesses and artisans selling everything from organically-grown produce and baked goods to hand-crafted jewelry and art. Colored by music festivals such as "The Winthrop R & B Festival", "2 Days in the Valley" and "The Methow Valley Fiddle Contest," the area is alive with culture. Summer classes are offered at the Community Kitchen covering a variety of culinary subjects. Twisp also boasts of its very own theater, The Merc Playhouse. Artistic Director, Carol Anne Steinebach, explains, "We're just encouraging people to come in after a day in the woods, put their feet up, and have a wonderful evening." This summer the professional actors of the Merc will be presenting "Grace and Glorie," a comedy about death, and "Eleemosynary" (charitable), a story about three generations of women and their struggles to become good mothers.

Methow Valley also hosts a number of festivals throughout the seasons. Octoberwest, Snowshoe Softball and Christmas at the End of the Road are planned in Winthrop for the upcoming fall and winter months. Twisp has the annual Freeze Yer Buns Fest scheduled for January, which includes a snowmobile drag race, a 10k run, and a snowman building contest. The Twisp Christmas Bazaar and Mistletoe Madness are also scheduled for the holiday months.

The people of Methow Valley strive to prevent the intrusion of big business into a small town quality of life which, according to their past mayor, could be deemed "spiritual." In every trail, lake, farmer's market booth, locally owned bed and breakfast and smile, they share with you, as their guest, a bit of that spirituality. This is the quality, above all else, that makes a visit to Winthrop, Twisp and the surrounding Methow Valley an awakening of the senses. Whether you come for the 14th Annual Mountain Bike Festival, the farmer's market, a play at the Merc, or a walk in the woods, you come for an experience not easily forgotten.



## Festival Schedule

### Friday, October 6

Noon-5pm Registration at the Winthrop Barn Auditorium. All day long self guided rides (maps provided)  
4-6pm Central Res Bitterbush Circuit Race.

### Saturday, October 7

8am-3pm Registration at the Winthrop Red Barn Auditorium  
8:30am-10:30am Downhill practice runs  
10am Freestone Rendezvous and Buck Mountain lunch rides load up and leave from the Winthrop Barn  
11am Kid's Winthrop Mountain Sports/Trek Downhill Race at Sun Mountain  
Noon Winthrop Mountain Sports/Trek Downhill race at Sun Mountain  
3pm KOA/Red Apple Market Kid's Rodeo in the Winthrop park.  
4:30pm Lunch Ride Prize Drawings at the Winthrop park.  
6pm Salmon Dinner at the Winthrop Barn

### Sunday, October 8

8-10am Sun Mountain Cross Country Race Registration  
9am Kid's Cross-Country Race starts near Chickadee Parking lot.  
11am Sun Mountain Cross Country Race starts near Chickadee Parking Lot

For more information on events, start times, course maps and registration contact the MVSTA at:  
Phone: 509-996-3287  
Email: info@mvsta.com  
Web: www.mvsta.com

### For more information on:

#### Twisp:

Twisp Information Center  
509-997-2926  
www.twispinfo.com  
Merc Playhouse: 509-997-PLAY

#### Winthrop:

Winthrop Chamber of Commerce  
509-996-2125  
www.winthropwashington.com

#### Methow Valley:

U.S Forest Service 509-996-4000  
Methow Valley Visitor Center  
509-996-4000  
Methow Valley Sport Trails Association  
509-996-3287  
www.mvsta.com

## Shifting Gears

BY MATT KANALY

Dear Ann

It has been a bit since I have written, so here is an update on the retirement front. Though I'm less bitter than before, those first few months were very hard. If I happened to accidentally be near my bikes I would break into a guilt stricken kind of panic because I thought I should be out training in the cold and wet. Instead, I would grab another cup of coffee, or hang around with Juli, or do chores, or whatever I could do to keep my mind off of my two wheeled addiction. I was going through withdrawals. I needed the rhythmic, transcendental (I am probably going overboard), self-satisfying feeling of stretching my legs on a tempo ride. I had forced myself to stay off the bike, but for weeks, riding had been all I could think about. A strange haze of bicycle related stuff was always swimming through my head. It is very distracting when you're trying to work or have a serious conversation, and all you can think about are what gear ratios you should run on a single speed bike, or something equally weird. I found myself so distracted that I would forget things I needed to do, or blow them off because I couldn't think of anything but riding. It was a vicious cycle, by-cycle, bicycle.

For several years I had wrapped my self-worth around training and results. For the past three years no matter how hard I trained, or even how easy, I was not getting any better, in fact I seemed to be falling off

of a three year long plateau. Like I said before, I had a coach, I had all the support of friends and family, and I thought I had passion, but what I really had was an addiction to a seemingly harmless sport. By the end of my "career" the only things that kept me motivated were team mates, delusions of grandeur, and several hundred vitamins, minerals, processed foods, and nasty recovery drinks that taste like Zots or Pez or something gross like that. I had stopped having fun.

In bike racing the word "fun" can mean several different things. It was "fun" to finish dead last on a course in the middle of nowhere and have five people (on a good day) cheer you across the line. It was "fun" to move through the ranks of the USCF system and get dropped on the first climb of every race for a year. It was "fun" to train for hours in the wind, rain, sleet, hail, snow, and the dead of night only to be tired all the time. It was really "fun" to travel to exotic far away places in eastern Washington. I would spend long weekends in hotels with what seemed like fifteen people, and their various hygiene habits. For instance, the individual who goes after his athlete's foot with a wire brush - from my tool box, no less. Lastly it was grand "fun" to line up at races with national caliber racers (in local events of course) and get my doors blown off by people that I highly respected, and in some cases worshiped as heroes. All that has changed, except the hero worship.

OK, picture me flipping around the house

like a recovering addict looking for something that will help me quit feeling the cold turkey blues and wondering just what that might be. It turns out, that of all things, it's my bicycle. I've finally started to look toward my bicycles as a release. Not a job, or a chore, but something positive to help with my pent up energy. For a while I was sneaking out for late night sorties along the Burke Gilman trail. Though it was highly unlikely that I could run into someone in the wee hours (but you never know with the hard training freaks around here), I would put on my most inconspicuous clothing to look as "non-serious" as I could, and to be as goofy as possible. Then there was no way anyone could mistake my riding for training. I would put the headlamp on my trusty Traleigh and slip into the darkness for a short spin.

It had to be a short spin, because my headlight would run out of juice after 27.5 minutes of continuous illumination. Stupid headlamp. To extended my riding, I would find long straight stretches of trail where I could turn off my light and glide through the darkness with no one but my own ghosts for company. I traveled full sections of the Burke in the dark, not thinking of anything at all, just enjoying the feeling of low flight and a focus from within. Not to get even more corny, but on those rides I re-discovered that wonderful feeling that I had been missing since I had been trying so hard to be a "real" racer. Fun. I would swoop from intersection to intersection with the

streetlights being my beacons and the moon or stars lighting my way through the dark. No training, no results, no bad self-image, just riding, and a whole lot of fun. I found great joy in the simple pleasure of moving forward through the night with nothing but the wind in my ears, the whirring of gears, and the fine white tires on smooth black-top. I felt very happy on those nights.

I have since then graduated to riding in the daylight. I've been riding the same routes that I have been doing for years, only now I am riding for fun. I am amazed at how wonderful these rides are. I have vowed to ride only in the sunshine, (partly cloudy counts too) and only if I feel really good. There's no riding if I am tired, and absolutely no worrying if I am too busy to get out, even if it's sunny. I've found a balance between riding and real life that keeps me fit, and takes care of my fix at the same time.

I even think I might start commuting to work. That would be fun. Until it rains.

Take care Ann, and go ride your bike.

Matt



*Matt Kanaly is a new Bicycle Paper contributing writer. Please direct any questions or comments about his work via email at [smallring@aol.com](mailto:smallring@aol.com).*

## REGIONAL NEWS

### HP Extends Sponsorship of HP LaserJet Women's Challenge Cycling Race

BOISE, Idaho Sept. 14, 2000 — Hewlett-Packard Company and Women's Challenge, Inc. today announced an agreement extending HP's title sponsorship of North America's toughest cycling race through 2002. The HP LaserJet Women's Challenge, which attracts more than 120 of the world's best road cyclists, will continue to run annually in the second and third weeks of June through Idaho's rugged terrain.

The HP LaserJet Women's Challenge is generally considered the women's version of the legendary Tour de France, with riders competing for individual and team prizes worth a total of \$125,000, the richest purse in North American cycling regardless of gender. Now in its 18th year, the Women's Challenge ranks as one of world's best races for the caliber of the field and the demanding nature of the courses.

HP has supported the race as title sponsor since 1997 through the company's Boise-based Imaging and Printing Systems (IPS) organization, headquarters of HP LaserJet printers and supplies. HP's commitment includes financial support, as well as state-of-the-art equipment and technical expertise. "We're proud to sponsor an event that showcases the winning edge of teamwork and determination," said Carolyn

Ticknor, IPS president.

Scheduled for June 13 through 24, the 2001 event covers over 650 miles and consists of 13 stages, including the return of the revered Galena Summit route, a climb to Magic Mountain, and a time trial ending at the Firebird Raceway. The race will once again be sanctioned by USA Cycling and the Union Cycliste Internationale (UCI), and will offer valuable points used to determine American and world rankings.

"The Women's Challenge has always been a favorite on the race calendar," said Mari Holden, American Olympic cyclist. "It's hard to imagine a year without a trip to Idaho. We're extremely grateful to HP for what it's done to advance women's cycling."

Women's Challenge, Inc., a non-profit organization, was founded in 1993 to carry on the tradition of the Women's Challenge race that began in 1984. The organization's mission is to promote world-class racing for women, foster the growth of women's cycling and provide exemplary role models for young athletes. Information about Women's Challenge, Inc. and the race can be found at <http://www.hplwc.com>.



### Local Racers win big in Manchester world Track Championships

Manchester, England. 250 Masters track cyclists from 21 countries competed in the 2000 UCI World Track Championships at the Manchester Velodrome, Manchester England.

The United States won 21 Gold Medals to finish in second place with nine being won by Seattle Area riders. The host country, Great Britain, won 22 Gold Medals with three being won by two time Olympic medal winner and former professional, Ian Hallam. These championships are open to all riders 30 years and older that are not currently professionals or Olympic team members. Riders compete in five-year age groups beginning with the 30-34 group.

A three-rider team event called the Olympic Sprint is also contested. Annette Hanson (Kirkland) also set a new World

Record in the 2000-Meter Pursuit in a time of 2:33.7. Stan Gregg retained his title in the 500-Meter Time Trial and the Olympic Sprint Team of Woody Cox, Gregg, and Kenny Williams won the Gold for the third straight year. First time competitors at the World Championships, Mike Eddy and Phil Holman each medaled in one event while Kenny Williams also competing for the first time at this event, won three Golds and a Silver in an outstanding performance. Both Eddy and Williams will be competing in the Para Olympics in Sydney in October. Cox, Eddy and Gregg ride for the Gregg's Specialized Racing Team. Holman and Hanson ride for Saturn of Bellevue while Kenny Williams represents the Nutra Fit squad.



#### Local results:

**Woody Cox (Redmond)** 45-49 Men: Points Race-1st, 3000 Pursuit-1st (3:39), Sprints-3rd, 750 Meter Time Trial-2nd (52.7 sec.), Olympic Sprint-1st  
**Mike Eddy (Bellevue)** 35-39 Men: 3000 Meter Pursuit-3rd (3:36)  
**Stan Gregg (Kirkland)** 50-54 Men: 500 Meter Time Trial-1st, Sprints-4th, Olympic Sprint-1st

**Phil Holman (Mulkitoe)** 50-54 Men: 3000-Meter Pursuit-4th, Points Race-3rd  
**Annette Hanson (Kirkland)** 35-39 Women: Sprints-2nd, 500 Meter Time Trial-2nd (38.5 sec.), Points Race-3rd, 3000 Meter Pursuit-1st (2:33.7) World Record  
**Kenny Williams (Kirkland)** 30-34 Men: 1000 Meter Time Trial-1st (1:07.8), 3000 Meter Pursuit-2nd (3:32.4), Points Race-1st, Olympic Sprint-1st

## Welcome to the Pacific Northwest's most comprehensive bicycle calendar

All events are listed chronologically within their respective sections: **Events** (clinics, expositions, lectures, etc), **Offroad Racing** (competition featuring single-track, cyclocross and other off-road riding), **Offroad 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).

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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### Events

**Nov 4: Bicycle Alliance of Washington Annual Auction.** Seattle, WA. Washington State's premier bicycle auction for cycling advocates. Fabulous auction items, support, education and the bicycle alliance's legislative agenda. Barb Culp, Bicycle Alliance, PO Box 2904, Seattle, WA, 98111. 206-224-9252 or 206-224-9253, www.bicyclealliance.org

**Nov 19: Annual Cyclists Swap Meet.** Portland, OR. Cyclists are invited to buy, sell or trade bike equipment, clothing and accessories. A \$2 entry fee includes a raffle ticket. Raffle drawings will occur every 15 minutes for prizes. Time: 11:00 til 2:00. Location: Friendly House Community Center at NW 26th & Thurman in Portland, 2 blocks east of the Fat Tire Farm. If you want to reserve a table, call or email. David, 503-317-8682, pumpswap@cs.com

### Mountain Bike Racing

**Oct 6-8: 13th Annual Methow Valley Mtn. Bike Festival.** Winthrop, WA. 3 day mountain bike event includes circuit race, catered lunch rides, downhill races (kids and adults), salmon dinner, bike rodeo, cross-country races (kids and adults), MVSTA, P.O. Box 147, Winthrop, WA, 98862. 509-996-3287, mvsta@methow.com, www.mvsta.com

**Oct 7-8: Down the Hill and Through the Woods.** Capitol Forest, Olympia, WA. Downhill & Cross Country Mt. Bike race. The downhill will be scored by best 1 out of 3 runs on a technical single track descent over roots, rocks, bumps and jumps! (JUMPS?), the cross country will be single/double track trails twisting up and down in a loop that takes you over the DH course. Dinner/party on Saturday night. Sign up from 8:00 - 10:00, races start @ 10:30AM. \$25 entry fee for the recreation class; \$35 for the advanced. \$5 late fee for entries postmarked after 9-23 Eric Kackley, 11639 Waddell Creek Road SW, Olympia, WA, 98512. (360) 704-3315, thepeak@cco.net

**Nov 17-19: Rain Festival.** Capitol Forest, Olympia, WA. Downhill (Sun) and Cross Country (Sat) MT Bike races, the course descriptions to be announced. Lots of post race festivities! Sign up from 8:00 - 10:30, races start @ 11:00AM. \$25 recreational class, \$30 advanced class. Eric Kackley, 11639 Waddell Creek Road SW, Olympia, WA, 98512. (360) 704-3315, thepeak@cco.net

### Mountain Bike Touring

**Oct 23-Nov 6: Mail: Sahel Journey, Africa.** David Mozer, International Bicycle Fund, 4887 Columbia Drive South, Seattle, WA, 98108-1919. 206-767-0848, ibike@ibike.org, www.ibike.org

**Nov 8-22: Guinea: People-to-People.** West Africa. David Mozer, International Bicycle Fund, 4887 Columbia Drive South, Seattle, WA, 98108-1919. 206-767-0848, ibike@ibike.org, www.ibike.org

### Offroad Racing

**Oct 15: 2nd Annual Cyclo-Cross GP de Charlemagnel** memory of Paul Meyerhoff II. Fox Hollow French School-Eugene, Or. A piste classique! Very fine mix of pavement, grass, and single track including several challenging runups. Mountain bikes are permitted. Over \$2,000 purse. A's; B's; Masters 35+; Masters 45+; Women; Juniors under 14; Juniors 15-18; Kids race (Kiddie Kilo) classes. Entry fee is \$18.00; \$100 for the Kiddie Kilo. For more information, contact: Ted Turner (ted.turner@weyerhaeuser.com; 541-741-5597) or Norman Babcock (NormanB965@aol.com; 541-485-6007)

**Oct 29: Kreb's Cycle Cyclocross.** Vancouver, BC, Paul Blanchette, Kreb's Cycle Club, 1104 E. 23rd Ave., Vancouver, BC, V5V 1Y7

**Nov 4: Solvang Prelude.** Solvang, CA. 25, 50, Or 63 mile rides beginning and ending at the Solvang Royal Scandinavian Inn. BBQ, raffle, DJ, and bike expo at finish. Ride starts at 7:30am(50 and 63mi) and 9:00am (25). Entry is \$30 before Oct 15th. 12300 E. Washington Blvd. Suite W, Whittier, CA, 90606. 562-943-9440, bikeice@aol.com, www.bikescore.com

### Road Touring

**Oct 1: Kitsap Color Classic.** Seattle, WA. 16-65 mile options. From Edmonds or Kingston through Kitsap Peninsula. Fall colors close the season. Donna Schmidt, Cascade Bicycle Club, P.O. Box 15165, Seattle, WA, 98115-0165. 206-522-BIKE or 206-522-2403

**Oct 1: Prairie-Roubaix.** 60 mile on/off road ride Susan Bonnacker, Sunnyside Sports, 930 NW Newport Ave., Bend, OR, 97701. 541-382-8018 www.sunnysidesports.com

**Oct 4-10: Provence, France.** Paris/Avignon. All women 8 day tour through wine country of Southern France. \$1375 includes 7 nights, support, most meals Gloria Smith, WomanTours, Box 931, Driggs, ID. 800-247-1444 www.womantours.com

**Oct 7: Manastash Metric Fall Colors Tour.** Ellensburg, WA. Public Safety Building, 2nd & Pearl. 7:30-9am. 32 or 62 mile loops — flat to rolling hills along Yakima River Valley. Sag & food provided. \$10 pre-registration & \$12 day of ride (\$15/\$17 for tandems). Jean Lofy, Ellensburg XC Ski Club, 701 N. Willow Street, Ellensburg, WA, 98926-3258. 509-962-8040, jlofy@televar.com, www.elltel.com/XCski

**Oct 22-27: Golden California Tour.** Santa Barbara, CA. 6 day tour. Cycling highlights: Vineyards of the Santa Ynez Valley, Montana De Oro State Park, Big Sur. Designated: All levels. Free brochure available. Bicycle Adventures, P.O. Box 11219, Olympia, WA, 98508. 360-786-0989 or 800-443-6060 www.bicycleadventures.com

**Oct 22-27: Hawaii Tour.** Hilo, Hawaii. 6 & 8 day tours available. Cycling highlights: Kilauea Crater rim ride; 30 mile descent down Mauna Loa Volcano; Kona Coast; Ironman bicycle route. Designated: Beginner to advanced. Free brochure available. Bicycle Adventures, P.O. Box 11219, Olympia, WA, 98508. 360-786-0989 or 800-443-6060 www.bicyclesadventures.com

**Oct 29-Nov 3: Golden California Tour.** Santa Barbara, CA. 6 day tour. Cycling highlights: Vineyards of the Santa Ynez Valley, Montana De Oro State Park, Big Sur. Designated: All levels. Free brochure available. Bicycle Adventures, P.O. Box 11219, Olympia, WA, 98508. 360-786-0989 or 800-443-6060 www.bicyclesadventures.com

**Oct 30-Nov 4: California Vineyards.** Healdsburg, CA. All women 6 day tour from Sonoma and Napa Valley vineyards to Bodega Bay. \$1375 includes 5 nights, 3 dinners, lunches, 5 breakfasts, support. Gloria Smith, WomanTours, Box 931, Driggs, ID. 800-247-1444 www.womantours.com

**Nov 5-10: Golden California Tour.** Santa Barbara, CA. 6 day tour. Cycling highlights: Vineyards of the Santa Ynez Valley, Montana De Oro State Park, Big Sur. Designated: All levels. Free brochure available. Bicycle Adventures, P.O. Box 11219, Olympia, WA, 98508. 360-786-0989 or 800-443-6060 www.bicycleadventures.com

**Nov 11-18: Hawaii- The Big Island.** Hawaii. All women 8 day tour circumnavigating island, Kona Coast to Volcano Nat'l Park to Hapuna Beach. \$1375 includes 7 nights, support, most meals. 290 miles Gloria Smith, WomanTours, Box 931, Driggs, ID. 800-247-1444 www.womantours.com

**Nov 18-25: Hawaii Tour.** Hilo, Hawaii. 6 & 8 day tours available. Cycling highlights: Kilauea Crater rim ride; 30 mile descent down Mauna Loa Volcano; Kona Coast; Ironman bicycle route. Designated: Beginner to advanced. Free brochure available. Bicycle Adventures, P.O. Box 11219, Olympia, WA, 98508. 360-786-0989 or 800-443-6060 www.bicycleadventures.com

**Dec 3-8: Hawaii Tour.** Hilo, Hawaii. Six and Eight day tours. Cycling highlights: Kilauea Crater rim ride; 30 mile descent down Mauna Loa Volcano; Kona Coast; Ironman bicycle route. Designated: Beginner to advanced. Free brochure available. Bicycle Adventures, P.O. Box 11219, Olympia, WA, 98508. 360-786-0989 or 800-443-6060 www.bicyclesadventures.com



PHOTO COURTESY OF RIVENDELL BICYCLES

Even though the list of events get shorter as winter approaches, the freestylers are out year around!

**Dec 27-Jan 3: Hawaii Tour.** Hilo, Hawaii.

Six and Eight day tours. Cycling highlights: Kilauea Crater rim ride; 30 mile descent down Mauna Loa Volcano; Kona Coast; Ironman bicycle route. Designated: Beginner to advanced. Free brochure available. Bicycle Adventures, P.O. Box 11219, Olympia, WA, 98508. 360-786-0989 or 800-443-6060 www.bicycleadventures.com

### Race Series

Jan 1-Dec 31: Maple Valley Saturday Road Rides. Maple Valley, WA. 40 to 70 mile road training ride every Saturday, 8 a.m. start. Varying pace (18-21 mph average). Snow/ice cancels. Meet at Four Corners Shopping Center (behind car wash). Brett Curie, 16524 132nd Pl. SE, Renton, WA, 98058. 425-271-6057

### Non Cycling

Oct 3: Portland Marathon. Portland, OR. 503-226-1111, info@portlandmarathon.org, www.portlandmarathon.org

### Attention Promoters

Get your events in early for our annual calendar issue which comes out in February. Make sure we have your 2001 events by January 1st to be included in the Northwest's most comprehensive events list.

## RIVENDELL

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# Northwest cyclocross 2000

## Series Races

### Seattle Metro Cyclocross Series

Sep 24 to Dec 3  
Seattle Area, WA  
2000 Race Schedule -9/24 - South SeaTac, 10/1 - Steilacoom, 10/15 - North SeaTac, 10/22 - South SeaTac, 10/29 - North SeaTac (St. Judes Race), 11/5 - Steilacoom, 11/26 - South SeaTac, 12/3 - Olympia (Washington St. Championships)

For more info  
<http://marymoor.velodrome.org/Cyclocross/>

### Cross Crusade

Oct 8 to Nov 19  
Portland, OR  
A six race cyclo-cross series in the Portland area. Lots of cash and prizes.

For more info  
Phone: 503/295-6562  
Fax: 503/530-4207  
Email: russjr@beavertontoyota.com  
<http://www.crosscrusade.com>

### Southern Oregon Outlaw Cross

Oct 15 to Nov 18  
A five race series in Ashland area.

For more info  
<http://www.obra.org/>

### EWU/ Baddlands Cyclocross Series 2000

Oct 15 to Nov 26  
Spokane, WA  
A 4 race cyclocross series in Spokane/

Cheney. Race fee \$10, day of race registration only.

For more info  
509-328-1170  
Email: roubaix@pegasusmedia.com

## Single Race

### St Jude Children's Research Hospital Benefit Cyclocross Race

Oct 29  
Seattle, WA  
Benefit Cyclocross Race for St Jude Children's Research Hospital 100% of proceeds to go to St Jude. Race #5 of the Seattle Metro Series North SeaTac Park, site of the 1994 and 1996 US National Championships. this twisty, technical course features steep run-ups, deep mud slogs, and about 8 dismounts per lap. Race day registration only Late A's \$18, Juniors \$5, Kids 2-11 Free, All others: \$15  
Seattle-Metro Calendar

For more info  
Email: jerry.cutright@us.nestle.com  
Phone: 253/852-6658

### US Cyclocross Super Cup #5

Nov 18  
Seattle, WA

For more info  
<http://www.kirongroup.com/>



With the amount of Northwest rain, cyclocross is usually guaranteed to be a mud bath.

### NWCCC Cyclocross Championships

Nov 26  
Cheney, WA  
NWCCC CX championships. WA OR ID MT are members of the NWCCC. Your school must be registered with the NCCA. On the grounds of Eastern Washington University. Held in conjunction with the Baddlands CX series. Races start at noon, collegiate A,B, and women.

For more info  
Email: roubaix@pegasusmedia.com  
Phone: 509-328-1170  
<http://pegasmedia.com/baddland.htm>

### 2nd Annual Cyclocross GP de Charlemagne In memory of Paul Meyerhoff II

Oct 15  
Eugene, OR  
Cyclocross GP de Charlemagne in Eugene is a benefit for the Fox Hollow French Elementary School. A classic 'cross course! A fine mix of pavement, grass, and single track. Great run-ups, even ride through a local neighborhood. Mountain bikes permitted.

For more info  
Email: pmeyers@pape.com  
<http://www.obra.org>

## REGIONALS

# National Road Championships Headed to Northwest

The 2001 U.S. Cycling Federation Masters National Road Cycling Championships have been awarded to Spokane, Wash., USA Cycling announced. The event will be during the first half of July, and the exact competition dates will be announced at a later date.

In addition, the site and dates for the USCF Masters National Track Cycling Championships will be named in the near future.

"Spokane has a rich cycling tradition, and has been an excellent site for past major cycling championship events, including the masters national championships," said Evan Call, USCF Managing Director. "We are looking forward to another exciting event, after more than 900 competitors rode at this year's USCF Masters National Cycling Championships in Indianapolis."

"Spokane is please to have been selected to once again host the USCF National Masters Road Championships. We are excited that a USCF Championship event is

returning to our community. Spokane has a wonderful history in the sport of cycling. Many of these great courses will again be used like our Downtown Spokane Criterium, which will be staged at night under the lights. And a new course through Riverside State Park will be introduced in 2001 - a circuit course that follows the beautiful Spokane River. The Inland Northwest is a great vacation destination, so we encourage all the athletes to bring their families and take advantage of all we have to offer in our region."

Spokane hosted several other national cycling events in recent years, including the 1992 masters road cycling championships and 1988 elite road cycling championships, as well as the 1984 and 1988 U.S. Olympic Trials.

The USCF is the road and track cycling association within USA Cycling. USA Cycling is the national governing body for the sport of cycling in the United States, and has more than 90,000 members.

# Mountain Bike from Columbia River to Canada?

The folks at ebiketrails.com had a dream of travelling from the Columbia River to the Canadian border on mountain bikes. A crazy dream? Well, it looks as if their dream may be pretty close to reality now. This route through the Cascades, with a little imagination, could be the mountain bike version of the Pacific Crest Trail.

The route goes from the Columbia River to Canada with very little contact with pavement. The current description jumps over the asphalt section at White Pass on HWY No. 12 which is an asphalt section of the route necessary due to the Wilderness Area exclusion of mountain bikes.

The concept of this route was to use as much single track as possible without swinging wildly from east to west all over the Cascades, to use asphalt roads only when really necessary, to use gravel roads as little as possible, to choose dirt roads over gravel, to use roads with little or no traffic, and keep to the ridges when possible. The route de-

scribed is not totally successful in any of those goals and better sections should be substituted if discovered. Some alternate sections are available depending on the riders strength, experience, and expectations. Most of these alternate options are not described or listed but should be obvious in most cases. The route consists of about 600 miles, only about 50 of which are paved, half of the rest is made up of single track. The Columbia to Canada Route is described from south to north.

Their website details this route with maps and text. It's as easy as a simple point and click

They also welcome any suggestions, route conditions or alternatives route suggestions. For more information, detailed topo maps, Idea submission and/or commentary visit [www.ebiketrails.com](http://www.ebiketrails.com).

"Kids" from page 1

Northwest Classics, Inc. "It's been a continuous problem for 10 years or more."

Shaw reasoned that younger people may steer away from biking because of a lot of hurdles to jump through such as expensive equipment. Another reason for this lack of interest may be the need for heroes. Professional cycling doesn't have glamorous athletes like other high-profile sports.

So what can be done to get people involved in a healthy, fun sport? "Some organizations like Bike Works, where you can earn a bike, introduces kids to bikes," said Barbara Culp of the Bicycle Alliance of Washington. She also mentioned the need to de-emphasize cars as primary vehicles and to put more emphasis on bikes in grade school and middle school. She also said high schools shouldn't offer student free parking and should provide incentives to get kids to ride bikes.

Culp explained that parents and community leaders model "car dependency." She said parents need to "mentor biking" to get kids involved. "It's right of passage to get a driver's license," Culp said. "Biking and walking need to be seen as cool."

Jerry Baker has been an avid biker for years and has two kids who bike. He said the lack

of programs for kids is a big part of the problem. Two types of kids ride bikes, competitive and non-competitive. Baker said it's much easier to find programs for kids who want to race. "The other half are kids who don't want to be competitive," Baker said. "They just want to ride their bikes. We don't have much for them. There's a hole and we need to figure out how to fill it." Like Culp, Baker mentioned the need for parental involvement, but stressed the need not to push kids into it. "Kid's don't want to be organized by parents they want to organize themselves," he said. "Often times kids don't want to do what their parents do. Be careful not to push them."

Rene Duprell spent part of last February at the Getting Kids on Bikes conference in Colorado Springs. "It's I different culture now," Duprell said. "Everyone has a bike, but you can't just give a kid a bike and let them ride around. It's a safety issue."

Europe has a very elaborate club program, Duprell said. Wherever you live, you can get involved in a program. Europe also has more opportunities, support, money and additional funding than the United States. Duprell stressed the need to get to kids while they are young. "If you get a kid in a sport

for three years, then they're in," she explained. "If you wait too long kids get involved in high school sports." Duprell has been involved in starting a junior riding program. The key was removing as many obstacles as possible. They received a grant from King County Parks and Recreation which allowed them to get bikes for kids from 10 to 12 years-old. Two classes during the summer catered to three age groups and taught safety and bike skills. The classes were free and more than 50 kids went through the program.

"You need adults or senior riders to commit to it," Duprell said. Everyone agrees on a few things. The number of children and young adults in biking is dwindling and programs don't cater to kids. Children can't set up

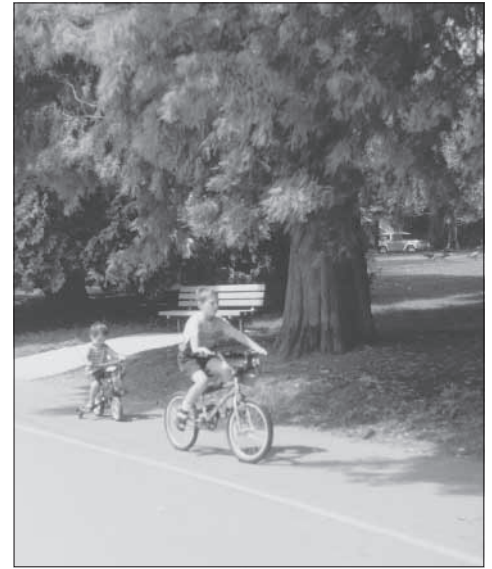


PHOTO BY JESSICA BAYRAMIAN

Greenlake is a great place to get kids exposure to biking.

programs for themselves. Parents and older riders need to get involved by setting a good example and giving potential riders role models.

"Northwest Bike" from page 1

have," and get wet for most of the year because the "dream bike" won't fit fenders. The same riders often find themselves fighting comfort problems, frequent flats and wheel problems on rough roads because their bikes don't have room for thick enough tires to soak up bumps.

You could call this general condition something like "California Road Bike Syndrome." Nothing against California, it's a nice place. I grew up there. But its cycling conditions are very different from Seattle or Eugene, especially the almost total absence of continuous rainy days, plus cities and counties seem to fix their roads more regularly. California cyclists almost never put fenders on road bikes and from observing what they ride, don't often use the wider road tire sizes.

The United States is a very large country with a tremendous variety of climate and road conditions. We have a business culture that tells even small industries to do a lot of marketing and advertising. Many special-interest magazines and newspapers write about consumer products-the same products made by companies in the small industries that buy advertising in those magazines and newspapers.

The slick-paper magazines, whose recommendations are the ones taken seriously by large numbers of consumers, are national publications and most of them are headquartered either in warm, dry places

where rainless winter riding is the norm, or places with severe winters where no winter riding is the norm. So, bike buyers are getting advice from magazines written by people who don't experience what they do. The bike-buying public gets fed a uniform national picture of idealized bikes made for use in ideal conditions.

Contrast this to Europe, where bike builders in Italy, the warmest, driest country, make almost nothing but what could be called "pure racing" bikes. Italian touring bike? Almost unknown, I can name two. One, a Colnago, sold in the 1980's and was made at the request of an American wholesaler. Britain, with a much cooler, wetter climate and France, a climate somewhere in between Italy and Britain, are home to bike manufacturers who make a mix of road bike variations with many builders famous for touring and "audax" or "randonneur" or "sport touring" (depending on your own nationality) bikes. These last are road bikes that have longer wheelbases than racing bikes and room for fenders, tires fatter than 700 x 25, and accommodations for light luggage rack-perfect for most recreational road cyclists. It's perfect for our Northwestern climate-something that most large U.S. manufacturers have forgotten exist. If you can't ride it down Venice Beach in your pro team jersey on a sunny Sunday, I guess they don't know how to sell it. They'd be the

perfect bikes for most Northwesterners' road use and in fact several smaller companies in this region-Lyon and Davidson, for instance-have made really good ones. Klein used to until it became unprofitable to build a bike that only sold in Washington, Oregon and a few other areas!

So, what makes an all-weather road bike? Room for tires wider than 700 x 25 plus room for fenders. Attaching points for the fenders. Chainstays longer than 42cm help fit both of the previous items. The frame material isn't important, steel doesn't have rust problems unless grossly neglected, but if you want an excuse to go titanium, rustproofness is definitely one. There are aluminum touring bikes built by a few companies but there is no carbon fiber road bike that I know of in a fender-friendly design. It is ideal to have a frame designed around what is now called a "long" caliper brake. Caliper brakes have their length named after the distance between the center bolt where the brake bolts to the frame and the center of the rim braking flat. What are now called "normal" brakes have a range of 40 to 50mm between these two points. This means there is barely enough room to squeeze a good-sized tire under a fender and manufacturing tolerances for frames and forks become extremely critical so the maximum reach of the brake can be used. "Long" brakes with 7mm-about 5/16 of an inch-greater reach allows better tire and fender fitting as

well as room for a fatter tire. Despite the superstitions around and the fake-racer fashion in bikes, none of these things, not long brakes, not fender eyelets, not slightly longer fork blades, seatstays or chainstays, make a bike appreciably heavier or diminish its suitability for fast riding in perfect weather. They just make it better to ride in imperfect weather.

Where do you buy one? Mostly small manufacturers at this point in time as there hasn't been the realization among the big ones that this a road bike that isn't either a Tour de France rider's replica or a full-touring pack mule is a viable product. This newspaper has advertisements for at least four or five companies that can build this bike, one in California of all places! The other source for this bike is in the used bike market. Before about 1975-1980 most road racing bikes used longer brakes, had slightly longer chainstays and could fit a fatter tire even if they didn't have fender fittings. Many used bikes of this vintage are bargains, they're too old to be cool and too new to be "collectible"-they change hands for less than this week's newest set of brake/shift levers!

It's hard to write about this right now with weather in the 80's and all the windows in my house open even with the sun setting, but this isn't our weather most of the year. Wet weather can be good riding weather if the bike you're on lets it be.



# RESULTS

## 14th First Security Twilight Criterium

Downtown Boise, ID.

The sound of 12,000 fans and noise-makers once again filled the air of downtown Boise on July 29, as it was the sight of the 14th annual First Security Twilight Criterium presented by PowerBar. With a \$10,000 cash purse for the main event, the nation's top riders, including a 2000 Olympic team member and a former National Champion competed in the race.

The First Security Twilight Criterium began at 6:30 p.m. with the four and five division, the licensed beginning racers, division three or intermediate cyclists followed in the second race at 7:30 p.m., and the professional and elite racers were featured in the main which began at 9:15 p.m.

The main event came down to a first and second place finish for team NetZero as Greg Medinella of San Diego and Jamie Paolinetti also of Calif. Broke away from the pack to finish first and second, respectively. Third place honors went to Chad Gerlach of team DeFeet.

The premier race is a 55-lap criterium, which is a run on a 0.6 mile course through downtown Boise. Cash prizes were awarded to the top 20 finishers of the main event, including prizes to the top racers during "preem laps" dispersed throughout the race. Category 3 racers competed for a \$1,000 purse in prizes with Bryan Gillespie of team X-men winning, and the winner of the category four and five race, Henry Harper, of Snake River Cyclists won a \$500 purse.

### Place # Rider/Club

#### Category 1 and 2 racers

- 48 Greg Medinella/Team NetZero
- 52 Jamie Paolinetti/NetZero
- 39 Chad Gerlach/DeFeet
- 27 Ryan Miller/Nutra-Fig
- 43 Luke Mauritsen/Shaklee
- 50 Michael Johnson/NetZero
- 45 Mike Tillman/Lequipe Cheval U.S.
- 23 Donald Reeb/Nutra-Fig
- 20 Scott Cochran/Jelly Belly Cycling
- 42 Adam Laurent/Shaklee

#### Sr. Men 4-5

- 17 Henry Harper/Snake River
- 11 Brad Gillette/Squashed Frog
- 25 Justin Kline/L.C.E.
- 43 Gary Casella/Unattached
- 41 David Showalter/Unattached
- 9 Steve Frederick/Home Town
- 2 Brian Taylor/Lost River Cycling
- 44 Mark Parent/Unattached
- 18 Neil Hankins/Unattached
- 22 Davey Moore/Lactic Acid

#### Category 3 racers

- 9 Bryan Gillespie/X-Men
- 28 T.J. Bernick/Int'l Christian
- 11 Graydon Burnett/Broadmark
- 31 Ben Rabner/X-Men
- 12 Chris Williams/Sun Summit Cc
- 22 Bryan Harsburgh/Lactic Acid
- 35 Eric Smedberg/Lactic Acid
- 14 Mike Hone/Broadmark
- 2 Kevin Radzinski/Rhodes Rmcc
- 17 Phil Roberts/Cycle Couriers of SF

## SEWARD PARK SEASON END CLASSIC RESULTS

August 27, 2000

### Cat. Pro 1-2 Men, 35 Riders, 70 Min.

- Rich McClung, Broadmark  
Russell Stevenson, Saturn of Bellevue  
Kyle Broderson, Saturn of Bellevue  
Doug Davis, Esola  
Doug Carlton, Saturn of Bellevue  
Mick Walsh, Mongoose/DeFeet  
Steve Crossier, Torrefazione  
Dave Richter, Recycled Cycles  
Tyler Farrar, Saturn of Bellevue  
Don Wesley, Mongoose/DeFeet

### Cat 3 Men, 46 Riders, 60 Min.

- Mike Hone, Broadmark  
Gary Brown, Tacoma Bicycle

- Brad Doll, Aurora Cycles  
Scott Petermeier, Ashmead  
Steve Piccolo, Tacoma Bicycle  
Derrick Queen, Aurora Cycles  
Steve Williams, Nextlink/Bacardi  
Andy Luhn, Saturn of Bellevue  
Jonathan Castrodale, Hedonspeed  
Richard Foisand, Tacoma Bicycle

### Cat 4-5 Men, 34 Riders, 50 Min.

- Brian Hall, Broadmark  
Michael Petramalo, Tacoma Bicycle  
Marlon Familton, Armonds  
Jim Berres, Old Town Bicycles  
Bill Temple, Aurora Cycles  
Tommy Petramalo, Saturn of Bellevue  
Erik Anderson, Saturn of Bellevue  
Peter Brevick  
Tony Ogden

### Masters A Men, 16 Riders, 40 Min.

- Glenn Bunselmeyer, Mongoose/DeFeet  
Mick Walsh, Mongoose/DeFeet  
Dennis Manke, Mongoose/DeFeet  
Brad Halstead, The Valley Athletic  
Alastair Lockett, TiCycles  
Ken Dammand, TiCycles  
Paul Beveridge, Ashmead  
Jim Mays  
Michael Langmire

### Masters B Men, 27 Riders, 40 Min.

- Michael Guthrie, Tacoma Bicycle  
Randall Smith, Wenatchee Valley Velo  
Jim Ross-Lyons, Armonds  
Robroy Chalmers  
Jerry Shaffer, Wheelsport  
Thomas Chapple, Aurora  
Zqwan Peterson, Armonds  
Michael Thatcher  
Neil Casserly, Armonds  
Tom Johnson

### Juniors, 7 Riders, 30 Min.

- Michael Petramalo, Tacoma Bicycle  
Finn Keough, Torrefazione  
Tommy Petramalo, Saturn of Bellevue  
Jordan Itaga, Armonds  
Lang Reynolds, Aurora  
Ian Gallagher, Aurora  
Elliott Guthrie

### Cat. 4 women, 8 Riders, 30 Min.

- Nicole Novembre, Nextlink/Bacardi  
Micki Buckley, The Valley  
Paula Fedrichuk, Nextlink/Bacardi  
Wendy Van DeSompel, Nextlink/Bacardi  
Debra Prentice, Aurora Cycles  
Elfie Wardenburg  
Maxine Williams, Nextlink/Bacardi  
Susan Galas, Nextlink/Bacardi

### Hutch's Rack N Roll Eugene Celebration Road Race

Day 1: September 16, 2000  
Cottage Grove Lake, Cottage Grove

PLACING - NAME - TEAM/SPONSOR

#### Category 3/4/5

##### Total Racers: 61

##### Distance: 48miles

- 1 Eric Kytofa, Hutch's
- 2 Jason Lewis, Collins
- 3 Paul Bourcier, Paradise Homes
- 4 Michael Lindley, Capitol Velo
- 5 Dominic VanHorn, Team Oregon
- 6 Sean Olmstead, Hutch's
- 7 Chris Wherity
- 8 Michael Fors, Torani/NW Velo
- 9 41
- 10 Sal Collura, Hutch's
- 11 Ryan Weaver, OSU
- 12 George Gilkey
- 13 Gene Faas, AAVC
- 14 Nate Sweet, Paradise Homes
- 15 John Boelsens, North River RACING

#### Category 1/2/3

##### Total Racers: 36

##### Distance: 56miles

- 1 Sven Tutt, Trek
- 2 Mike Walsh, Mongoose
- 3 Rocky Serna, North River Racing
- 4 Kirk Willett, Mercury
- 5 Evan Elken, Presto Velo

- 6 Zac Houghton, bike/Serratto
- 7 John Armour
- 8 William Fasano, Presto Velo
- 9 Jason Spence, Presto Velo
- 10 Eric Sheagley, Hutch's
- 11 Erik Huston, Hutch's Bend
- 12 Nick Skenzick, Hutch's
- 13 Damieon Shanks, Hutch's
- 14 Nick Perera, Team Oregon
- 15 Michael Rosenberg, Hutch's

#### Masters 35+

##### Total Racers: 42

##### Distance: 48miles

- 1st. Mark Bradley, Mongoose
- 2nd. Glen Bunselmeyer, Mongoose
- 3rd. Mark Swartzendruber,
- 4th. Steve Yenne, Mongoose
- 5th. Marc Brown, Mongoose
- 6th. Marc Painter, Mongoose
- 7th. Dave Bale, Capitol Velo
- 8th. Steve Swartzendruber, Logie Velo
- 9th. Glen Gann, Sim's
- 10th. Jeremy Storie, Canada
- 11th. David Walton, Sim's
- 12th. Mike Murray, Team Oregon
- 13th. Doug Headrick Hutch's
- 14th. Joel Melka, Capitol Velo
- 15th. Ed Garfield, Sim's

#### Women

##### Total Racers: 17

##### Distance: 40miles

- 1st. Lisa Magnus, Sunnyside Sports
- 2nd. Larssyn Staley, Team Oregon
- 3rd. Helen Grogan
- 4th. Mandy Poitras, Canada
- 5th. Hillary Billington, Team Oregon
- 6th. Joanne Stevens, Sunnyside Sports
- 7th. Nancy Hewett, Capitol Velo
- 8th. Kathleen Moore, Safeway/Saturn
- 9th. Martha Walsh, Mongoose
- 10th. Christine Miller
- 11th. Carrie Edwards
- 12th. Meg Heaton
- 13th. Beth Hattenberger
- 14th. Shannon Keating
- 15th. Debra Stolt-Krichko
- 16th. Beth Whitaker, Safeway/Saturn

#### Juniors

##### Total Racers: 14

##### Distance: 40miles

- 1st. Sean Passage, Larsen Championship Cycling
- 2nd. Ian Egglits, BBC
- 3rd. Eke Gooper, South Eguene HS
- 4th. Marsh Cooper, Canada
- 5th. Kristinn Thorlakkson, Newport HS
- 6th. John Racher
- 7th. Tom Wilkowski
- 8th. Aaron Love, bike/Serratto
- 9th. Zach Diehl
- 10th. Elliott Bishow
- 11th. Brian Robe

### Day 1, Race 2:

**Race Name: Hutch's Rack N Roll Eugene Celebration Time Trial**  
**Venue: Cottage Grove Lake, Cottage Grove**  
**August 16, 2000**

#### PLACE - NAME - TIME

##### Masters 35+

##### Distance: 8miles

- 1st. Glen Bunselmeyer 17:56
- 2nd. Marc Brown 18:50
- 3rd. Mark Swartzendruber 18:55
- 4th. Glen Gann 19:02
- 5th. Mark Bradley 19:06
- 6th. Steve Yenne 19:08
- 7th. Dave Walton 19:18
- 8th. Mark Painter 19:20
- 9th. Joel Melka 19:40
- 10th. Ed Garfield 19:44
- 11th. Steve Swartzendruber 19:47
- 12th. Larry Kemp 19:50
- 13th. Ron Magnus 19:56
- 14th. Ivan Meadors 19:58
- 15th. Dave Magness 19:58
- 16th. Jim Henry 20:15
- 17th. James Wellington 20:16
- 18th. Tom Sanborn 20:28
- 19th. Frank Hammer 20:36
- 20th. Craig Massie 20:39
- 21st. Dave Bale 20:45

- 22nd. Jeremy Storie 20:48
- 23rd. Randy Mason 20:50
- 24th. Kevin Chudy 20:52
- 25th. Kent Peterson 20:55
- 26th. Doug Hewett 21:11
- 27th. Brad Stewart 21:18
- 28th. Gus Williams 21:19
- 29th. Paul Rims 21:20

### Cat 1/2/3

##### Distance: 8miles

- 1st. Sven Tutt 17:25
- 2nd. Kirk Willett 18:08
- 3rd. Mick Walsh 18:31
- 4th. Rocky Serna 18:31
- 5th. John Armour 18:35
- 6th. Augie Schilling 19:02
- 7th. Eric Sheagley 19:05
- 8th. Matt Mahoney 19:13
- 9th. Trevor Mays 19:15
- 10th. Nick Skenzick 19:19
- 11th. Evan Elken 19:20
- 12th. Bill Fasano 19:30
- 13th. Daniel Burklow 19:39
- 14th. Nick Perera 19:42
- 15th. Damieon Shanks 19:56
- 16th. Chris Myers 19:56
- 17th. Zac Houghton 20:01
- 18th. Matt Braun 20:05
- 19th. Barry Wicks 20:09
- 20th. Brian Austin 20:15
- 21st. Andreas Oswald 20:17
- 22nd. Pietro Buttila 20:24
- 23rd. Dan Silvernail 20:29
- 24th. Scott Powell 20:48
- 25th. Jason Spence 21:00
- 26th. Carl Hoefler 21:10
- 27th. Jason Bethel 22:19
- 28th. Todd Jones 26:18

### Cat 3/4/5

##### Distance: 8miles

- 1st. Scott Springer 19:18
- 2nd. Sam Richardson 19:28
- 3rd. Paul Duncan 19:35
- 4th. Jason Leitcher 19:41
- 5th. Paul Bourcier 19:45
- 6th. Tom Morgan 19:48
- 7th. Eric Kytofa 19:48
- 8th. Gregor Brown 20:00
- 9th. Jason Lewis 20:05
- 10th. Nathan Hobson 20:12
- 11th. Joseph Kline 20:18
- 12th. Chris Murray 20:23
- 13th. Damian Schmitt 20:26
- 14th. Jay Hilwig 20:30
- 15th. Ryan Weaver 20:37
- 16th. John Boelsiems 20:37
- 17th. Matt Wall 20:40
- 18th. Tim Tyre 20:46
- 19th. Nate Sweet 20:48
- 20th. Chris Wherity 20:54
- 21st. Jon Knowison 20:57
- 22nd. Ernie Conway 20:58
- 23rd. Sean Olmstead 20:59
- 24th. Sal Collura 21:08
- 25th. Kevin Grove 21:09
- 26th. Seth May 21:14
- 27th. Brian Spears 21:16
- 28th. Jordan Buscho 21:22
- 29th. Steven Muschek 21:22
- 30th. John Sorlie 21:27
- 31st. Sam Taagen 21:32
- 32nd. George Gilkey 21:40
- 33rd. Dominic VanHorn 21:45
- 34th. Jon Anderson 21:52
- 35th. Anthony McCrary 21:55
- 36th. Philip Wong 22:07
- 37th. Tony Halford 22:09
- 38th. John Henry 22:12
- 39th. Ward Spears 22:39
- 40th. Craig Metzger 24:37
- 41st. Bernie Alajojo 23:39
- 42nd. Michael Fors 27:18

#### Juniors

##### Distance: 8miles

- 1st. Sean Passage 20:18
- 2nd. Ian Egglits 21:06
- 3rd. Chris Hopkins 21:42
- 4th. Kristinn Thorlakkson 22:14
- 5th. Eke Gooravemi 22:22
- 6th. Marsh Cooper 22:52
- 7th. Aaron Love 23:37



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#### Women

##### Distance: 8miles

- 1st. Lisa Magness 20:27
- 2nd. Mandy Poitras 20:38
- 3rd. Larssyn Staley 20:59
- 4th. Martha Walsh 21:07
- 5th. Hlen Grogan 21:36
- 6th. Joanne Stevens 22:10
- 7th. Hillary Billington 22:11
- 8th. Nina Klack 22:19
- 9th. Nancy Hewett 22:31
- 10th. Carrie Edwards 23:14
- 11th. Molly Grove 23:16
- 12th. Kathleen Moore 23:42
- 13th. Debra Stolt-Krichko 23:53
- 14th. Stacie Whig 25:00

**Day 2, RACE 3: September 17, 2000**  
**Race Name: Hutch's Bicycles Eugene Celebration Road Race**  
**Venue: Elmira/Veneta, OR**

**PLACING - NAME - TEAM/SPONSOR( see sponsor from above results from day 1, race 1)**

#### Women

##### Distance: 59miles

##### Total Racers: 12

- 1st. Mandy Poitras
- 2nd. Lisa Magness
- 3rd. Larssyn Staley
- 4th. Helen Grogan
- 5th. Hillary Billington
- 6th. Nina Klack
- 7th. JoAnne Stevens
- 8th. Martha Walsh
- 9th. Carrie Edwards
- 10th. Debra Stolt-Krichko
- 11th. Kathleen Moore
- 12th. Beth Whitaker

#### Masters 35+

##### Total Racers: 39

##### Distance: 59miles

- 1st. Mark Bradley
- 2nd. Mark Swartzendruber
- 3rd. Dave Walton
- 4th. Glen Bunselmeyer
- 5th. Dave Magness
- 6th. Tom Sanborn
- 7th. Joel Melka
- 8th. Marc Brown
- 9th. Glen Gann
- 10th. David Lefkowitz
- 11th. Steve Yenne
- 12th. Ivan Meadors
- 13th. Dave Bale
- 14th. James Wellington
- 15th. Larry Kemp
- 16th. Mark Painter
- 17th. Ron Magnus

#### Juniors

##### Total Racers: 9

##### Distance: 18 miles

- 1st. Sean Passage
- 2nd. Marsh Cooper
- 3rd. Brian Kelly
- 4th. Ian Egglits
- 5th. Eke Gooravemi
- 6th. Kristinn Thorlakkson
- 7th. Chris Hopkins
- 8th. Elliott Bishow

#### Category 1/2/3

##### Total Racers: 37

##### Distance: 70miles

- 1st. Svein Tutt
- 2nd. Kirk Willett
- 3rd. Craig DeMars
- 4th. Phil McNamara
- 5th. John Armour
- 6th. Michael Rosenberg
- 7th. Eric Sheagley
- 8th. Daniel Burklow
- 9th. Mick Walsh
- 10th. Damieon Shanks
- 11th. Barry Wicks
- 12th. David Auker
- 13th. Pietro Buttila
- 14th. William Fasano
- 15th. Jason Bethel
- 16th. Erik Huston
- 17th. Evan Elken
- 18th. August Schilling
- 19th. Matt Braun

#### Category 3/4/5

##### Distance: 59miles

##### total racers: 47

- 1st. Tim Tyre
- 2nd. Paul Bourcier
- 3rd. Jason Lewis
- 4th. Eric Kytofa
- 5th. Sean Garvin
- 6th. A. J. Sanchez
- 7th. John Sorlie
- 8th. Michael Fors
- 9th. John Boelsiems
- 10th. Jared Issacs
- 11th. Michael Lindley
- 12th. Gregor Brown
- 13th. Sal Collura
- 14th. Sean Olmstead
- 15th. Sam Richardson
- 16th. Nate Sweet

Jim Anderson  
2000 Eugene Celebration Race Director  
sparky@teleport.com  
503-975-8229



## The Low Down on Getting Rubbed Down

BY MICHAEL PETTY

How many of you read the online diaries of professional cyclists during the Tour de France? Ok, how many noticed that most mentioned that part of their daily regimen included massage? Why do they receive massage and what does it do for them? Did any of you wonder whether massage would benefit you, despite the fact that you are not a professional cyclist? How many questions am I going to ask you, the reader?

Enough of the questions, let's try to get some answers.

First of all, there were lots of diaries to read and most mentioned that they had daily massages during the tour. In fact, receiving massage is considered to be one the major components to optimizing performance in many sports. For cyclists, even when not in stage races, massage is part of their regular training plans.

However, during cycling stage races,

riders receive at least 30 minutes per day of massage. I say at least because some of the "big guns" will get more than that, up to 1 hour per day. An example of this is Jan Ullrich who has specified that he will receive massage at least 45 minutes per day while in major tours. For those who did not know, Ullrich is from what was East Germany and was part of their powerful sports program. During that time, he came to strongly believe in the power of massage to assist in his recovery and enhance performance.

Well, professional cyclists do receive massage and they believe in it, but what does it really do for them? Studies on the physical effects of massage have been done trying to

pin down why it is effective. The most recent study was on boxers who performed 2 intervals on a boxing simulator (sort of the equivalent of a stationary bike for cycling). One group rested between intervals and the other received massage. There was no difference between the groups as far as chemical composition of the blood, meaning the massage did not seem to "clear out waste products" as is commonly stated. However, the receiving group did feel better and felt more capable of punching as compared to the resting group.

So, is massage only useful for the brain? No, as another recent study looked at long

term massage (6 treatments over 5 weeks) and stretching in a group with a type of shin splints. The participants were able to exercise longer before feeling pain, thus showing enhancement of their physical capacity as compared to before receiving treatment.

In my experience and in reading some of the research, massage does work but the question as to how and why is not clear. So, the answer to the last question is yes, massage could enrich most cyclists' experience on and off the bike. For an active person, whether a cyclist or not, regular (at least once a month) massage will at least help you to feel more effective and fit even though exactly why is not clear.

Next time I will discuss the varieties of massage and even some techniques of self



## A Massage Scenario

BY MICHAEL PETTY

In my last communication, I asked a few questions and reviewed some evidence regarding the effectiveness of massage. Now will I review some types of sports massage and their applications. To review, the benefits of sports massage can include enhanced feelings of performance, increased speed of recovery, decreased perceptions of fatigue, and decreased likelihood of injury.

For sake of discussion, let's say that you have an event (like a 200 mile bike ride ... perhaps at the beginning of July?) in which you will participate. You are receiving massage in the months leading up to the event, so this would be called training massage. The premise is that you are training for the event and thus the massage focus is on facilitating this work. An important part of the massage is to identify and subdue problem areas where you are feeling pain/tension which may indicate a slight or future injury. For cyclists, such areas commonly include your thigh muscles, just above and outside your kneecap. The strain in the area can be reduced by a combination of long strokes along the direction of the muscle with moderate pressure, direct pressure over the tender area, and strumming across the grain of muscles.

In most cases, this is followed by either passively or actively-assisted stretching the muscle groups with techniques that use nerve reflexes to enhance flexibility. The techniques can also include shaking the muscle, vibration, percussion, and stretching the material that envelops the muscles, so called myofascial work.

Now, that's quite a few techniques thrown around, so I feel that I need to stress that sports massage is not really defined by what it looks like but rather by what the intent and goals are. Because of this, massage practitioners can accomplish similar goals with a variety of techniques.

Oh boy, as you continue training with 1 month to go your left thigh is giving you fits after your last long ride. You have a slight injury which could keep you off the bike for a bit. But you have a massage practitioner on your side and by applying her knowledge and skills with specificity and sensitivity, she assists you in recovering from the injury. After taking easy on the bike for a bit, you're back on track. In this case, the massage is . . . that's right, injury massage. (N.B.: Many insurance carriers will cover some portion of massage services but you need to check with your provider for coverage and with your

massage professional about their participation in your plan) The techniques used are similar to those for the training phase, but usually focus more on the injured area and adjoining areas.

Sometimes, folks have access to massage immediately before and after events. You have arranged that your practitioner will be at the start area prior to your departure on the 200 miler. These massages have quite different emphases as before the event the goal is to prepare the body for immediate action. The rule of thumb is that 5 minutes of pre-event massage can be as effective as 15 minutes of active warm-up. Pre-event work include vigorous jostling, compression of the muscles (looks like CPR being done on your thigh), and stretching. After receiving this massage, your body feels vital and you are energized and focused. You'd better be, you're trying to do a double century. A good practitioner will also provide verbal encouragement and preparation, which yours does.

200 miles later, and your practitioner is waiting at the finish area to provide post event massage for you (what dedication!). Now, the emphasis is on getting the "crud" out of your muscles with long, smooth strokes of varying depth. During 15-30

minutes, she combines this with gentle jostling and stretching to help your body and especially legs feel much less leaden. After the ride, you can actually walk to the car with a recognizably human stride. To finish the discussion, let's assume that you are not planning or training for any other event in the near future. Do you stop going for massage? Of course not. Living is a sport that exacts a toll on our bodies. In fact, for most of us, the non-athletic stresses on our minds and bodies are far greater than those related to fitness activities. To help pay this toll and to live healthier requires that we maintain our physical selves by (among lots of other activities) eating, sleeping, and keeping fit. Massage can be a valuable part of this regimen regardless of fitness level.

Next time- Self massage and finding a massage practitioner.



*Michael Petty is a Licensed physical therapist, Nationally certified in therapeutic massage and bodywork and Nationally certified fitness consultant contact Michael at Lone Star Fitness, 206-355-7827 or pettmichael@hotmail.com*

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## Go For It

BY MAYNARD HERSHON

I know you've dreamed of a life like mine. You'd like to travel the world, hang out with your heroes and tell hotties in cafes you're a writer. I do it. You can do it. It's easy.

Yes. You too can find joy and make big money writing for cycling web sites and magazines — your dreams come true.

About those writing dreams: Do not talk about them. Your listeners have their own shining dreams; They cherish the time they spend polishing them. Instead, write something. Then try to sell what you wrote.

Thousands of cyclists yearn to write. Hundreds would love to write about the sport. Seventeen will actually sit down and write. They're (dub) the ones who'll get published. You can be one of them.

As someone said, Aristotle or Sting, I get 'em confused: Go for it.

To prepare, I suggest journalism classes and a trust fund. The classes will provide you with writing tools. The income will sustain you as you climb the long ladder to bike-writer success and riches.

Your journalism instructor will tell you to write short sentences and short paragraphs. You can, free country, ignore that wisdom and write long, elegant sentences and dense 500-word paragraphs.

Editors will ignore your work. Your dreams will crumble to dust. You'll forget your bike. Frustrated, embittered, you'll drink domestic beer and smoke Camels. Your teeth will turn brown, your fingernails yellow. You'll develop a taste for accordion music. Your dog will leave you.

Better to write short sentences.

What to write about? Write about something you feel strongly about. Say what you

think. Try to put your fear aside. As Jon Carroll of the San Francisco Chronicle says, iBe Wrong Loud.†

Use the positive voice. Be sure the reader can tell to whom each pronoun refers. Read Elements of Style and follow its charming dictates. Learn the difference between "its" and "it's."

Use your thesaurus to find simpler words, not words that drive readers to their dictionaries. Avoid Latin phrases. Know what the words you use mean: Don't say "infamous" when you mean "famous."

Before you submit your piece, read it aloud to yourself or someone who'll sit still long enough to listen. If you stumble as you read, rewrite that phrase or sentence until you can read it smoothly.

Then ask someone to sit at your computer and read your piece to you. If that person becomes confused or stumbles as she reads, rewrite that part. Root out rough places.

If you confuse your reader, or make your reader backtrack and reread some section of your piece, you will lose that reader. You have to lead the reader through your ideas step-by-step or risk losing him.

Unless you're Stephen King, you have to use email. If you type pieces and fax or mail them in, overworked editors know that someone will have to retype those stories to publish them. My guess is: No one will bother to read them.

If you hate technology, if you think email is the devil's inkwell, write for some anti-technology zine. Don't be surprised when they ask you to email them your articles.

I've found that attaching pieces to email notes is nearly as bad as faxing them. No one wants to open attachments in this super-virus age. Put your piece in the body

of your email.

Write short. Editors seldom say: Make this longer. I recall submitting a 1250-word column and being told I had to make it fit an 850-word space. How can I, I cried. I'll rip the guts right out of my piece!

But I did it, and the story lost almost nothing. I was amazed but I'd learned a powerful lesson. Writing long is lazy. It's for the writer, not the reader. Resist going longer than 1,000 words, and 850 is probably better.

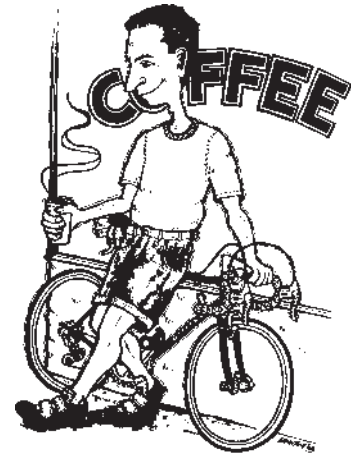
You have a sliver of your reader's time and focus. Going long means you feel you can hold his attention as you leisurely develop your ideas. Movie-makers spend \$100 million to hold our attention for 90 minutes.

If, despite my warnings, you do go long, your editor will shorten your piece. Takes an experienced editor about 40 seconds. Often they simply lop off what won't fit in the space. If you want your piece to end where you wrote END, play it safe: Write short.

Where to send your work? Start with your club newsletter. The editor will welcome your stuff and almost surely run it. You'll be thrilled and encouraged to take the next step, to regional publications like the Bicycle Paper. They too will be excited to read your pieces and perhaps publish them.

National magazines have complimentary subscriptions to those regional ones. Classy national-level editors read the regionals or scan them at least. You could catch an editor's eye.

Continue writing for your club paper and regional magazine. One month you'll come up with something you feel might be perfect for *Bicycling*, *Bike*, *Inside Triathlon* or *VeloNews*. Email it to the editor. Remember to breath.



Do not expect a prompt reply. Those editors are sorely overworked, one and all, simply too busy to attend to inessentials like returning phone calls or email queries and dealing with persistent, irritating writers.

If since you submitted the piece, your son or daughter has gone off to college and medical school, finished a residency, set up a successful practice and invested in a professional sports franchise, and you have still not heard from that editor, send another email.

These things take time.

If you hear from the editor that your piece has been accepted, you are on your way. Months later, when that first national magazine check arrives, take your long-suffering loved ones for a celebration dinner.

Do it right. Don't look at the prices. Hell, Supersize if you want.



## Ode to the Bike Widow:

For all who have a tale to tell when they come home from a ride.

BY ANN AND LARRY DOLL

This is the Bike Widow's Guide to the Bicycle Rider's Estimated Time of Arrival. As most of you know, when your cyclist goes out for a training ride it is difficult - no wait - it's impossible to get an accurate estimated time of return. After years of frustration over broken time-estimation promises my wife developed this handy key:

**Condition  
Time Adjustment  
Reasons You'll Hear When They Get Home**

1) If it's sunny  
Add an hour

"It was just so gorgeous out there in Carnation/Fall City/Lake Washington Blvd/Juanita. I just HAD to keep going and take advantage of this DAY. I mean, would you LOOK AT IT OUT THERE? It's the first day in MONTHS I haven't had to wear booties and gloves!"

2) If it's raining  
Add an hour

"Ugh. You know, it didn't look like it was going to rain. So, I didn't bring my plastic rain shell. But by the time I got out to the Mercer Island lid/I-90/Bothell/end of the street the sky just opened up on me! I was soaked for the rest of the ride, and man, all that extra water just weighs me down! I had to ride so much slower than I planned it really sucked.... Oh, and I had to stop for some coffee...to warm up."

3) If the rider is riding alone  
Add an hour

"You wouldn't believe the head wind out there today! You know, I was all alone — so I didn't have anyone to work with me. I got out to May Valley and bonked - but all I had to eat was a Pop-Tart — so I just CRAWLED to the bakery to get some coffee... to give me some extra energy. Ugh. I'm so tired. I need to take a nap."

4) If the rider is riding with others  
Add an hour

"I WOULD HAVE BEEN HERE AN HOUR AGO! Jon, Dale, Brad, Larry, and Matt Kanaly all got flats! It was ridiculous! One stop after another. Really. Not my fault I was late."

5) If the rider is on an old bike  
Add an hour

"#)\$!\*@)#\$\*@( &#)\$@!& I am so sick of these components!! #)\$!\*&@#!!! I got out to Marymoor when my \_\_\_\_\_ broke. I didn't have the right tool to fix it because I lent it to Brad. So, I was limping to a phone to call you to TELL YOU I WAS GOING TO BE LATE when Paul rode by, stopped, and had the tool I needed! By then hen I just figured I was late anyway so I took him to the bakery and bought him some coffee and a doughnut to thank him for rescuing me. Then he invited me back to his parents house where Kay offered me some tea (and you can't say no to Kay) and Gerry told old race stories."

6) If the rider is on a new bike  
Add an hour

"This bike is so not dialed-in. Do you know how many times I had to stop to adjust my seat height? The head set feels a little loose, the rear derailleur needs help, and the shifting...(Note: You may hear versions of the Paul / no tools story with this scenario.)

So, there you go. Prepared for every eventuality. May all your riders come home safely - Cheers!

Ann & Larry Doll



*Bicycle Paper* is always looking to publish your race, ride and events results, summaries, stories, and photos. Please send any contributions to the Editor.

