

Bicycle Paper

THE VOICE OF NORTHWEST CYCLING

SEPT 97 • FREE



Molday, Matthes Set Fire to XC

NORBA NCS Snoqualmie Pass, Wa

BY TIM ENGLE

You've seen them on the covers of magazines, had posters of them on your wall, drifted off to sleep envisioning yourself astride the podium with them. They are your mountain bike heroes and heroines, and they came to town July 30 - August 3 to serve it up.

The beautiful venue for the second to last race of the National Off Road Bicycling Association (NORBA) Series was to the liking of Kirk Molday (Marin) and Ruthie Matthes (PowerBar), for both not only won their respective classes, but ended up in the points leaders jersey's as

See "NORBA XC" on page 4

Belles takes WA State Crit Champs

BY BRETT STAV

Randy Belles continued his string of victories this summer at the Washington State Criterium Championships, presented by Full Sail Ale Brewing Company, August 9th, at Volunteer Park.

See "Criterium Championship" on page 7

Teaching children bicycle skills

BY LOIS CHAPLIN, ECI #302

ED note: With children starting back to school, great weather and more cars on the road, it is important that your children know the rules of the road and cycling skills. Review this article with your child.

Young children, wearing helmets, can enjoy an exhilarating ride seated safely in a bicycle child trailer or on the back of an adult's bike. By age five many children are ready to ride along on wheels of their own. But before venturing far from home be sure they have developed skills to handle their bike with ease. Here are a few tips for you to help the child in

See "Teaching Children" on page 11

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OPINION

Teenager had dreams of becoming a pro bike racer

Cooper Jones loved the sport of cycling. While other 13-year-olds dreamed of emulating basketball or baseball stars, Cooper fantasized about becoming another Greg LeMond. "He wanted to be a bike racer," comments his dad, David Jones, a pharmacist at Sacred Heart Medical Center in Spokane.

It's very possible that Cooper would have accomplished his dream. He was competing against older youths and even adults and getting creditable results. "He was improving every week as he got into shape," adds David Jones. "We had both hoped by the end of the summer he would be a consistent fourth or fifth."

Cooper got lots of encouragement and support from riders in the Baddlands Bicycle Club in Spokane. His start in cycling came after he'd twice ridden in a the Tour des Lacs recreational event with his mother, Martha, a radiology technician at Deaconess Medical Center in Spokane. Later, on another outing he'd spotted a knot of riders out for a Saturday ride.

He quickly became a regular on those Baddlands Saturday rides, sometimes putting in 60 or 80 miles with the group. He might tire and get a little push from the more experienced riders but he always came back for more. His enthusiasm was hard to contain, says David Jones.

As a skier and runner at school, Cooper had a competitor's instinct. Last summer he entered a biathlon in St. Mary's, Idaho, with a friend: he rode the bike portion, his buddy did the running. Cooper wanted to ride in other races, but few bike events are organized for his kids his age. No problem, he simply competed in the adult races.

This past March he recorded a third place in the junior category of the Frozen Flatlands Road Race in Cheney. He

beams out at the camera in the photograph taken with the medal around his neck. Cooper was the youngest rider in the race.

During April Cooper had to put his training on hold when he went with his parents and sister Carter on a vacation to New Zealand. The trip was a minor setback but he soon picked up the miles after he returned and the school year ended.

Now riding his second replacement bike - his parents gave him increasingly better second-hand bikes

as his performances improved - he was on the start line for one of the Tuesday twilight series put on by the Baddlands club. The club puts on a mixture of events - time trials, criteriums and road races - on quiet country roads outside of Spokane. They draw a field of local riders, who enjoy the friendly competitive atmosphere. Cooper, with his youthful zest, was warmly welcomed by the adult racers, who watched over him and offered tips on tactics and riding style.

June 24 was a perfect evening for a time trial. The sky was clear, the air still and warmed to about 70-degrees. State Highway 904 running between Tyler and Cheney is a smooth layer of blacktop that creates a satisfying noise when high-pressure bike tires roll over it. The time trial attracted a mixture of top and less seasoned riders: the A racers would cover 20 miles and the others 12 miles, starting at one-minute intervals.

Although it is a quiet route that loses most of its traffic to the roughly parallel Interstate 90, club officials warned each passing motorist that a bike race was being held on SR 904.

Cooper Jones was the fourteenth rider on the road when he was hit from behind by a Cadillac driven by a middle-aged woman. Even with the fortuitous

intervention of two physicians - a pulmonologist and a neurosurgeon - who are members of Baddlands, Cooper's condition was critical. He was flown by helicopter to Spokane, but died in the hospital a week later. An autopsy indicated that for crucial minutes while trapped below the car he stopped breathing. Anything more than five minutes or so is typically fatal. "He never really had a chance," says David Jones.

Coping with the loss of a child is perhaps the toughest task a parent may ever face. What's making it harder for David and Martha is the way traffic laws and licensing in this state seem so skewed against the safety of bicyclists. They're determined to do something about it. They've written to legislators, the Eastern Washington Congressional delegation, the governor, the state patrol, anyone who has some power to change the law, to require statutory penalties when a bicyclist or pedestrian is killed by a motorist. And to make getting a driver's license harder to obtain and keep. They'd also like more emphasis on traffic safety in schools. "We think you need to approach it from every level," adds David Jones.

The Joneses are under no illusion about the enormity of the task, and the difficulty of changing attitudes and laws. "I think I owe it to Cooper to do it. I will do anything I can do to make sure no one has to do what we just did," comments David Jones.

A footnote: There's at least one symbolic victory for cyclists in Eastern Washington. A temporary ban on all bike racing imposed after Cooper's death has been lifted and work is underway to incorporate rules permitting bike racing on public highways into the state's administrative code. Right now, racing is permitted at the discretion of local highway and state patrol officials.

Outspokin'

BY GORDON BLACK

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Bicycle Paper

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"NORBA XC" from page 1 well.

The women's race started at 11:00 a.m. with a torrid road sprint through the venue and a left turn directly onto a fire-road climb. The ascent served to stretch out the pack, with Ventana's Beth Coats and Matthes trading turns at the front.

The sun-baked climb then dipped into a cool, ever-green populated single-track. This is where Ruthie took off and exhibited her superior bike-handling skills. Dicing in and out of the Douglas Firs and Western Hemlocks, Matthes managed to gain a minute lead after passing through the start/finish venue. Surprisingly, Matthes said of her first lap... "I felt slow... I didn't carry a lot of speed."

To the cheering fans ringing the course, she exhibited plenty of speed. The chasers must have felt the same way, for upon crossing the line following the second lap, Ruthie had put over 2 minutes on Alison Dunlap (GT), Lesley Tomlinson (Kona), Karen Wilson (Pearl Izumi) and Ann Trombley (unattached).

The pecking order had been established, and Ruthie was queen of the roost. By the end of lap three, Matthes' gap had widened to three and a half minutes over Dunlap, who was... "just trying to put time on the 3rd and 4th spots."

At this point, the only danger to Ruthie's top podium spot was a mechanical or body fatigue due to the demands of her pace and the heat. But the NORBA points leader had a plan. "I was conscious of hydrating the whole time. I kept popping PowerGels and drinking water... and it really helped."

It helped so much that she had a commanding 4 minute lead going into the fourth and final lap. Dunlap held a mere 2 second margin over Tomlinson through the start/finish area at this point, but she looked strong. "I stayed within myself and hammered real hard on the descents," said the Colorado Springs, Colorado based rider.

Tomlinson, who resides in N. Vancouver, B.C., and is a training partner of 3-time World Champion Alison Sydor found it... "very difficult to pass... (but) I was pretty confident and happy with my pace."

Matthes, who had never relinquished the lead after the first lap, coasted to an impressive margin of nearly 5 minutes at the end of the race. Her figure eight warm-down around the start/finish venue showed no signs of the exhausting 22 mile circuit, but she said... "I'm glad it was only 4 laps, (because) there wasn't any place to recover on the course."

Dunlap managed to put nearly half a minute on Tomlinson to finish in silver, with Wilson and Trombley rounding out the top five. The men's race

saw an even more impressive win, albeit one that didn't take shape until the 2nd of the 5 lap circuit. Coming into the race, Stephen Larsen (Schwinn/Toyota) was wearing the jersey of series points leader, with Kirk Molday (Marin) trailing by only 14 points in second.

At the 2:00 p.m. gun, the 100+ pro field trailed Rishi Grewal (Klein) off the sprint tarmac onto the rock-strewn fire road. As in the women's race, the



Anne Grande of Seattle placed 3rd in the Expert Women Cross-Country. PHOTO BY SCOTT FLUOR

climb stretched the pack across the face of the mountain and into the singletrack.

The field was pretty close at the top of the ascent following the beginning of the second lap with Molday showing strong form and a six second lead on a train consisting of Roland Green (Kona), Andy Bishop (Fisher), Andreas Hestler (Rocky Mountain), Grewal, David Wiens (Kona), Chris Sheppard (Haro), Marcel Arntz (K2 International) and Tim Gould (Schwinn/Toyota).

The group then dipped into the single-track for a welcome reprieve from the afternoon sun. The tight path dodged left and right, down and around stumps,

roots, and the many bell-ringing fans. For those hardy enough to make the climb to this section, the hands-breadth distance from their idols drew awe-inspiring cheers. "I can barely walk this, and these guys are cruising through here," one 10 year-old was heard to exclaim.

Most impressive of these world-class athletes was race leader Molday, who was incredibly fluid through the technical section. "This is my backyard," explained the 24 year-old who grew up riding like terrain in Vancouver, B.C. "I'm pretty comfortable on this kind of track."

Comfortable may be an understatement. Commanding more fits the bill, as Kirk improved his gap on the field to 4 and a half minutes by the beginning of the fourth lap. At this time, the course had taken it's toll on fan favorites Larsen, Bob Roll (LiteSpeed), John Tomac (Giant), and Jurgen Beneke (Schwinn/Toyota), who decided to hit the showers. This left Kona teammates Wiens and Green pacing each other in 2nd and 3rd respectively. A determined Grewal was not far behind, evading the pursuit of K2 International's Karl Swenson.

Back at the start/finish expo area, Olympic Bronze Medalist Susan DeMattei (wife of David Wiens) was bouncing around with nervous energy in anticipation of Wien's first podium finish of the year. "What if I start crying while interviewing him?" she asked. (DeMattei has been covering the series for ESPN all season). A knowing scribe was heard to say... "you can do whatever you want, you're an Olympic medalist."

As a jubilant Molday breezed across the finish line and into the points leader's jersey, the clock started for the following four podium spots. The brilliant announcing of Peter Graves kept the crowd entertained as the minutes ticked off... 3, 4, 5, ... it wasn't until the 7th minute that another rider swung around the corner and onto the straightaway finish. 1995 NORBA National Champion David Wiens took second at nearly seven and a half minutes, with Grewal overtaking Green for the bronze medal and Swenson rounding out the top five. For Wiens, Green and Swenson, it was their first podium finishes of the year.

Molday had this to say concerning his stellar ride. "I knew they were falling off. I just had to ride within myself, set my own tempo, but I knew I had to be in front." Grewal, who led out the first lap, experienced some cramps and held back. "This was the kind of race that if you went out too hard, you would hurt yourself... so I raced a little conservative."

For Wiens, the lack of podium finishes this season had left him despondent, wondering what to do. "I didn't know if I should look at retiring, doing some-

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COVER FEATURE

thing different, or what. So I came up to Washington a week ahead of the race and found this great ride in Winthrop. I mean, it was incredible! I descended for nearly an hour! This kind of got me going in the right frame of mind, and I felt good throughout the race."

As for Wiens wife DeMattei? No, she didn't cry during the post-race interview, though she wasn't above giving her man a firm congratulatory lip-lock, aptly recorded by the ESPN camera.

Local riders Jonathan Sundt (Raleigh) and Dale Knapp (Ellsworth) finished in an impressive 42 and 45. Said Sundt. "I felt worked, but I was descending well and tried to be smooth, but I flatted on the final descent." Knapp was ... grinding hard, reaching for everything, but I was cramping... (nevertheless) I had fun." Both are gearing up for the cyclo-cross season which will see them riding for the powerful Redline team.



Determination showed on the cross country course

NORBA Cross-Country Results

Pro/Elite Women

1. Ruthie Matthes, (Power Bar) Durango, CO, 150 2. Alison Dunlap, (Team GT) Colorado Springs, CO, 140 3. Lesley Tomilson, (Kona) N. Vancouver B.C., 132 4. Karen Wilson, (Pearl Izumi) Boulder, CO, 124 5. Ann Trombley, (unattached) Golden, CO, 116 6. Rene Trombley, (Moots Cycle), Lafayette, CO, 110 7. Miranda Briggs, (Thomson Seatpost), Ashland, OR, 104 8. Beth Coats, (Shimano), Breckenridge, CO, 98 9. Gretchen Reeves, (TWP), Vaol, CO, 92 10. Mary Hearn, (Polo Sport WC Tm), Menlo Park, CA, 86

Pro/Elite Men

1. Kirk Molday, (Team Marin), San Rafael, CA, 200 2. David Wiens, (Kona-Shimano-Mar), Gunnison, CO, 186 3. Rishi Grewal, (Klein), Carbondale, CO, 174 4. Roland Green, (Kona), Victoria, BC, 164 5. Carl Swenson, (K2 International), Boulder, CO, 156 6. Andy Bishop, (Team Gary Fischer), Williston, VT, 150 7. Seamus McGrath, (Kona), millgrove, ON 144 8. Peter Wedge, (Kona), Fredricton, NB, 140 9. Marcel Amtz, (K2 International), Woodacre, CA, 136 10. Travis Brown, (Trek/Volkswagen), Boulder, CO, 132

Tandems experience a new force at NORBA

The NORBA Championship at Snoqualmie Pass was a weekend of many racing firsts and Cara Dunne was no exception. Dunne competed in the Tandem cross country event as the first visually impaired rider in a NORBA National Mountain Bike event.

Dunne, a member of World T.E.A.M., is already a medalist in tandem track racing and her objective is to have tandem competition become a World Class Mountain Biking event. She has her work cut out for her but there isn't much that can stop this Harvard graduate. Losing her eyesight at the age of five to retinal cancer has not deterred Dunne from forging ahead. She already holds 10 medals in downhill skiing and recently received a law degree from UCLA.

Although Dunne is well versed in tandem track riding, tandem mountain biking adds the elements of speed and unpredictable terrain. Dunne was up for the competition and trained for five months in the stoker position with sighted partner Charlie Heggem. Unfortunately, due to race conflicts, Heggem was unable to ride with Dunne and was replaced by Spokane's Doug Pepler.

Both Pepler and Dunne were a little apprehensive about the lack of time they had to train together. (They trained the day of the race!) But, Dunne's resilience prevailed as she and Pepler pedaled over the finish line. Dunne remarked that the single track was pretty rough but it must have been even more intimidating for a sighted stoker. Pepler and Dunne were only one of two tandems that competed that day but if Cara Dunne's dedication to the sport of tandem mountain biking is anything like her dedication to tandem track, skiing and World T.E.A.M., expect it to be a world class mountain biking event!

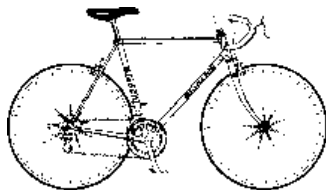
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For Seattle City Council, Position 6



Aaron Ostrom is an avid bicyclist who has dedicated his work to making sure the needs of bicyclists are included in the regions transportation plans. Aaron was a founder and coordinator of ALTRAN (the Washington Coalition for Transportation Alternatives), an organization devoted to making public transit, walking, bicycling and carpooling more effective. He has first hand knowledge of what it means to be serious about biking in Seattle. Aaron will make our city safer and more attractive for bicycling.

VOTE FOR AARON OSTROM
for City Council, Position 6
September 16th

Regional Reports

ORLO "Bike-In" celebrates an alternative

Based on the human addiction to the automobile, it is ironic that the "drive-in movie" is all but deceased. In commemoration of this American icon and in celebration of the bicycle alternative, ORLO is having ...THE BIKE-IN. On Saturday, September 6, in Laurelhurst Park in Portland, everyone can ride their bikes to enjoy short films about autos and bicycles including: "Velourion: One



City's Solution to the Automobile", "Beasts of Burden", "The Red Bicycle", "The Scorcher" and many more. These films will be shown on the big screen! The evening event starts at 7 pm and also features live acoustic music and members of BTA, the City of Portland and local bike shops will be on hand to provide more information about the bicycle movement. For more info contact ORLO at (503) 242-2330.

Oregon Trek wants volunteers

If you haven't registered to ride the Oregon Bicycle Trek you can still help out the American Lung Association by being a volunteer. The three day trek, Sept. 19 through the 21, takes place in the Willamette Valley and would like to have the assistance of dedicated volunteers. For more information on volunteer opportunities please call the American Lung Association of Oregon at (503) 246-1997.

Making footprints and bike tracks

Make sure you mark your calendars and sign up for the NOW Bike Pedestrian & Bicycle Safety Conference, September 18-21, at the Seattle Center.

The conference focuses on sustaining livable communities where people can walk and bicycle safely. It offers participants the chance to take part in workshops and lectures to learn more about bettering their communities in regards to foot and bicycle traffic.

Workshops and events include:

- Bicycle & Pedestrian Design Workshop
- School Crossing Guard Training
- People Smart Transportation Tour Public Forum
- Bicycle & Pedestrian Rodeos

The weekend-long event will also feature guest speakers and the infamous 5th Annual NowBike auction.

Registration deadline is 9/10/97. For more information call (206) 224-9252.

Cyclocross Season gets underway

Now that fall is upon us that can only mean one thing: Cyclocross. This season seems to be promising even more than last year. "Judging from all the people I have been talking to, it seems that retail wise cross bike sales are up and we are looking for a noticeable increase in cross participants this year," stated Dan Norton from the Marymoor Velodrome Association.

The Association will be hosting a Cyclocross clinic on Saturday, September 13.

For more Cyclocross information be sure to look in the *Bicycle Paper* calendar.

Bicycle history comes alive

If you have been hard pressed to find a photo or information on an Elgin Bluebird or some other rarity in Americana bicycle history, look no further. The National Bicycle History Archive of America™ (NBHAA) has been organized to provide historical materials regarding bicycles and the bicycle industry from the period of the 1860 's to about 1965. The idea was to have an organization that would be dedicated to identification, cataloging and restoration advice on bicycle history, especially Classic American bicycles. (Bicycles, American of course, from the 1920's to the 1960's are their specialty!)

NBHAA has a library of over 30,000 original catalogues, photos, books, and documents related to American bicycles. They also have historical material on bicycle companies. For many of these companies, their history and achievements were rarely documented but NBHAA has successfully gathered information on companies such as Troxel, Whizzer, Cleveland Welding, Shelby and Mead Cycle.

If you have questions to be answered or would like to donate information to the NBHAA you can call them at (714) 647-1949. Also, check out their web site <http://members.aol.com/oldbicycle/index.html>

New Trails!

Redmond Town Center, the Eastside's newest shopping center, is designed as a "lifestyle center," complete with 44 acres of open space, and trails for bikes. Grand Opening for the center is Sept. 19-21, and will include activities for cyclists.

The first few trails are installed and open. When the trail system is complete, it will connect to Burke Gilman, and the new Rails to Trails trail which is planned for the railroad. For more information on Redmond Town Center and cycling activities, call (425) 867-0808.

Canceled Event

The Fort Lewis Mountain Bike Club has canceled the Belfair Mountain Bike Festival, Sept. 20-21, due to conflicts with state officials. They will be hosting a MTB race on Sept. 21 in its place.

Greater Seattle Bicycle Expo marks its tenth year

Mark your calendar for President's Day weekend, February 14-15, for the Greater Seattle Bicycle Expo at Seattle Center. For the tenth year Bike Expo will bring you the new season's gear, the best trips, plus exhibits on all aspects of the sport. Bicycle Paper is proud to be Expo's media partner and program publisher.

Senator Murray secures funds for bike trail

U.S. Sen. Patty Murray (D-Wash.) was able to secure up to \$14 million for safety improvements for the bike trail along Highway 101 on the Olympic Peninsula.

The Peninsula trail has been one of Sen. Murray's top priorities in recent years. Murray has been dedicated to bringing together community groups and individuals in support of the trail improvements.

The bike trail, which runs through the heart of the Olympic national Forest and along the Pacific Coast, has become a popular tourist destination. The improvements would widen the lanes and link existing trails to create a loop extending from Port Townsend around the Peninsula all the way to Olympia.

The \$14 million fund securement is the largest Senate funds backing Murray has received, so far.



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"Criterion Championship" from page 1

The 28-year-old Camano Island resident broke away from the Senior I-II pack with 15 laps left in the race to finish 20 seconds ahead of Saturn of Bellevue teammate Kenny Williams and Mike Hainsworth of the Ray's Boathouse Team.

"I really wasn't expecting to win," said Belles. "I tried to keep a smooth, good rhythm, and maintain my effort. With everybody watching Kenny, it made it easier for me to get away."

In fact, with most of the 37-rider field marking Williams, who is recognized as one of the region's best criterium racers, several of his Saturn of Bellevue teammates took the opportunity to escape from their team leader's limelight and earn their own glory.

Russell Stevens was the first Saturn of Bellevue racer to try his luck, escaping from the field early on and taking the first two cash prizes of the day. Teammate Dave Einmo replaced him soon after in a five man breakaway that included Raleigh's Paul Johnson, Alex Duxbury (Ray's Boathouse), George Steirer (Burrito Heaven) and Chris McCoy. Einmo earned two primes for his gambit, before the pack swallowed his group with 20 laps to go.

After a few laps of jousting amongst the pack, Belles took off for good with

more than a dozen laps left in the race. As he picked up prime after prime, Belles' smooth effort over his Spinaci-style handlebars looked effortless, as the riders in the pack looked to one another to take up the chase. His tenuous 20-second lead was never threatened until Scott McSpadden (Arrivee) made a belated effort with 3 laps remaining. Kenny Williams policed the chase effort by McSpadden, Steve Westover, Steirer and Hainsworth, and then sprinted away to make it a Saturn of Bellevue one-two.

For Belles, his Washington State Criterium Championship victory caps off a summer of fine performances. Besides winning the District Time Trial Championship, he has also taken second places at the State Hill Climb and Road Race this year. The Cat II racer now looks to upgrade and finish the season at the upcoming Eugene Celebration in September.

In other noteworthy races, brothers Colby and Jordan Siemons of Pettit Oil Cycling took the state titles in the Junior Men's 13-14 and 15-16 events, respectively. Steve Poulter (Full Sail Ale), Kenny Williams, Mike Burdo (Ray's Boathouse), Kerry Farrell (Wheelsport) and Franz Hammer (Saturn of Bellevue) reminded everyone of their sprinting speed, and Heather Parsons (WSPT) put in a

solid performance to win the Women's Cat 4 event.

In the Women's I-III race, lucky photographers caught a glimpse of the last few remaining elite women's cyclists in the Northwest. Only four racers lined up for the day's final event, but when organizers shortened the race from 50 to 20

minutes, Kristen Cole (Ray's Boathouse), dropped out, visibly upset by the limited racing schedule.

The resulting "race" between Recycled Cycles' Maria Estrada and TI Cycles' Heather Johnston and Cindy Carroll gave the state championship title to Carroll, followed by Johnston. ⚙️

Washington State Criterium Championships, presented by Full Sail Ale Brewery, August 9th at Volunteer Park

Senior Men I-II
Randy Belles, Saturn of Bellevue
Kenny Williams, Saturn of Bellevue
Mike Hainsworth, Ray's Boathouse

Master 45-49
Mike Burdo, Ray's Boathouse
Peter Hales, TVN
Bernie Boglioli, Gregg's Greenlake Cycle

Category 4 Men
Richard Carter
Ky Bruning, Gregg's Greenlake Cycle
Dave Wyatt

Senior Women I-III
Cindy Carroll, TI Cycles
Heather Johnston, TI Cycles
Maria Estrada, Recycled Cycles

Junior Men 13-14
Colby Siemons, Pettit Oil
Jake Doyard
Matt Sheeks

Category 5 Men
Steve DeGarmo, Hedon Speed
Mike Cross, Hedon Speed
Dan Abernath, Gregg's Greenlake Cycle

Master 30-34
Kenny Williams, Saturn of Bellevue
Rob Silver, Full Sail Ale
Mike Eddy, Gregg's Greenlake Cycle

Junior Men 10-12
Richie Allen

Category 4 Women
Heather Parsons, West Seattle Physical Therapy
Marnie Tyler, Burrito Heaven
Theresa Olsen

Master 35-39
1. Kerry Farrell, Wheelsport
Larry Shannon, CT Racing
Steve Holland, Qualmed/Saturn

Junior Men 15-16
Jordan Siemons, Pettit Oil
Trevor Mays, SRC
Phillip Greene, Seattle Express

Master Women 30+
Heather Johnston, TI Cycles
Jennifer Davis

Master 40-44
Steve Poulter, Full Sail Ale
Mark Farsdahl, Gregg's Greenlake Cycle
Don Stenson, Gregg's Greenlake Cycle

Junior Men 17-18
Narayan Mahon, Saturn of Bellevue
Scott Alexander

Master Men 50+
Paul Bernstein

Category 3 Men
Doug Reed, Il Vincio
James Brown, Burrito Heaven
Craig Hetherington, Old Town Cycles

Master 60+
Franz Hammer, Saturn of Bellevue
Dick Finch, Baddlands Cycling Team

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Brutsaert and Beneke take NORBA downhill

BY TIM ENGLE

Smiles abounded in the Schwinn/Toyota camp at the conclusion of the downhill events as team riders Elke Brutsaert and Jurgen Beneke took gold medals in their respective classes. Team wrench Steve "Gravy" Gravenites had the most reason to smile, as his countless hours of work produced a sweep on the rock-strewn course.

The difference between the cross-country crowd and the downhill bunch is that where an XC racer looks to shave weight for climbing and less suspension, a DH rider looks for reliability (see "heavy") and plenty of "travel" (see "lots of suspension"). Consequently, the XC rider trains to ride uphill, whereas his/her DH counterpart muscles his/her steed onto a chairlift.

Only a small handful of racers attempts to do both, as each discipline requires different training. The number is few indeed that endeavors to try their hand at each. One such rider is Marla Streb (Marin) who did not contest this event, and another is perennial crowd favorite John Tomac (Giant) who was on hand to display his skill.

The downhill event began at 10:00 a.m. on Saturday with the qualifying run for the women's final. The fastest time down allows the owner of such to ride last in the final run.

Men's action began with qualifying runs to determine final run seeding. Myles Rockwell (Volvo/Cannondale) posted the fastest time down the course, relegating him to the last spot for the final. Beneke, originally from Freiburg, Germany, now residing in Lafayette, Colorado, posted a time good enough to put him second to last down the mountain. Tomac's run saw him place in the third fastest slot, forcing him to ride before Beneke and Rockwell and the rock-strewn course.

The 60+ men's field roared down the course at minute intervals, providing the 4,000 or so fans scarce seconds to catch their collective breath before another racer ripped past. And rip they did! Final run times hovered above the 3 minute mark, with local favorite Jeff Snowden (Ventana/Qranc) posting a time of 3:06.48. "I was focusing on a good race after flattening in the qualifier... I went fast and tried not to crash," remarked the 23 year-old. His time was eventually fast enough to place him 31st in his first race as a pro!

In order to make the top 15, one had to post a time of under 3 minutes, but to podium, times of 2:55 or

better were required. Contenders to the crown included iPistoli Pete Loncarevich (ParkPre), and Dave Cullinan (KHS/Oakley), but they fell short and finished 7th and 6th respectively.

The podium filled out with Beneke in gold, Tomac retaining silver, Rockwell coasting into bronze with a broken chain, and Mike King (GT) and Brian Lopes (Mongoose) filling out the 4th and 5th spots respectively. Said Rockwell of his finish.. "I broke my chain with about 1/4 mile to go and worked it for all it was worth. I know I could have won, but I'm happy with my result." Rockwell, ever the fan favorite, was gracious enough to sign team posters with fellow Volvo/Cannondale riders Tinker Juarez and Kim Sonier for many an adoring fan.

Tomac's camp was a bit more reserved, but the ever-present smile and gratuitous rider "made no bones" about signing posters and t-shirts held out by awestruck spectators. After chatting it up with old pal Ned Overend (Specialized), Tomac had this to say about his silver medal run. "After qualifying third, I knew I could go faster and pedal a little harder. I rode more aggressive on the final, made a couple of mistakes, but it was a good run."

It was a great run, beaten only by Beneke's .20 second faster finish. The 25 year-old said.. "I knew I had to go faster after the qualifying run, and I felt I could beat 2:50. I didn't do that, by my time was fast enough to win."

On the women's side, GT's Mercedes Gonzalez flashed a beautiful smile after taking the bronze medal in a time 8 seconds off the winning run. "I qualified great and felt loose and relaxed and the technical part suited me," said the 34 year-old. "I tried to keep the bike from hopping around too much, something I learned from Nicolas (Vouillez- 5 time world champion and former teammate) about being light on the bike. It really helped me today."

Silver medalist Cheri Elliot (Intense/Maxxis) version of what it took to master the 2 mile drop implied upper-body strength. Said the only female to win a male contested BMX race... "it was total handling. I just tried to go down smooth and the (upper-body) weight training really helped."

Elke Brutsaert attributed her upper-body conditioning as well in aiding her gold-medal run. "I work a lot with the weights in the off season, and it really helps me on the technical courses," remarked the Durango, Colorado based rider. "I'm bigger physically than most

women out here, so I don't get bumped around a lot. I really liked this course because of its technical side, but it needs to be lengthened for a World Cup venue." She was referring to the promoters desire to put on a World Cup race her next year.

Beneke, Tomac, and Rockwell echoed the same sentiments in regards to the chance at hosting a World Cup Downhill event. "They did great with the vert (vertical distance) on the mountain, but for a World Cup class race, times have to be longer than 3 minutes," said Rockwell. 1995 World Cup winner Beneke mused about possibilities to the course designed by local pro Mikki Douglass (Specialized) and former World Champion Greg Herbold. "They could traverse the mountain into the trees, rather than making such quick switchbacks across the face, but I liked the course.. it suits me well."

NORBA Results

Snoqualmie Pass, Wa., August 2, 1997

Women's Downhill

1. Elke Brutsaert (Schwinn/Toyota), Durango, Co., Three minutes, 12.25;
2. Cheri Elliott (Intense/Maxxis), Cameron Park, Ca, at 4.37 seconds back;
3. Mercedes Gonzalez (GT) Trabuco Canyon, Ca., at 8.05;
4. Katrina Miller (KHS/Arnette), Seven Hills, Australia, at 11.08;
5. Kim Sonier (Volvo/Cannondale), Flagstaff, Az, at 11.52;
6. Leigh Donovan (Mongoose/Arnette), Mission Viejo, Ca, at 11.65;
7. Mikki Douglass (Mt. Dew/Specialized), Bellevue, Wa, at 13.20;
8. Lisa Sher (Nautilus/Barracuda), Laguna Beach, Ca, at 16.46;
9. Nicole Grant (Pro/DynamiX), Boulder, Co, at 23.42;
10. Heather Schmitz (MTN Cycle/Rock Shox), Ignacio, Co, at 27.44

Men's Downhill

1. Jurgen Beneke (Schwinn/Toyota), Lafayette, Co, two minutes, 52.93;
2. John Tomac (Giant), Cortez, Co, at .20 seconds back;
3. Myles Rockwell (Volvo/Cannondale), Durango, Co, at 2.81;
4. Mike King (GT), San Diego, Ca, at 3.23;
5. Brian Lopes (Mongoose), Mission Viejo, Ca, at 4.17;
6. Dave Cullinan (KHS), Woodland, Ca, at 4.5;
7. Pete Loncarevich (ParkPre), Rancho Santa Margarita, Ca, at 5.63;
8. Eric Carter (Rotec/White Bros.), Huntington Beach, Ca, at 5.87;
9. John Kirkcaldie (Foes), Pasadena, Ca, at 5.96;
10. Scott Sharples (Trek/Volkswagen), Cairns, Australia, at 6.48

Women's Overall Standings

1. Elliott, 270 points;
2. Brutsaert, 266;
3. Douglass, 266;
4. Sher, 246;
5. Miller, 224;
6. Donovan, 224;
7. Streb, 222;
8. Sonier, 214;
9. Gonzalez, 184;
10. Grant, 132

Men's Overall Standings

1. Tomac, 414 points;
2. Shaun Palmer (Mt. Dew/Specialized), S. Lake Tahoe, Ca, 386;
3. Rockwell, 372;
4. Lopes, 358;
5. Voreis, 342;
6. Cullinan, 314;
7. King, 300;
8. Carter, 292;
9. Michael Ronning, 290;
10. Beneke, 290



Jeff Snowden of Bellevue takes the downhill challenge at Snoqualmie

PHOTO BY SCOTT FLUKE

Taking on a solo bike tour

BY TARYN GERHARDT

Sometimes all I could hear was whir of wheels turning both on the road and in my head. I could feel the sun bronzing my skin and warming my soul. I was finally free.

Despite the fact that I was bound to my bike, loaded to 200 pounds including myself, I was free. Free from the confines of a desk, clock, and all personal obligations, for two full weeks, my time belonged completely to me.

What started as a dream, turned into reality this summer as I rode down the coast of Oregon and California to San Francisco. My only agenda was to make it to the Bay in time to catch my flight to Seattle. Never touring with a fully loaded bike, and wanting to have the most flexibility possible, I had someone drop me off in Hillsboro, Ore. (16

miles east of Portland) and started my 800 mile journey down the coast.

I always envisioned myself riding down Highway 101 through Oregon and Highway 1 into California, but never made any plans. I figured I'd go when I had time and someone to join me. Having the first, but not the latter, it was on a whim that I decided to "seize the day."

I borrowed panniers, a lightweight tent, and had the guys in the bike shop add a rack to my commuter bike-turned-touring bike. One them, who toured down the Oregon coast last year, wished me luck and offered me lots of advice. "Don't bring anything cotton and oh — don't even bring underwear, you won't even want to wear them."

So with his advice in mind, I loaded my two-wheeled mule and hit the pavement. Despite the shock and worry from some friends and family, I set off at the mercy of the wind. I felt like a female Lewis and Clark — minus Clark.

On the first day, I rode down Hwy. 8, expecting to stop in Tillamook for the night. I rode through the vineyards and farm lands with fervor for the first 20 miles, but the spirit faded as the miles went on. Soon, not only was the day seized, but also my legs, back and psyche.

Heading into the wind, I was beginning to have serious doubts whether I could make it with all this gear. I wondered what I could toss to lighten the load. Nothing, I decided. Nothing. I was already down to the bare minimum. I decided to continue over a five mile climb into Tillamook. Eventually, with the wind still in my face, I reached Tillamook.

With my goal in sight, my apprehension lifted and I felt strong, I decided to bike 20 miles further down the coast. After all, I was not bound by structure or time constraints. I stopped at Whalen Island, a small county campground (65 miles north of Lincoln City, Ore.).

When I got there, I was shocked to find that the fee was only \$2. This is so cheap, I thought. With a chuckle, I popped in \$2, and headed for the showers. The thought of a hot shower helped me get through the day and I couldn't wait to indulge.

When I reached the restrooms, I saw one toilet and one sink. I soon realized I read the map wrong. No showers at this campground. Disappointed, but undaunted, I toweled off and set up camp.

Next to me, two riders on a tandem invited me for a stainless steel mug of red wine and conversation. Together, we ate bread, cheese and fruit, and shared the day's adventures. We talked about our trip, and told stories of close encounters with unruly Winnebagos.

So was theme of my days on the road. I woke up whenever the mood struck me, or whenever my bladder dictated, whatever came first. Every day was an unpredictable adventure. I rode 45 miles to 125 miles a day, camping at hiker-biker sites (specially designated areas of state and county parks for bicyclists). I camped along the azure beaches and in the middle of Redwood forests.

I met people from all over the world every day. Sometimes, I'd camp with them, eat with them, ride with them. Sometimes I chose be completely alone. I met almost every combination of people — fathers and sons, husband and wives, friends and friends, and people traveling alone. It was easy to become fast friends and first names was all that was important.

They, like thousands of other people, do this route every year. Some do it for vacation, while some do as a challenge. Many people stay in hotels, but most stay at one of the many hiker-biker sites, which were usually relatively full.

On my coastal trek, I had many moments of elation, as I traversed along the big, blue Pacific and through the shady and towering Redwoods. I was often stunned at its beauty and peacefulness. However, I also had many moments or loneliness, fear, and frustration.

While it is possible to ride completely on the main




Solo cruiser at Ophir on the Oregon Coast.

PHOTO BY TARYN GERHARDT

highway, many scenic routes and side roads are possible. Sometimes, the scenic routes were less scenic and hillier than the books and maps touted. Getting lost was not uncommon. Also, some stretches of both the highways and scenic routes were not scenic at all, but were the busy, main thoroughfares.

Some days were often boring, noisy and dirty. Down the coast of California (Hwy. 1), was often hilly, narrow and in poor condition. Near misses with RVs and logging trucks made even the most experienced cyclist uneasy.

As famous fog rolled into the San Francisco and I crossed the Golden Gate Bridge, one thing was perfectly clear — I had found freedom. 

If you go . . .

Write or call for an Oregon Coast Bike Route map. It details campgrounds, scenic routes and has elevation profiles from the north and south borders. (Bicycle/Pedestrian Program Manager, Oregon Department of Transportation, Room 210, Transportation Building, Salem, Ore. 97310. (503) 378-3432.

Adventure Cycling also has route maps available. Write to: Adventure Cycling Association, PO Box 8308, Missoula MT 59807. (406) 721-1776.

For details about riding the whole route, pick up a copy of *The Mountaineers, "Bicycling the Pacific Coast, a Complete Route Guide, Canada to Mexico,"* by Tom Kirkendall and Vicky Spring.

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Strength & Balance: Harmony on the Bike (part 2)

BY PETER CANNON, CPFT

Two good exercises for all types of cyclists are the low abdominal reverse crunch and back extension for balance. Execution of these exercises do not need any special equipment and can be performed anywhere there is a medium or soft surface.

The reverse crunch (see Figures #1 and #2) targets the rectus abdominus which runs the length of the abdominal area from the pubic bone to the chest. The rectus abdominus pulls the torso and hips to each other. It is also responsible for tilting the pelvis, which effects the curvature of the lower back.

The starting position begins by lying flat on your back, with flexion at the hips and knees, and your hands at your sides. The movement comes from the hips only. Pull with your lower abdominals to raise your hips off the floor toward your rib cage, making a semi-arc with your knees towards your forehead. Pause, exhale, and lower your hips in a controlled motion with continuous tension on your abdominals. When your hips make light contact with the floor, inhale slightly and repeat the motion concentrating on feeling your abs do the work. (As a visual, image your abdominals as a wet sponge and try to squeeze all the water out.) Use your hands for balance, but don't use them to push off! Also, absolutely no rocking for momentum. Beginners should try one set of 10-12 repetitions, intermediate 2 sets of 15, and advanced 3 sets of descending reps (1x15, 1x12, 1x10).

The first part of this article appeared in the August issue.

Athletic Medicine

EDITED BY MICHAEL LEWIS, D.C., C.S.C.S.

Figure 1

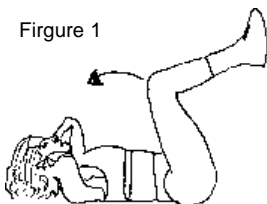
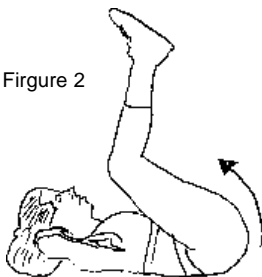


Figure 2



The back extension focuses on the trunk extensors, most noticeably the lumbar spine region. These overlapping muscles originate at the iliac crest (top of the hips), sacrum (base of spine), and lumbar vertebrae. They insert from the lumbar to cervical (neck) vertebrae and ribs. Beginners should start with the "superman" lying face down on the floor, arms extended overhead, palms on the floor (see Figures #3 and #4). From this position, simultaneously lift your right arm and left leg as high as you comfortably can. Hold for 2 seconds and come back to the floor slowly. Repeat with left arm and right leg. Build up to 20 easy repetitions.

The next level of difficulty is the same exercise done on your hands and knees (see figure #5). This time, stay with the opposite arm and leg for the number of repetitions you will be performing, then switch sides. This exercise takes more balance of the stabilizers, so go slow and use your gluteal muscles to help hold the squeeze at the top for a count of 2 seconds. Start with 10 repetitions on each side and build to 20. Remember to exhale on the exertion.

These 3 exercises match the sport-specific position of cycling in regard to leaning forward, pulling on the handlebars, stabilizing the trunk for enhanced positioning during hill climbs or absorbing bumps when traveling down a trail. If you are consistent in working the muscles groups mentioned, I think you will find that your rides will become more comfortable, longer, and efficient. Injury prevention is another benefit because of the improved posture and support of the low back.

Figure 3

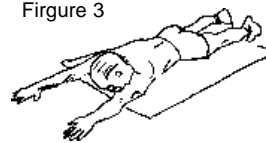


Figure 4

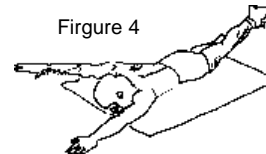


Figure 5



Peter Cannon holds his certifications in personal training and health/fitness instruction through the American Council on Exercise and the American College of Sports Medicine. He specializes in one-on-one strength training on west Queen Anne. He can be reached at (206) 283-4567.

Fit Kit makes any ride enjoyable

BY ALISON BOHAN

No matter what type of cyclist you are, hard-core or a weekender, the ultimate goal for everyone when buying a new bike is COMFORT. How you finally reach your peak comfort level could say a lot about how you are buying your bike.

If it takes you three months and an added \$400 to finally feel "right" on your bike, a mistake was made from the get-go. It doesn't seem fair to leave a store with a shiny new bike and only be able to endure 10 minutes in the saddle before feeling your shoulders tighten or your knee ache.

So, it became a quest of mine to find that "perfect fit". I of course know the best fit isn't the hottest, newest bike that everyone is riding, but I also know the typical bike shop, "here get on and see how it works", isn't very successful either.

After a mildly determined search I ended up on the doorstep of R+E Cycles where proprietor Estelle Gray was more than willing to introduce me to Fit Kit Systems™.

As it turns out, Fit Kit is a computer program that takes in a set of body measurements and spits out, to the closest cm and mm, the correct proportions for

your bicycle's parts. I had the pleasure of taking part in the painless process of having my inseam measured, my sternum to hand length taken as well as my foot and torso length. Estelle established that I had the arms of a monkey but was quick to point out that all bodies are different in proportion. (Thanks!) And, since bodies are so different it makes you wonder why all shops don't use Fit Kit. All in all it took about 10 minutes for the measuring and the computer output. In an other 10 minutes, Estelle had me sitting pretty on a very comfortable ride.

Back in 1983, R+E Cycles was the first shop in the state of Washington to buy the Fit Kit computer program. "The 'Fit' is the first thing I do when a customer is looking for a bike. I dial it into the computer and give them only one bike to try," said Estelle, "and then we work from there. Usually it entails minor adjustments to end up with a bike that makes a customer happy."


Gone are the days of having to swing a leg over 10 different bikes looking for THE ONE.

Another aspect of the fitting processes that appeals to the staff at R+E is the ability to talk to customers

about fit, comfort, pedals, how the bike shifts, and not about specific parts. Basically, approaching the bicycle in terms of how it feels and not whether it is a STX. Many people who are shopping for a new bike aren't even certain what the names of parts mean. Estelle's goal is to get people to forget the brand names and focus on what bicycle provides the most comfortable fit for one's ability. Not such a bad idea.

"When a person comes into our shop I don't believe it is a designer bike they are after, it is designer service and by providing a comfortable and accurate fit that is what they get," stated Estelle.

As for the Fit Kit, Estelle believes if everyone used it, "it could change cycling forever." May seem like a bold statement but, what is so strange about owning a bike fit for your body?

She may be on to something. 

Fit Kit fitting: \$12.50 but keep an eye out for the free Fit Kits R+E offers during their sale.

R+E Cycles
5627 University Way NE
Seattle, WA 98105
(206) 527-4822

"Teaching Children" from page 1

your life learn to enjoy safe cycling:

Remember that children are not small adults

As with their physical development (hearing, height and vision) their cognitive skills are just developing too. All of these factors influence how they perceive and behave in traffic. Typically children have no concept of danger, view cars as friendly, themselves as indestructible, and are often impulsive and impatient.



PHOTO BY VALSON BOHANN

Many schools and clubs sponsor "Bicycle Rodeos" which teach children cycling skills and safety.

The real challenge for anyone working with children is to be sensitive to these factors and to not forget that change is constant. Like fruits on the vine, neither do children all ripen at the same time!

Fitting a helmet and bicycle is crucial for safety

Make sure that your child has a bike that is sized properly and is in good operating condition. No matter what age, a properly fitted bike is essential for assured comfort and control. Hand brakes should be permitted only if the child's hands are big enough to get a secure grip. And, don't forget the helmet. Remember wearing it means wearing it correctly: the helmet should be level with just a few fingers-width between the eyebrows and the helmet.

Master the basics of bicycle handling

1. Balance. Find an open space, like a parking lot, and have the child practice a few basic handling skills in an area free of traffic and other hazards.

2. How and where to start and stop. Work on how

to stop at the end of a driveway or street. Stop: look left-right and left again before entering the street.

3. Riding straight. Find a painted line and work on cycling a straight line.

4. Scanning and signaling. Practice scanning where the child looks behind and maintains the straight line. Once accomplished, introduce hand signals.

The task of scanning, signaling, handling the bike and making decisions relative to traffic is a complex one. Take it one step at a time and do not progress to the next level until the child has demonstrated each skill.

Neighborhood ride

Once the basics are mastered, it is time for you and the child to take practice rides through the neighborhood. This is the time to teach one of the guiding principles: once on the road, bicycles are vehicle drivers and as such a part of the traffic community as the drivers of cars, buses and trucks. Remember to point out why it is important to travel on the right side, just like all other traffic, and that a wise cyclist is a predictable cyclist. Take frequent stops and talk about what you see, including roadway hazards and how to avoid them.


Work on basic traffic concepts.

When you are driving your car or taking a walk through the neighborhood, talk to your child about what is going on in the traffic. Ask your child to look for traffic coming from different directions, or to watch a particular vehicle and try to guess what it might do. Talk about such words as yield, predictable, traffic laws and how they help all road users safely co-exist. Point out joggers or cyclists and note to what extent they are visible and what makes them less visible.

At about age 10, kids start using bikes to travel farther afield. As they venture out into the neighborhood to visit friends, teach them that each cyclist is responsible for assessing a situation, then making their own decision about how to handle it. This is especially important when they are cycling with their friends and are less apt to be cautious. Establish the rule that there will be no cycling at night. Tape a quarter inside their helmet and make sure that they can call home for a ride if they get caught after dark.

It's important for all of us to remember we are role models for the children in our lives. By helping them

develop their skills, and setting good examples, we are helping them to develop positive life-long cycling habits.

This Effective Cycling™ Notebook is reprinted by permission of the League of American Bicyclists. To join the League or to get more information call (800) 288-BIKE. 

The simple facts

- Each year, approximately 250 children ages 14 and under are killed in bicycle-related.
- In 1994, almost 400,000 children ages 14 and under were treated in emergency rooms for bicycle-related injuries. Approximately 10 percent of these injuries were related to collisions with motor vehicles.
- Children ages 14 and under are more likely to die from bicycle crashes in urban areas (60 percent), at non-intersection locations (72 percent), during the months from May to September (56 percent) and between noon and 9 pm (62 percent)
- Bicycle Helmets have been shown to reduce the risk of head injury by as much as 85 percent and the risk of brain injury by as much as 88 percent.
- Universal use of bike helmets by children age four to 15 would prevent between 135 and 155 deaths, between 39,000 and 45,000 head injuries, and between 18,00 and 55,000 scalp and facial injuries annually.

Learning from mistakes

It is important for children not only to realize the benefits of cycling but also to be aware of the dangers that exist when necessary precautions and basic traffic laws are not obeyed.


The Injury Prevention and Research Center at Harborview Medical Center, in conjunction with Group Health and Snell, produced a report: *Circumstances and Severity of Bicycle Injuries*. The report was designed to point out problematic areas in cycling so that we might learn to teach our children better ways to avoid similar statistics in the future. The following statistics have been gathered from the Harborview report as well as from National Safe Kids Campaign.

Parents can renew their skills

If you are a parent that wishes to teach your child the rules of the road but you need to brush up on your bike knowledge first, The League of American Bicyclists is sponsoring an *Effective Cycling*™ course called ROAD I. The two-day course course, held October 15 and 19, at BTA offices in Portland, is designed to help adult cyclists develop their ability to use a bicycle with confidence and competence. More than half the calls will be spent on-bike learning traffic skills and emergency maneuvers that could help avoid injury. Topics also include: bicycle selection and fit, helmet use, vehicular cycling and bike handling skills, and minor maintenance skills. To find out about the course or to find a course being offered closer to you, call Jim O'Horo at (360) 573-0589.

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CALENDAR

Events

Sep 13: Cyclocross Clinic! Marymoor Velodrome. Start time 10 am For more information call the hotline (206) 389-5825 I, the number below, or check out the Marymoor web site: <http://www.iscn.com/marymoor/cyclocross> Tim Rutledge, Marymoor Velodrome Association, (206) 772-5914.

Oct 4-5: Issaquah Salmon Days festival. Issaquah, WA. Family-oriented festival with a sporting events, a grande parade, over 400 food and craft booths, live entertainment and children's activities. Karina Rostek, 155 NW Gilman Boulevard, Issaquah, WA, 98027. (206) 392-0661.

Oct 15: Effective Cycling Road I. BTA Offices, Portland, OR. A 2-part course for adult cyclists to develop ability to use a bicycle with confidence and competence. Learn safety and techniques to avoid traffic dangers. Fee \$40 includes a student notebook; \$10 discount for PWTC, VBC, BTA & LAB members. Must bring a multi-speed bike and an ANSI or Snell approved helmet. Second class held on 10/19/97. Jim O'Horo, (360) 573-0589.

Oct 19: Effective Cycling Road I. BTA Offices, Portland, OR. Part 2 of course; see calendar listing for Oct. 15. Jim O'Horo, (360) 573-0589.

Off Road

Sep 7: The 2nd Annual Santiam Pedalfest XC MTB Race. Mill City, OR. Russell Cree, (503) 897-2876 or (541) 382-7966.

Sep 12-14: Oregon Championship Series #5. Mt. Hood Ski Bowl, OR. PO BOX 320, Government Camp, OR, 97028.

Sep 13-14: UCI Mountain Bike World Championships. Switzerland. NORBA, NORBA, One Olympic Plaza, Colorado Springs, CO, 80909. (719)578-4717.

Sep 20: Snoqualmie Pass Tunnel Ride- Greatest Hits Ride #7. Elisa Shostak, Backcountry Bicycle Trials Club, P.O. Box 21288, Seattle, WA, 98111. (206) 283-2995.

Sep 20: Return on The Jedi. Jedi Trail. 21 mile loop with a 2,000 foot climb and 5 miles of excellent single track. Not NORBA, but experienced race director promises exceptional event in Southern Oregon Wilderness. Minimum \$500 prizes, catered lunch. Mark Lansing, (541) 476-7743 (wk) or (541) 474-9731 (hm).

Sep 21: Roack and Road Cyclery's Terror in the Tahuya. Belfair, WA. 12/18/24 mile crosscountry race, observed trails, BMX airshow. Fee: \$20 day of event or \$15 if preregistered by Sept. 10. Save \$5 by bringin 5 canned food items for charity. The Fort Lewis Mountain Bike Club, (206) 566-4820 or (206) 964-0205.

Sep 26-28: Mt. Hood Skibowl (AMBC). Portland, OR. Petr Kakes, Hurrican Racing, PO Box 280, Government Camp, OR, 97028. (503) 272-3206 x244 or Fax: (503) 272-3554.

Sep 28: Black Rock Cannonball Ride. Bend, OR. The classic "farewell to summer" mountain bike ride. Approx. 20 miles at 6000 ft. + elevation around Paulina lakes. 10:00 a.m. meet at Paulina Lake parking area, 20 miles SE of Bend. Hutch's Bicycle-Bend, (541) 382-9253.

Oct 3-5: Methow Valley Mountain Bike Festival. Winthrop, WA. Fun family event! Features downhill and cross country races, bike rodeo, criterium, salmon dinner, guided rides and catered lunch rides. Celeste Johnston, Methow Valley Sport Trails Association, P.O. Box 147, Winthrop, WA, 98862-0147. (509) 996-3287 or Fax: (509) 996-3282 Email: mvsia@methow.com.

Oct 18: Toit McDonald Rambler- Greatest Hits Ride #8. Elisa Shostak, Backcountry Bicycle Trials Club, P.O. Box 21288, Seattle, WA, 98111. (206) 283-2995.

Rides and Tours

Sep 6-8: Trek Tri-Island. Seattle Ferry Terminal, Seattle, WA. Three-day, 135-mile bicycle ride from Seattle, through the San Juan Islands, to Victoria, British Columbia. 5 Islands, 4 ferry rides, 3 days, 2 countries: 1 incredible adventure! Full support. \$50 registration fee + pledges. Also on 9/13-9/15 and 9/20-9/22. American Lung Association of Washington., 2625 Third Ave, Seattle, WA, 98121. 206-441-5100 or 800-732-9339 (in WA).

Sep 6-14: Woman Tours-Canadian Rockies. Canadian Rockies. A women only road tour in the Canadian Rockies covering five National Parks and 507 miles. Fee: \$1370, includes Inn-to-Inn, van supported and all meals. Gloria Smith, Woman Tours, PO Box 931, Driggs, ID, 83422. (208) 354-8804 or (800) 247-1444 or (208) 354-8804.



PHOTO BY MARIANNE MCCOY

Sep 6-7: Saragosa Weekend. Near Eugene, OR. A weekend of trafficless touring based at Saragosa Old West Recreation Park. Century option on Saturday, live band, feasting camping, Paul Kemp, Pathfinders, P.O. Box 210, Oakridge, OR, 97463. 800-778-4838 or E-mail: pathindr@efn.org.

Sep 6-Jun 8: Trek Tri Island. Lori Brown, American Lung Association of Washington, 2625 3rd Ave, Seattle, WA, 98121. (206) 441-5100 or (800) 732-9339.

Sep 6: Camp Don Basco to Stillwater Refuge. Snoqualmie Valley. Snoqualmie Valley Trail Bicycle Tours. 20 miles round trip. Meet at Camp Don Basco parking lot on NE 11 Street off Highway 203, south of Carnation. 9 am-12 noon. King County Parks Interpretive Programs Office, (206) 296-4171.

Sep 7-21: 2nd Annual Kettle Valley Cycle Tour. British Columbia. Choose from 3, 6, 9, 12 or 15 day "stage" as we cycle through the interior of British Columbia from Nelson to Spences Bridge (700 km) through

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Saturday, September 13

Cottage Grove Road Race

8:00am	Master Men 55+	5 laps/40 mi
8:05	Master Women 30-34	5 laps/40 mi
8:10	Master Women 35+	5 laps/40 mi
10:00	Master Men 30-34	6 laps/48 mi
10:05	Master Men 35-44	6 laps/48 mi
10:10	Master Men 45-54	5 laps/40 mi
12:15pm	Cat 1.2.3 Men	7 laps/56 mi
12:20	Cat 3.4.5 Men	6 laps/48 mi
12:25	Cat 1-4 Women	5 laps/40 mi

(Cat 3 men have the option to ride with the Cat 1/2 Men or Cat 4.5 Men)

Course: Flat to rolling country roads with good to excellent pavement.

Cottage Grove Lake TT

First rider off at 3:30

Course: Fast, flat 4.5 mile out and back on excellent pavement.

Sunday, September 14

Elmira Road Race

8:00am	Master Men 30-34	5 laps/59 mi
8:05	Master Men 35-44	5 laps/59 mi
8:10	Master Men 45-54	4 laps/48 mi
11:00	Master Men 55+	4 laps/48 mi
11:05	Master Women 30-34	4 laps/48 mi
11:10	Master Women 35+	3 laps/37 mi
1:30pm	Cat 1.2.3 Men	5 laps/59 mi
1:35	Cat 3.4.5 Men	4 laps/48 mi
1:40	Cat 1-4 Women	4 laps/48 mi

Course: A gradual longer climb and a shorter, steeper climb. Remainder of course consists of rolling country roads.

Entry Info: \$15 entry fee per event or \$38 for all three races. Make checks payable to: CH Productions and mail with a standard release to: 1714 SE 54th Ave, Portland, OR 97215. To avoid late registration fees, entries must be postmarked by September 6th. Late registration \$17 per event or \$45 for all three races. Promoter reserves the right to combine or split groups. Entrants under 18 must have a parent or guardian sign a release. Information: Call Chris Hamilton, 236-4712 or email Chris.Hamilton@Nike.com

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Sep 7-13: Cycle Oregon Ten. Idaho to Oregon. Cycle from the border of Idaho to the Oregon Coast. Cycle Oregon, 8700 SW Nimbus Ave, Ste. B, Beaverton, OR, 97008, (800) 292-5367, (503) 643-8064 or (503) 241-2957.

Sep 7-13: Wheeling Washington IV. Seattle WA to San Juans to Victoria BC to Long Beach WA. Enjoy a popular, verdant route through Washington's Olympic Peninsula, San Juan Islands and Canada's Vancouver Island, finishing down the west coast of Washington. Bike and ferry combine to transport you through islands as you travel where forest meets ocean. Web site: <http://www.kneeland.com/timka/> Tim Kneeland & Associates, (800) 433-0528 or (206) 322-4102.

Sep 13-15: Trek Tri-Island. Seattle Ferry Terminal, Seattle, WA. Three-day, 135-mile bicycle ride from Seattle, through the San Juan Islands, to Victoria, British Columbia. 5 Islands, 4 ferry rides, 3 days, 2 countries: 1 incredible adventure! Full support. \$50 registration fee, \$350 in pledges. American Lung Association of Washington, 2625 Third Ave, Seattle, WA, 98121. 206-441-5100 or 800-732-9339 (in WA).

Sep 13: High Sierra Fall Century. Mammoth Lakes, CA. The scenery, the terrain and the support are as good as it gets. 100 mile/30 mile ride. Fee: \$35 single, \$55 Tandem, \$25 short ride. Includes lots of food and drink, T-shirt, patch, post-ride swim party. Support: SAG support, roving mechanics, route slips & course description. Benefits The Mono Lake Committee and Sierra Cycling Foundation. Email or call for information: kayo@monolake.org Kay Ogden, PO Box 7660, Mammoth Lakes, CA, 93546. (760) 934-7757 or (760) 647-6595.

Sep 20-28: Woman Tours-Zion/Grand Canyon. Zion. A women only road tour from Zion to the Grand Canyon and Bryce. 326 miles. Fee: \$1160, includes Inn-to-Inn, van supported and all meals. Gloria Smith, Woman Tours, PO Box 931, Driggs, ID, 83422. (208) 354-8804 or (800) 247-1444 or (208) 354-8804.

Sep 21: 18th Annual Autumn Century Ride. Wandermere Mall, N. Division, Spokane, WA. 25, 62 & 100 mile scenic rides around Spokane with mechanical & medical support. Cookies, shirts, great food and more cookies. Proceeds to benefit Bicycle Safety and Education. Fees: \$5, \$10 and \$20 (includes t-shirt) Prize drawings. Send SASE, Buck Rogers, Spokane Bicycle Club, P.O. Box 62, Spokane, WA, 99210-0062. (509) 325-1171 or Fax: Attn Sauser (509) 928-1116.

Sep 21: Chuckanut Autumn Ride. Bellingham, WA. Choose between 32.54, 65 or 100 miles. Tour through portions of Whatcom and Skagit counties for a scenic fall ride with tremendous views of the San Juans, the Cascades and the Olympics. You have to ride it to believe it! Sarah Cummins, Mt. Baker Bicycle Club, (360) 647-1871.

Sep 21: Covered Bridge Bicycle Tour. Willamette Valley, John Morris, PO Box 1283, OR, (541) 758-8135, or Email: morris@proaxis.com.

Sep 26-28: The 15th Annual Oregon Trails Bicycle Trek. Willamette Valley. 2 or 3 days pedaling through scenic Willamette Valley. Full support. Fees in pledges. Rick Milner, American Lung Association of Oregon, 9320 SW Barbur Blvd., #140, Portland, OR, 97219. (503) 246-1997.

Sep 27-28: September Winery Weekend. Near Eugene, OR. Two days of relaxed touring in the beautiful Willamette Valley. Highlight is a Winemaker's dinner-five course gourmet fare with appropriate wines. Paul Kemp, Pathfinders, P.O. Box 210, Oakridge, OR, 97463. 800-778-4838 or E-mail: patfnr@efn.org.

Sep 27: Salmon Cycle. Issaquah, WA. 25, 44 or 62 mile leisurely bike rides Karina Rostek, 155 NW Gilman

Boulevard, Issaquah, WA, 98027. (206) 392-0061 or fax: (206) 392-8108.

Sep 28: Peach of a Century. A ride south and east of Salem, fully supported with two route options- a full century and a metric century. Jackie Lefevre, Salem Bicycle Club, PO Box 2224, Salem, OR, 97308. (503) 390-9558 or Email: dparrow@teleport.com.

Sep 28: The Poulsbo Pumpkin Pedal. Poulsbo, WA. In conjunction with September Fest. Choose from 10 mi "Happy Trails" course or 35 mi. Fee: prereg \$20/ indiv. or kids 12 & under/ \$15. If preregister by 9/12 fee includes box lunch from Poulsbo Marketplace. Register after 9/12 no lunch included. Full sag support, course map and marked course on route assistance. Seattle call (206) 624-0691 for information Mark or Cathy, (360) 697-2453 or Lij@Marketplace (360) 779-5762.

Oct 4: Manastash Metric Fall Colors Tour. Public Safety Bldg, 2nd and Pearl, Ellensburg, WA. Ride flat to rolling hills (tandem friendly terrain) along the majestic Yakima River, on back roads free from heavy traffic. Choice of 32 or 62 mile loops fully supported with sag and food stops. \$10 pre-registration and \$12 day of race (\$15 & \$17 tandem). Day of ride registration: 7:30 - 9 a.m. Pre-registration forms at your local bike store or SASE to contact address. Ruth Ann Stacy, City of Ellensburg, 661 Strange Road, Ellensburg, WA, 98926. (509) 925-4536 or Email: STACY@CWU.EDU.

Oct 4: Tokul Road to Camp Don Basco. Snoqualmie Valley, Snoqualmie Valley Trail Bicycle Tours. 17 miles round trip. Meet at Tokul Rd. Tunnel. 9 am to 12 noon King County Parks Interpretive Programs Office, (206) 296-4171.

Oct 5: Kitsap Color Classic. Edmonds, WA. Fifth annual! Ferry to Kingston and pedal 13, 25, 36 miles. Supported. Fee: \$15, includes ferry fee. Visit historic, waterfront communities on rural Kitsap Peninsula and catch the fall colors from the seat of your bike! Pat Zanchelli, Cascade Bicycle Club, P.O. Box 31299, Seattle, WA, 98103. (206)522-BIKE ext.

Oct 5-10: Tour of the Okanogan. Chelan, WA. Wayne Martin, PO Box 1527, Chelan, WA, 98816. (509) 682-3568.

Oct 7: Tokul Road to Camp Don Basco. Snoqualmie Valley, Snoqualmie Valley Trail Bicycle Tours. 17 miles round trip. Meet at Tokul Rd. Tunnel. 9 am to 12 noon King County Parks Interpretive Programs Office, (206) 296-4171.

Oct 10-18: Woman Tours-Natchez Trace. Natchez Trace. A women only road tour Natchez Trace. 458 miles. Fee: \$1050, includes Inn-to-Inn, van supported and all meals. Gloria Smith, Woman Tours, PO Box 931, Driggs, ID, 83422. (208) 354-8804 or (800) 247-1444 or (208) 354-8804.

Oct 27-31: Woman Tours-California Wine Country. Natchez Trace. A women only road tour of the California Wine Country- Napa & Sonoma Counties. Fee: \$850, includes Inn-to-Inn, van supported and most meals. Gloria Smith, Woman Tours, PO Box 931, Driggs, ID, 83422. (208) 354-8804 or (800) 247-1444 or (208) 354-8804.

Nov 30: Douglas Fruit Loop. Kennewick, WA. Leave from Some Bagels at 10:30 a.m., Complete a 20 mile loop. Paul Jackson, (509)946-7169.

Series Races

Sep 12-14: Oregon State Championships. Government Camp, OR. DH, DS, XC & obs trials Petr Kakes, PO Box 320, Government Camp, OR, 97028. (503) 272-0146 or (503) 272-3554.

Sep 13: Idaho City Banzai. Idaho City, ID. A rider's best 10 out of 18 races count towards championship Ron Dillon, USA Unlimited Sports Action, PO Box 7075, Boise, ID, 83707. (208) 342-3910.

Sep 20: 5th Annual Lava Rama. Lava, ID. Ron Dillon, USA Unlimited Sports Action, PO Box 7075, Boise, ID,

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83707. (208) 342-3910.

Sep 21: Padden Cyclocross Series. Bellingham, WA. Kulshan Cycles, (360) 733-6440.

Sep 26-28: AMBC. Government Camp, OR. DH, DS, XC & obs trials Petr Kakes, PO Box 320, Government Camp, OR, 97028. (503) 272-0146 or (503) 272-3554.

Sep 28: Marymoor Velodrome Cyclocross, Race #1. Black Diamond, WA. Fee: \$15, Women & A's \$18, Juniors \$5, and kids free. For more information call the hotline (206) 389-5825 I, the number below or check out the Marymoor web site: <http://www.iscn.com/marymoor/cyclocross> Dan Norton, Marymoor Velodrome Association, (206) 324-7304.

Oct 5: Marymoor Velodrome Cyclocross, Race #2. Steilacoom. Fee: \$15, Women & A's \$18, Juniors \$5, and kids free. For more information call the hotline (206) 389-5825 I, the number below or check out the Marymoor web site: <http://www.iscn.com/marymoor/cyclocross> Dan Norton, Marymoor Velodrome Association, (206) 324-7304.

Oct 12: Marymoor Velodrome Cyclocross, Race #3. SEATAC PARK. Fee: \$15, Women & A's \$18, Juniors \$5, and kids free. For more information call the hotline (206) 389-5825 I, the number below or check out the Marymoor web site: <http://www.iscn.com/marymoor/cyclocross> Dan Norton, Marymoor Velodrome Association, (206) 324-7304.

Oct 26: Marymoor Velodrome Cyclocross, Race #4. Steilacoom. Fee: \$15, Women & A's \$18, Juniors \$5, and kids free. For more information call the hotline (206) 389-5825 I, the number below or check out the Marymoor web site: <http://www.iscn.com/marymoor/cyclocross> Dan Norton, Marymoor Velodrome Association, (206) 324-7304.

Nov 2: Marymoor Velodrome Cyclocross, Race #5. SIR (Seattle International Raceways). Fee: \$15, Women & A's \$18, Juniors \$5, and kids free. For more information call the hotline (206) 389-5825 I, the

number below or check out the Marymoor web site: <http://www.iscn.com/marymoor/cyclocross> Dan Norton, Marymoor Velodrome Association, (206) 324-7304.

Nov 9: Marymoor Velodrome Cyclocross Super Cup. SEATAC PARK. Fee: \$15, Women & A's \$18, Juniors \$5, and kids free. For more information call the hotline (206) 389-5825 I, the number below or check out the Marymoor web site: <http://www.iscn.com/marymoor/cyclocross> Dan Norton, Marymoor Velodrome Association, (206) 324-7304.

Nov 23: Marymoor Velodrome Cyclocross, Race #6. SEATAC PARK. Fee: \$15, Women & A's \$18, Juniors \$5, and kids free. For more information call the hotline (206) 389-5825 I, the number below or check out the Marymoor web site: <http://www.iscn.com/marymoor/cyclocross> Dan Norton, Marymoor Velodrome Association, (206) 324-7304.

Nov 23: Marymoor Velodrome Cyclocross WA State Champs. Black Diamond. Fee: \$15, Women & A's \$18, Juniors \$5, and kids free. For more information call the hotline (206) 389-5825 I, the number below or check out the Marymoor web site: <http://www.iscn.com/marymoor/cyclocross> Dan Norton, Marymoor Velodrome Association, (206) 324-7304.

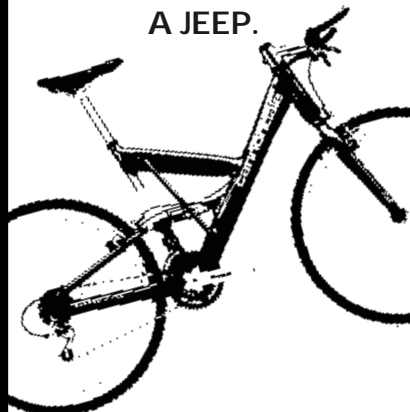
Single Race

Sep 1: The Sunnar Capital Criterion. All classes, great course. Russ Lehman, (360)352 9833 or email: lehman794@aol.com.

Sep 6: Seward Park Season End Criterion. Seward Park, Seattle, WA. A raindrop shaped .8 mile course with a 200 yard hill. All CATS + free kids race. Fee: \$13 prereg, or \$15 day of race. WBSA Awards and BBQ. David Douglas, Pazzo Promotions, 4207 SW Hill St., Seattle, WA, 98116. (206) 932-5921 or Email: LDDOUG@SCN.ORG.

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Q & A: BICYCLE LAW

BY KATHLEEN KEENAN & CHRISTOPHER EAGAN

Q. Do traffic laws apply to bicycles?

A. Generally yes. A person riding a bicycle "upon a roadway" is required to comply with the same laws as a driver of a motor vehicle. However, a bicyclist utilizing a crosswalk is not "on a roadway" and is considered a pedestrian and not subject to the motor vehicle traffic laws.

Q. Should bicycles travel in the traffic lanes?

A. Bicycles operating upon a roadway at a speed less than the normal flow of traffic must ride as near to the right side of the right lane as is safe. Bicycles may use the shoulder of the roadway or a designated bicycle lane.

Q. Are bicycles required to signal turns and stops?

A. Yes. Bicyclists are required to give the appropriate signals with their left hand and arm for turning left, right or stopping.

Q. What lights are required on bicycles?

A. Bicycle lights are required to be used between one-half hour after sunset to one-half hour before sunrise, and at any other time when there is insufficient light to clearly see the distance of 1000 feet. Lights required include a white headlamp visible from a distance of at least 500 feet to the front, and a rear red reflector visible from 600 feet to the rear.

Q. Do bicyclists need to comply with traffic control devices?

A. Yes. Bicyclists must obey the same traffic signs, signals and markings as drivers of motor vehicle.

Q. Are bicyclists legally required to wear helmets?

A. There is no Washington State statute which requires the use of bicycle helmets. However, some cities and counties have ordinances requiring the use of bicycle helmets. Of course, helmets should be worn to protect against head injuries.

Attorneys Christopher Eagan and Kathleen Keenan practice personal injury law with the Walthew Law Firm, (206) 623-5311. They have been involved in promoting bicycle safety and in representing injured bicyclists. If you have a question for them, send it care of the Bicycle Paper, 1205 E. Pike St., #1A, Seattle, WA 98122



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SHOULD Men Ride Bicycles?

BY MAYNARD HERSHON

You may have read the sensational *Bicycling Magazine* (August, '97) article about impotence and bicycle seats. Have I got your attention, boys'n'girls?

The article, *Bicycling* admitted, is based on the beliefs of one not-so-credible physician. He says: Men shouldn't ride bicycles. Bike seats, see, are perfectly designed to compress the vessel through which blood passes on its way to engorge your tallywhacker, as it is called in some medical circles.

Frequent cycling-associated compression of that tubular vessel deforms it over time. Eventually that deformation can cause a more-or-less serious lack of erectile firmness, if indeed any lack of firmness can be termed "less serious." If it's your erection, Cap'n, it's serious.

A sidebar accompanies the article. Written by a *Bicycling* editor, it explains that he and his spouse separated some time ago. The editor, a fine guy by the way, coped with the stress of separation by riding his bicycle hour after hour, day after sweaty day.

His bike became his mistress, he said.

Three years passed. A new woman came into his life. He discovered his tallywhacker would not work.

If you go three years without noticing, I'd say a compressed blood vessel is not your worst problem. Not in the top 10.

But impotence IS a nuisance, isn't it, guys and most gals?

Nevertheless: Before you yard-sale your Kestrel and your trick dual-suspension Santa Cruz, may I speak strictly for myself? I ride moderate miles for a non-racer, non-ritual-sufferer, maybe 150-200 road miles a week. Doing that since 1975. My tallywhacker works.

If this bike-seat impotence were as epidemic as that doctor claims, I'd have heard about it. Male bicyclists would speak right up if they were having problems. We often discuss "private" stuff, health stuff, when it's all guys together. No one has ever mentioned tallywhacker problems.

If you do have such problems, or numbness or whatever, I'll bet your bike seat is way incorrectly adjusted. It should be horizontal or very slightly nose-down, never nose-up.

Sometimes, certain seatposts do not maintain the correct saddle-tilt; they slip, usually causing the saddle to tilt up at the front. It can happen gradually. Even frequent cyclists fail to notice until they have prob-

lems. Check it out: Your seat should be level with the ground.

And it shouldn't be adjusted so high you have to reach for the pedals. If you have to reach for the pedals, you're scrubbing your crotch on the seat AND asking for trouble.

Ask bike shop employees: They see too-high saddles every day. A high saddle FEELS powerful, as if you're getting all the force your leg muscles can produce. Lots of people crank their saddles higher and higher, and have more and more problems.

There should ALWAYS be bend in your knee at the farthest-away pedal position, meaning when the pedal is all the way down and in line with the seat tube.

Have someone watch you pedal from behind. The seam in your shorts, the vertical seam down the middle, shouldn't tilt or move side to side. If it does, lower the saddle little by little until the seam stays straight.

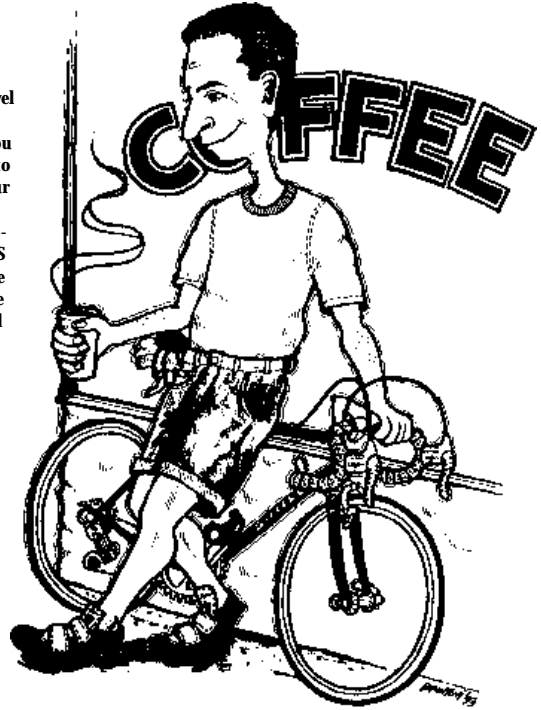
A better reason Men Shouldn't Ride Bicycles is: Men are such pigs. Why, many have problems getting passed or beaten somehow by a woman. Makes 'em crazy. I was like that too, but I got over it.

When I began riding, I thought I was pretty hot stuff. Luckily, I met some folks who'd been around cycling for years. They introduced me to racers visiting northern Cal to train or do some event or other. So I rode with national- and even world-class riders, male and female, when I was new and impressionable in bicycling. I could see right away where I stood. I could see that I was NOT hot stuff. Nay.

The good women riders could kick my butt up the hills, down the hills or on the flat roads. They could, but they seldom wanted to. They mostly wanted to ride along and chat. Women are such civilized creatures.

I realized that the bicycle doesn't care whose legs propel it, man's or woman's. No preference. The strongest women are as strong as all but the strongest guys. Trust me on that.

Those women know they're strong, but they don't feel the need to prove it. They're cool but guys aren't: Guys, oink, oink, can't deal with being equaled or



surpassed by a woman. You can see it in action: guys'll ride themselves into exhaustion in a race that only exists in their imagination - to avoid getting "beaten" by a woman.

Remember, nothing about a woman makes her slower or less expert at cycling than a man. Tell Rebecca Twigg your theories about female athletes. Tell Seana Hogan or Ruthie Matthes. Watch their eyes.

A guy will blow by a woman on a hill and presume she's slower than he is. She MAY be Linda Jackson on a slow training day, a rest day. Pretty easy to pass Jackson when she's limited to 125 beats per minute. Even I can do it.

Often, I think, what the guy sees when he passes that woman is her natural reticence, her reluctance to show off, to make some man feel somehow less than he is. Why do it? What's to be gained?

Evidently, passing her seemed to mean a lot to HIM.



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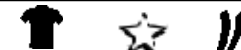
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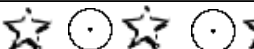
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