

# Bicycle Paper

THE VOICE OF NORTHWEST CYCLING OCTOBER 96 • FREE

## Light bikes make for heavy paper

BY GORDON BLACK

It is an unfortunate truism of the bike world - as bicycles get more techy and lighter, the brochures describing them get bigger and heavier. You can buy a complete carbon-fiber bike weighing less than 17 pounds or spend five minutes at the InterBike trade show and easily tote product literature, some describing aforementioned lightweight bike, weighing 20 pounds. The more seasoned veterans of InterBike arrive with small luggage carts. And the less well prepared are identifiable by their sloped shoulders and slight limp. Perhaps that is why the booth containing a team of massage therapists easily rivaled the stands full of merchandise.

See "Anaheim," on page 3.

## Crossing the Atlantic without a plane

### Cyclocross returns to the Northwest

BY ERIC G.E. ZUELOW

Over the past four years, the Northwest has become the country's top cyclocross region. The area is home to many top riders, the top cyclocross series in the country and more cross-related energy than anywhere else in the United States. The return of the National Championships to Washington, combined with the recently announced Super Cup Series will make this the best season ever for Northwest cyclocross.

Cyclocross is a sport which combines running and cycling in a steeplechase-like event. Blasting around 2-3 mile courses, riders must mount and dismount at speed to negotiate steep "run-ups" and 18 inch barriers. A visually stunning, physically demanding and generally thrilling cycling discipline, cyclocross is an ideal spectator sport.

See "Cyclocross," on page 13.

## Cyclists quilting for a cause

BY ESTELLE GRAY

Historically, women have saved shreds of fabric from old sewing projects and sewn them into quilts that told a story and became a most cherished possession for the recipient. Historically, cyclists have saved T-shirts from rides, events and projects (some of them shredded) and done nothing with them except curse the space they took up in dresser drawers. In 1996 the NOWBIKE auction will change that history.

See "Quilt," on page 11.

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# Bicycle Paper

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## "Anaheim" from page 1

I was selective about what I picked up but still hauled home more than 40 pounds of paper. Very roughly, production of printed material parallels either marketshare or perceived importance in the market. Consequently, Trek, the leading brand, has a hundred-page catalog. GT, which has a decidedly smaller share of the adult market

but a large chunk of BMX sales, weighs in with a 72-pager. And so it goes: clothing company Bellwether has an 18-page catalog, while Nike offers show-goers a 200+ page tome. Pacdog, a start-up offering single-wheel trailers, packs all its merchandising info into one page. And it looks very nice too.

Despite bicycling's image as an environmentally friendly activity, few companies extend that into producing more ecological brochures. Recycled-paper logos are as rare as Sachs components on 1997 bikes. Speaking of which, expect to see cruisers with attractive two-color paint schemes, lightweight road bikes with triple chainrings, lots of full-suspension mountain bikes for around \$800 (and weighing less than 29 pounds), more multi-purpose bikes mod-

eled on cyclo-cross machines and a good selection of new models equipped with Sram's US-made rear derailleurs. Bike companies have poured much energy into offering good value in the \$500-\$700 price range, and it shows.


InterBike is the world's largest bicycle-only trade show, drawing some 1200 exhibitors and more than 10,000 attendees. It used to be the primary vehicle for manufacturers to unveil their new models, but many are now choosing smaller, less public gatherings in which they can control the audience. Even so, there's no sign of InterBike fading. It is still a great way for start-up companies and smaller outfits to reach the audience of bike dealers and distributors. Loyal dealers are rewarded with freebies like T-shirts, caps, bags, product samples, mugs, glasses, shots of espresso, candy, posters, breakfast, dinner, beer, entertainment, pins, water bottles, and other gifts. These giveaways invariably feature a company logo prominently; dealers and their staff don't seem to mind, but it makes it tough to pass along the loot to Uncle Al on his birthday when he has never heard of Slime or who may mistakenly believe that Head Shok is a rock band, not a

## Outspokin'

BY GORDON BLACK

Cannondale brand of suspension.

Then there are the booths. If you want to make an impact, you have to spend big here, especially if you suspect that your main competitor will be shelling out the bucks for a fancy exhibit. Some booths were so complex that they took a crew of workers two and three days to erect. Specialized, which fancies itself on the leading edge of bike design, always spends big on booths. This year, the California-based company's set included a Cobra racing car painted in Specialized's colors. For those companies that can afford neither size nor impressive set designs, personalities are a way to attract attention. Gary Fisher's booth offered Olympic gold medalist Poala Pezzo, who autographed posters of herself. Gary Fisher also penned his name to the poster, as if seeking acknowledgment for the fact that the Italian Pezzo rode to victory on a bike he designed.

By spending only the two middle days at the four-day Anaheim show, I missed the wind-down frenzy in which dollars and merchandise change hands. Many companies not planning to exhibit at the sister show in Philadelphia sell off their InterBike wares rather than haul them home. Me, I was content to be able to haul home the pamphlets without causing serious back pain. 

## LETTERS

### Regional Transit Plan has Implications for Bicyclists

Bicyclists should take a close look at the Regional Transit Authority's new ballot proposal.

The Regional Express proposal includes 25 miles of light rail and 81 miles of commuter rail. It offers improved regional bus service, providing new direct connections between suburbs and major regional centers. These improvements offer substantial benefits to bicyclists.

First, they will help protect bicyclists from the health impacts (injuries, respiratory illnesses, etc.) associated with auto-

mobiles. In fifteen years, the Puget Sound region will have one million new residents, averaging four trips per day. If most of those 4 million trips are in cars, bicyclists can expect increasingly unpleasant cycling. The RTA plan would increase the number of people using transit up to 50%.

Second, good transit service seriously extends the practical range and usefulness of bicycles. People who aren't willing or able to bicycle the full mileage to a destination can bike a few miles and put their bicycle on a bus for the remaining miles. Combining bicycles and buses dramatically expands the usefulness of both.

Third, the RTA Plan includes millions of dollars in investments designed to make transit centers and rail stations "bicycle friendly."

Some claim RTA costs too much (\$3.9 billion); others claim that the cost of doing nothing is far higher (more driving, more pollution, less jobs, etc.) Bicyclists, like everyone else, need to give serious consideration to what the Regional Express proposal offers to the future of our communities, our economy, and our environment. Aaron Ostrom, Seattle, WA  
For more information contact:  
ALT-TRANS, (206) 325-9932

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# Operation SportHelp—Helping Cyclists Overseas

BY ALISON BOHAN

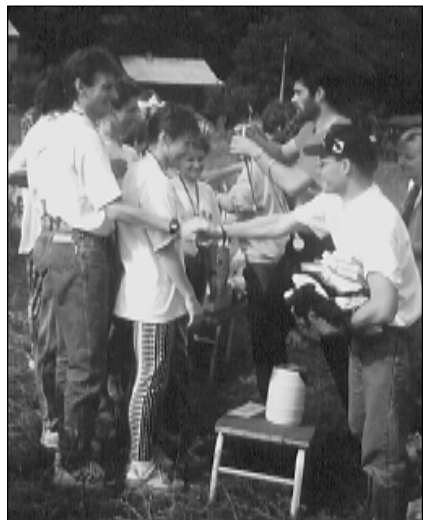
It was five years ago when native Oregonian Ron Roley began racing at the top amateur level in Europe. The circuit seemed no different in Europe than it did in the United States, until Roley raced in former Soviet countries.

"I was appalled," he said. "Here were great racers competing on antiquated and unsafe equipment. Many of the riders raced without gloves and most had no sunglasses to protect their eyes, good helmets or shoes - they raced in old tennis shoes."

Since the demise of the communist system in many of these countries, the riders have lost financial support to finance their expenses. Roley saw similar situations in Latin America and Asia. It had an impact on Roley and when he returned to Bend, Oregon he wanted to somehow help these racers.

Four years later, in 1993, Roley founded Operation SportHelp (OPSH), an independent non-profit organization which provides cycling equipment to athletes in needy countries.

SportHelp gathers used and new cycling related material from riders and manufacturers in the USA. The equipment is sorted and itemized in Colorado Springs, CO where Rob Raia, Roley's partner, oversees the storage. When Raia gathers a sufficient amount of equipment it is then



OPSH clothing offered as prizes for national orienteering competition.

shipped by container to Operation SportHelp's holding center in Germany.

The equipment is held in Germany until Roley, or others involved in OPSH, compete in a country where the athletes are in need of cycling gear. They stop by the holding center on the way to competitions and collect as much of the gear as needed for fellow athletes.

Of course, nothing is that easy. Border laws are so stringent in countries such as Romania and the Ukraine that Roley must produce an invitation from the country's government to enter. Once inside the country, Roley distributes free equipment to competing cyclists.

The past three years have not been easy for the organization but Roley is satisfied with the positive results of his work.

"I compare Operation SportHelp to the building of a bicycle wheel, spoke by spoke. I started with nothing and have been able to add a few



Romanian racer F. Stoica flaunts his new gear, courtesy of OPSH.

spokes but so many more are needed," Roley said.

Roley's future "spokes" for Operation SportsHelp include expanding to other sports such as soccer, basketball, track and field as well as expanding its distribution network. In order to achieve these goals for OPSH, Roley has publicly challenged large corporations such as Nike and REI to help provide support.

Although corporate sponsorship would be the ultimate coup for SportsHelp, Roley and Raia have been successful on their own. Since its inception, SportHelp has distributed over one ton of athletic clothing and equipment to athletes from countries such as Albania, Romania, Czech Republic, Ukraine, Azerbaijan and many more.

Gear is donated not only to top athletes in these countries but also to youth cycling and sports clubs in Bucharest and Cluj, Czech and Hungarian para-Olympic cycling teams and inner city youths in Oregon and Colorado. Operation SportHelp also provides free demonstrations on bicycle safety, repair and technique.

For those interested in getting involved, Operation SportHelp accepts monetary and equipment donations year-round. Or better yet, get a group of friends together and establish (and maintain) a drop-off center in your region. For more information contact Ron Roley by phone: 541-388-8210 or e-mail: sporthelp@empnet.com



Operation SportHelp will have a donation drop site in Portland, OR, at:  
Lloyd Center Red Lion Hotel  
The Exhibit Hall  
October 7, 1996, 1 p.m. to 6 p.m.

## Preparing your body for cyclocross

BY ERIK MOEN

I cannot believe that Summer is coming to an end! The good news is that the cyclocross season is here. Cyclocross is the exciting combination of offroad riding on a modified road bike and cross country running.

In the course of the average event a cyclocross athlete will go all out for approximately one hour. The unique features of cyclocross are that its course has barricades and short steep hills that require riders to dismount and run. Good cyclocross athletes are fascinating to watch. They make dismounting a bike, running with a bike, and then remounting a bike a thing of beauty.

Cyclocross athletes have special sports medicine considerations. Cyclists generally ride their bikes from October/November on through September. This "healthy" lifestyle does not prepare the body for the rigors of running and jumping required in cyclocross. Immediate transition into running and jumping without proper preparation can be an invitation for chronic/overuse (tendinitis, shin splints, kneecap disorders, etc.) and acute injuries (extremity sprains, muscle tears, and unnecessary contusions).

Running and jumping with a hoisted bike consists of eccentric and concentric muscle contractions (See figure 1.) that require far more complex neuromuscular coordination than that of racing a bicycle on the road. Eccentric muscle contractions are when a muscle is being stretched while under a load or force. Basically,

body movements and actions are decelerated by the eccentric mechanism muscles.

An example of this is the action of the quadriceps in the landing phase of jumping. The quadriceps lengthens, yet decelerates the body to keep it from collapsing. Running and jumping is significantly different from the sport of cycling by virtue of muscle physiology and coordination. Therefore it is within your best interest to gradually work into specific cyclocross actions of running and jumping.

Overuse injuries result from your body not being ready to withstand the rigors of an activity it doesn't perform regularly. Some limited weight training may be advocated to enhance the cyclist's ability to repetitively hoist their bike and then remount their bicycle in stride.

Cyclists have a "problem" in that their cardiovascular fitness is excellent thus allowing them to take part in exercise without being easily winded. This would normally stop the average person prior to the induction of an overuse injury. Avoid this mistake, particularly in your transition to activities you have not been doing regularly. Gradual increases in running and jumping will enhance the body's ability to withstand the level of force produced through musculotendonous units and ligaments so as to decrease the potential for overuse injuries.

Coordination is a large requirement of cyclocross. Not only is it the difference between the elite riders

and the rest of us, but it does play a factor in preventing the "silly," acute injuries. If you think of the rudiments of cross, there is a great demand of coordination when one jumps off of their bike onto loose soil, shoulders their bike and takes off running. Fortunately, our bodies have the ability to adapt to new activities and challenges.

Probably the best way to improve technique/coordination is to work with a coach or other knowledgeable riders. Have them critique your form over barricades in a controlled environment. A way to do this effort solo is to use videotape at a set barricade and you provide the action. Videotape is a great method of teasing apart the finer aspects of a task thus allowing an athlete to see for themselves how their form flaws, or strengths, affect a certain motor task. Improved coordination can increase your speed of transition and therefore increase your overall placing. Cyclocross is not just a person's ability to go fast on the bike. Skill and coordination are demanded.

A complete list of United States Cycling Federation Sports Medicine and Training manuals is available upon request (with a SASE) to Erik Moen PT, CSCS c/o Physiotherapy Associates 3626 NE 45th St, Ste 102, Seattle, WA 98105 (206) 523-1325

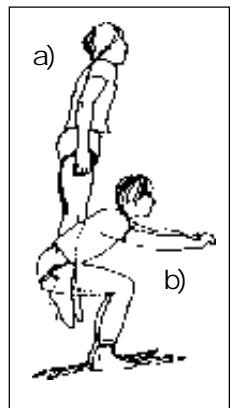


Figure 1. Phases of jumping. a) Concentric. b) Eccentric

### Athletic Medicine

EDITED BY MICHAEL LEWIS, D.C.

# Biking across Oregon ... in 24 hours?

BY MARK FLINT

At first it began as a nagging worry. I should have seen Hwy 47 by now. Was I off course? I turned my helmet light on and shined it at the next intersection. I was still on the right road, but the worry continued to grow.

Soon I became convinced that I was totally off course, headed for who-knows-where. My support vehicle was nowhere in sight. Time to call for help. I dialed the support vehicle on the cell phone, and was unable to get through. Airtouch Cellular was asking for a credit card number to complete the call.

It was 11 p.m. on a cool August night, and I was now hopelessly lost somewhere south of Forest Grove. For all I knew I was headed into the coast range, and could end up wandering back roads until daylight, or my batteries went out — then I'd have to pull off the road and wait in the cold. Hypothermia was a strong possibility. Darkness has that effect. It can convert a little worry into a major anxiety attack.

Stuffing the panic back into its box, I tried thinking clearly. I'd backtrack until I found something that matched my cue sheet. I had passed a house a mile or so back where two men had been working in their garage. I could ask them for help.

Sure enough, the men were able to relieve my fears. I had been on course. The cue sheet had an error but I was in the right place and headed in the right direction. Fears vanquished, I pedaled off into the night, able once again to enjoy the unique feeling of riding a bicycle on a dark country road, following my lights as they pierced the darkness.

I chuckled at their reaction when I answered the inevitable question: "What are you doing out here, anyway?"

I told them I was on a team that was riding from Astoria to Ashland.

"Ashland?" one of them asked, incredulous. "I've been there. That's clear down to California, almost. Why are you going there?"

I explained that it was a fund-raiser for MS, a chance to do something different, and a challenge. They seemed to understand, and wished me luck as I headed back into the darkness.

If you haven't tried it, riding a road bike at night is an unexpected joy. Your world is divided into two parts: the clearly visible road illuminated by your lights and the shadowy world beyond. Starlight and city lights may allow you to see the horizon, and the occasional street or farm security light will give you a hint as to what lays beyond, but for the most part the only relevant reality exists in a cone of light in front of your wheel.

Riding at night on a road you've never ridden before enhances the fun, because you have no idea what to expect. Hills are only as long as that cone of light. Should you sit or stand and power over the top? Your body answers questions like this automatically, responding to how it feels, not what your eyes and brain are interpreting.

The result? Most of us found that we actually rode faster. We were more focused, and reacted automati-

cally. Lack of input to the brain prohibited us from out-thinking ourselves, and we rode more efficiently.

I finished my 25-mile leg with an average speed about 1 mph more than my customary daytime average for rolling terrain. And I was very surprised when the check-point came into sight; it seemed I had been out only about a half hour instead of 80 minutes.

We had divided our eight-person team into three sub-teams. Our team's first leg was from Forest Grove to Corvallis, a distance of 80 miles over a combination of

## Tips for a "Border to Border" Ride

If you are serious about doing the Border to Border ride, here are a few tips.

- ✓ Get your team lined up and committed early. You will need to raise \$1,000 per team for MS (which is less, if you have an eight-person team, than it takes to do the MS 150), and that is not something you want to do at the last minute.
- ✓ Plan ahead. When things go wrong, 3 a.m. is not a good time for creative thinking. Our problem with a late hook-up was exacerbated by poor communications. Try to plan for every conceivable contingency, and communicate those plans to everyone. We used voice mail for everyone to retrieve updates, which is more reliable than cellular phones.
- ✓ Ride at night. It's not required, but the night riding is what makes

the event. With good lights our experience was that night riding felt safer than riding in the day. A good set of bar lights (at least 20 watts) with a helmet light (one helmet light can be shared by the team, if necessary, because it's only used a few minutes at a time) gives you the ability to see the road quite well. And the new strobes for the rear make a bicycle more visible to cars at night than during the daytime.

✓ For more information on the Border to Border ride call Brian Izenson at the Oregon Chapter of the National Multiple Sclerosis Society, 509-223-9511 in Portland and 800-344-4867 elsewhere in Oregon.

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back roads and Hwy 99W. We left Forest Grove after our first sub-team rider rolled in at 10 p.m., less than three hours since they had left Astoria and climbed to Vernonia before turning south to follow the Willamette Valley.

Arriving at Corvallis at 2:30 we ran into our first snag. The third sub-team wasn't expecting us to make such good progress and wouldn't get there until nearly 4. We decided not to wait, and headed for our "overnight" at Canyonville. Arriving to the campground at 5:15, we were able to get to sleep before dawn.

By 8, the campground noises had penetrated my slumber. I checked the voice mail we had set up and found out the confusion had persisted, and the team that should have been on the road at 2:30 a.m. didn't leave Corvallis until 6. The other team members decided that since this was not a race, we'd run a couple of legs simultaneously to cover the distance and get us back into our original projected time frame.

This meant less rest time, but it also meant getting into Ashland before dark.

My next leg was to be from East Evans Creek Road in Jackson County across Sams Valley, through Eagle Point and over to Hwy 140. I decided to lengthen it by 18 miles and join the riders descending the road from Goolaway Gap. It's all downhill, and one of the best

stretches of road in Oregon. Very few cars, great scenery and fast.

But after the first couple of miles, I found myself pedaling hard to try to catch another rider. I abandoned my original plan to spin down and relax through the descent and went into race mode.



Border to Border '96: Graem Mitchell near the summit of Goolaway Gap.

when we rode into Lithia Park we may have been low on leg strength but adrenaline and euphoria gave us enough of a boost to finish strong.

The post-ride pasta dinner at Rudolfo's in Medford

By the time my "real" leg began I was a little fried. But the end was near, and I pushed my pace. The entire team rode the last section,

was a happy event as we shared stories of the ride. Like the time I was driving sag and following Randy Iverson about midnight when all of a sudden his bike veered to the left and then began to disappear in the darkness as he accelerated suddenly. When a black dog appeared in my headlights, trotting back to his home after successfully chasing off this strange intruder, I realized what had caused the sprint. Randy had shifted into his "dog gear."

The Border to Border ride is a unique challenge. If you don't mind going a little short on sleep it's an unforgettable bicycling experience. In a 24-hour period a handful of bicyclists and their support crew become a world unto themselves, solving problems, sharing laughs and, of course, riding their bikes across a scenic 400-mile tour of Oregon.

If you want something different next summer, try the Astoria to Ashland Border to Border Road Relay ride. It will give you memories and stories enough to get through those long winter months.

Mark Flint is a freelance writer and bicyclist from Molalla Oregon. He is a member of the Wauna Crank It Up Cycling Team, which has ridden Oregon MS bicycle events for the past five years. The Border to Border ride idea was conceived by Alex Rainey, another member of the Wauna team.



REI  
strip in  
film

# Bicycle Paper

## NORTHWEST CYCLING CALENDAR



### Events

- Oct 6: Cyclo-Cross Clinic.** Fat Tire Farm. Free advice on how to build and/or modify a bike for Cyclo-Cross. 10 a.m. to Noon at Fat Tire Farm (503) 222-3276.
- Oct 10-13: Pedestrian & Bicycle Safety Conference.** Northwest Rooms, Seattle Center, Seattle. Learn how to initiate programs, policies and facilities that encourage safe walking and bicycling. Conference spans four days. Features workshops, presentations, key speakers, active training sessions and more. Costs vary with participation. Pre-registration available. Laurel Gray, Northwest Bicycle Federation, P.O. Box 47390 Olympia, WA 98504-7390, (360) 705-7386.
- Oct 12: Cyclo-Cross Clinic.** Fat Tire Farm. Free advice on how to build and/or modify a bike for Cyclo-Cross. 10 a.m. to Noon at Fat Tire Farm (503) 222-3276.
- Oct 17: Bicycle Repair-Intm.** Rm 2, Cedar Hills Recreation Center, Portland. A hands on class to repair wheel hubs, brakes and wheel truing, winter storage. 12 yrs & up, 7:30-9:30 p.m., \$7 Joan Andersen-Wells, 11640 SW Park Way, Portland, OR, 97225. (503) 644-3855.
- Dec 4: Winter Preparedness.** Rm 3, Cedar Hills Recreation Center, Portland. Prepare yourself for winter activities. Learn the best clothes, layering, x-c ski & snowshoe equipment. 11yrs-Adult. \$6 Joan Andersen-Wells, 11640 SW Park Way, Portland, OR, 97225. (503) 644-3855.



### Offroad

- May 24-Oct 6: Mount Hood Ski Bowl Mountain Bike Races.** Mount Hood, OR. All levels of competitors are invited to compete in a multitude of events including: downhill, dual slalom, cross country and observed trials. Series geared for development of the rider and the sport. Peter Kakes, Mt. Hood Ski Bowl Mountain Bike Department, 8700 E Hwy 26, Government Camp, OR, 97028. (503) 272-3206 Ext. 244.
- Oct 5: Cyclocross Clinic.** near Portland. Learn how to pick up your cross bike — novices and veterans. 10 a.m. - Noon Grounds: The Department of Transportation field on I-84 near Gateway Transit Center. Park in Gateway Park & Ride, ride north until you reach trails leading to grassy area. Russ Humberston, (503) 775-2735.
- Oct 6: Marymoor Velodrome Association Cyclocross.** Steilacoom, WA. Dan Norton, Marymoor Velodrome Association, (206) 324-7304.
- Oct 12-13: Bend's Big Fat Tour.** Bend, OR. Join the bike shops in Bend to explore Central Oregon's best mountain biking in the Fall. Tours each day will be divided according to different riding abilities. Courses are Elementary, Recreational and Epic. Fees: \$25 for two days Sally Russell, 442 NW State Street, Bend, OR, 97701. (541) 389-3295 or Fax: (541) 389-7372 Email: SalBend@aol.com.
- Oct 12: Tolt Pipeline East.** Duvall, WA. 19 miles on gravel service road through Cascade Foothills. Recreational mountain bike ride, leisurely pace, open to the public, limit: 12 riders. Reservations and helmet required. Optional donation to benefit BBTC trail development fund. Under 18 must be accompanied by legal guardian or have written permission. Elsa & Walt Shostak, Backcountry Bicycle Trails Club, (206) 283-2995.
- Oct 12: Cyclocross Clinic.** near Portland. Learn how to pick up your cross bike — novices and veterans. 10 a.m. - Noon. Grounds: The Department of Transportation field on I-84 near Gateway Transit Center. Park in Gateway Park & Ride, ride north until you reach trails leading to grassy area. Russ Humberston, (503) 775-2735.
- Oct 13: George's Cyclocross #1.** Idaho. The first of a three race, cyclocross series. Mike Cooley Alex Gardner, George's Lightweight Cycles, Boise, ID, (208) 343-3782.
- Oct 13: Marymoor Velodrome Association Cyclocross.** Fort Lewis, WA. Dan Norton, Marymoor Velodrome Association, (206) 324-7304.
- Oct 20-Nov 17: First Mud Cyclocross Series.** Western OR. Cyclocross and mountain bike series. Open to

public Dates: 10/20, 10/27, 11/3, 11/10, 11/17. Course to be determined Richard Potestio, Emerald Velo, 733 NW Everett (#600), Portland, OR, 97209. (503) 274-1481.

- Oct 20: Upper Chuckanut Cyclocross Races.** near Bellingham, WA. Cyclocross and mountain bike races of 40, 50 and 60 minutes in length. Citizens 10 a.m., mt. Bike 11 a.m. and cyclocross 12 noon. Drive I-5 to Bellingham, exit 250 and follow signs to course. Entry \$10. Prizes are 3-deep. 100 E. Chesnut, Bellingham, WA, 98225. (360) 733-6440.
- Oct 20: Fat Tire Challenge.** Nanaimo, BC. Cross-country race. Malaspina All Terrain Racing Club, (604) 753-3245.
- Oct 27: George's Cyclocross #2.** Idaho. The second of a three race, cyclocross series. Mike Cooley Alex Gardner, George's Lightweight Cycles, Boise, ID, (208) 343-3782.
- Oct 27: Marymoor Velodrome Association Cyclocross.** Black Diamond, WA. Dan Norton, Marymoor Velodrome Association, (206) 324-7304.
- Nov 3: George's Cyclocross #3.** Idaho. The last of a three race, cyclocross series. Mike Cooley Alex Gardner, George's Lightweight Cycles, Boise, ID, (208) 343-3782.
- Nov 3: Marymoor Velodrome Association Cyclocross.** Fort Lewis, WA. Dan Norton, Marymoor Velodrome Association, (206) 324-7304.
- Nov 10: Marymoor Velodrome Association Cyclocross.** Sea-Tac, WA. Dan Norton, Marymoor Velodrome Association, (206) 324-7304.
- Nov 17: Upper Chuckanut Cyclocross.** near Bellingham. Cyclocross and mountain bike races of 40, 50 and 60 minutes in length. Citizens 10 a.m., mt. Bike 11 a.m. and cyclocross 12 noon. Drive I-5 to Bellingham, exit 250 and follow signs to course. Entry \$10. Prizes are 3-deep. John Spaude, 100 E. Chesnut, Bellingham, WA, 98225. 360-733-6440.
- Nov 24: Marymoor Velodrome Association Cyclocross.** Steilacoom, WA. Dan Norton, Marymoor Velodrome Association, (206) 324-7304.

- Dec 1: Oregon Cyclocross District Championships.** Oregon. District championships. Richard Potestio, Emerald Velo, 733 NW Everett (#600), Portland, OR, 97209. (503) 274-1481.
- Dec 1: Washington District Championships.** Sea-Tac, WA. MVA Cyclocross Series Finale Dan Norton, Marymoor Velodrome Association, (206) 324-7304.
- Dec 7: National Cyclocross Championships.** Sea-Tac, WA. Dan Norton, Marymoor Velodrome Association, (206) 324-7304.



### Rides and Tours

- Oct 4-6: 10th Annual Methow Valley Mountain Bike Festival.** Winthrop, WA. Festival includes: guided rides for all ages and abilities, a fat tire criterium, downhill and cross country race, and rodeo and mountain bike polo. \$85 for all events/weekend or pay per event. Proceeds support Methow Valley Sport Trails Assoc. Scott Marlow, (206) 545-1504 (W) or (206) 526-2769 (H).
- Oct 5: 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 - 9 a.m. Pre-registration forms at your local bike store or SASE. Ruth Ann Stacy, City of Ellensburg, 661 Strange Road, Ellensburg, WA, 98926. (509) 925-4536.
- Oct 6: Kitsap Color Classic.** Fourth season! Ferry to Kingston and pedal one or more loops ranging from 11-69 miles. Visit historic, waterfront communities on rural Kitsap Peninsula and catch the fall colors from the seat of your bike! Fees: \$15 and \$13, CBC members \$2 off. Pat Zanchelli, Cascade Bicycle Club, P.O. Box 31299, Seattle, WA, 98103. (206)522-BIKE ext. # 1.
- Oct 19: Ride to the Brim-"B"-Road.** near Portland. Wake-up & ride to local coffee shops in the Washington County area. 15-20 mile loop. 9 a.m.- noon., 12 yrs-

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- adult. \$6 Joan Andersen-Wells, 11640 SW Park Way, Portland, OR, 97225. (503) 644-3855.
- Oct 26: Veronia to banks-Rails to Trails-"B".** near Portland. Bicycle through a forested corridor along an abandoned gravel railroad. Distance up to 25 miles with 600' gain/loss. 11yrs.-adult. 1-5 p.m. \$7 Joan Andersen-Wells, 11640 SW Park Way, Portland, OR, 97225. (503) 644-3855.
- Oct 27-31: tour of the Napa Valley.** Sonoma and Napa Valleys. A six day Inn-to-Inntour through Sonoma and Napa Valley. Tour starts in Healdsburg, cycling through the vineyards of Alexander Valley and continues through the redwood forests to the Pacific coast. Cost is \$850 and includes five nights lodging, breakfasts, two lunches, three dinners, support van and guided maps. Gloria Smith, Womantours, PO Box 931, Driggs, ID, 83422. (800) 247-1444.
- Nov 8: Shanghai, Nanjing, Beijing. Bike Odyssey- 15 day bike tour in China.** Leland Ching and Richard Huie, 1883 East Shelby St., Seattle, WA 98112, Leland Ching, (206) 784-8137 or (206) 323-4843.
- Nov 9: Family Ride-"A"-Road.** near Portland. A family Fall ride. Easy 4-8 mile loop at Chapeog State Park. All ages. 9a.m.- noon. \$6 indiv. \$9 family Joan Andersen-Wells, 11640 SW Park Way, Portland, OR, 97225. (503) 644-3855.
- Oct 13-Nov 3: George's Cyclocross Series.** Idaho. Three race cyclocross series. See individual listings. Mike Cooley Alex Gardner, George's Lightweight Cycles, Boise, ID, (208) 343-3782.

This calendar is produced as a public service by the Bicycle Paper. Nearly every weekend of the year has something for every bicycle enthusiast. Please call the event promoter for details before attending your event. Please note that listings are subject to change; we update them up to three months ahead of the events. Event organizers and promoters should send listings and changes to Calendar Editor, Bicycle Paper: 1205 East Pike Street, Suite 1-A, Seattle, WA 98122. Fax: (206) 323-2905 E-mail: cmc@accessone.com This calendar may not be duplicated in any form without the written permission of the publisher.

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# Gargoyles Launches Extreme Sports Eyewear

BY NOEL ZANCHELLI

The mention of Gargoyles sunglasses has inevitably conjured images of The Terminator, or former Seattle Seahawk defensive dud, Brian "The Boz" Bosworth. More recently, frantic emergency room physicians can be seen donning Gargoyles eyewear on a very successful dramatic television series. Also, Gargoyles shades are still the premiere choice among race car drivers and mechanics on the NASCAR circuit.

Capitalizing on its technologically superior lenses, Gargoyles has seemingly taken the next step in advancing its line of sports sunglasses by introducing its first ever non-metallic sunglass frames. Designed to meet the increasing demands of the rapidly growing "extreme sports" niche, both the Vortex™ and the Octane™ models should find immediate success in the cycling market as well as a great deal of popularity among snowboarders, in-line skaters and all extreme sports athletes.

Because the Octanes have a most prolific spokesman, I am able to suggest with a great deal of confidence that they will soon become one of Gargoyles most popular models. Ken Griffey Jr., the Seattle Mariners All-Star center fielder proudly dons a limited edition version of the Octanes that bear his signature and are sold with a special limited edition



trading card. The color of the Junior version shades is a distinguished "Griffey Blue," of course.

Despite the fact that one of the biggest heroes of modern sports hocks the Octane eyeshades, they should be appreciated for their genuine qualities. As with classic Gargoyles shades, the Octane polycarbonate lenses feature the patented toric curve design, making them fifty times stronger than safety glass. The importance of this can not be overstated. How many times has dangerous debris from the streets been kicked up by the tires of passing vehicles and struck you or a riding partner in the face. Now imagine that same debris shattering a glass lens immediately in front of your eyes. Enough said. Adding to the strength of the lenses is a thoughtfully placed scratch resistant layer of hard coating on the surfaces.

These unrivaled lenses block a great deal more than just debris from the mean streets. Gargoyles lenses also shield one

hundred percent of the sun's harmful UVA light, which is thought to be responsible for premature aging of the skin, UVB, the invisible light that causes burning, UVC, which has been associated with causing skin cancer, as well as IR, or infrared light. This is an especially important attribute any time an overcast glare or bright sunny day meet your riding conditions. Time spent squinting can fatigue one's mind and muscles in the face, and lead to head aches.

As impressive as the above-mentioned attributes are, the most outstanding quality about the Octane and Vortex sunglasses is their performance. Some performance eyewear pressure the area behind the ears to secure a solid feeling fit and after a while it can cause some irritation. That is definitely not the case with these two new versions of Gargoyles. Wearing both of these models feels phenomenal. Neither weighs more than a single ounce, yet they both fit the face exceptionally well and should exceed the standards of most rigorous mountain bikers and snow sporters. Even caked in mud, you won't shake these shades from your face, unless, of course you're the crazy downhiller type who thinks nothing of crashing at speeds of thirty-plus miles per hour... A feature I particularly

enjoy about the Vortex, as well as the Octanes, is the flexibility of the nylon frames. When I am not wearing them, they fit nicely, out of my way, into the vent holes of the front of my helmet and they have never lost their appealing springiness.

A comfortable, snug fit is achieved by both the Octanes and the Vortexes by placing soft, grippy pads of rubber on the inner bridge of the nose and at the end of the ear pieces. This rubber does not pinch the skin and importantly, it does not slide when the skin perspires: A common criticism of many performance sunglasses.

Gargoyles has successfully ventured into the next level of eyewear with a unique synthesis of style, performance and affordability. The Vortex sunglasses have a more extreme look and feel than the Octanes, which sport a slightly more relaxed appearance, but both are plenty thick with attitude, and are sure to please even the toughest critics.

Octanes by Gargoyles are available in six deep-luster colors and carry a suggested retail cost ranging from \$85.00 to \$95.00. Six colors are also offered in the Vortex models and range in price from \$80.00 to \$85.00, suggested retail. Gargoyles Performance Eyewear 5866 South 194th Street Kent, WA 98032 (800) 426-6396 FAX (206) 872-3468



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Bellevue, WA 98007  
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## REGIONAL REPORTS

### "Foot Prints and Bike Tracks"

The Northwest Bicycle Federation, Washington's bicycle advocacy organization, is hosting the annual Pedestrian and Bicycle Safety Conference October 10 through October 13 at Seattle Center. Like previous conferences, the emphasis is safety and the "Four E's": engineering, education, enforcement and encouragement.

The four day conference teaches participants to initiate programs, policies and facilities that encourage safe walking and bicycling. The conference features interactive workshops, key speakers and presentations.

There are three extra workshops being offered this year, Bicycle and Pedestrian Facility Design seminars as well as a nine hour course titled The League of American Bicyclist's Effective Cycling Road 1 Course. The latter workshop is great for beginner or novice riders wanting to become confident cycling on the road.

The main workshops begin on Friday, October 11, and subjects include: Creative Enforcement, Safe Communities Program and Senior Walkers & Cyclists: Advocacy starts with practice.

Between workshops the conference will host speakers such as TV personal-

ity Bill Nye the Science Guy, John Moffat from the Washington State Traffic Safety Commission and John Kaehny from Transportation Alternatives in New York.

Registration fees vary depending on participation, workshops and activities. The annual fund-raiser for the Northwest Bicycle Federation, "Wheelie Big Auction" is also a part of the conference. For more information or registration contact Northwest Bicycle Federation at (206) 224-9252.



Footprints and Biketracks conference will be held at the Seattle Center on October 10-13. Art donated by Peg Ogle.

### Jerry Baker on the road to recovery

Editor's note: Jerry Baker, a long-time friend to the Northwest bicycling community, received a head injury from a bicycle accident in July. Even though he was wearing a helmet, Jerry was hospitalized for three weeks and will continue recovering from the accident for some time to come. It is unusual for Bicycle Paper to run this sort of personal note in our regional reports, however, Jerry Baker is responsible for our publication as well as many other Northwest bicycle institutions.

I appreciate your concerns, but it looks like I will have full recovery in a few months and you will still see me at Friday track! I would like all of us to make an effort on getting better roads. I fell into a big pothole that should have been repaired many weeks prior to my accident. Yes I was wearing a good helmet as we all should, but once in a while one misses the obvious.

I've heard people are concerned about my condition. Subsequent to my accident I may have to leave Seattle as I'm no longer addicted to coffee. But seriously, if you would like to do something, please try the following:

- 1) Don't send money! Make a donation to NOW Bike or another advocacy group.
- 2) Write your city and county council members and demand road maintenance.
- 3) Write your national congressperson and demand proper

funding for general maintenance. 4) Be active in the community and report unsafe road conditions. We deserve the best, but we won't get it unless we demand it.

Meanwhile, thanks for all the notes. I'm riding my bike although I still notice that they haven't fixed the potholes (But this time I'm avoiding them).

Regards,  
Jerry Baker

### REI backs BBTC

REI has stepped in to help support the Back Country Bicycle Trails Club (BBTC) in revitalizing certain trails in the area for mountain bike use. REI sponsored a work party to recruit bodies for trail work at St. Edwards State Park.

BBTC combined with the REI effort produced an impressive two hundred person effort to work on "Arrowhead Trail." King County's own Washington Trails Association is also involved with the project and provided experienced crew leadership for the "Arrowhead Trail" project.

The push made by all three organizations is a decided model of a citizen group, a corporation and county government working together for positive results.

Upcoming BBTC projects include working on Volunteer and Juanita Trails. To learn more about the projects or to get involved contact Leonard Francies, Trail Boss, at (206) 283-2995



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"Quilt," from pg. 1

Every year bike shops and local Seattle businesses receive a phone call or letter from NOWBIKE requesting a donation for their fund raising auction in October. I believe NOWBIKE is an organization that is essential to the health of Seattle cycling. It is also one of the major reasons Seattle is such a cycling friendly city. I wanted to support them but what could I donate? If you browse the Seattle Yellow Pages you'll find that there are about 65 bicycle shops listed. I doubted that the auction wanted 65 bicycle tune ups (the most obvious thing to donate). What to donate haunted me until I got dressed the next morning.

I struggled to open my T-shirt drawer and the light bulb in my head went off. Of course! I would make a quilt out of my favorite cycling logo T-shirts that I never wear, but can't bear to throw out. Then the high beam light bulb went off asking me just when was I going to find the time to do that? I started to think about how quilting was traditionally a community event that brought a group of people together as well as created a priceless handicraft. Why not follow tradition?

We put out a call asking cyclists to come to the shop and bring along an old cycling related T-shirt and prepare to learn to sew. I had precut backgrounds and all the participants had to do was sew their T-shirt contribution to the background and then sew that piece onto the growing quilt. We would provide a fabric pen so they could sign their



ESTELLE GRAY  
PHOTO BY JOHN PRATT/  
PURSUIT PHOTO

name. Easy. All they had to do was steer the fabric and step on the pedal. I had no idea what to expect.

Much to my surprise there were an equal number of men and women who showed up to participate. There were also equal numbers of both who knew (or didn't know) how to sew. The youngest participant was 3 years old. It was Alex Clark (future heir to the Bicycle Paper?) who was not content to merely sit on his Dad's lap and help guide the fabric. No, we had to set a garbage can upside down and place the pedal on it so that he could reach it and have complete participation. You should see his square...it looks as good as everyone else's. Our second youngest seamstress, 9 year old Jessica also did a superb job.

Now let's talk about the gnarly mountain bike riders and road racers. The President and Vice President of sales for Bell Helmets were in town and made a special stop with a prized Bell Helmet T shirt. I've ridden with these guys before. It was one of the hairiest rides of my life. We rode a rocky knife edge ridge on our prehistoric mountain bikes. You should see the straight line these guys held. You should see the crooked lines they sewed.

Quilting Bees are about being social, not just about sewing. It was not a surprise to me that the topic most commonly discussed was "the project I sewed in 7th

grade Home Ec". Actually, more appropriately it was "the project I cheated on". I'd say almost every one of the women swore they never cheated in school however when it came to the sewing part they may not have been so forthright.

Even though I personally did not cheat myself (you should see the polka dot tote bag I created!), I was an accomplice to the act. Only I was on the other end. I sewed my sister's "frog" for her. I never realized the long term effect it would have. Every time she needs some sewing done she calls me and says "since you sewed my Home Ec project for me, I don't know how to sew, so now I need you to sew my..." There's penalties to pay for both sides of cheating.

What about the T shirts themselves? They speak of the spirit of cycling. There are shirts that go back to 1983 or so. Shirts representing all of the hard core rides (Chilly Hilly, STP, RSVP, Cannondale, TKA events, American Lung treks, etc.), the 1996 Atlanta Olympics, a few bike shops, cycling products, local

Race Across America participants, the Velodrome, and some cool cycling designs.

The quilt is composed of 30 unique squares sewn by 30 unique people. It is a collection of Seattle's cycling history and in time will become a part of history on its own. How would you like to own it? See you at the NOWBIKE auction on Oct 12!



A bike quilt similar to the one to be auctioned on October 12 at the NowBike auction.

PHOTO: ESTELLE GRAY



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## 1996 Wedgwood Cup Track Grand Prix

Unlike most cycling events, the Wedgwood Cup was designed purely as a team event. Rather than riding for personal glory, prizes were awarded to teams in a manner more similar to basketball. This unique format, combined with the fascinating new "American Mile Sprint," provided some of the year's most interesting and exciting racing.

The story of the weekend proved to be the brilliant come-from-behind victory of the Ryan Miller-led Thomas Kemper

Sodas Cycling Team. The 16 year old Miller continues to establish himself, not only as the junior-to-beat, but as the MAN to beat!



Alec Duxbury (Ray's Boat-house) at the '96 Wedgwood Cup.

1996 Wedgwood Cup Overall  
 1 Thomas Kemper Sodas  
 2 Captain's City Brewery  
 3 Ray's Boat-house  
 4 Hales  
 5 QalMed  
 6 Seattle Express

## Northwest Masters Series

After Portland and Vancouver, the Northwest Masters Series paid a final visit to Seattle with closely contested racing. Washington's Andy Dahlstrom and Dan Norton would find themselves in close contention with British Columbia's Larry Zimich and Bill Runyon. Dahlstrom would narrow the gap on Zimich at Marymoor Velodrome only to have Zimich respond with a third place finish in the criterium

and a final victory on the road. Norton would show his national's form by besting Runyon on the track and ultimately taking the overall lead. In the final road race, Giraldo would take the victory with Dutton capturing a close third and the overall title. Vancouver's Barb Zimich, in great form after the Power Bar Challenge, would prevail in the women's events with victories on the road and in the criterium.

### Masters Men, 30-34

- 1 Larry Zimich, Seymour
- 2 Andy Dahlstrom, Captain's
- 3 Randall Nordfors
- 4 Scott Anderson, Steveston
- 5 Tom Jones, QalMed

### Masters Men, 35-39

- 1 Dave Dutton
- 2 Maurizio Gerardi, Nova Spinelli/W. 4th Physical Therapy
- 3 Ivan Meadows, Rose City Wheelmen
- 4 Peter Jensen, Body Wise/Carleton
- 5 Pat Carroll, Aarti

### Masters Men, 40-44

- 1 Mike Barb, Ray's Boat-house
- 2 Conrad Krick, Gregg's Specialized
- 3 Mark Parschil, Gregg's Specialized Jim Mays
- 4 Chuck Jerabek, Ret. Tire Ram
- 5 Mitch Weaver, Rose City Wheelmen

### Masters Men, 45-49

- 1 Dan Norton, Gregg's Specialized
- 2 Bill Runyon, Body Wise/Carleton
- 3 Peter Hales, TW
- 4 Wayne Labs, Gregg's Specialized
- 5 Woody Cox, Gregg's Specialized
- 6 Tom Mark, Wheel Sport
- 7 Bob Szelecki, JES

### Masters Men, 50+

- 1 Jeff Bailey, Scio Path
- 2 Norm Love, Soliton
- 3 Mike D'Arcy, Soliton
- 4 Ian Remme
- 5 Ed Whitmore, Central Base Valley
- 6 Richard Kloss
- 7 Des Stricker

### Masters Women, 30+

- 1 Barb Zimich, Seymour
- 2 Robin Norton, Gregg's Specialized
- 3 Cindy Carroll, Gregg's Specialized
- 4 Cindy Szelecki, Team Washington
- 5 Dana Vitzy, Capitol Velo

## Tour de Fremont

A season end for many riders

BY BRETT STAV

The old adage "perseverance pays off in the end" holds true, especially in the sport of cycling. Early autumn sees many racers fall away from competition, as their enthusiasm and energy wanes in the face of the long winter ahead. But those who raced in the Thomas Kemper Sodas' Tour de Fremont, September 22, were handsomely rewarded for their late-season efforts.

The last criterium on the Northwest racing calendar saw 37 Pro I-IIIIs race 44 laps on a .8 mile circuit around the Redhook Brewery to contest a prize list of \$1500, including \$850 in \$25 lap primes.

Canadian Rodney Henderson and Saturn of Bellevue's Doug Carlton were the first to break away score some late-season cash, before being reeled in by former junior phenom and current National Amateur Criterium Silver Medalist Matt Johnson, and his Thomas Kemper Soda teammates Mike Hainsworth and Ben Jacobsen.

The enterprising Henderson snuck into the following breakaway, and would stay off the front for most of the first half of the race, until the frustrated field brought him back with 16 laps to go. Then it was Saturn of Bellevue's Kenny

Williams and junior standout Ryan Miller's (Thomas Kemper Sodas) turn to bring home the bacon, as they led the pack for the next 7 laps. Ben Jacobsen made a late surge to finish alone, but with over \$400 at stake on the finish line, the hungry pack brought him back with five laps to go.

The high-speed sprint finish went to Williams, who took his second win in this event two years in a row by beating Henderson to the line. Ryan Miller placed third, Matt Johnson finished fourth.

For Williams, the Thomas Kemper Sodas' Tour de Fremont represented his 14th win of a long season.

"The race went really well, my teammate, Doug Carlton, and I took home 16 primes and \$750 in cash," Williams said. "I call that a pretty fair night."

And what sort of training does the race winner have planned for the weeks ahead?

"This is my last race of the year," said Williams. "So I am going to officially have a beer and relax."

Thomas Kemper Sodas' Tour de Fremont, September 22.

- 1) Kenny Williams
- 2) Rodney Henderson
- 3) Ryan Miller
- 4) Matt Johnson
- 5) Kelly Weber
- 6) Mike Hainsworth

## Collegiate National Track Championships

The Husky Cycling Team of the University of Washington held off a late challenge by Stanford University to win the overall team title at the 1996 Collegiate National Track Cycling Championships, held September 5-8 at the Marymoor Park Velodrome in Redmond, WA.

The Huskies of the University of Washington are the new NCCA National Collegiate Track Cycling Champions. The Huskies edged out Stanford University, 669 to 663, to win the team omnium competition — the most coveted title of the event. In addition to the team overall, the Huskies took home a number of event and individual omnium medals:

### Women's Olympic Sprint

- 1 1:31.60 University of Washington
- 2 1:34.24 Stanford
- 3 1:37.80 Marian College

### Men's Olympic Sprint

- 1 1:20.24 Marian College
- 2 1:22.79 Stanford
- 3 1:23.46 Penn. State U.
- 4 1:24.13 University of Washington
- 5 1:24.98 UC San Diego

### Women's Individual Pursuit

- 1 4:05.11 Megan McNeill, Stanford University
- 2 4:06.97 Laura Reed, University of Washington
- 3 4:12.09 Erin Baker, U. Cal. Berkeley
- 4 4:14.48 Erin Alexander, U. Colorado @ Boulder
- 5 4:17.37 Mira Osterreicher, Rollins College
- 6 4:23.57 Lauren Thompson, Georgia State University
- 7 4:26.26 Michelle Samf, Western Washington U.
- 8 4:26.91 Danielle Hapman, UC Davis
- 9 4:27.90 Andrea Miller, University of Washington
- 10 4:31.14 Cynthia Ferguson, Stanford University

### Men's Individual Pursuit

- 1 4:55.52 Brad Bora, UC Santa Barbara
- 2 4:59.09 John Walrod, Penn. State U.
- 3 5:00.50 Ami Assayag, Midwestern State U.
- 4 5:01.99 Randy Bretcher, University of Washington
- 5 5:07.25 N. Peter Amitage, Stanford University
- 6 5:07.43 Bill Clay, Marian College
- 7 5:07.72 Ben Jacobsen, University of Washington
- 8 5:09.51 David Bailey, Stanford University
- 9 5:13.48 Brad Ryno, Marian College
- 10 5:14.10 Jack Dinear, Skidmore College

### Women's Omnium

- 1 Mira Osterreicher, Rollins College
- 2 Erin Baker, U. Cal. Berkeley
- 3 Megan McNeill, Stanford University
- 4 Jennie Reed, University of Washington
- 5 Erin Alexander, U. Colorado @ Boulder
- 6 Heather Thompson, Las Vegas
- 7 Lauren Thompson, Georgia State University
- 8 Laura Reed, University of Washington
- 9 Stephanie Dar, Marian College
- 10 Kelly Herbin, Stanford University

### Men's Omnium

- 1 Brad Bora, UC Santa Barbara
- 2 John Walrod, Penn. State U.
- 3 Bill Clay, Marian College
- 4 Ami Assayag, Midwestern State U.
- 5 Randy Bretcher, University of Washington
- 6 Chad Rodekchr, Auburn University
- 7 N. Peter Amitage, Stanford University
- 8 John Walrod, SSU
- 9 Jamie Milani, Portland State University
- 10 Jack Dinear, Skidmore College

### Team Omnium

- 1 University of Washington 427
- 2 Stanford 417
- 3 Marian College 339
- 4 Penn. State U. 153
- 5 US Air Force Academy 118
- 6 U. Cal. Berkeley 114
- 7 Portland State University 100
- 8 Midwestern State U. 75
- 9 UC Santa Barbara 72
- 10 UC San Diego 72

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## "Cyclocross," from page 1

For the past five years, the Seattle Metro Cyclocross Series, presented by the Marymoor Velodrome Association, has defined excellence. "The closest thing to European 'cross without a plane ride," the Seattle Metro Series offers racers and fans with four unique European-style cyclocross events.

"There is a rhythm and speed inherent in a true cross course," said local racer and Seattle Metro co-promoter Tim Rutledge. "Most courses in the US are very much like mountain bike courses with lots of roots and long climbs—while that's fine for mountain bikes, it just isn't cyclocross."

The Northwest's premier series will feature four courses in 1996: Black Diamond, Steilacoom, Fort Lewis and the US Nationals course at Sea-Tac. The Black Diamond course is slightly rougher than others in the series and taxes racer's riding abilities, while Steilacoom offers a three story run-up on which only the best runners can excel. Meanwhile, Fort Lewis includes a brutal combination of riding and running—a real survival of the fittest. The crown jewel of the series is the Sea-Tac course which balances running, riding and high speeds to closely mimic courses found in Belgium and Switzerland. In addition, Sea-Tac is ideal for spectators, with many viewpoints where riders can be seen multiple times each lap.

The success of the Seattle Metro Series has led other Northwest promoters to schedule races on weekends not featuring a Seattle Metro Series race. Bellingham promoter John Spaude, for example, plans to run races on September 22, October 20, and November 10. This will allow local racers to compete every weekend.

Thanks to the efforts of Seattle Metro Cyclocross Series co-promoter Dan Norton, USA Cycling has unveiled a new National Super Cup Series. This series will

include eight events, two in each major cyclocross region: Colorado, Northern California, New England and Seattle. The series will stop in Seattle on October 27 and December 7.

The United States National Cyclocross Championships will end the Northwest cyclocross season on December 7 and the Nationals will take place on the fa-

mous 1994 Nationals course at Sea-Tac. A complete preview of the 1996 Nationals will appear in the November edition of Bicycle Paper. For more information about Northwest cyclocross, send e-mail to: mvavelo@sprynet.com, or call the MVA hotline at: (206) 389-5825.

## 1996 Seattle Metro Cyclocross Series Schedule

September 29	Black Diamond
October 6	Steilacoom
October 13	Fort Lewis
October 27	Sea Tac (Super Cup Series)
November 3	Fort Lewis
November 10	Black Diamond
November 24	Steilacoom
December 1	Sea Tac (Washington State Championships)
December 7	Sea Tac (US National Cyclocross Championships)

### Directions

**Black Diamond:** From I-5 or I-167 take Hwy. 18 East. Exit off of Hwy. 18 at the Auburn-Black Diamond exit. Turn right towards Black Diamond. Continue until signs and continue on towards Black Diamond. The site is 1/4 mile before Black Diamond on the left when going towards Black Diamond. The address is 22202 Auburn-Black Diamond Rd.. This is private property and is about 1/2 mile off the road down a narrow gravel road. Use caution and park carefully.

**Steilacoom Park (SW Tacoma area):** From I-5 take South 74th Street Exit and head west. After 2 miles the road veers left and turns into Custer Road. In about 1 mile take the free right turn onto 88th St. SW. The road then turns into Steilacoom Blvd. In about 1 mile, turn

left at the traffic light at 87th Ave SW and take an immediate right into the park. Follow paved road in park about 1/2 mile to gravel parking area by the lake and the animal barns. Walk (ride) up the hill to the start/finish area. Park charges a fee for parking.

**Fort. Lewis:** From I-5, take Exit 122/Madigan Hospital exit. Turn East and continue to the main gate at Fort Lewis. Follow signs.

**North Sea Tac (Burien):** From I-5 take Hwy. 518 westbound (this is road to airport). Go past the airport exits and take next exit which is Des Moines Memorial Way. At the end of the ramp turn right and go to the stop light at 136th. Turn right and go 1/4 mile to park entrance. Turn right and park near the fenced gate area along road.

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# Seward Park Season End Classic

Men - Pro 1/2

- 1 Ken Williams StumofBellevue
- 2 Mike Hainsworth Thomas Kenner Subs
- 3 Craig Udman StumofBellevue
- 4 Doug Roberts Control Tech
- 5 Doug Carlton StumofBellevue
- 6 Steve Higgins StumofBellevue

Women - 1/2/3

- 1 Kathy Guter
- 2 Wanda Hewlett
- 3 Leigh Rivwood
- 4 Sam Carter
- 5 Ketié Arvola
- 6 Doreen Triplett

Men - Cat 3

- 1 Brian Peterson
- 2 Craig Hittington
- 3 Jon Mcguff
- 4 Bradley Lewis
- 5 Dave Lay
- 6 Arke Kim

Men - Cat 5/4

- 1 David McBride
- 2 Jonathan Gustable
- 3 Sean By
- 4 Robert Lyons
- 5 Paul Cook
- 6 Richard Carter

Juniors

- 1 Paul Brown
- 2 Nayan Mohan
- 3 Kyle Berk
- 4 Trevor Mays
- 5 Andrew Richards
- 6 Dan Johnston

Women - Cat 4

- 1 Heidi Peinam
- 2 Darrelle Moore
- 3 Lysle Wilhehi
- 4 Sarah King
- 5 Jennifer Davis

Masters Men 40+

- 1 Phillip Hollen
- 2 Peter Fales
- 3 Conrad Kreick
- 4 James Morehead
- 5 James Mays
- 6 Bert Turner

Masters Men 30-39

- 1 Mick Walsh
- 2 Jeff Green
- 3 Joe Baratto
- 4 David Brimo
- 5 Larry Stramon
- 6 Bill Zimmerman

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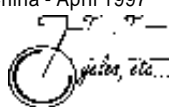
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# MARKETPLACE MARKETPLACE MARKETPLACE MARKETPLACE

# The Fine Work

BY MAYNARD HERSHON

In 1974 I lived in Foster City in what you'd call a "singles" apartment complex. The previous year, my wife and I had to call off our marriage on account of illness: she got really sick of me.

I had all this energy, fresh divorce and all, and my roommate had an unused Raleigh bicycle. I figured out how to shift the gears and found a tire pump. I rode into San Mateo, a couple miles away. I was thrilled.

I rode further and further, eventually climbing the long hill up to Skylonda, where I'd gone in cars and on motorcycles for years. I'd never dreamed I could get there under my own power. Must've been nearly 40 miles, there and back. A superhuman achievement.

Around New Year '75, I bought my own bike after obsessive shopping and catalog-reading. It, too, was a Raleigh, a "Competition," black, a sorta straight frame adorned with gold pin-striping applied by a guy with DTs.

My new masterpiece had French parts screwed onto its British frame, and it had sew-up tires. Those traitorous components provided me with early lessons in regular bike maintenance and frequent parts replacement.

Those accursed tires... You look in the underseat bag to see why the tools inside are no longer rattling; you see the

spare tire, the folding money, the change, the tools and the exploded tube of tire cement. Oh, THAT's why... Do ya see a Dumpster?

I was on the vertical slope of that learning curve you hear people talk about. I had a cool lightweight bike but I had no cycling background and didn't know any cyclists. I read *Bicycling* and *Bike World*. I learned that some of the employees at Talbot's, there in San Mateo, knew stuff and would share some of what they knew, even with a guy as green as me.

As I rode around, I saw that there were people who'd been cycling for years. You couldn't miss 'em. They wore shirts with pockets in back and sometimes across the chest. They wore black wool shorts. Both shirts and shorts had words embroidered on them, French or Italian or Belgian brand names mostly: Molteni, Faema, St. Raphael, Flandria, Peugeot.

The people wearing the shirts and shorts spoke a language I didn't understand, lived in a world I couldn't see into. I loved riding my bike; they evidently did, too. I wanted to be one of them.

I'm forever thankful that some of them looked beyond my geekiness and welcomed me into the sport, made me feel that I could become part of something cool and Euro and special.

The guy I remember best from that

period, my neophyte period in cycling, is Herb Mesler. Mesler wore the embroidered wool and rode a blue Masi. I'd read about Masi, about the little Masi factory under the velodrome in Milan. I thought truly authentic cyclists must all want Masi.

Well, Mesler had one and I don't believe it was brand new even then. His authenticity and his road-seasoned-cyclist presence somehow, thankfully, didn't prevent him from riding with me and sharing some of the joy he found in cycling and cycling culture.

In '75, I moved to Marin County from the Peninsula and made a group of new cycling friends. I never forgot Herb Mesler. I'd see him every few years, usually at some race. I hope I remembered to thank him for being so nice when I was dead green and asking stupid questions.

Why write about him now? I just got a letter from him, forwarded by *VeloNews*. He wrote to tell me he enjoyed my work, that he'd been reading my stuff since I began in '83, with *Winning* and *California Bicyclist*.

He reminded me that the last time we'd met was on top of the Bicycle Outfitter camper truck, from which elevated perch we'd watched the Coors Classic stage at Fisherman's Wharf. Maybe '86 or '87... can't remember.

Herb Mesler says he's got a neck problem and can no longer ride. He says he may have to sell the old blue Masi if he can bring himself to do it. He says it hasn't been an easy adjustment, not riding, and that he loved riding more than anything. Hell, I already knew THAT.



He writes that he and his fiancée Nicole are to be married in October. He says they met while he was watching his years of riding come to an end, that he doesn't know how he might have done without her.

God knows how any of us would do without our sweeties.

Then (imagine!) Herb Mesler thanks ME for "all the great stories."

"Keep up the fine work," he says.

Herb, you've got this turned around. Who knows where I'd be today, partner, without you and a precious few others like you back there in 1975? Who knows? You're the guy who deserves the thanks.

So thank you, Herb, for being a good guy, for showing me the way two decades ago. Riding or not riding, old buddy, YOU keep up the fine work.

Best Regards to you and Nicole,  
Maynard



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## Math in the woods?

BY TOMMYERS

It's almost the year 2000. The day is coming where cyclo-computers will handle simple math for us. It's certainly not an issue of technology.

The term 'computer' is used loosely. Never agree to do math for a computer. If you must, "do it under protest."

Here are four compelling reasons for a resettable odometer:

1. The ride (from a guide-book) started at a campground that was full. We camped at a different campground, but were able to intercept the trail at mile 1.6. You should be able to <enter> \*1.6\* into the odo and start there.

2. There was a loop on the ride that was so much fun that we did it twice. You should be able to delete the extra miles and get back to the guide-book mileage for the rest of the route.

3. When you know that the mileage at a specific location is 5.2, but your 'computer' reads 5.4, it would be nice to be able to step back to 5.2. That way when you reach the next mileage point you don't have to subtract two tenths, and the next, and the next.....

4. The format is well-established: (Mile 1.2 turn left at "T"). There are hundreds of thousands, maybe millions of books in print with this format. None of the currently available cyclocomputers support this format.

At the first "correction", all the information is there for a "calibrate function" in which the computer would calculate, and match the guide-book author's calibration. What we need first is a "resettable odometer that supports guide-book format".



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