

# THE Bicycle Paper

THE VOICE OF NORTHWEST CYCLING

JUNE 95 • FREE

## Mount Spokane kicks-off the Jeep/NORBA National Series

BY DENISE ONO



Not knowing they were in the lead, Alison Sydor (Volvo/Cannondale) fought with Ruthie Matthews (Evian) at the finish in the first Jeep/NORBA National event.

PHOTO BY MARIANNE MCCOY

Despite all the preparation and worrying about poor weather conditions, the sun came out and warmed up Mount Spokane for the first stop on the Jeep/NORBA National Mountain Biking series.

Every category, from Beginner to Pro/Elite, competed in downhill, dual slalom, cross country and observed trials.

Due to snow at the summit, the downhill course was moved to a lower elevation. This caused some concern and minor complaints from the racers because the new course contained a lot of flat sections and even some slight uphill portions.

The women's Pro/Elite event began with about 50 riders. Noticeably absent were current national champion Missy Giove (Volvo/Cannondale) and last year's Grundig World Cup Champion Kim Sonier (Iron Horse). They were both competing on the World Cup circuit at Cap d'Ail, France. This left the field open for someone else to score a win.

After the semi-final run, the field was cut down to 29 competitors. Marla Streb (Marin) clocked the fastest time at 11 minutes, 4.71 seconds. Schwinn's Elke Brutsaert came in 15 seconds behind. Following her third place win in the dual slalom a day earlier, Bellevue, Washington resident Mikki Douglass (Specialized) moved into the third place slot at 23 seconds off the pace, followed by cable TV

commentator Penny Davidson (Evian) and teammate Susan Diblase.

In the final run, Brutsaert blew away the others, coming in at under 11 minutes. Streb held on to take second place, three seconds off. Leigh Donovan (Mongoose) showed a strong finish, jumping from eleventh to third place. Both Davidson and Diblase held on to fourth and fifth place respectively. Douglass came in at sixth, drawing cheers and applause from the local crowd. Other Pacific Northwest finishers included Nelson, BC's Elladee Brown (Rocky Mountain) in eighth, and Victoria, BC resident K. Darcy Taylor (Rip N Hammer) in twenty-first.

The men's Pro/Elite downhill introduced wild card Michael Ronning of Australia to the NORBA crowd. This unsigned rider wowed spectators during the semi-final run, coming in under ten minutes. Bend, Oregon's Paul Thomasberg (Yohohama/Foes) was six seconds behind for a second place finish. Perennial favorite John Tomac (Giant/Tioga) was two seconds later. Miles Davis (Trek), who may someday be as famous as his late jazz great namesake, held on for fourth, with Vancouver, BC's Andrew Shandro (Marin) crossing a split second later.

In the final run, Ronning bettered his time by seven seconds, taking first. Tomac came in less than a second later to capture a

PLEASE SEE "NORBA" PAGE 15

## Hundreds of bicycle commuters rally in downtown Seattle

In an annual effort to encourage bicycle commuting in the Puget Sound region, the Cascade Bicycle Club staged Bike to Work day on May 19. This year, the event was moved from Wednesday (the traditional day for such an event) to Friday. Organizers felt that more people would be open to the idea of riding their bikes on a Friday, when many employers allow workers to dress more casually.

Also new for this year was a rally in downtown's Westlake Park. The Cascade Bicycle Club provided free coffee, food, entertainment and information. Thomas Kemper Sodas and Adobe provided Bike to Work Day water bottles. NowBike and the Seattle City engineering department handed

out information regarding bicycle commuting and advocacy.

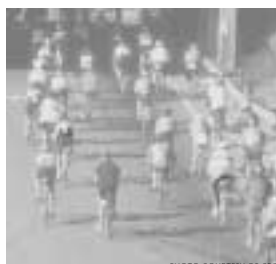
"This is the biggest Bike to Work Day we've ever had," said event coordinator Nancy Kolton. "I think it's very positive, it seems to be going great."

NowBike executive director Susie Stephens agreed. "I think it's very important for the car drivers to see how many bicycles are on the road. I'm really excited about it."

Rally organizer Gypsy Goss said the event went very well and the Cascade Bicycle Club will probably stage the rally next year. "It was a great first. The turnout was awesome and I don't know how we can do any better. But we will next year," said an enthusiastic Goss. "If it keeps growing, we may have to move to the Kingdom," she joked.



Food, drinks, information and entertainment were provided for bicycle commuters at the Cascade Bicycle Club's first Bike to Work Day rally in Seattle's Westlake Park.



Ten-thousand cyclists will be on the road to Portland later this month for the 16th annual Seattle to Portland Bicycle Classic.

PHOTO COURTESY OF BCAC

## 20,000 legs head for Portland

The sixteenth annual Seattle to Portland Bicycle Classic (STP) will take place June 24-25. 10,000 riders will leave from the Kingdome parking lot in Seattle and ride south to Portland.

The Cascade Bicycle Club depends on hundreds of volunteers to insure the ride is safe and organized. Food stops along the route will provide food and drink, mechanical and medical support and information for the riders.

STP is one of the largest cycling events in the country. Riders from 37 states and Canada will participate.

Registration is sold out, but it is still possible to ride. Many registrants cannot ride the event and will try to sell their registrations. The Cascade Bicycle Club will help people find registrations. For more information call (206) 522-BIKE.

## The Road Nationals are coming!

For the second year in a row, Seattle will be the host of the Fresca National Cycling Championships.

The event will consist of three different races and is expected to draw the best amateur riders in the country, all competing for the national title.

The racing will begin on Wednesday, June 7 in Stanwood for the Haggen Foods Time Trial. The 40 kilometer course travels through rolling farmland, skirting the Snohomish and Skagit County lines.

The Sports Pep Thunder Bar Criterium will take place on scenic Alki Point in West Seattle, Friday, June 9. Local rider Kenny Williams (Pazzo Velo) took the silver medal in last year's event. He will certainly be one to watch this year.

The feature event of the Fresca National Cycling Championships is the Microsoft Grand Prix, which will race through the streets of downtown Seattle on Sunday, June 11. Redmond, Washington's Paul Dahlke (Ray's Boathouse/Big Time Pizza) was a standout last year. This year he wants to medal.

The event organizer is the Seattle Championship group. They are currently searching for volunteers to help staff the events. For more information call (206) 803-0676.

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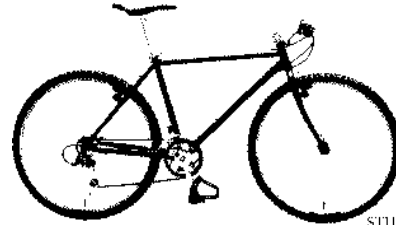


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## Bicyclists not visible enough to State Lawmakers

BY GORDON BLACK

"I could not be leading a religious life unless I identified myself with the whole of mankind, and that I could not do unless I took part in politics." With no disrespect to what Gandhi wrote in 1948, one could paraphrase the Indian spiritual leader and apply his quote to bicycling in the nineties.

My work has taken me to Olympia this year, from where I've seen the political process close up. In the course of a regular session spanning 105 days and a 30-day special session, the inner mysteries of a state capitol become apparent. There is a rhythm to daily life here, a political cadence, if you will. You notice it with the changing exhibitions in the Legislature Building. The noticeable absence in the plethora of associations and groups that put on a show for politicians was bicycling. No rally. No demonstration bike rides. No 50 cent buttons with bike logos. Nada.

Oregon, to its credit, has achieved some notable success following passage of a bill that sets aside 1-percent of the state transportation budget for non-motorized purposes.

In Washington, hopes were high that with the marriage last year of the Northwest Bicycle Foundation and the Washington Bicycle Federation into a single entity (NOWBike) that the political goals would be more focused and generate results. But four bills relating to bicycling, including the perennial "helmet bill," got stuck in committees. "I'm not overly thrilled with what happened with NOWBike and the lobbyist down in Olympia," commented Susie Stephens, NOWBike's executive director. "There's no question that we didn't have a Legislature that was friendly to bicyclists or any liberal or progressive agenda."

While it's true that state politics swung conservative last November, bicycling has bipartisan support, according to Rep. Betty-

## Out-Spokin'

Sue Morris (D-Vancouver).

Morris, whose husband Bill was seriously injured in a bicycle accident, has sponsored several bicycle bills, including a 1991 measure that created a bicycle safety office. She says that bicyclists, among others, often don't see an issue the way lawmakers do. "Interest groups usually believe particularly strongly and wonder why legislators do not agree with them," she comments. You have to make compromise.

"I think there is some backlash," commented Stephens. "There are a lot of people who do not like bicyclists."

In Olympia, Salem or Washington D.C. lobbyists become key sources of information for lawmakers. That means speaking to all who will listen, and that often means explaining the issues to those who are sympathetic so that they can spread the word within the caucus. Call it lobbying 101. And it might be one of Washington bicycling community's failures. "In talking to people in bicycling there were all kinds of information, seminars, flyers and those kinds of communications available," comments Rep. Bill Brunsickle (R-Centralia), who sponsored a House bill on bicycle safety and education this year. There are other, more minor signs that bicycling has virtually no visibility in Olympia. While the apple growers, chiropractors, teachers, gun owners and others hold "legislative days" with displays or rallies attended by members, there are no bike rides or displays to explain bicyclists' point of view. But at least the State troopers patrol the state capitol grounds on mountain bikes.

You can email Gordon Black at [gblack@U.Washington.edu](mailto:gblack@U.Washington.edu)

## The USCF shoots itself in the foot

BY NOEL ZANCHELLI

I owe a lot to the United States Cycling Federation. Some of the most cherished years of my life, and some of my dearest friendships were made while holding USCF license number 41896. So I relish any opportunity to promote and endorse the Federation and its events. It has enthusiastically encouraged and unconditionally endorsed thousands of promising, talented athletes, coaches, and race promoters of all ages, races and sexes for numerous years, and spent a great deal of money in doing so. For this I emphatically applaud the USCF.

However, when the 1996 Olympic Team Trials races were announced in mid April I was awed at the gall of the USCF. By spreading out the trials races across two weeks, four states and every continental time zone, the USCF has contradicted itself and its purpose. The format of the 1996 Olympic Trials is simply an atrocity and much like the great Major League Baseball work stoppage of 1994-95, it has been reduced to the elementary matter of money.

It would be to the advantage of the USCF to make the trials races extremely accessible to cyclists of all income brackets. This would ensure hearty competition and an opportunity for the "unknown" talents to emerge. To truly compete for a spot on the Olympic team, one must race in every trials event. But have you recently shopped the cost of airline travel, including the fees to

ship bicycles? How about van rentals and hotels? How about the costs of meals while traveling? Top level cyclists who find themselves without a great deal of sponsorship dollars are being virtually eliminated from the democratic process of equal opportunity selection. This is unfair and it clearly marks the initiation of the digression of American bicycle road racing as we have come to enjoy it, compliments of bicycle racings' governing body, the USCF.

I can respect that the USCF might intend to promote Olympic caliber bicycle racing in several regions of our country. My objection is that this sprawled out trials venue is not the answer. This is an intensely expensive sport. Money could be much more wisely spent promoting junior class racing at the grass roots, or conducting seminars on how to successfully solicit sponsorship dollars for race events and teams.

The sacred honor of donning an Olympic uniform is now for sale and it is priced to move. The asking price used to be years of dedication, determination, sacrifice, and good old-fashioned blue collar hard work. Now Visa, MasterCard and American Express are gladly accepted. One who can afford the exorbitant costs of the 1996 Olympic Trials competition is almost assured a coveted spot on America's Team. If you can afford to compete at all the trials events, you just might be the kind of athlete that the USCF is looking for. So do not expect any surprises when the 1996 Olympic Team roster is announced. Just read the results page in any racing publication one month before the trials commence and look for the Pro category.

## LETTERS

### Trek and the coreolis effect

Good slam on Trek (*Is Trek Getting Too Big? - May issue!*) We've felt that way about them for a long time. They don't even have their dealer's best interest in mind. Last year a salvage company offered to sell us some water-damaged Dura Ace at a discount from the invoice price. We asked what the invoice price was on several items. It averaged 25% less than typical wholesale. Who was the shipper? Trek. Who was the original consignee? Performance Bike Shop. And it was drop-shipped directly from Shimano's warehouse. All Trek had to do to help screw their dealers (and all of us) is cut an invoice and a purchase order.

And now, why are all drive trains on the right side? They aren't. Only in the Northern hemisphere. It's the coreolis effect, you see. The drive train has to be on the right to counter the gravitational effect of the earth. In Australia the opposite is true. I've never been to Australia, but I'm sure it's true anyway. It's the same reason water spins one way going down the drain here and the other way going down. And storm systems. They do the same. If we put the drive train on the left, we'd fall right over.

Another minor reason: early bikes (and

modern track bikes) had threaded on fixed gears. Right-hand threads. In order for them to stay threaded on, you have to pedal so as to tighten them. Hence the right hand drive. Of course, right-hand threads are due to the coreolis effect too. But that's another story.

Bob Freeman  
Elliott Bay Bicycles

*Thanks for your thoughts, Bob. My commentary on Trek wasn't exactly meant as a slam. I do, however, think that someone should be keeping an eye on what's going on within the cycling industry. The May 15 issue of Bicycle Industry and Retailer News reports that a group of San Francisco bicycle store owners (all Trek dealers) have formed an association to watch Trek and its retailing efforts. Also noted in the same magazine is an announcement that Trek will manufacture two Bontrager bicycles next year. This revelation comes a little over a month after Trek and Bontrager Cycles' Keith Bontrager stated that despite the recent acquisition of Bontrager Cycles by Trek, production will remain at the Bontrager factory in Santa Cruz, California. Hmmm.*

*As for your, ahem, creative explanation for why all bicycle drivetrains are on the right side: I'm sure Phil Anderson would have a thing or two to say about it.*

- Denise Ono

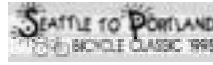

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## So many choices

EENIE MEENIE

MINEY MO...What

kind of bike should I

buy? Road, Mountain or

Cross; and what is a cross

bike, anyway? Sound fam-

iliar? You may have

pondered this yourself,

or if you are a more sea-

soned rider you may find

that your friends are ask-

ing you this question. It seems to be the

cycling dilemma of 1995. However, keep

in mind that there is no real correct answer

(most of the time), just a lot of personal

opinions. I'll do my best here to help you

sort through the fact or fiction behind

some of these prejudices.

First of all a very brief history of the

bicycle since 1970(ish). Back in the 70's

"bikers" were riding "racing" bicycles with

drop handlebars and skinny tires. These

bikes had two chainrings in front and it was

really hard to get up the hills unless you

were very strong. Some riders had "touring

bikes" which still had the drop handlebars



PHOTO BY JOHN PRATT  
PURSUIT PHOTO  
ESTELLE GRAY

and skinny tires but they had the luxury of three chainrings which made for a little easier hill climbing. Both of these bikes had very long top tubes which created a bent over, stretched out, uncomfortable riding position. The lighter the bike, the better, as well.

Then in the 80's the Mountain Bike thing happened. Big fat tires, upright handlebars, indestructible frames, and low gears. The geometry, design and components were made for riding in the woods...over logs, through the mud, and across streams. However lots of people were buying them for road use. The low gears were nice, you didn't have to bend over, and the fat tires were reassuring when it came to flats, urban potholes, railroad tracks and bumpy roads.

The next thing you knew, lots of mountain bike owners started asking for lighter bikes with quicker handling and less aggressive wheels and tires. Bicycle manufacturers responded by designing the "cross" or "hybrid". These bikes have a lighter less aggressive frame, sit you in a little more



PHOTO BY DENISE ONO  
*Cross Bikes, like this one, offer the best of both mountain and road bikes.*

# REI To be stripped in

upright (as opposed to stretched out) position, and have less rugged wheels.

To the best of my ability, that is the fact part. Now comes the opinion part. The first question to ask yourself is, "what kind of riding am I doing?" If you answer this question with any words other than off road riding then rule out a mountain bike from the start. Narrowed down to road or cross you need to decide what kind of handlebars you prefer. Don't immediately assume that drop (racing style) bars are going to be uncomfortable. Set up properly, this should be a very comfortable option. It allows you to duck out of the wind as well as have a variety of hand positions and lets you distribute your weight more evenly. If you choose to go this route you can choose between two or three chainrings, depending on the terrain you will be riding and your overall cycling ability. Road bikes are generally faster than cross or mountain bikes because the rider's position is more aerodynamic, and road bikes are lighter (but more fragile).

If you decide that you indeed prefer the riding position and feel of a cross bike this is another viable way to go. The gear shifters are usually easier to use and understand and the gears are low enough to take you up most of the Northwest's hills. With the addition of bar ends (sticks on the end of your handlebars) you have some alternative hand positions. Admittedly, a cross bike does not have the same coolness as a mountain bike but it already has the necessary modifications you would need to make a mountain bike road or urban friendly.

You can modify most any bike to perform a little differently than its original intention. Changing to drop bars on a hybrid gives you more of a touring bike. Slick tires and more upright stem or handlebars makes a mountain bike more all purpose. However, what is most important is that the bike fits you properly. Don't just purchase a bike based on the fact that you can stand over it. That's like holding up a pair of pants and buying them because the length looks right and not paying any attention to the waist size. Be sure you get the proper reach to the handlebars. Change the stem or handlebars as necessary, but be sure the bike fits in all dimensions.

Eenie meenie miney mo. Whatever works best for you is the right choice. That's the way it goes.

*Do you have any cycling-related questions? Send them to  
Estelle Gray c/o The Bicycle Paper, 1535 - 11th Ave.,  
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## Adapt and Go the Distance

Whatever your level of cycling, one thing is certain: you must begin with a strong and solid foundation. And a strong foundation is most assuredly accomplished through time on the bike.

The serious racer will need a strong aerobic base in order to train more intensely later in the season when he or she is concentrating on speed and increased resistance. The recreational cyclist requires a strong aerobic base so that he or she can ride longer distances without succumbing to exhaustion and fatigue. Both will need a strong foundation in order to prevent overuse injuries that can occur from stressing undeveloped tissues and joints.

Endurance training, for purposes of this discussion, refers to prolonged riding at a reasonable and comfortable pace. At this level (which should approximately 60% of your maximum target heart rate), you should be able to carry on a conversation comfortably with a riding partner. At this low-intensity level of physical stress, the goal is not to increase your maximal aerobic capacity (VO<sub>2</sub>); instead, the goal is to take advantage of the physiological adaptations that your body goes through (see Figure 1). Adaptations are also made in the body's aerobic energy systems, wherein your body becomes much more economical with its resources. The only way to create these adaptations is to spend TIME in the saddle.

### PHYSIOLOGY

Long, slow-distance (LSD) cycling stimulates the slow twitch muscle fibers used in low-intensity training. (High-intensity training—sprinting, for instance—stimulates the fast twitch fibers.) Endurance training stresses the slow twitch fibers until they eventually adapt to the demand, allowing each fiber to work longer with less fatigue thus becoming more efficient in converting chemical energy into mechanical work. This comes from the increased number of mitochondria in your muscles fibers. Mitochondria are the microscopic "powerhouses" that are responsible for converting chemical energy into useful mechanical energy. With individual fibers capable of producing more work, it now takes fewer fibers to maintain a desirable pace, leaving other fibers as reserves. Because you are utilizing less muscular activity, you now require less oxygen. Even though you have not directly increased your VO<sub>2</sub> max, you now can do more with what you have. Your body is becoming more efficient.

### ENERGY

The effects of endurance training on your body's energy system are also beneficial. Because intensity levels remain low, your body is using the aerobic energy system. In this system, you are continuously generating energy from supplied oxygen. Due to the low intensity, your body is not required to use its anaerobic energy system (the accumulation and recycling of lactic acid). Contrary to the aerobic system, the anaerobic energy system relies on your body's limited stored energy. Further adaptations from this type of training assist your body's ability to better utilize stored carbohydrate (glycogen) which is stored in limited supply in your muscles and liver. Glycogen is the preferred fuel source for cycling; however, depletion of these glycogen stores can be exhausted after 90 minutes of riding. BAMM ... you just hit the wall!

Because the intensity remains low, your body learns to use fats as fuel in combination

with stored glycogen. With this combination, you can extend your individual glycogen depletion time from 90 minutes to two hours or more. The more time spent on the bike at low intensity levels, the better the fuel economy. Later in the season, with this prolonged depletion time, racers will have more glycogen to charge hills or break from the pack. Recreational riders and STP participants will enjoy longer rides with less exhaustion with the added benefit of eliminating undesirable fats.

### INCREASING YOUR MILEAGE

How fast should you increase your mileage or your time on the bike? Edmund Burke, Ph.D., of the University of Colorado, advises "plateauing" your mileage every few weeks by periodically leveling off and allowing your body to adapt. This will help you regenerate both physically and mentally before the next jump in mileage. Dr. Burke also advises alternating your long-training weeks with short-training weeks and keeping track of your training in either miles or time. He further suggests that you not try to make-up lost mileage due to sickness or an unexpected schedule change and that you not increase your weekly mileage or riding time by more than 25% from one week to the next.

### REPLENISH, REPLENISH, REPLENISH...

Endurance training or any riding in the hot summer months will tax the body's cooling system—sweat loss can be as much as one to two liters per hour. If exercise in the heat is prolonged, a cumulative fluid loss of three to six liters can occur, leading to dysfunction of cardiovascular and thermoregulatory functions. Along with this fluid loss is the loss of valuable electrolytes. The following are tips for hydrating before, during and after exercise:

**BEFORE:** Solid food can be consumed three to four hours prior to an intense ride or race, whereas liquid meal replacements can be consumed as close as two hours before race time and still allow adequate stomach clearing (gastric emptying). Sport drinks of 5% to 8% carbohydrate solution are easily absorbed, while solutions with more than 10% carbohydrate can delay gastric emptying and may cause stomach upset.

**DURING:** In order to sustain energy and body temperature, rehydrating is essential during prolonged exercise. The intestines can absorb (digest) fluid at approximately the same rate as your stomach—2 to 2.5 liters per hour. If your sweat losses exceed this rate, maximum hydration is impossible and rehydration must be made up after the ride or event.

**AFTER:** Within 15 to 30 minutes after a strenuous ride, you should consume carbohydrates at an approximate rate of 2 grams per 2.2 pounds of body weight (a sport drink of 7% carbohydrate provides approximately 16 grams of carbohydrate per cup) every two hours for at least six hours after the ride. For example, a 150-lb. person should consume approximately eight cups of carbohydrate solution every two hours for six hours after an event. Rehydrating with carbohydrates soon after exercising is also beneficial because blood flow to the stressed muscles is still abundant. With this available blood supply, the muscles are able to replenish their glycogen more readily.

*If you have any health-related questions concerning your cycling, please submit your inquiries in writing to Health Column, c/o The Bicycle Paper, 1535 - 11th Avenue, Suite 302, Seattle, WA 98122*

### Physiological Adaptations of Endurance Training

- Increased ability to burn more fat as fuel.
- Increased heart stroke volume (pumping more blood per beat).
- Improvement in body's cooling system (by increasing blood flow capabilities to the skin while cycling).
- Increased number of capillaries in the stressed muscles (bringing more nutrition and oxygen to the muscles while removing exhausted metabolites more efficiently).
- Increased neuromuscular efficiency of cycling technique.
- Strengthened cycling postural muscles (to maintain riding position for longer periods).
- Increased oxygen to circulatory system (due to improvements in respiratory system).
- Increased the number of mitochondria in muscular tissue.
- Increased ability to store carbohydrates within the muscles and liver.
- Strengthened connective tissues (ligaments and tendons) which prevent overuse injuries later.
- A TOUGHER BUTT!

Figure 1

## There's Strength in Numbers



### RESPONSE ELITE

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RESPONSE ELITE



DIAMOND  
BACK



## REI donates to Great Divide Mountain Bike Route

Missoula, MT—Washington based Recreational Equipment, Inc. (REI) has awarded the Adventure Cycling Association a \$10,000 grant to help develop the Great Divide Mountain Bike Route.

"The grant comes at a perfect time. Route research is scheduled to begin this summer," said national project coordinator Michael McCoy. "The REI grant will help Adventure Cycling work with local user groups to identify appropriate trails for the Great Divide Route."

## Pesto recipe is runner up in The Great Bicycle Pasta Challenge

As promised, here is the second place winner in the Great Bicycle Pasta Recipe Challenge. This recipe was submitted by Deb Follett of Seattle, who says it is a lower fat pesto, as well as being "very pretty and green."

### Deb Follett's Spinach Pesto

- 1 bunch fresh spinach, rinsed and drained.
- 1/2 cup fresh basil leaves
- 1/4 cup pine nuts
- juice of 1 lemon
- 3 cloves of garlic
- 1/2 cup grated parmesan or other hard cheese
- 2-3 tablespoons of olive oil
- a dash of nutmeg
- salt and pepper to taste
- 1 bag of Bicycle Pasta

Puree pesto ingredients in a food processor until smooth.

Cook the pasta in boiling water until tender. Drain and toss with pesto sauce.

You may serve it garnished with freshly grated parmesan cheese. It is also good when tossed with diced fresh tomatoes and steamed mushrooms, zucchini and broccoli.

*Special thanks to Buckeye Beans and Herbs and Seattle Cycles for providing the Bicycle Pasta.*

*For information regarding Bicycle Pasta write to Buckeye Beans and Herbs at: P.O. Box 28201, Spokane, Washington 99228-8201.*

The Great Divide Mountain Bike Route will follow the Continental Divide from the Montana-Canada border and travel through Idaho, Wyoming, Colorado and New Mexico. Spanning more than 3,000 miles, it will be the longest mountain bike trail in North America.

The Adventure Cycling Association was formed in 1973 as Bikelcentennial to create a cross-country bicycle route in celebration of the nation's bicentennial.

For more information call (406) 721-1776.

## Seattle company produces route guide holders for STP

Seattle—CycoActive has produced a special map holder specifically for the STP route guides. These holders secure to the handlebars will hook and loop attachments. The BarMaps keep the guide waterproof and handy for riders.

"With the BarMaps," said CycoActive's Tom Meyers, "you have the map right in front of you. You don't have to worry about getting lost."

The special BarMaps will be available at R+E Cycles in Seattle and other bicycle retailers for \$7.95.

For more information call CycoActive at (206) 323-2349

## Maynard Hershon reads in Boise

Boise, ID—VeloNews and Bicycle Paper columnist Maynard Hershon will give a reading at Tailwind Bikes in Boise, June 16 at 8:00 PM. He will be reading selections from his two books, "Tales from the Bike Shop" and "Half Wheel Hell." SWIFT racing will sponsor the event. The presentation is free, but registration is recommended.

Tailwind Bikes is located at 7068 W. State Street.

Hershon will be in Idaho to cover the Power Bar International Women's Challenge for VeloNews.

For more information call Tailwind Bikes at (208) 853-8309.

## Bikes and Beer featured at Redhook Ale Brewery

Woodinville, WA—The excitement and speed of bicycle racing will be the theme of a photo and art exhibit by Marianne McCoy at the Redhook Ale Brewery in Woodinville. The exhibit, titled "The art of velocity," will open at the Brewery on June 6 and run throughout the

Fresca National Cycling Championships, June 7-11. It will include straight photography as well as a variety of altered images made by computer, infrared black and white, Polaroid transfers and hand-tinted prints.

McCoy's work can be seen regularly in *The Bicycle Paper* and in other bicycling magazines.

The Redhook Ale Brewery is located in Woodinville at 14300 NE 145th Street. It is open on weekends and during the week.

For more information call (206) 483-3232

## Shop news

Fastlane's Bike Rack has opened a new store in Kirkland, Washington. This new store brings the total number of Fastlane's Bike Racks to four. The chain began last year with a store in Kent, Washington. The Kirkland store is located at 12057 - 124th Avenue NE.

The Bike Gallery in Beaverton, Oregon has moved. The new location has twice as much floor space and is more

convenient and easily accessible. The new location is at 3645 SW Hall Blvd. In addition to cycling gear, the Beaverton store also carries cross country ski equipment.

## Idaho's Taft Tunnel trail closed

Kellogg, ID—A trail popular with mountain bikers has been closed indefinitely by the Forest Service. The trail, located near the Idaho-Montana border, follows an abandoned railroad grade.

Forest Service officials closed the trail due to safety concerns. It will not be reopened until guard rails are installed along the trail's seven railroad trestles. "Over the past couple of years public use along the stretch has jumped dramatically and we are very concerned about public safety - especially on the high trestles lacking guard rails," said Idaho Panhandle National Forest (IPNF) Supervisor Dave Wright. The IPNF currently does not have the money to begin construction this year, but will request \$200,000 from Congress. There is no schedule to reopen the trail.

*Do you have news about the people, places and events in the Northwest? Call The Bicycle Paper today and ask for Denise Ono, Editor, at (206) 323-3301*



PHOTO BY JOHN PRATT/PURSUIT PHOTO

*Volunteers will be trained to help people with disabilities enjoy the freedom of cycling.*

## SKIFORALL seeks volunteers

Seattle—Volunteer training will take place at Seward Park in Seattle for SKIFORALL's cycling for people with disabilities program. The training session will take place during the weekend of the Fresca National Cycling Championships on June 10.

The session will focus on familiarize volunteers with the adapted equipment. An additional evening of training will give new volunteers an overview of the responsibilities of volunteering and to learn how to assist people with disabilities.

SKIFORALL is a non-profit organization which helps people with disabilities participate in recreational activities. The cycling program helps people with disabilities experience the freedom of riding bicycles.

For more information or to get involved call (206) 462-0978.

# Tandems, Another way to enjoy cycling

BY JAY STILLWELL

Throughout the Northwest, more couples are giving tandems a try. "When two become one" is how Robbin Golfoos describes riding a tandem. As owner of The Tandem Connection, Robbin speaks from experience on the subject of bicycles built for two. "When I started to ride a tandem, I discovered a new way to enjoy cycling. I live for cycling and love all aspects of riding a tandem. You go faster and you can talk with the person you are riding with. What better way to go for a ride." Robbin's experience is reflected by his customers, who number in the hundreds, and the many acquaintances he has met while riding tandems. "It takes a different type of cyclist to ride a tandem, someone who wants to work together."

Carol and Cass Pittman have similar interest and they discovered cycling when



PHOTO BY JAY STILLWELL  
*Cycles Etc. owner Robbin Golfoos displays a TTC Tandem frame which he designs and sells.*

they could no longer jog. While riding around Lake Washington they noticed other couples riding together on tandems and decided to give it a try. Cass said, "Carol and I had similar strengths when riding together and thought a tandem was a good idea. It was difficult at first because no one explained the importance of communication and the different roles each rider plays. Each tandem has a captain who rides up front, and a stoker who rides in the back. He said, "I became a better captain after riding as stoker for awhile." He pointed out that a good tandem dealer will discuss the roles that each rider has, and work with them after they have purchased a tandem. Cass recalled that their first six months riding a tandem were very difficult because they were used to riding by themselves. Cass relates, "I pedal when descending and Carol likes to coast, so our first descents on a tandem were hair-raising." Like many other tandem cyclists, Cass and Carol promote the sport by riding with other couples that are just beginning.

Ron and Karen Trout are newcomers to the sport of tandem cycling. They purchased a tandem a couple of months ago. Ron is 6'2" and Karen is 5'6". Because of their height and weight differences they decided to purchase a custom tandem. Ron said, "Riding a tandem adds a whole new perspective to cycling. We discovered that when riding separately we couldn't talk which is what we enjoy doing when cycling. Communication is very important and we became naturals at talking to each other. We talk about bumps ahead, when to turn, shift, and brake, actions that you don't think about when cycling alone." Ron admits that Karen would make a better captain but weight distribution has Ron in this role because it is better to have the weight up front. Ron and Karen find themselves on their tandem more and more. They try to ride every weekend and are



PHOTO BY JAY STILLWELL

*ControlTech engineer Dave McLean and friend Tiffany enjoy a Sunday afternoon.*

planning to cycle Napa Valley, California this summer with several other couples. Ron said, "We have two other couples that we ride with, we are always meeting others out riding their tandems. We enjoy the camaraderie that you find riding a tandem, though it isn't for everyone. Tandem events and rallies are great places to meet other riders and the Northwest has several to offer."

The Northwest Tandem rally is one such opportunity that is held every memorial weekend at different locations throughout the Northwest. Four hundred tandems from all over to participate in this event. Another event is sponsored by Eugene,

Oregon-based tandem manufacturer Burley Designs. The Burley Cycling Classic race series is held July 1st through the 4th in Eugene. This event offers tandem riders a prologue, criterium and a stage race, plus many other cycling activities. Race director Patricia LeCaux said, "Last year we had 70 tandems compete and this year we are anticipating more riders." LeCaux added that the event keeps growing and attendance records are set each year.

With people like Robbin, Cass and Carol, Ron and Karen, and Patricia it is easy to understand the appeal that tandem cycling has. Their fondness for tandems and other riders should help the sport grow.



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This calendar is produced as a public service by *The Bicycle Paper*. Nearly every weekend of the year has something for every type of bicycle enthusiast. Please note that listings are subject to change as we update them three months ahead of the events. Event organizers and promoters should send calendar listings and changes to *The Bicycle Paper* at 1535-11th Ave, Ste. 302, Seattle, WA 98122. Our fax machine & bulletin board is on 24 hours a day at 206-323-2905. *This calendar may not be duplicated in any form without the written permission of the publisher.*

**Events**

- Jul 27-30: BC ITT Championships.** Penticon, BC. Peter Matthews, 604-490-4824.
- Aug 15-20: Western Canada Games.** Matsqui, BC. Central Fraser Valley Cycling Club, 604-737-3034.

**Off Road**

- Jun 3: Revenge of the Single Track.** Twin Falls, ID. If you like high-mountain single track, you'll love this one. 208-733-0671.
- Jun 3: The Boss Coast Hills 100 mile MTB Race.** Siletz, OR. Very scenic 100 mile loop on logging roads and trails through the coast mountain range. Challenging and very hilly. Fee: \$35 includes awards, t-shirts, trophies and other goodies. All Finishers will receive a T-shirt. Start time at 6am. John Henderson, P.O. Box 739, Siletz, OR, 97380. 503-292-3516.
- Jun 4: Wedgwood Cycle's Marymoor Park and Beyond.** Marymoor Park, Redmond, WA. Beginner to intermediate level ride through Redmond's dirt. 23+ miles. Carpool from Wedgwood Cycle at 9:15am or meet at Marymoor Velodrome at 10:00am. Roger or Albert, Wedgwood Cycles, 8507 - 35th NE, Seattle, WA, 98115. 206-523-5572.
- Jun 7-8: Wednesday night Mt. Bike Racing Series.** Black Diamond, WA. Weekly mountain bike points series. Categories: Beginner/Sport or Sport/Expert. Entry Fee: \$10 per race. Stiff Wick Productions, 206-824-7666.
- Jun 10: White River Off road Mt. Bike Ride.** Enumclaw, WA. Backcountry Bicycle Trails Club, 3246 32nd Avenue W., Seattle, WA, 98199. 206-283-2995.
- Jun 10: Kelly Canyon Challenge.** Idaho Falls, ID. A long loop and great awards. 208-523-6839.
- Jun 11: Rut Wrestlers' Cross-Country Series #3.** Snoqualmie Pass, WA. George Taggart, Rut Wrestlers Cycling, Wenatchee, WA, 509-662-9375.
- Jun 11: The "Pass-Out" Cross-Country Series #1.** Snoqualmie Pass, WA. George Taggart, Rut Wrestlers Cycling, Wenatchee, WA, 509-662-9375.
- Jun 17: First Security Games.** Pocatello, ID. A celebration of mountain biking in the mountains overlooking Pocatello. 208-233-3704.
- Jun 17: King of the CDA's.** Coeur d'Alene, ID. Steve York, 208-773-4181.
- Jun 18: Battle in the Blues.** LaGrande, OR. A new event for '95. The experts will ride one 35-mile loop which starts and finishes at a hot springs. Part of the Oregon Northwest series. 503-962-7441.
- Jun 18: Wedgwood Cycle's Olmstead Trail Ride.** Seattle, WA. Ride through the neighborhood streets of Seattle that join dirt trails throughout the Emerald city. Meet at Wedgwood Cycle at 9:45am. Albert, Wedgwood Cycles, 8507 - 35th Ave. NE, Seattle, WA, 98115. 206-523-5572.
- Jun 24-25: Revenge of the Siskiyou Mountain Bike Classic.** Klamath Falls, Oregon. NORBA race in Siskiyou Mountains. The oldest and most prestigious mountain bike event and part of the NORBA Classics Series. Two cross country events for Saturday and Sunday Stan Moore, OR, (503) 772-9253.
- Jun 24: Boise River Festival Crit.** Boise, ID. Race on a 2-mile circuit course of dirt, grass and pavement in Ann Morrison Park during the Festival. 208-342-3910.
- Jun 25: B.U.M.B. Century & Double Metric Century.** Mt. Baker Ski Area, WA. Begins and ends on top of the Mt. Baker Ski Area. Timed, 8 mile climb. 2350 elevation gain. Fees \$25.00. Jim Gooding, 6039 Barr Road, Ferndale, WA, 98428. 206-733-2620.
- Jun 25: Galena Grinder.** Sun Valley, ID. Held on the 1988 NORBA National Finals course 208-726-3497.
- Jun 25: Wedgwood Cycle's Dalles Ridge/Ranger Creek Ride.** Dalles Ridge, WA. 3,200 feet of climbing and challenging singletrack. 22 miles, 5-6 hours. Meet at Wedgwood Cycle at 8:00am or at north end of Skookum Flats Trail off Forest Service road 73 at 10:00am. Roger, Wedgwood Cycles, 5601 24th Ave. W., Seattle, WA, 206-784-7273.
- Jul 1: Driggs Big Hole Challenge.** Driggs, ID. Held with the Balloon Festival. 208-354-2828.
- Jul 2: Wedgwood Cycle's Crystal Mountain Loop.** Crystal Mountain, WA. Advanced level ride, moderate pace. 14 miles, 6-7 hours. Carpool from Wedgwood Cycle at 7:30am or meet at Crystal Mountain Trailhead at 10:00am Albert, Wedgwood Cycles, 8507 - 35th Ave. NE, Seattle, WA, 98115. 206-523-5572.
- Jul 4: 1st Annual Fort Lewis Mountain Bike Challenge.** Fort Lewis, WA. 10-20 miles. All Categories. 3-D Fireworks, music and family fun. Open to military and civilian, the post will be open all day! Fee: \$18 before 6-15, \$20 day of race. 206-967-7311 or Gordon at 206-964-0960.
- Jul 7-9: Clallum Bay - Sekiu Fun Days.** Clallum Bay - Sekiu, WA. Cross country and downhill race. \$10 entry fee, cash payback 3 deep all classes. Family Poker ride - no fee. Join in the annual festival of crafts, music, parades and fireworks. Aaron Burdette, 360-963-2216 or Brian Richardson, 360-963-2558.
- Jul 9: Wedgwood Cycle's Capitol Forest Ride.** Capitol Forest, WA. Intermediate to Advanced level of riding. 3-5 hour ride. Meet at Wedgwood Cycle at 7:30am. Roger, Wedgwood Cycles, 5601 24th Ave. W., Seattle, WA, 206-784-7273.
- Jul 15: Mad River.** Wenatchee, WA. Backcountry Bicycle Trails Club, 3246 - 32nd Ave. W, Seattle, WA, 98199. 206-283-2995.
- Jul 15-16: McCall Ski Town Bike Fest.** McCall, ID. Two days of racing at the Brundage ski resort. Cross country, downhill, hill climb and circuit races. Part of the WIM series. 208-342-3910.
- Jul 15: Jimmie Heuga's Mtn Bike Express.** Ski Acres Mt. Bike Center, Snoqualmie Pass, WA. Timed ride on moderate course. Benefits people with MS and SKIFORALL Foundation. Winning team goes to Vail for National finals Maureen Barnard, 206-889-8710.
- Jul 16: Wedgwood Cycle's Sun Top Loop.** Dalles Ridge, WA. Advanced level of riding with difficult climbing and challenging singletrack. 21+ miles, 7-8 hours. Meet at Wedgwood Cycle at 7:30am or at north end of Skookum Flats Trail off Forest Service road 73 at 10:00am. Albert, Wedgwood Cycles, 8507 - 35th Ave. NE, Seattle, WA, 98115. 206-523-5572.
- Jul 21-23: Fourth Annual Oakridge Fat Tire Festival.** Oakridge, OR. Festival will include kids events, riding clinics, tours, women's only rides and a race or two. Plus miles and miles of heavenly singletrack. New for this year is the Northwest Off-Road Tandem ride. Drummond Evans, 503-343-0314.
- Jul 22: Ashton Hillhop.** Ashton, ID. 208-652-3778.
- Jul 23: The "Pass-Out" Cross-Country Series #2.** Snoqualmie Pass, WA. George Taggart, Rut Wrestlers Cycling, Wenatchee, WA, 509-662-9375.

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**TANDEMS**

- Jul 15: Mad River.** Wenatchee, WA. Backcountry Bicycle Trails Club, 3246 - 32nd Ave. W, Seattle, WA, 98199. 206-283-2995.
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**TANDEMS**

**Jul 23: Wedgwood Cycle's Victor Forest Ride.** Bonny Lake, WA. Beginner to intermediate level of riding. 2-3+ hour, 10+ mile ride to meteor crash site. Meet at Wedgwood Cycle at 8:00am. Roger J. Wedgwood Cycles, 5601 24th Ave. W., Seattle, WA, 206-784-7273.

**Jul 29-30: The Iron Lung Messenger Massacre.** Ski Acres Mt. Bike Center, Snoqualmie Pass, WA. Timed technical descent and criterium. Messenger, expert, beginner and women's classes. P.O. Box 9536, Seattle, WA, 98109. 206-527-0955.

**Jul 30: Wedgwood Cycle's Mad Lake Loop.** Lake Wenatchee, WA. Ride the Lake Wenatchee area for scenic and fun mountain biking. Meet at Wedgwood Cycle at 6:30am. Albert J. Wedgwood Cycles, 8507 - 35th Ave. NE, Seattle, WA, 98115. 206-523-5572.

**Aug 5: Pysht River Ocean View.** Clallum Bay, WA. Backcountry Bicycle Trails Club, 3246 32nd Ave W., Seattle, WA, 98199. 206-283-2995.

**Aug 5: Hell of the NW.** Bellingham, WA. All categories. Off road Mt. Bike race. Pat White & Donn Kellogg, 360-332-5384.

**Aug 12: Mackay White Knob Challenge.** Mackay, ID. 11th year! Same 18 mile loop as last year. Part of the Utah Cannondale series. 208-342-3910.

**Aug 13: The "Pass-Out" Cross-Country Series #3.** Snoqualmie Pass, WA. George Taggart, Rut Wrestlers Cycling, Wenatchee, WA, 509-662-9375.

**Aug 18-20: Cindy Whitehead Women Only Mountain Bike Camp.** Mt. Hood, OR. Lynn Nicholson, Bike Treks International, 13106 NW Germantown Rd., Portland, OR, 97231. 800-300-1565.

**Aug 26: Pacific Crest Cup.** Ski Acres Mt. Bike Center, Snoqualmie Pass, WA. Family ride and race to benefit the Backcountry Bicycle Trails Club's Trail Building Fund. Prizes TBA Patrick J. P.O. Box 9536, Seattle, WA, 98109. 206-527-0955 or 206-437-7022.

**Rides & Tours**

**Jun 3: 5th Annual South Bay Half Century.** North Thurston High School, Olympia, WA. Picturesque 25 and 50 mile routes along Olympia loop. Food, map, sag and rest

stops. \$15 pre-reg, \$17 day of ride. Benefit for American Diabetes Association. 8-10am registration/start. Post-ride BBQ is included in registration. All riders receive T-shirt. Joanne Hine, 3434 Martin Way NE, Olympia, WA, 98506. 800-456-6017 or 206-456-6677.

**Jun 3: The Best of the Northwest Bike Ride.** Seattle, WA. A great STP training ride starting at Woodland Park. Ride through a rural river valley, skirting the Sound with wonderful water views. Washington Environmental Political Action Committee, 206-632-7440.

**Jun 4: 13th Annual Peninsula Metric Century.** Southworth Ferry Terminal, Southworth, or Gig Harbor, exit 25, Hwy 16. 20k, 50k, 100k and 100 mile loops, all routes go along Puget Sound, great training for STP and RAIMROD. Map, food and participation item. \$10 pre-registration, \$12 day of ride. C. Gramlich, Tacoma Wheelmen's Bicycle Club, P.O. Box 112078, Tacoma, WA, 98411. 206-752-4038 or 206-265-2127.

**Jun 4: Le Tour De Spokane.** Riverfront Park Spokane, WA. Half metric century, metric century, 100 mile options. Fees are \$16.00, \$7.00 under 12. Gino Lisiecki, 1012 W. 23rd Ave., Spokane, WA, 99203. 509-838-3707.

**Jun 4: Ashland Alpine Triple Challenge.** Ashland, OR. A favorite ride, participants have a choice of a 15, 50, or 100 mile ride through the mountains above southern Oregon. Fully supported with a reputation for great food and finish line party. Russ Rickert, OR, 503-482-8704.

**Jun 10-11: MS Tri-State Bike Tour.** Transported from Spokane, WA. to start in Thompson Falls, MT. Benefit for Inland Northwest Chapter of Multiple Sclerosis. Two day, fully supported tour through Montana, Idaho and Washington. \$25 registration fee. \$30 after 6/1. Chris Poteallo, MS Society, E. 818 Sharp, Spokane, WA, 99202. 509-482-2022.

**Jun 10: Wenatchee Apple Century and Half Century.** Wenatchee, WA. 7th annual ride is the premier STP training ride. Register at the Greater Seattle Bicycle Expo, both 115 or contact David Whitmore, Wenatchee Sunrise Rotary, P.O. Box 1433, Wenatchee, WA, 98807. 509-662-9544.

**Jun 10: Spring Century.** Clackamas County Fairgrounds, Canby, OR. 50, 100 k and 100 mile choices. Join 1,500 of your closest friends for a leisurely ride through scenic farmland Nikki Hilton, 3334 NE 22nd Ave., Portland, OR, 97212. 503-284-0213.

**Jun 10-11: Peninsula-Island Ramble.** Ferry Terminal, Edmonds, WA. Two days of rural riding through North Puget Sound. Fee includes one night indoors, ferry tickets, group breakfast, support vehicle, tour guide. Limit:60 Aniceto Seto, Northwest Bicycle Touring Society, 4707 - 2nd Ave. NE, Seattle, WA, 98105. 206-633-3235.

**Jun 10-11: MS 150 Tour.** Spokane, WA. 2-day scenic ride includes meals and full support. \$25 pre-registration and \$125 in pledges. Chris Poteallo, Inland NW Chapter MS Society, 818 E. Sharp, Spokane, WA, 99202. 509-482-2022.

**Jun 10: Kahneetah Bike & Bath.** Central Oregon. 75 mile ride from Bend to Warm Springs. Swim when you get there! Support. Dr. Mike Reimhofer, Chiropractor, 503-382-3563.

**Jun 10: '95 Lewis County Klein Classic.** Chehalis, WA. Annual event includes "all-you-can-eat" spaghetti lunch Twin Cities Chamber of Commerce, 500 NW Chamber of Commerce Way, Chehalis, WA, 98532. 800-525-3323.

**Jun 10: 3rd Annual Strawberry Century Tour.** Lebanon, OR. 55, 70 and 100 mile loops. Rolling to moderately hilly rural landscapes, historic towns and scenic views of the Cascade Mountains and Willamette Valley. Fee: \$10. Lebanon Community Hospital c/o Santiam Slow Spokes, P.O. Box 739, Lebanon, OR, 97355. 503-451-4547.

**Jun 11-17: Trek Washington.** Gasworks Park, Seattle, WA. Seven-day, 385-mile cross-state ride from Seattle to Spokane (via the spectacular North Cascades). Full support: return transportation included. \$60 registration fee, \$650 in pledges. Angela Mansfield, American Lung Association, 2625 3rd Ave, Seattle, WA, 98121. 206-441-5100 or 800-732-9339 (in WA).

**Jun 11: Flying Wheels Summer Century.** Seattle, WA. Final century training ride for STP riders or choose a shorter loop of 25, 40 or 60 miles. Plans for '95 include creating a special family loop. Cascade Bicycle Club, P.O. Box 31299, Seattle, WA, 98103. 206-522-BIKE.

**Jun 17: 4000 in 40.** Pioneer Park- Walla Walla, WA. Climb 4000 feet in 40 miles through Walla Walla Valley & Blue Mts. Fees TBD. T-shirt. Bob Watson, Wheatland Wheelers B.C., P.O. Box 2315, Walla Walla, WA, 99362. 509-525-9548.

**Jun 17: Watermelon Ride.** Salem, OR. 125 or 82 mile ride from Salem to Harrisburg, Oregon and back. Supported with food and drink at check points. Registration: \$15. Salem Bicycle Club of Oregon, P.O. Box 2224, Salem, OR, 97308. 503-585-3079 or 503-370-8490.

**Jun 18: Double Dawg Metric Century.** Bend, OR. Road ride for tandems and singles. Hutch's Bicycles, 503-382-9253.

**Jun 19-Aug 5: Coast to Coast Bicycle Classic™.** Seattle, WA. Bicycle from Seattle to Asbury Park, NJ. 3400 miles, 3 mountain ranges, 12 states, 48 days. Tim Kneeland, Tim Kneeland & Associates, Inc., 200 Lake Washington Blvd., Suite 101, Seattle, WA, 98122-6540. 206-329-6090 or 800-392-9253.

**Jun 24-25: Seattle to Portland Bicycle Classic (STP).** Kingdome, Seattle, south parking lot. A 1 or 2 day, 200 mile ride from Seattle to Portland. Advance registration required. Cascade Bicycle Club, P.O. Box 31299, Seattle, WA, 98103. 206-522-BIKE.

**Jun 25: Wild and Scenic River Ride.** Westfir, OR. One day fun ride on the Aufderheide Scenic byway. Cycle along the wild and scenic North Fork of the Willamette River. Casual family ride or rigorous 64-mile round trip. Entry fee: \$35 includes lunch, support van and mechanical services. 100 rider limit. Excursions Extraordinaires, P.O. Box 5766, Eugene, OR, 97405. (503) 484-0493 or (503) 343-7507 (Fax).

**Jul 2: Cannonball 300 Ultramarathon.** Seattle to Spokane. Eleventh annual 275 mile ride from Seattle to Spokane. Registration \$10.00. E-mail: terry@microsoft-con Terry Zmrhal, 9304 - 168th Pl. NE, Redmond, WA, 98052. 206-861-1766 or 206-233-1861.

**Jul 7-8: Cycle Oregon Double Century.** Pacific University, Forest Grove, OR. Two day event features all the amenities of the infamous week-long ride. Fee: \$95. For registration and route information please contact the Cycle Oregon office. Adrienne Van Bommel, Cycle Oregon and Cycle

Oregon Double Century, 8700 SW Nimbus, Suite B, Beaverton, OR, 97005. 503-643-8064 or 800-292-5367.

**Jul 8: S-2-S.** Seattle to Spokane, WA. One day 283-mile ultramarathon ride from Seattle to Spokane, on U.S. Hwy. 2. Pat Marek, 2814 NE 177th pl., Seattle, WA, 98155. 206-361-5064.

**Jul 9: Tour de Pierce.** Puyallup Fairgrounds, Puyallup, WA. 12, 30 and 50 mile loops of varying terrain through beautiful Puyallup Valley countryside. Sponsored by Pierce County Parks to benefit bicycle safety and youth recreation programs. \$10 individual pre-reg, \$12 day of ride, \$25 family pre-reg, \$30 day of ride. Mike Dobb, Pierce County Parks, 9112 Lakewood Dr SW, Tacoma, WA, 98499. 206-593-4176 or 206-596-6678 (Sheila Pudists).

**Jul 9: Midsummer Nightmare Double Century Ride.** Spokane. One-day double century ride on scenic rural roads in Spokan & Stevens counties. Long Lake, Lake Roosevelt & Huckleberry Mtns. 8500 ft. climb. 5 food stops, t-shirt, limited sag. \$25, \$30 after 6-30. Fund raiser for Spokane Bicycle Club's programs. Sally Phillips, Spokane Bicycle Club, 3608 E 35th St, Spokane, WA, 99223. 509-448-6271.

**Jul 9: Ice Cream Classic.** Sunriver, OR. 75 mile casual road ride. No support. \$5.00 registration fee goes towards ice cream cone or soda at Goody's afterwards. Sunnyside Sports, 503-382-8018.

**Jul 12-16: Red Spoke 1995.** Redmond, WA. Eighth annual five-day event across the state of Washington. Fully supported fund-raising bicycle adventure. Registration \$35 before 4-15, \$50 after. Minimum donations \$350. P.O. Box 563, Redmond, WA, 98073. 206-881-1882 or 206-528-5742.

**Jul 15-19: Canada's Big Island Tour.** Vancouver Island and Victoria, B.C. Ride through Victoria, Butchart Gardens and Sidney-by-the-Sea. 35-45 miles per day on paved, moderately hilly backroads. Other activities in conjunction with this event. Fee: \$235. Call about other exciting tours! Imagine Tours, 917 Third St., Davis, CA, 95616. 800-228-7041.

**Jul 15: Salmon to Timber Century.** Sequim, WA. Choose from 100, 50 or 30 mile loops which parallel the lush foothills of the Olympics and the beautiful Dungeness Valley. Fees: \$15 Kevinn Curry, Olympic Peninsula Bicyclists, P.O. Box 267, Port Angeles, WA, 98362. 360-452-0946 or 360-928-3075.

**Jul 19: Willamette Greenway Tour.** TBD. 80-mile ride figure-8 loop along Willamette River. 2 ferry crossings. Richard Burgess, Mid Valley Wheelmen, P.O. Box 1283, Corvallis, OR, 97339. 503-758-5006.

**Jul 22-23: PTE, Portland to Eugene.** Portland Coliseum. Hilly double century winding through very scenic countryside in the Willamette Valley. Stopover in Salem Oregon, then through Corvallis to Eugene. For information, send a SASE to PTE or call the PTE hotline David Rittenhouse, Salem Bicycle Club, P.O. Box 69262, Portland, OR, 97201. 503-222-4922.

**Jul 22-30: Trans-Mountain Tour.** Darrington, WA. Nine day, 500-mile loop tour. Fee includes all campground, motel, park fees, SAG wagon, tour guide, bicycle transportation and charter bus service to Darrington and return from Federation Forest State Park. Fred or Connie Scheetz, Northwest Bicycle Touring Society, 1200 Federal Ave. E., Seattle, WA, 98102. 206-323-0533.

**Jul 22: Tour de Firefighters VI.** Gig Harbor, WA. Family pledge ride. 7 to 50 miles from fire station to fire station. Fees: TBD Chris Goodman, Gig Harbor Peninsula Fire Fighters Association, 6711 Kimball Dr., Gig Harbor, WA, 98335. 206-851-3624.

**Jul 22: Marysville Strawberry Classic Bike Ride.** Marysville, WA. Leisurely or challenging 20, 40, 70 or 100 mile loops. Several complimentary rest stops, toilets and motorcycle/van overseers. \$20 fee includes the ride, famous strawberry shortcake, BBQ chicken, salad, bread and beverages. Strawberry Classic, P.O. Box 349, Marysville, WA, 98270. (360) 653-1570 or (360) 659-3772.



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**Jul 27: Ride Around Mt. Rainier in One Day (RAMROD).** King County Fairgrounds, Enumclaw. One day around Mt. Rainier. 154 mi, 10,000 ft elevation gain. Registration by lottery, 2-20, 3-4: \$55. Pick up applications at Seattle Bicycle Expo. E-mail: lam@esca.com Lynn McLaughlin, Redmond Cycling Club, P.O. Box 1841, Bothell, WA, 98041-1841. 206-233-1861.

**Jul 29-Aug 8: Glacier to Calgary Bike Trek.** Kalispell, MO. Ten-day bike tour of four national parks in Montana, British Columbia and Alberta (including Glacier and Banff NP). Full support. \$50 registration fee, \$900 in pledges. Laurel King, American Lung Association of California, 21 Locust St., Woodland, CA, 95695. 800-827-2453.

**Aug 5-6: 14th Annual Tour of Scenic River**

**Aug 6: Snoqualmie Tour de Peaks.** Railroad Park, Snoqualmie, WA. 8 mi, 50 km, 100 km tours, all featuring great scenery, town festival events, and local restaurant food sampling. Fee includes marked route, map, route guide, number, sag, souvenir and extraordinary food. Celebrate Snoqualmie Days with a bicycle tour of the valley that made Twin Peaks famous. Fees: TBD Connie Littlejohn, Snoqualmie Wheelpersons, P.O. Box 356, Snoqualmie, WA, 98045. 206-888-4440.

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**TANDEMS**



Seattle's bicycle police showed up in force at Westlake Park's Bike to Work Day rally.

**Jul 28-29: Le Tour De Pain III.** Spokane, WA. Daily 4:30am to 9:00pm. Endurance tour with time primes. Open division for all ages. 10 rider maximum. Bill Misner, 509-489-6582 or 509-327-5817.

**Jul 29-30: MS 150 Around the Sound Bike Tour.** The ultimate weekend in fun and fitness! Day one: tour the scenic countryside of Snohomish and Skagit counties. Day two: Face the challenging hills and valleys of Whidbey Island. Money raised funds national research efforts and provides local services for people with MS. Lots of terrific fundraising prizes. Fully-supported with plenty of food and drink. Debbie Helpert, Multiple Sclerosis Society, 192 Nickerson St. Suite 100, Seattle, WA, 98107. 206-284-4236 or 1 800-800-7047.

**Valleys (TOSRV) -NW.** Marysville, WA. Two day 150-mile ride through Skagit and Snohomish Counties. 2 meals provided + 4 snack stops. Camping at Burlington KOA. We haul your camping gear. Pre-registration required. Fee: TBD. To request an application, call and leave a message. Patty Garrett, BIKES of Everett, P.O. Box 5242, Everett, WA, 98206. 206-339-ROLL.

**Aug 5-13: Seattle, Victoria & San Juan Islands Tour.** San Juan Islands, WA. Nine-day loop includes 300 miles plus optional mileage in Victoria and the San Juan Islands. Fee includes five camping and three motel lodgings, one dinner, one breakfast, eight ferry trips, SAG wagon and tour guide. Dan or Karen Healy, Northwest Bicycle Touring Society, 4612 S. 291st, Auburn, WA, 98001. 206-941-5870.

**Aug 11-12: Ride from Seattle to Vancouver, B.C. and Party (RSVP).** University of Washington start. 183-mile ride through scenic and rolling hills. Advance registration required. Band and no-host cash bar in downtown Vancouver, B.C. Map and luggage support included. 1 food stop each day. Registration deadline: July 14. David Swendt, Cascade Bicycle Club, P.O. Box 31299, Seattle, WA, 98103. 206-522-BIKE.

**Aug 12-13: Jackson Prairie Ramble.** Capitol Information Center, Olympia, WA. Two day ride with overnight accommodations, meals and entertainment. 70-100 miles of travel each day through scenic parts of 3 counties. Map, 3 meals, lodging, sag and t-shirt. Fee: \$80 Jim Lazar, Capitol Bicycling Club, P.O. Box 642, Olympia, WA, 98507. 206-956-3321.

**Aug 19-20: Hood Canal Bike Whirl.** Union, WA. 2 day/100 mile ride on waterways and rural roads. Day 1 ends at Wellness Festival at Harmony Hill Wellness Retreat Center. \$35 registration fee includes full support, sag, rest stops and meals. Joanne Marcoe, 401 SW Langston Rd., Renton, WA, 98055. 206-271-2150 or 800-270-3231.

**Aug 20: The Ride.** Bremerton WA. One day 13, 21, 28 or 36 mile loops. Fee: \$15. Includes souvenir. T-shirt optional. West Sound Cycling Club, P.O. Box 1579, Silverdale, WA, 98383. 206-377-3041 or 206-479-1265 (Ted Dupree).

**Aug 20-23: Tour de Lane.** Lane County, OR. A 4-day, fully supported tour of Lane County, Oregon. Daily mileage 60-75 miles. Points of interest to include old-growth trees, covered bridges, a winery, a paddlewheel riverboat and a recreated Western town. Limit: 400 riders. For early registration and more information, call. Paul Kemp, Pathfinders, P.O. Box 210, Oakridge, OR, 97463. 800-778-4838 or 503-782-4838.

**Aug 20: Bear Creek 100.** Medford, OR. 50-100 mile, 100 K riders. Lots of food and fun. Leaves from Bear Creek Park Richard Jones, Siskiyou Wheelmen, 503-779-3821.

**Aug 26: Crater Lake Tour.** Broken Arrow Campground, Diamond Lake, OR. 34 mile ride around the Lake on the Rim Road. Caution for high altitude (8000 ft). Fees: TBD Richard Burgess, Mid Valley Wheelmen, P.O. Box 1283, Corvallis, OR, 97339. 503-758-5006.

**Aug 26-28: Courage Classic.** Snoqualmie, WA. 3 day, 172 mile, 3-pass adventure through Cle Elum, Leavenworth and Skykomish. Fundraising event of Mary Bridge Children's Hospital. Tim Kneeland, Tim Kneeland & Associates, Inc., 200 Lake Washington Blvd., Suite 101, Seattle, WA, 98122-6540. 206-329-6090 or 800-392-9253.

**Aug 26: Sawed-off Century.** Hoquiam, WA. 30, 55 or 80 mile loop through timber country. Fee includes prizes, rest stops and food. \$12 by 8-15, \$15 after. Lee Stage, Harbors Bicycle Club, 6912 Fremont Drive, Aberdeen, WA, 98520. 360-533-2927.

**Series Races**

**Apr 4-Sep 19: Baddlands Twilight Race Series.** Spokane, WA. Held every Tuesday evening at 6pm in Spokane. Venues vary. Bob Fisher, Baddlands Bicycle Club, 509-235-3880 or (Alex Renner) 509-456-7470.

**Apr 26-Jun 28: Ravensdale Time Trial Series.** Ravensdale, WA. Wednesday night series. All Categories. Curtis Lea, WA, 206-271-2466 or 206-655-1117.

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**TANDEMS**

**May 2-Aug 29: SIR Circuit Road Race Series.** Seattle International Raceway, Kent, WA. Every Tuesday night. Closed circuit road race. 2-1/4 mile lap. Change direction every week. Race until dark—races get longer as the summer continues. Categories: Women, Masters, Cat 1-2-3, Cat 4-5 Sam Lee, WA, 206-630-9999.

**May 2-Sep 5: PIR Circuit Series.** Portland International Raceway, Portland, OR. Track racing Tuesday Nights From May through September, except 6/20, 7/4, 7/18. Jeff Mitchem, Raindance Velo Club, P.O. Box 10574, Portland, OR, 97210. 503-228-7352.

**May 4-Aug 31: Seward Park Series.** Seattle, WA. David Douglas, Cycles, Etc., 1110 - 3rd Ave #610, Seattle, WA, 98101. 206-932-5921 or 206-343-5633.

**May 8-Sep 11: Portland International Raceway Series.** Portland, OR. Every second and fourth Monday. May 5 to September 11. Flat course-1.9 mile circuit. 3-series - 3wks Masters age graded, 3wks Masters category graded, 3wks handicap series (all riders), women's series TBA. Shelly Pederson, Rose City Wheelmen, 1274 NE Village Square Ct. Gresham, OR, 97030. 503-667-1739 or 503-721-6236.

**May 8-Sep 11: RCW's Masters/Women PIR Series.** Portland International Raceway, Portland, OR. Track Races Every other Tuesday Night From May through September. Jim Pederson, Team RCW, 1274 NE Village Sq. Ct., Gresham, OR, 97030. 503-661-1739.

**Jun 17-Jul 22: Points Race Series/Madison.** Alpenrose Velodrome, Portland, OR. Criterium style points races/Madisons. 6/17, 6/25, 7/5, 7/12, 7/19. Candi Murray, Team Oregon, 4318 SE 8th Ct., Gresham, OR, 97080. 503-661-5874.

**Jun 21-Jul 19: Mt Tabor Series.** Portland, OR. Hilly Circuit race series - 6/21, 6/28, 7/5, 7/12, 7/19. Jeff Mitchem, Radiance Velo, 1333 SW College, Portland, OR, 97221. 503-221-1176.

**Jun 3: Silver Falls Road Race.** Silverton, OR. Hilly point to point road race. Steve Yenne, Capitol Velo Racing Club, 1790 Liberty St, NE, Salem, OR, 97302. 503-390-0646.

**Jun 3: Hats Off Day Criterium.** Vancouver, BC. Mike Wright, Vision Cycling Promotion, 604-253-4770.

**Jun 3-4: Avanti-Team Vent Noir Stage Race.** Seattle, WA. All Categories. This race is a BAR/BAT race for WSBA members. Tom Ramsey, 206-824-8023 or 206-564-7760 (Kevin King).

**Jun 3: Montana TT Championship.** Kalispell, MT. Time Trial Championship for the State of Montana. A Montana Cup Points Series Race. Don Arthur, 406-752-4100.

**Jun 4: UBC Omnium.** Vancouver, BC. Mike Wright, Vision Cycling Promotion, 604-253-4770.

**Jun 4: Silverton Criterium.** Silverton, OR. Criterium Steve Yenne, Capitol Velo Racing Club, 1790 Liberty St, NE, Salem, OR, 97302. 503-390-0646.

**Jun 9: Fresca National Criterium Championships.** Seattle, WA. USCF National Criterium Championships. Qualified individuals only. Todd Starnes, Seattle Championship Group, 206-285-3212.

**Jun 10-11: Creston Valley Stage Race.** Creston Valley, BC. Jim Jacobson, Creston Valley Cycling Club, 604-428-7127.

**Jun 11: Alberni Flyers Criterium.** Port Alberni, BC. Ian Hay, Alberni Flyers Cycling Club, 604-723-8621.

**Jun 11: Fresca National Road Championships.** Seattle, WA. USCF National Road Championships. Qualified individuals only. Todd Starnes, Seattle Championship Group, 206-285-3212.

**Jun 11: Col de Bachelor Road Race.** Bend, OR. 75 mile road race. Sunnyside Sports, 503-382-8018.

**Jun 15-25: Power Bar International Women's Challenge.** Idaho. Women's only bicycle race through world-class routes in Idaho. Formerly the Ore-Ida Women's Challenge, this event showcases the best of women's cycling. This race is the only U.S. Women's bicycle race on the International Calendar. A must see event. Jim Rasdan, P.O. Box 299, Boise, ID, 83701. 208-345-7223 or 208-343-5325 (fax).

**Jun 17-18: Missouri River SR.** Great Falls, MT. USCF Categories. A Montana Cup Points Series Race. John Juras, 406-761-7021.

**Jun 18: Cat IV/IV Championship/Rehearsal Road Race.** TBD. Championship road race for Cats. 4-5. Rehearsal race for Srs. Larry Smith, Emerald Velo, 7781 SW 4th, Portland, OR, 97219. 503-293-6505.

**Jun 18: Washington State Criterium Championships.** Federal Way, WA. USCF Criterium championships for the state of Washington. Kevin King, 206-564-7760 or 206-564-7625.

**Jun 23: Twilight Criterium.** Milwaukie, OR. Larry Smith, Emerald Velo, 7781 SW 4th, Portland, OR, 97219. 503-293-6505.

**Jun 24: Mt Tabor Criterium.** Mt Tabor Park, Portland, OR. 1.3 mile course on the side of extinct volcano. Various races and various number of laps. Novice and all USCF categories including Tandems. Michael Ackley, Team RCW, 9205 NW Skyline Blvd., Portland, OR, 97231. 503-285-9720.



PHOTO BY DENISE ONO  
*When asked if she wanted to be a racer when she grew up, this little rider responded, "I am a racer!"*

**Single Races**

**Jun 3: Silver Falls Road Race.** Silverton, OR. Hilly point to point road race. Steve Yenne, Capitol Velo Racing Club, 1790 Liberty St, NE, Salem, OR, 97302. 503-390-0646.

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**Jul 8-9: Whistler 2-day Stage Race.**  
Whistler, BC. Malcolm Collings, 604-732-4193.

**Jul 8: 1995 HammerFest Masters Regionals Road Championships.**  
Rosalia, WA. Masters regional championships for Alaska, Utah, Idaho, Montana, Oregon and Washington. Includes women's categories. Alex Renner, Baddlands Cycling Club, S. 131 Sherman, Spokane, WA, 99202-1460. 509-456-7470.

**Jul 8-9: Hogback SR.** Billings, MT. USCF Categories. A Montana Cup Points Series Race. Jerry Ziegler, 406-248-5998.

**Jul 9: The Saturn Mayor's Cup Criterium.**  
Portland, OR. A full day of Criterium style bicycle racing. Cats: Pro/1/2, 3, 4/5, Women (official regional "Fresca Women's Cup" race). See Portland bicycle police use their bikes in actual crime enactments. Excellent food and interesting displays. Ron "Goop" Hughes, Team RCW, 9205 NW Skyline Blvd., Portland, OR, 97231. 503-286-6298.

**Jul 9: HammerFest Criterium.** Cheney, WA. All Categories. Alex Renner, Baddlands Cycling Club, S. 131 Sherman, Spokane, WA, 99202-1460. 509-456-7470.

**Jul 9: Lakefair Criterium.** Olympia, WA. Categories 1-4 & Juniors. Bill Stevenson, 360-357-8651 or 360-357-8227.

**Jul 11-15: Blue Cross & Blue Shield Cascade Cycling Classic.** Central Oregon: Bend, Redmond, Sunriver, Cascade Lakes. Professional, Category 1 & 2 Men's entries, Teams and individuals. Cat 3, 4 individuals. Five stage race including 1.2 mile prologue time trial, 130 mile road race, Redmond Criterium, Bend Circuit Race and Mirror Pond Criterium. Team races need five riders. Sally Russell, Friends of the Cascade Cycling Classic, 1293 NW Wall St #1336, Bend, OR, 97701. 503-385-8655 or 503-389-3295.

**Jul 15: North Shore Criterium.** Vancouver, BC. Mike Wright, Vision Cycling Promotion, 604-253-4770.

**Jul 15: Seward Park Criterium.** Seattle, WA. David Douglas, Cycles, Etc., 1110 - 3rd Ave #610, Seattle, WA, 98101. 206-932-5921 or 206-343-5633.

**Jul 16: Redmond Derby.** Redmond, WA. The oldest continuous bicycle race in North America. This fun filled and expertly run event is a northwest classic held in "the Cycling Capitol of the Northwest". Dave Shaw, Northwest Classics, 1535 11th #302, Seattle, WA, 98122. 206-322-8393.

**Jul 16: Langley Road Race.** Langley, BC. Mike Wright, Vision Cycling Promotion, 604-253-4770.

**Jul 16: Robin Hood Criterium.** Sherwood, OR. Rick Potesio, Club Vivo, 2632 NE 12th Ave., Portland, OR, 97212. 503-281-6148.

**Jul 16: Portland Cascade Criterium.**  
Portland, OR. All categories Sally Russell, 503-389-3295.

**Jul 17: Oregon State Hillclimb Championships.** Timberline, OR. USCF hillclimb championships for the state of Oregon. Candi Murray, U.S.C.F., 4318 S.E. 8th Ct., Gresham, OR, 97080. 503-667-6220 or 503-661-5874.

**Jul 22: Crystal Mountain Hill Climb.**  
Crystal Mountain, WA. All categories Vic Williams, 206-655-4897 or 206-859-8049.

**Jul 23: BC ITT Championships.** Vancouver Island, BC. Ken Coley-Donahue, Juan de Fuca Cycling Club, 604-385-2018.

**Jul 23: Cow Country Classic.** Helena, MT. USCF Categories. A Montana Cup Points Series Race. Scott Herzog, 406-449-6770.

**Jul 28: Seafood Fest Twilight Bicycle Criterium.** Seattle, WA. Criterium through the streets of Ballard in conjunction with the Seafood Festival. Men Cat. 1/2/3, Women Cat. 1/2/3. Ray's Boathouse Cycling. Bill Devany (206) 868-2801.

**Jul 29: Lewis & Clark RR.** Bozeman, MT. USCF Categories. A Montana Cup Points Series Race. Martin Rollefson, 406-585-7657.

**Jul 30: Cottonwood Canyon Road Race.** Yakima, WA. All categories Ruth VanKommer, Valley Cycling & Fitness, 1802 W Nob Hill Blvd., Yakima, WA, 98902. 509-453-6699.

**Aug 5: BC Criterium Championships.** Vancouver, BC. Mike Mascarenhas, Italian Cultural Sport Federation, 604-739-0241.

**Aug 5-6: Old Fairhaven 2-day race.**  
Bellingham, WA. USCF Categories. Road race (August 5) and criterium (August 6). Contact: John Spaude, Upper Chuckanut Cycling Club, P.O. Box 1853, Bellingham, WA, 98227-1853. 360-733-6440.

**Aug 6: Beartooth Pass RR.** Red Lodge, MT. USCF Categories. Spencer Stone, 406-652-5523.

**Aug 12: Crawford Festival Criterium.**  
Tualatin, OR. David Oliphant, Lake Oswego Velo Club, 6250 SW Bonita Road #F206, Lake Oswego, OR, 97035. 503-620-8853.

**Aug 13: Armondo's Renton River Days Criterium.** Renton, WA. Flat, 8 corner downtown criterium. \$2,000 prize list. Men: Cat. 1/2, Cat. 3, Cat. 4/5, Women, Citizens, Kids (10 and under). Barry Roitblat, Puget Sound Cycling Club. (206) 868-8451

**Aug 13: Governor's Cup.** Salem, OR. Tom Hayden, Capitol Velo Racing Club, 390 Front St. NE, Salem, OR, 97301. 503-378-7097 or 503-754-0073.

**Aug 13: Oregon State Criterium Championships.** Gresham, OR. USCF Criterium championships for the state of Oregon. Six corner downtown Gresham course. Tom James, Team Oregon, 13560 SW Village Glen Dr., Tigard, OR, 97223. 503-598-3974.

**Aug 19-20: Point to Point Stage Race.**  
Mukilteo, WA. Two-day stage race. Time trial, road race circuit, criterium. All categories. Stacy Han, 206-355-8817.

**Aug 20: Oregon State Road Race Championships.** TBD. Larry Smith, Emerald Velo, 7780 SW 4th, Portland, OR, 97219. 503-293-6505.

**Aug 26: Commencement Bay Classic.**  
Tacoma, WA. Cat. 1-2, Pro. Mark Gran, Mead Management Group, 1535 - 11th Ave., Seattle, WA, 98122. 206-720-2962.

**Aug 26-27: Wenatchee Stage Race.**  
Wenatchee, WA. Road race, time trial, criterium. All categories. Larry Michael, 509-884-0479 or 509-884-0821.

**Aug 26-27: Peak of Season Road Race Omnium.**

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**TANDEMS**

**Track Races**

**Jul 8: Oregon State Games Track Race.**  
Alpenrose Velodrome, Portland, OR. Track race omnium. Mark Godfrey, Beaverton Bicycle Club, 14415 SW Yearling Way, Beaverton, OR, 97005. 503-524-3247.

**Jul 22-23: Oregon State Track Championships.** Alpenrose Velodrome. USCF Track championships for the state of Oregon. Kilometer pursuit, points race, sprints for Sr., Jr. and Women. Candi Murray, U.S.C.F., 4318 S.E. 8th Ct., Gresham, OR, 97080. 503-667-6220 or 503-661-5874.

**Jul 29-30: Oregon State Masters Track Championships.** Alpenrose Velodrome. USCF Track championships for the state of Oregon. Age graded for 30+ in 5 year increments. Candi Murray, U.S.C.F., 4318 S.E. 8th Ct., Gresham, OR, 97080. 503-667-6220 or 503-661-5874.

**Aug 3: Oregon State Team Pursuit Championships.** Alpenrose Velodrome, Portland, OR. 4K TTT. Candi Murray, Team Oregon, 4318 SE 8th Ct., Gresham, OR, 97080. 503-667-6220.

**Aug 11-13: BC Track Championships.**  
Victoria, BC. Jim Jenkins, Greater Victoria Velodrome Association, 604-727-9426.

**Aug 15-20: Alpenrose Six day race.**  
Alpenrose Velodrome. Only American 6-day. Team racing each evening at 6:30. Mike Murray, Team Oregon, 4318 SE 8th Court, Gresham, OR, 97080. 503-661-5874.

**Aug 21-27: Peak of Season Women's Six day race.** Alpenrose Velodrome. Women's Points race competition. Mike Murray, Team Oregon, 4318 SE 8th Court, Gresham, OR, 97080. 503-661-5874.

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## Alpine Designs offers an active eyewear value

BY NOEL ZANCHELLI

Quality protective eyewear is a summertime essential for every two-wheeler on the open road and mountain trails. Protecting the pupils from harmful ultraviolet rays and shielding the eyes from debris and warm seasonal winds carrying dust and other detrimental particles is extremely important.

Alpine Designs, of Sandpoint, Idaho, has recently introduced three different models of competitively priced active eyewear. All of the frames are constructed of lightweight yet durable nylon material. This feature allows the glasses to be flexible and, of course, light. But even more important, in the event of a crash or large object colliding with the eyewear, the frames will not shatter or splinter, potentially injuring the eyes. Additionally, the polycarbonate lenses provide one hundred percent protection from ultraviolet rays.

Alpine Designs has met the standards in protective eyewear. They score big with style points. These shades look good on and off the face. The "Chilis," in particular, have an unmistakable style. Packaging is also a category in which the Alpine eyewear shows distinction. All models come with a nice stash bag and protective cardboard box.

Probably the most comfortable model,

and certainly the most practical for cycling made by Alpine Designs is the "Escape." I tested a pair with black frames and pink lenses featuring a rayvo green mirrored surface. A thoughtful feature of the Escape is the temple length adjustment. Escapes are incredibly comfortable and light. Pink lenses offer clear, heightened visibility, while the snug frames remain secure. For overcast or rainy conditions, the shade is terrific. On a particularly bright day, however, I found the shade of pink in the lenses too subtle, not dark enough. My only other criticism of the Escapes is that they are hinged with small metal screws at the



PHOTO COURTESY OF ALPINE DESIGNS

*Alpine Designs' "Escape" sunglasses are a good low cost alternative to the more expensive name brands.*

temples. Having experienced a variety of on and off road crashes, I know that eyewear can be crushed or blown apart. When taking a tumble of any severity I want no small metal fragments near my eyes.

Alpine Designs shades are covered by a lifetime manufacturers warranty. A "No-

Fault" replacement warranty is also offered by Alpine Designs, meaning that any owner who sends them a broken, scratched, abused, or just plain tweaked pair of their shades can get them replaced for half of the original cost. No questions asked.

At a suggested retail cost of \$34.95, the Escape sunglasses by Alpine Designs are an excellent value. With a suggested retail price tag of \$59.95, the Chilis have style, but lack function. A great deal of metal about the frames, and small lens size render them impractical for cycling, despite the snug fit.

Alpine Designs  
503 Cedar Street  
Sandpoint, Idaho 83864  
208/263-9373  
FAX 208/263-0070

## A welcome treat for your feet

Finally, an innovation to improve what may be the most neglected, and most abused part of the cyclist's body, the feet! Superfeet Inshoe Systems have created a patented trim to fit footbed to make your cycling shoes comfortable and keep your tired, barking dogs feeling refreshed.

Superfeet insoles slide right into your cycling shoes and have an immediate and dramatic impact on the comfort of your feet. The deep heel cup of these devices absorb shock and control heel deflection, thereby stabilizing the foot in the shoe. A well-supported, stable foot can more efficiently transfer energy to the pedals and drive train, which makes these footbeds a practical upgrade for cyclists of all levels.

I tested the Superfeet Inshoe System in

my Sidi Genius road shoes, and my Nike Poo Bah mountain bike shoes for several days and many hours in the saddle. On average, Superfeet Insoles have a break-in period of about three to four days. However, by the completion of my first ride with the inserts I felt no discomfort or strain. To intensify the effects of the apparatus over an extended duration, I rode for several days with only a single insole, switching them periodically. This certainly helped illustrate the impact that these pieces can have. For a more exacting fit and to maximize comfort, I simply trimmed a small portion of the foam padding off near the toes. The measure and trim process is elementary and can be done easily with a marking pen and scissors.

Superfeet Inshoe Systems, Inc. located in Ferndale, Washington, makes seven different trim-to-fit footbeds. Each is designed to meet specific demands of varying activities. Models include: hiking, downhill skiing, snowboarding, in-line skating, a low profile cross trainer, a high profile cross trainer, and of course, the cycling footbed. Superfeet also manufactures custom footbeds for ski boots. I loaded my hiking boots with a pair of the hiking footbeds and spent a couple of weeks stomping around. Again, I left one foot "naked" for a spell to better illustrate the effects. My conclusion is that these Inshoe Systems are a luxury for your overworked, often neglected feet.

With active use, the Inshoe Systems usually last for a year before they need to be replaced. All Superfeet trim-to-fit footbeds have a suggested retail price of \$27.95. The Inshoe systems are guaranteed through the individual dealers, with Superfeet standing behind them one hundred percent.

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## Women show class at Seward Park Spring Classic

BY ANTHONY PEIFFER

Those in attendance at the Seward Park Spring Classic, May 14 in Seattle, were treated to a *deja vu* of last year's Men's National Criterium Championships. Under the canopy of sunny skies and warm temperatures, this tune-up for the upcoming Fresca National Cycling Championships featured Tacoma's Kenny Williams (Pazzo Velo) and Redmond's Paul Dahlke (Olympic Sports/Tough), last year's silver and bronze medalists respectively, as the top two finalists in the Pro 1-2 race. Like last year, it was Williams who crossed the finish line first. Of the field of 58, Team Pazzo Velo's riders executed a strong showing throughout the race. It was a fast, tight race in its entirety with various Pazzo Velo racers attacking off the front of the pack. But with 20 minutes left in the race Dahlke and Williams broke away together, and gained a 50 second lead. From then on, it was only a question of which one would win.

"It was really a clean race," Williams said afterwards. "Paul went up, I followed, and my team shut the rest down...from then on it wasn't too hard." The two worked together until the final lap when Williams jumped ahead for a narrow victory. These two will face each other again at the Fresca National Cycling Championships, June 7-11 in Seattle.

The women's criterium featured a strong field including Preston, Washington's Thia Montroy (Pearson Law

Firm). After a fast start, the field stayed together until midway through the race when the high pace shattered the pack. Montroy broke away and held the lead for a good portion of the race. Unfortunately this turned out to be a day of tragedy rather than triumph for Montroy. With 20 minutes left in the race, the field rounded the start/finish line, racing up the first hill when Montroy crashed, cartwheeling as she went down, and then was run over by another rider. The race was stopped as an ambulance was called. Montroy was taken to the hospital with a possible broken shoulder. The officials promptly held a meeting with the remaining riders. It was decided that the race would be called and finalists announced by drawing. In a gesture of solidarity, the prize money was donated to Montroy for flowers and medical expenses.

### Seward Park Spring Classic Seattle, WA May 14, 1995

#### Cat. 1/2/Pro

1. Kenny Williams (Pazzo Velo); 2. Paul Dahlke (Olympic Sports/Tough); 3. Joel Brazil (Ray's Boathouse); 4. Steven Poulter (Thomas Kemper); 5. Tony Pedferri (Pazzo Velo)

#### Cat. 3

1. Ryan Miller; 2. Robert Silver; 3. Scott Chegwidden; 4. Mike Miller; 5. Curtis Reiss

#### Cat. 5

1. Jeff Nachtigal; 2. Brent Skadan; 3. Jame Baratto; 4. Marc Papineau

#### Junior

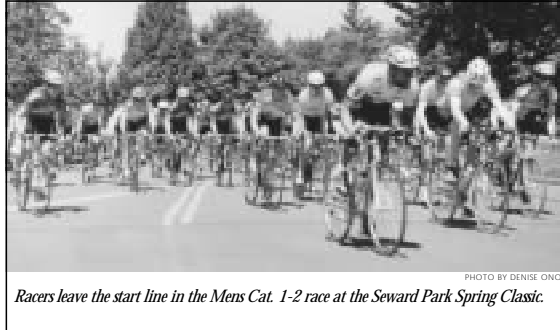
1. Randy Boettcher; 2. Nich Cryder; 3. Paul Brown; 4. Jason Gonzales

#### Masters 35+

1. Steve Poulter; 2. Glenn Erickson; 3. Glenn Bunselmeyer; 4. Chriss Weiss; 5. Stephen Holland

#### Citizen

1. Stephen Higgins; 2. Michael Dodge; 3. Joel Cochran; 4. Jeremy Bader; 5. John Yeh



### Results from the Padden Mountain Pedal Bellingham, Washington May 14, 1995

#### Cross Country Race

##### Senior Men - Expert

1. Garret Heitman; 2. Jon Sundt; 3. Dale Knapp; 4. Ted Grauman; 5. Jared Harris

##### Senior Women - Expert

1. Melanie McQuaid; 2. Mikki Douglas; 3. Katie Drew; 4. Beth Lyndon-Griffith; 5. Angel Garcia

##### Senior Men 19-26 - Sport

1. Lunk Mauritzen; 2. Mitch Beckman; 3. Mike Schindler; 4. Robert Winterman; 5. Gavin Lee

##### Senior Women 19-26 - Sport

1. Kristi Williams; 2. Leigh Ann Swan; 3. Tracey March; 4. Annette Page; 5. Kristina Ricotta

##### Senior Men 27-34 - Sport

1. Peter Lister; 2. Geoff Bosley; 3. Willy Spaulding; 4. Paul Done; 5. Rodney Trepess

##### Senior Women 27-34 - Sport

1. Anne Grande; 2. Sharon Viner; 3. Annie Craig; 4. Jude Arvidson; 5. Mary Wiseman

##### Junior Men - Expert

1. Dylan Sebel; 2. Tim Erikson; 3. Mike Smith; 4. Kyle Bielenberg

##### Vetran Men - Expert

1. Michell Diem; 2. Ralph Shoeppe; 3. Robert Sunderson; 4. Jeremy "Good" Knight; 5. Bill Smith

##### Vetran Men - Sport

1. Rich Huggins; 2. Tom Meyers; 3. Jeff Leons; 4. Dave Feter; 5. Martin Penry

##### Vetran Women - Sport

1. Sherry Malotte; 2. Patti Kaufmann; 3. Gloria Kimball

#### Trials Results

##### Senior Men - Expert (modified)

1. Brian Cornman; 2. Nate Rippert; 3. Josh Witherell; 4. Hazen Audell; 5. Paul Lammek

##### Senior Men - Expert (stock)

1. James Braid; 2. Jim Gregiore; 3. Dale Edwards

##### Senior Women - Expert (stock)

1. Michelle Moye

##### Senior Men - Sport (modified)

1. Chris Allen; 2. Dan Tutarek

##### Junior Men - Expert (modified)

1. Shane Jensen

##### Junior Men - Expert (stock)

1. Adam Gardner

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**"NORBA" CONTINUED FROM PAGE 1**

second place finish. Shandro held on to third. Former BMXer Brian Lopes (Mongoose) came two seconds behind Shandro, with suspension fork designer Joe Lawwill (Trophy/Lawwill) close behind. Thomasberg was dropped to a sixth place finish. Once again, Northwesters were strongly represented in eleventh place finisher Dave Golden (Jamis/Suncloud) of Boise, Idaho; Ashland, Oregon's Jed Fox (Velo/BMC) in a tie for 17th; Norco Bicycles' Michael Jones of Victoria, BC in 23rd, followed by Ashland's Eric Schehen (Velo/BMC) in 24th; Barnaby, BC resident Wade Simmons, riding for Rocky Mountain in 30th; Bellingham, Washington's Pat White (Kona) took 35th; and Rossland, BC resident Chris Lawrence (Roots/Racing) in 39th place.

The women's Pro/Elite cross country race saw some of mountain biking's greatest riders come to the line. At the conclusion of the first lap, GT's Juli Furtado had gained almost 30 seconds on the pack. Golden Brainard (Specialized) was right on Furtado's wheel, but halfway through the second lap, Brainard

flatted and left the race. Furtado continued to build up a solid lead, with Ruthie Matthes (Evian) and Sara Ballentyne (Univega) breaking away from the pack. A second break, consisting of Mia Stockdale (Klein/Power Post), Julia Fulwyler (Breezer Cycles) and current world champion and Vancouver, BC resident Alison Sydor (Volvo/Cannondale), formed just seconds behind Matthes and Ballentyne.

Near the conclusion of the second lap, disaster struck Furtado. Her rear tire developed a leak and began to flat out. Furtado made it to the feed zone with an almost two minute lead over Matthes and Ballentyne. "I tried to pump it up, but it wouldn't hold any air," explained a frustrated Furtado. "By the time I realized that I needed to change the tube, I lost my lead. It's a nightmare." Furtado gave up and pulled off the course.

This left first place open for Matthes or Ballentyne. The second chase group kept a constant distance from these two, but there was still nearly 13 miles to go in the race. At the end of the third lap, Sydor made her move, picking up the pace to catch up with the leaders. "I didn't know Juli dropped out. I thought I was going for second or third place. With less than 2 miles to go, Sydor caught Matthes and Ballentyne. Matthes looked strong, but Ballentyne was laboring. As they approached the feed zone, Ballentyne dropped off. This left the final sprint to Matthes and Sydor. In the end, Sydor's road sprinting background proved stronger than the Evian rider's. Sydor took first, with Matthes coming in less than a bike length behind. "My legs felt heavy in the beginning and this was a tough course, but I felt better

near the end. I thought I'd go for second," said Sydor. Ballentyne held on for third place. Shari Kain (Ritchey) and Laurie Brandt (Ross/JEEP) took fourth and fifth respectively, followed by North Vancouver,



PHOTO BY DENISE ORLOFF

*Specialized's downhiller Mikki Douglass (of Bellevue, WA) took sixth place.*

BC's Lesley Tomlinson (Evian). Two other racers from the Pacific Northwest, Jessica Cortell (Saturn/Safeway) of Corvallis, Oregon and Allison MacDonald (Climb/High/Salsa) of Pemberton, BC, had strong finishes, placing 17th and 33rd respectively.

The men's race contained a familiar field of competitors including current national champion Tinker Juarez (Volvo/Cannondale), the legendary Ned Overend (Specialized) and former Olympian Rishi Grewal (Klein). It was also the Pro debut of Tacoma's Dale Knapp (Gregg's/Control Tech). The crowd cheered wildly as Knapp was introduced at the start line.

At the conclusion of the first lap, wild man Bob Roll (Softride/Otis Guy) led a break made up of Don Myrah (Trek), Juarez and Overend. Although the pack stayed close, the break group built up a small lead. By the end of the second lap, Grewal moved into first position, with Myrah, Juarez, Roll and Overend close behind. OGC/Fisher's Andreas Hestler, of Victoria, was in the third chase group with Tomac and Mark Howe (Parkpre). The order pretty much stayed the same for the next lap and a half. But coming into the sixth and final lap, Grewal moved up and increased the pace. Juarez and Overend chased. Knapp got the crowd excited by moving up with Tomac and Travis Brown (Trek). By the middle of the last lap, Grewal began to slow. Juarez and Overend battled for first position. In the end, Juarez came in a second ahead of Overend, who recently turned 40. Grewal came in almost two minutes later, but held on to third. Twenty seconds later, Hestler crossed the line, followed by Peter Weber (Gary Fisher), Roll and Marc Gullickson (Volvo/Cannondale). "This was a good but tough course," said Hestler. "I'd like to see more events take place in the Northwest." In a near repeat of last year's national cyclocross championship, Myrah came into view with Knapp on his tail. The crowd was on its feet as they approached the finish line. They crossed together, but Myrah was half a wheel ahead

and took eighth. "To be honest, I didn't expect to do this well," said Knapp. "Going into this kind of race, you have to be confident, but this is great. The crowd really helped a lot." Other Northwest finishers included: Chris Sheppard (Norco/Grip Shift) of Kamloops, BC in 23rd; Bruce Spicer (Rocky Mountain) of North Vancouver, BC in 31st; Vancouver, BC's Jesse Keefer (OGC/Proflex) in 32nd; Bend's Jeff Burnard (Mrakez Cycles) in 34th; Max Lawson (Jamis/Suncloud), also from Bend in 36th; Craig Udem (Gregg's/Control Tech) of Seattle in 49th; Yokahama/Foes' Paul Thomasberg of Bend in 57th; Ashland, Oregon's Eric Schehen (Velo/BMC) in 62; and Kris Oetter (Kona) of Courtenay, BC.

The next stop on the Jeep/NORBA National Championship circuit is Vail, Colorado, June 11.

**Jeep/NORBA National Series #1  
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**Dual Slalom Women**

1. Cheri Elliott (KHS); 2. Leigh Donovan (Mongoose); 3. Mikki Douglass (Specialized); 4. Mercedes Gonzalez (Team GT)

**Dual Slalom Men**

1. Brian Lopes (Mongoose); 2. Eric Carter (Dosequis/Barracuda); 3. Jimmy Kight (Dosequis/Barracuda); 4. Dave Cullinan (Diamond Back)

**Downhill - Expert Women 19-34**

1. Gretchen Reeves (Fat Chance); 2. Sarah Vogel (TWP); 3. Nicette McPherson (In-motion); 4. Emily Roske (Ventana); 5. Ann Trombley (Grand West Outfitters)

**Downhill - Pro/Elite Women**

1. Elke Brutsaert (Schwinn); 2. Marla Streb (Marin); 3. Leigh Donovan (Mongoose); 4. Penny Davidson (Evian); 5. Susan Dibiasi (Evian)

**Downhill - Expert Men 19-34**

1. Stan Lindquist (Trek/Fox); 2. Paul Bell (Litespeed); 3. Eric Gebhard (TWP); 4. Willy Warren (Alpine Designs); 5. Michael Gaertner (Vertical Earth)

**Downhill - Pro/Elite Men**

1. Michael Ronning; 2. John Tomac (Giant/Tioga); 3. Andrew Shandro (Marin); 4. Brian Lopes (Mongoose); 5. Joe Lawwill (Trophy/Lawwill)

**Cross Country - Expert Women 19-34**

1. Gretchen Reeves (Fat Chance); 2. Kendra Ley (Schwinn); 3. Beth Lyndon-Griffiths (West Seattle Physical Therapy); 4. Jolanda Van Ooyen (Team O.E.); 5. Annie Kappel (Bontranger Cycle)

**Cross Country - Pro/Elite Women**

1. Alison Sydor (Volvo/Cannondale); 2. Ruthie Matthes (Evian); 3. Sara Ballentyne (Univega); 4. Shari Kain (Ritchey); 5. Laurie Brandt (Ross/JEEP)

**Cross Country - Expert Men 19-34**

1. Zach Shriver (Gary Fisher); 2. Jeremy Horgan-Kobelski (Diamond Back); 3. Aaron Wilcher (Cyclesport/Pace); 4. Ryan Guay (Scott/Hard Core); 5. Neil Shirley (Cutter Bicycles)

**Cross Country - Pro/Elite Men**

1. Tinker Juarez (Volvo/Cannondale); 2. Ned Overend (Specialized); 3. Rishi Grewal (Klein); 4. Andreas Hestler (OGC/Fisher); 5. Peter Webber (Gary Fisher)



PHOTO BY MARIANNE MCCOY

*Tacoma's Dale Knapp (Gregg's Specialized) rode to a strong finish in his debut Pro/Expert event in Spokane.*

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## Ray's Boathouse Team picks up Olympic Sports riders

by Denise Ono

Earlier this year, the Olympic Sports cycling team announced that they were losing their main sponsor, Olympic Sports. The team has been a mainstay in the Northwest cycling scene for the past few years. Recently, the Ray's Boathouse/Big Time Pizza team struck a deal with Olympic Sports members. The result is that the majority of Olympic Sports riders will cross over to Ray's Boathouse/Big Time Pizza.

Ray's Boathouse/Big Time Pizza team manager Bill Devany said that the move will strengthen the squad. Among those joining the Ray's Boathouse team are Mike Burdo, Paul Dahlke, Kraig Willet, Greg Randolph and Brian Slettvet. "Paul is a constant in this community," said Devany. "We want to use Paul and Mike Burdo, along with Joel Brazil to help develop our scouting program." Devany added that the goals of the team are to provide a stable racing program for the riders. "We hope to develop these riders to be competitive on the national level."

Burdo said that the team will incorporate training and coaching from both sides. "Principally, Paul and myself are going to help primarily with coaching and training methods."

He added that one of Ray's Boathouse/Big Time Pizza's sponsors has a connection with the Olympic Sports team. "Doug Stuart (of Wedgwood Cycles) was one of the founders of Olympic Sports team. So it's kind of a full circle," explained Burdo.

The team will also host the Seafood Fest Twilight Bicycle Race in the Ballard neighborhood of Seattle on Friday, July 28, 1995. The criterium through the streets of Ballard will take place in conjunction with the Seafood Festival.

### Oregon Regional Cup track race Alpenrose Velodrome Portland Oregon May 12 - 13, 1995

#### Junior Men Omnium

1. Gene Wixon; 2. Brian Derouen; 3. Jared Hart; 4. Teran Martin; 5. Ashley Smith

#### Junior Women Omnium

1. Jennie Reed 2. Mary Ann Avery

#### Points Race (to qualify)

1. Chuck Jerabek; 2. John Moren; 3. Ted Foregon; 4. Luis Bernhardt; 5. Darrell Provencher

#### Men Omnium

1. Chuck Jerabek; 2. John Moren; 3. Ted Foregon; 4. Luis Bernhardt; 5. Darrell Provencher

#### Master Women Omnium

1. Shan Rayray; 2. Cindie Strzelecki; 3. Eva Shannon

#### Senior Women Omnium

1. Heather Thompson; 2. Jill Gianettoni; 3. Laura Sidutu; 4. Mandy Poitras; 5. Andrea Leininger

#### Points Race (Mixed Class Final)

1. Heather Thompson; 2. Jill Gianettoni; 3. Mandy Poitras; 4. Laura Sidutu; 5. Noreen Valente

#### Pro 1/2/3 Omnium

1. Mike Tillman; 2. Paul Henderson; 3. Ken Hillyer; 4. Terry Buchanan; 5. Andy Dahlstrom

#### Men Cat. 4/5 Omnium

1. Calan Cwmcwlamare; 2. Joe Hailey; 3. William Cass; 4. Moe Moosavi; 5. John Pierce

#### Points Race Pro 1/2/3 (to qualify)

1. Mike Tillman; 2. Jon Walpole; 3. Terry Buchanan; 4. Ken Hillyer; 5. Jeremy Story

#### Points Race - Mixed Class Final

1. Mike Tillman	42 Pts	+3 Laps
2. Paul Henderson	33	+2
3. Jeremy Story	31	+2
4. Chuck Jerabek	21	
5. Ken Hillyer	20	

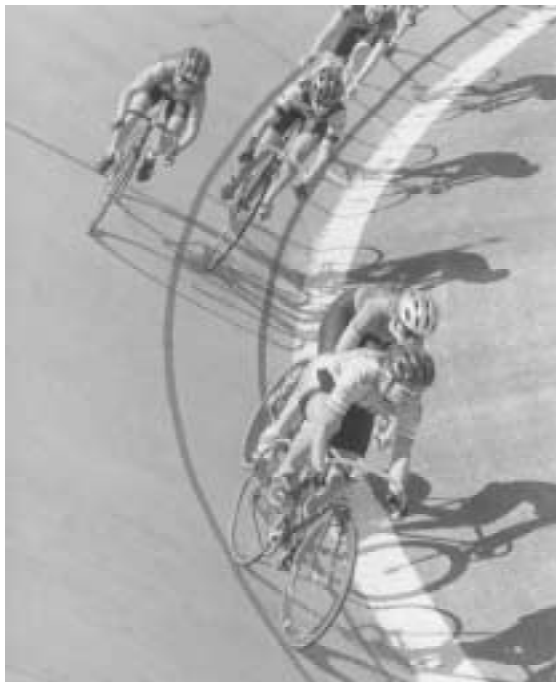


PHOTO BY MICHAEL ADAMSON

The 1995 track racing season is in full swing at Portland's Alpenrose Velodrome.

## Oregon and Washington racers battle at the Columbia Plateau Stage Race

BY JOHN P. BROWNING

**Ione, OR**—Summer finally arrived in the Pacific Northwest as sunny skies, warm temperatures and pleasant small town hospitality greeted riders of the inaugural Columbia Plateau Stage Race in north central Oregon. This three day, four stage event saw elite riders from Oregon and Washington battle over a \$5,000 prize list with Vaidila Kungys (Hutch's/Cannondale/Power Bar) winning the Category 1-2 event.

Stage one took the riders on a hilly course from Ione to Fossil with a cash hot spot in the town of Condon. Paul Dahlke (Olympic Sports/Tough) and Doug Carlton (Pazzo Velo) reached Condon two minutes ahead of the field with Dahlke taking the hot spot. With 22 miles and one significant climb separating Condon and the finish in Fossil, Dahlke attacked and quickly gained time on the tiring Carlton. Dahlke won the stage and the G.C. lead by 2:30 over the next group containing Kenny Williams (Pazzo Velo), Mike Rosenburg (Hutch's/Cannondale/Power Bar), Kirk Willet (Olympic Sports) and Vaidila Kungys.

The afternoon's 5.4 mile uphill Clarno Time Trial saw Dahlke solidify his G.C. lead by winning the second stage by 22 seconds over the breakaway companion Carlton. Williams and Kungys were both within 30 seconds of Dahlke's extremely fast time of 16:43 and held the third and fourth spots on G.C. respectively.

The tough 97 mile stage three from Fossil back to Ione included several climbs with the largest being the 10 mile ascent to the 5,000 foot Opal Butte. Twenty miles into the event on a seven mile descent into the town of Service Creek, national team standout Kirk Willet and the ever-present Kungys broke clear from the field and quickly built a two-minute lead. Willet was content to sit on as he was protecting his teammate Dahlke's overall lead. Kungys needed just over three minutes to become the new race leader with only the Ione Criterium remaining. Sensing his race lead slipping away, Dahlke

attacked hard near the top of the Opal Butte climb. A chase group of seven formed, including Dahlke, Williams, Aaron Olson (Bridgeport Ales/Bike Gallery), Carlton, Team Finlandia's Chris Hamilton and Cory Domingues and Kungys' teammate Rosenburg. Kungys continued to work hard at the front and won the stage by 4:46, making him the race leader over Willet (1:29) and Dahlke (1:45).

Dahlke and Willet's only chance to retake the race lead on this final stage would be to lap the field on the .75 mile, 6 corner criterium course in downtown Ione. Dahlke made the first move on the second lap, quickly gaining 20 seconds on the field. A hard chasing Kungys, his teammate Rosenburg, and Williams brought Dahlke back after five laps. Willet and Dahlke continued to attack and counter attack, trying to gain time. Eventually it was Kungys himself and Pan Am Games winner Dominguez who successfully broke away and came within ten seconds of lapping the field. With the overall victory sealed, Kungys allowed breakaway companion Dominguez the stage win. Randy Boettcher (Pazzo Velo) won the Cat. 3 event which covered the same tough course and the 1/2/Pro race. Salem Racing's Kirk Seyfert took the hotly contested Cat. 4-5 race.

### Overall results from the Columbia Plateau Stage Race Ione, Oregon May 19-21, 1995

#### Cat. 1/2/Pro Men

1. Vaidila Kungys (Hutch's/Cannondale/Power Bar); 2. Kirk Willet (Olympic Sports); 3. Paul Dahlke (Olympic Sports); 4. Doug Carlton (Pazzo Velo); 5. Kenny Williams (Pazzo Velo)

#### Cat. 3

1. Randy Boettcher (Pazzo Velo); 2. Ryan Miller (Seattle Express); 3. Robert Silver (Avanti Racing Team); 4. Matthew Saraceno (Team Finlandia); 5. Christopher Pike (Capitol Velo)

#### Cat. 4-5

1. Kirk Seyfert (Salem Racing); 2. Christian Vedder (unattached); 3. John Lombard (La Grand Velo); 4. John Baxter (unattached); 5. Mike Aho (Baddlands Cycling Club)



PHOTO BY MARIANNE MCCOY

Paul Dahlke, pictured here at the 1994 Volunteer Park Criterium, and many of his Olympic Sports teammates will now wear the colors of Ray's Boathouse/Big Time Pizza.

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# Maynard's No-Charge Road Riding Guide

BY MAYNARD HERSHON

More people than ever ride bicycles these days. Sadly, much of the advice available to riders is misinformation, lies, brainless superstition and worse. I have taken it upon myself to clear the air, and not a moment too soon, I might add.

Many so-called rules about road cycling are not rules at all. They're merely conclusions riders have reached after years of experience. Maybe those conclusions are correct; maybe not. Let's examine a few:

First, or No. 1: "you can't trust car drivers." Surely you've heard that one. It's simply wrong. Car drivers are the most dependable creatures you will encounter out there on the road. Compared with unpredictable such as your farmer's dog, laughably misnamed "man's best friend," drivers are dead dependable.

You can depend on drivers to do the convenient thing. That truth has made 7-Eleven enough money to support an international bicycle racing team, even without employing English-speaking counter help.

Let me illustrate. Let's say a driver sees no other vehicles or pedestrians around, just you, on your bicycle. If that driver senses that no witness can cause him embarrassment or legal inconvenience, and if he feels that it might be fun to move you over a little with his car, most likely he will. You can depend on it.

And can you blame him, really? It's his (or her) road after all and there you are, out in it again. If he's unusually courteous, he may merely throw some object at you from his car. If that object turns out to be light in weight, free of sharp edges and/or empty of disgusting mystery liquids, thank your lucky stars and your state's driver-awareness program.

But remember - you can't always expect to be that lucky. You foolishly believed stupid notion #2: "bicyclists have a right to part of the (paved) roadway." New riders are provided with that ticking bomb of misinformation every day. That's like telling folks to treat firearms as if they're squirtguns. Hey it's criminal.

Rule #3: "Flat tires come in threes." You will hear bikies nationwide recite that nonsense as if it were gospel. Listen to me: you don't have to get flat tires at all. None. It's a trick. Here's how.

First, install new, high quality tires and tubes. Use new cotton rim tapes. Liberally talc the tapes, the tubes and the insides of the tires. Inflate carefully to recommended pressure; check your manual if necessary. Do not, repeat, do not, overinflate. You can underinflate up to 10 percent if you weigh less than 145 lbs.

Then, park your bike, leaning the handlebars and seat against a wall in your living room after vacuuming the area carefully. Close the drapes or choose a wall that's never exposed to direct sunlight. Wait seven days, check your tire pressures, add air as necessary. Repeat at least once a week.

Between pressure checks, do not remove your bike from the room. You'll find you've totally eliminated the flat tire nuisance; you may simply give up carrying a spare. Plus (this should surprise and please you) you will find the glossy gray anodized sides of those high-budget rims remain unscratched and pristine, almost indefinitely. It's like a bonus.

Now tell me. Aren't you glad you read this story? Don't you love this feature, where you can get really helpful advice like that, without writingsome "expert" astupid-sounding letter?

The "sounding stupid" idea brings us to silly idea #4: "ride a straight line." What a bore. Hey, ANYone can ride a straight line. It takes class and confidence to cast tradition

aside, to decide that those other guys can learn to ride the way YOU do, the crooked way. Your way.

Do you think people said to Fausto Coppi, "Fausto, ride a straight line?" Hell, no. If they could keep up and still breathe enough to speak, they said, "Fausto, ride anyway you want." Do you think a man like, say, Pee-wee Herman, got famous riding STRAIGHT?

And last for this month, dogmatic maxim #5: "ride in low gears." What a tyranny. Hey I'm serious; what are we running here, a free country, or what? Why'd we fight all those wars, in Europe and France and Cuba?

You wanna ride in low gears, more power to you. But if you wanna ride in jams and a Bon Jovi tanktop, get it on, homie. If you wanna ride in New England in the autumn for the turning leaves, enjoy. If you wanna train in pain, in a caffeine-fueled drive for fitness nirvana, go for it, 110%, minimum. FAX me your personal best.

You wanna ride in Lemondster gears, smash and pound, rock and roll on monodratios? Just Do It. You wanna flatten hills in the big ring? You wanna snap crankarms off at the spindle? You wanna see if the frame stiffness you paid for when you laid that gold card on the counter is all there, like the man said it'd be? Just...Do..It.

You only go around once. Still, you might want to pull on some legwarmers on nippy fall days. You may want to rub something hot on your knees and warm up a couple of low-gear miles on chilly Sunday mornings. Couldn't hurt. Just in case there might be something to those



cobwebbed old bike cliches after all.

While you're out there, those crisp Sunday mornings, you might see a guy pedaling real slow, struggling a little, possibly. The guy might be wearing what looks like snazzy new Italian bike clothing. Be sure and wave. Might be me. After all the tips I've given you this month, no charge, I know you wouldn't want to hurt my feelings.

Look for Maynard Hershon's "At the Back" column in every issue of VeloNews and right here in The Bicycle Paper.

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