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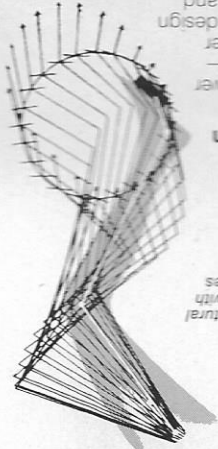
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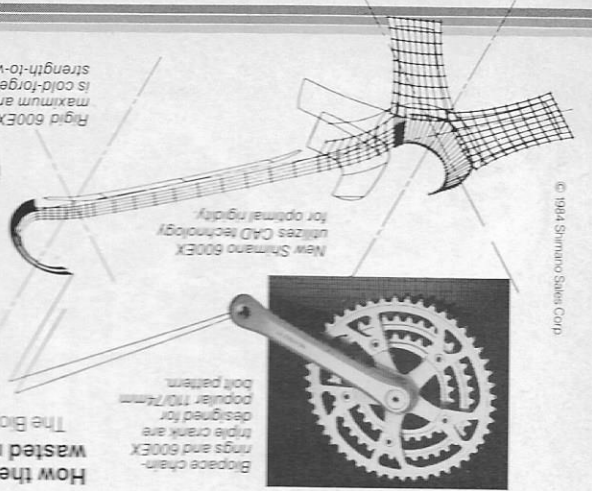


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Fig. 600EX crank arm allows maximum ankle clearance and is cold-forged for optimum strength-to-weight ratio.



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Fat Tire Flyer™

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MANAGING EDITOR/PUBLISHER
Denise Caramagno

EDITOR
Charles Kelly

ART DIRECTION
David & Pamela Ross

GRAPHICS
Imagine That Studio
Larkspur, California 94939
(415) 927-0996

PHOTO EDITORS
Wende Cragg
Dave Epperson

PHOTOGRAPHERS
Charles Kelly
Erik Koski
David Ross
John Ross
Arne Ryason
Tim Thulin

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COVER
Bike Sculpture
Angel Island, California
Photo by Erik Koski

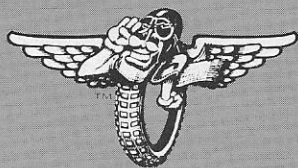


Photo by Tim Thulin

- 4 EDITORIAL** *Smile When You Say That.*
- 5 FAT FEEDBACK** *Flattery Will Get You Printed.*
- 6 POINT REYES-FAT TIRE FRIENDLY**
Where The Bikes Are. by John Ross
- 11 ROUGHING IT ON THE LASSEN TRAIL**
High Times and Low Gears. by Bodfish
- 14 FAT NOTES** *All the News That's Fat to Print.*
- 15 WRECK TIPS** *by Art Read*
- 16 RACE REPORTS** *A Whole New Season.*
- 19 TECH TIPS** *Them Are the Brakes. by SeeKay*
- 21 MUDPUP** *by Kevin Coffey*
Brought Back By Popular Demand.
- 21 NEW PRODUCT** *The Rites of Hite.*
- 22 COMING EVENTS**
- 23 RICKY CHA CRUISEN COMICS**
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Editorial

Back in the good 'ol days, when the number of off-road riders could be counted on one set of fingers and toes, things were hunky-dory. We could go anywhere we wanted, any time, and nobody said boo. As the sport has grown, so have the problems, and with literally hundreds of thousands of us in the United States alone, we are now faced with limitations of access to certain roads and trails as well as entire areas of federal and state land.

Two recent decisions have gone against cyclists in areas where there is a tradition of off-road riding; the Central Coast Clunker Classic is no more since the route crosses land now closed to bicycles, and in Marin County, California, the land owned by the Marin Municipal Water District has had restrictions imposed on cyclists that are just short of an all-out ban. This latter action affects most of the prime riding territory in an area where off-roaders conceived the sport and where sales of this type of bicycle approach a majority of all sales.

There are two issues that concern opponents of off-road cycling; reckless riding and abuse of the environment. Other users of these areas, mainly equestrians and pedestrians, have complained that the swift, silent approach of a bicycle on a trail or around a blind corner is a heart-stopping experience and that many riders act as though their rights to the trail in question come before anyone else's. While equestrians should have no complaints about erosion since horses create far more damage, they are more adamant about reckless riding because their mounts are less predictable and can be dangerous when startled. Also, it turns out, the equestrians seem to come from a class of society that has a far better handle on the legislative process than the average bicyclist and for this reason any conflicts related to environmental degradation have been made secondary to that of dangerous riding.

In Marin County NORBA volunteers have achieved a compromise that is essentially a stay of execution. If a publicity and trail maintenance campaign is successful and complaints of reckless riding are significantly diminished, proposed measures will not be taken against cyclists. These measures are either a complete ban, or a requirement that all bikes on the land be registered with a visible number plate (for an adequate fee, of course). Riders are already restricted from all trails in the area.

The Clunker Classic fared worse, and although the promoter is Glenn Odell of NORBA, arguably the most vocal proponent of cyclists' access to public lands, the race is history, at least for the time being.

Although we have mentioned this before, it bears repeating. We are all ambassadors for our sport, and we should each assume that the next time we meet others on the trail, their reactions will be a microcosm of the future of off-road cycling.



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We couldn't possibly take the time to individually answer everyone who has asked about back issues, so we'll do it here. Some issues are out of print and out of stock, never to be seen again except by the fortunate few who subscribed early. We do have available copies of some of our back issues. You will be relieved to know that the price indicated includes postage, which costs us more than the bulk rate we use for your subscription copy. Outside the U.S., add \$1.50 (U.S.) for each copy.

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Fat Feedback

Dear Fat Tire Flyer;

Your magazine is truly the highlight of my mailbox. I thoroughly enjoy digesting each and every bit of technical information, rider tips, etc. Enough of a snow job. I have a favor to ask.

My true love for mountain bikes stems from a deep enjoyment for observed trials riding which I used to do with motorcycles years ago. Unfortunately, organized bicycle trials has yet to really catch on in my area. I have put together a packet of policies and procedures for a proposed organization that I would call the MOUNTAIN BIKE TRIALS ASSOCIATION OF SOUTHERN CALIFORNIA (MBTA). Before I attempt to make any investments of time and money I would like to know approximately how many riders in the area would be interested in competing on a regular trials circuit with monthly events.

I know that Fat Tire Flyer extends the courtesy to new organizations of saying a couple of nice words in their behalf. If you would be so good as to ask interested riders who would like to get on a mailing list for more information please contact the following address. I would certainly appreciate it. Randy Beaty
MOUNTAIN BIKE TRIALS ASSOCIATION
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Write or call us for more information.

Dear Shepherds of the Trailwise:

Off-pavement riding is catching on here in New England. Your guys had best stick with it or, like cross-country skiing, we'll do it for 20 years and claim it as a New England tradition!

Captain Dondo
Putney, Vermont

O.K., O.K.!

Send me the FAT TIRE FLYER like your ad said! Do this for me and I'll send you a barking dog repellent! (Only if I can find enough stamps. Do you have any idea how much it costs to put a grizzly bear in the mail?)

Paul Ellsberry
Fox Island, WA

The FTF is the greatest; keep it up! Please oh please bring back Ricky Cha, and will MudPup ever get a little oil for his crank? I am resubscribing one year at a time because if I keep riding my fat tire bike I will surely die and go to fat tire heaven. All the good stuff you put in your magazine--it all helps!

John Tschanner
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Mountain bike riding—even as it electrifies a fitness and recreation-mesmerized nation—may be dying a premature and unnatural death in its spawning grounds in east Marin County, California. The popularity of the sport is being jeopardized by a new and mutually-exclusive recreation: mountain-bike banning.

The legendary oak, chapparel and redwood slopes and canyons of 2600' Mount Tamalpais (don't try to pronounce it), whereon primal frames and componentry were forged in the furnace of trial and error, have long been off-limits to off-roaders. Last month the Marin Municipal Water District summoned responsible leaders from the fat-tire community and announced that they had six months to shape up or ship out.

Police your own, off-roaders were advised, or another 15,000 acres of prime waffle-tire cruising grounds would be verboten. The response from off-road locals was instantaneous, uniform and vocal: "Aawk! Gaak! Arghh! and Yuk!" (or words to that effect) they chorused.

Curiously, less than thirty miles away, over a rumpled line of coastal mountain range known as Bolinas Ridge, quite a different picture emerges. The "west" Marin off-riding scene is as tranquil and laid back as the sleepy communities huddled against the boundaries of one of the finest parks in the federal system, Point Reyes National Seashore.

The contrasting atmosphere is partly a reflection of the character of these rural communities and the seashore itself. The communities are sparsely populated and Point Reyes is gargantuan—65,300 acres of spectacular wildlands.

Yet neither of these factors fully explains a National Park Service staff at the Seashore that openly welcomes all-terrain cyclists. The NPS staff has considered outfitting ranger patrols with ballooners as the fastest and most efficient way to patrol the hundreds of miles of trails that are otherwise inaccessible to motorized transportation. Chief Ranger Leroy Brock has even shopped around for a mountain bike of his own.

Clearly some different forces are at work where Smokey the Bear[®] and mountain bikes snooze side by side in the same sunlit meadow. Someone has done some incredible spadework, pulling the right strings in the right places.

Much of the credit belongs to a couple of botanists with strong environmental proclivities that predate their current passion: mountain bikes. Marshall Livingston and Mike Castelli launched their own goodwill campaign even before they opened Point Reyes Bike



Photo by John Ross

Fat Tire Friendly

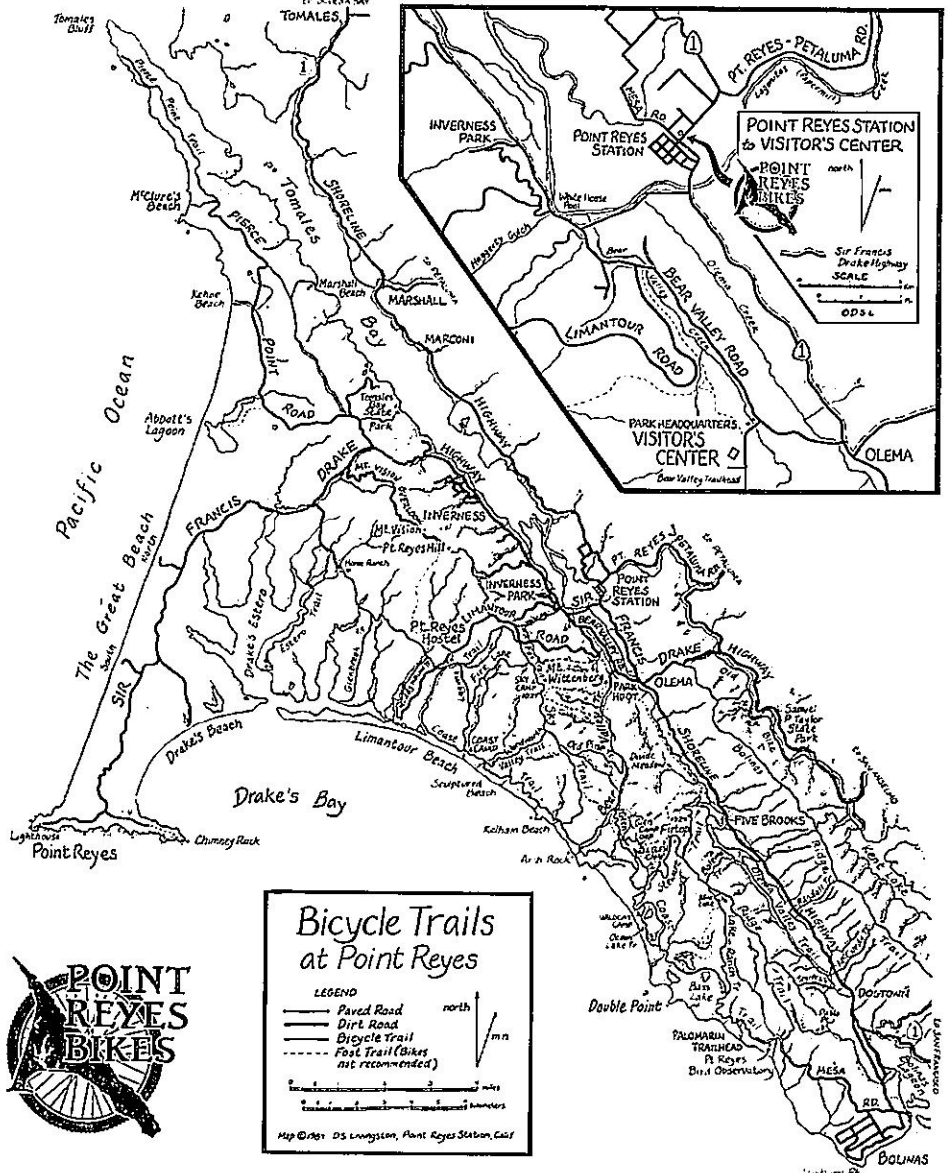
BY JOHN W. ROSS

Shop, a "Mountain Transport Company." The shop stocks a variety of production off-roaders and an extensive collection of regionally produced, custom fat-tire bikes.

Together, they have instituted a program to keep history from repeating itself on their side of Bolinas Ridge since taking over the area's only bike shop a

year ago. With ambitious plans for a full scale mountain bike rental and touring program, Livingston and Castelli began laying their cards carefully as they applied for permits to operate in the park. Partly out of concern for protecting their own riding grounds, they worked up a set of Trail Etiquette guidelines as rules for the off road.

Continued on next page



The Trail Etiquette guidelines, stated in positive terms throughout, struck a responsive chord with the park officials and attracted national attention soon after their release. The guidelines, which offer eight areas of concern, have become a national model for off-road bicycle ethics. The National Off-Road Bicycle Association (NORBA) picked up the guidelines shortly after they were published and began distributing them as part of the organization's national newsletter. You may have noticed it as a feature of the Flyer as well.

In an interview with the Fat Tire Flyer, Castelli and Livingston discussed their approach to the issue, their concerns and how they hope the controversy over bicycles on public lands can ultimately be resolved. They feel that the prohibition approach is inconsistent on a number of points.

"The problem is not the bicycle, it's the person on it," Livingston said, arguing against indiscriminately banning the bike versus regulating the riders. "The rider has the choice of making an objectional impact or making his impact minimal."

As a founder of Marin's Ecology Center, Livingston admits that there are more than a few riders who either don't understand or don't care about the impact that they are having.

"I think most of it comes, not from malice, but from ignorance of [riders'] impact and their interrelationship to other park users. A well known figure in mountain biking has told us about how he has yelled at people to get out of his way, how he has sworn at them if they didn't get out of the way in time.

"And that's totally inappropriate, especially for someone who is in the business and has a real stake in it," Livingston says. "When we're told things like that, it makes me mad, especially when it's bragging.

"This person has a lot of influence," said Livingston, more in amazement than anger. "That's not the general attitude that I want to see cyclists have. I think most people are responsible and are moderating their behavior; I even used to ride downhill pretty fast, without paying attention to turns, but it only took one real experience to make me realize I can't do that."

"It's not the technology," Castelli confirmed, "It's not mountain bikes; it's mountain bike users. There are bandits in every sport and I think there will always be that problem. I just hope that those people who are violating the ethics will be diluted by the new people coming into the sport who are more responsible and realize its true value."

Castelli, who rides a Jeff Richman frame that predates Tom Ritchey's first efforts, sees a maturing process in both the sport and its participants that supports his guarded optimism.

"I'm watching people now who four years ago would talk about mountain bikes in terms of who could go the fastest and raise the most dust sliding around the corners," he recalls. "These folks are now up on the mountain handing out literature and talking to 'ray-rats' who are abusing the area."

Both Livingston and Castelli feel some restrictions on trails are unavoidable, especially with parks that are heavily used or near urban population centers.

"I think it's going to come to a point where certain trails are open to bicycles and others are not," Livingston predicted. "In some ways that might be good; a person could ride a trail and feel that he has a right to be there. Hikers could then choose to say: 'Well, this trail is a bike trail, it's a nice trail to hike, so we'll keep our eyes and ears open in case there's a bicycle around a turn.'"

A number of park managers have proposed restricting non-pavement bicycling to wider trails as a way of avoiding conflicts with hikers and minimizing destruction of trail shoulders. The shoulders channel water down the trail and keep them from washing out. For Livingston it would be painful to have to totally surrender the rights to ride other than fire roads and jeep trails.

"I love narrow trails," sighs the Lincolnesque, bearded Livingston, "Yet I can see, with a lot of people, especially more amateurish riders, that maybe they should be restricted. It's really easy to run off one of those trails.

"Of course, the way I ride, the whole point is to stay on that narrow track," he continued, admitting, "You can't always do that."

Continued on page 9

*"Ray-rat": irresponsible youth on a 20" "stingray" bicycle.



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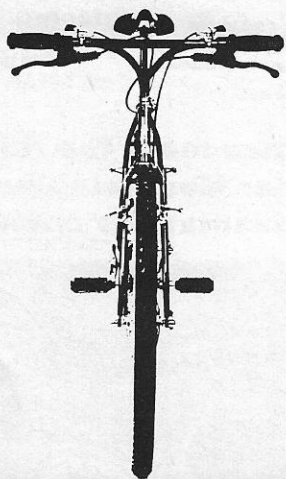
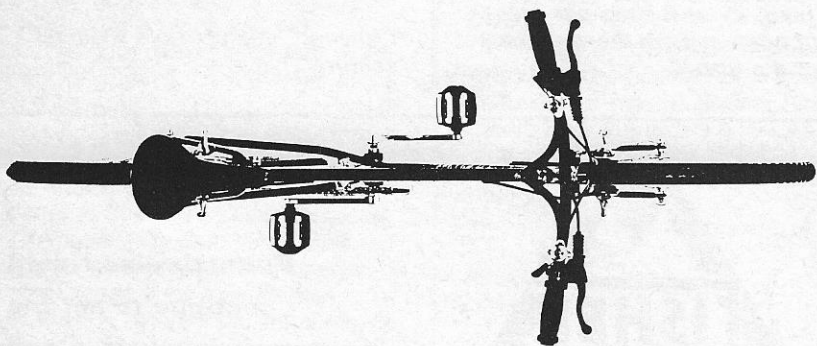
1983
 Giro de Briones / 1st, 2nd
 Rockhopper II / 1st, 2nd, 3rd, 4th, 5th
 Crested Butte / 1st King of Mountain
 1st Downhill, 1st Overall (tie), 1st Criterium
 Rockhopper / 1st
 Prairie City / 1st
 Mountain Mania / 1st, 2nd

NORBA Championships / Most Finishers
 3rd, 5th, 7th, 8th
 Repack Downhill Recordholder / 4:22.14

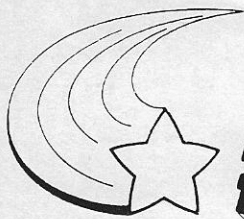
1984
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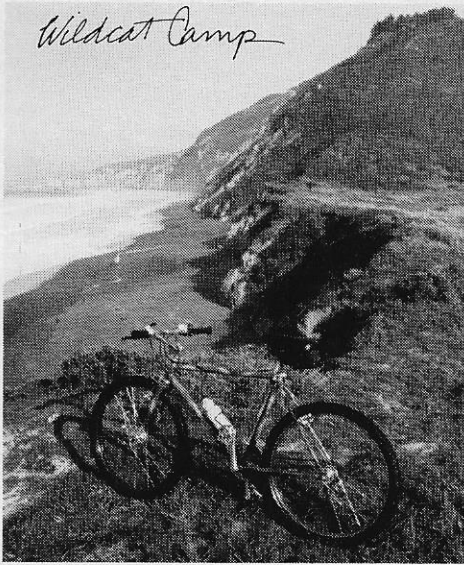


Photo by TIM THULIN



Wildcat Camp

Photo by David Ross



PT. REYES *Continued from page 7.*

Castelli, who delivers an even mixture of wit and wisdom through his bushy walrus moustache, said he is working through the shop's resources to promote cyclists' respect for other trail users and park facilities as the ultimate solution.

"What I'm hoping is that the bike community will limit themselves. If people are self-regulating, there won't be any problems. If people are pirates, then the Park Service will step in."

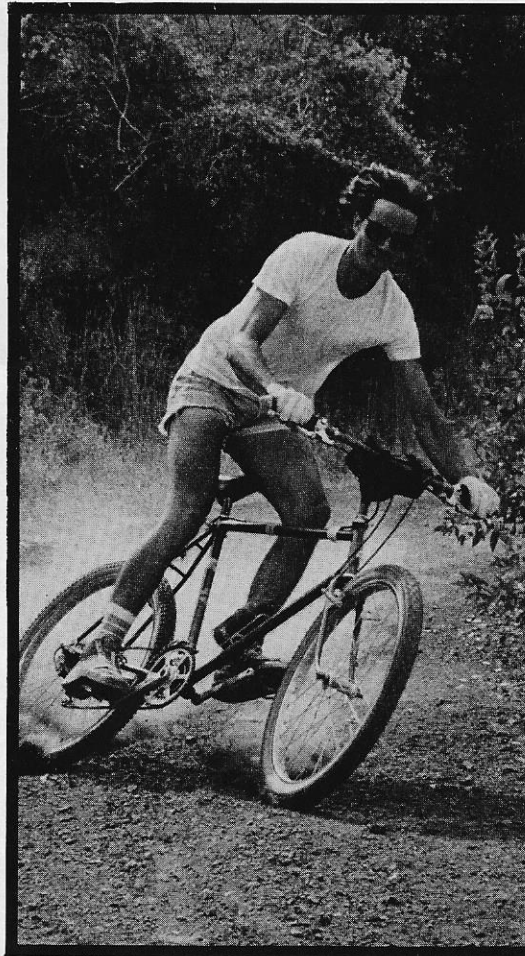
The Trails Etiquette is printed on brochures which are systematically handed to each rental or touring customer. In addition, both men close each mountain sale through Point Reyes Bikes with a sermonette on responsible riding.

The rental brochure opens out into a full relief map of the National Seashore and includes a description of their favorite trails for off-road rides. Not all the park's trails are included on the map, however.

The oversight was intentional, according to Castelli. "We have left off trails and sections of trails that we don't think are appropriate for bike use. The park attitude is that bikes are okay anywhere at this point, but we've taken the position that there really are a few places that we'd rather see less used by bicycles."

"What's really important about this thing--the issue that's really bigger than mountain bikes--is that public lands are often threatened through various schemes. The more people that are supportive, the greater the variety of people, the stronger will be the basis for keeping areas open to public use. It seems to me that what is best is to have the widest support base possible for any given area."

There is safety in numbers, and if Livingston's and Castelli's program is effective, those numbers will make it possible for the rest of us to "always be cruisin'."



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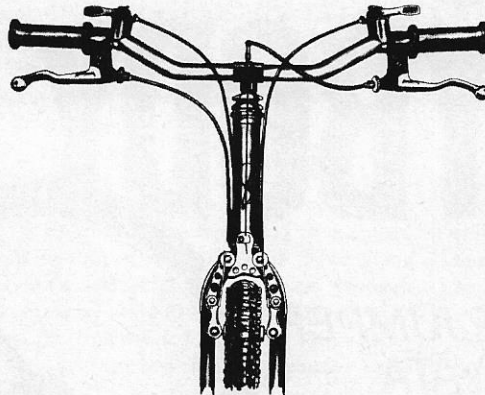
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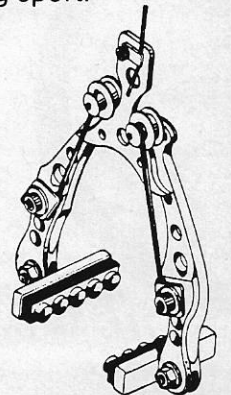
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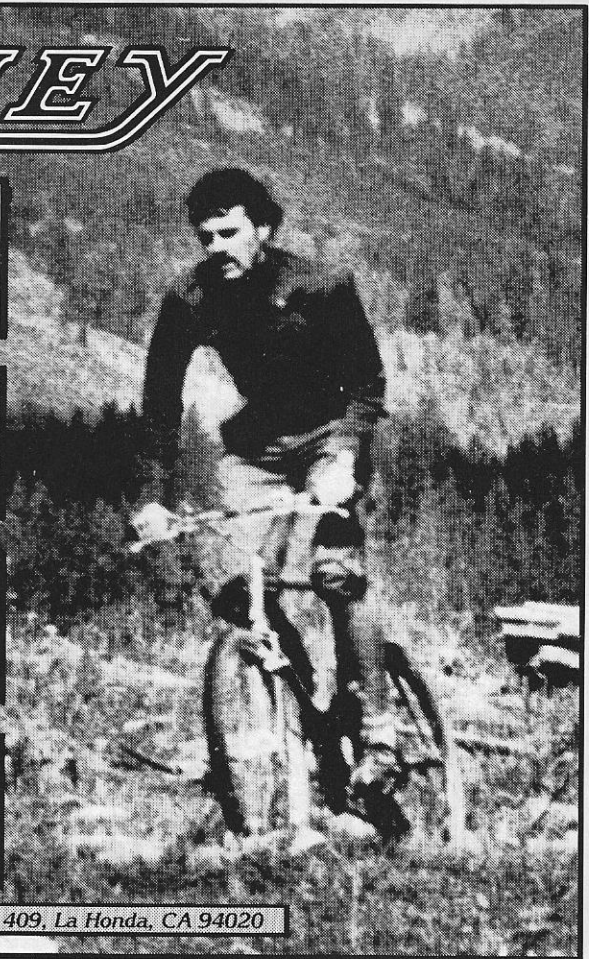


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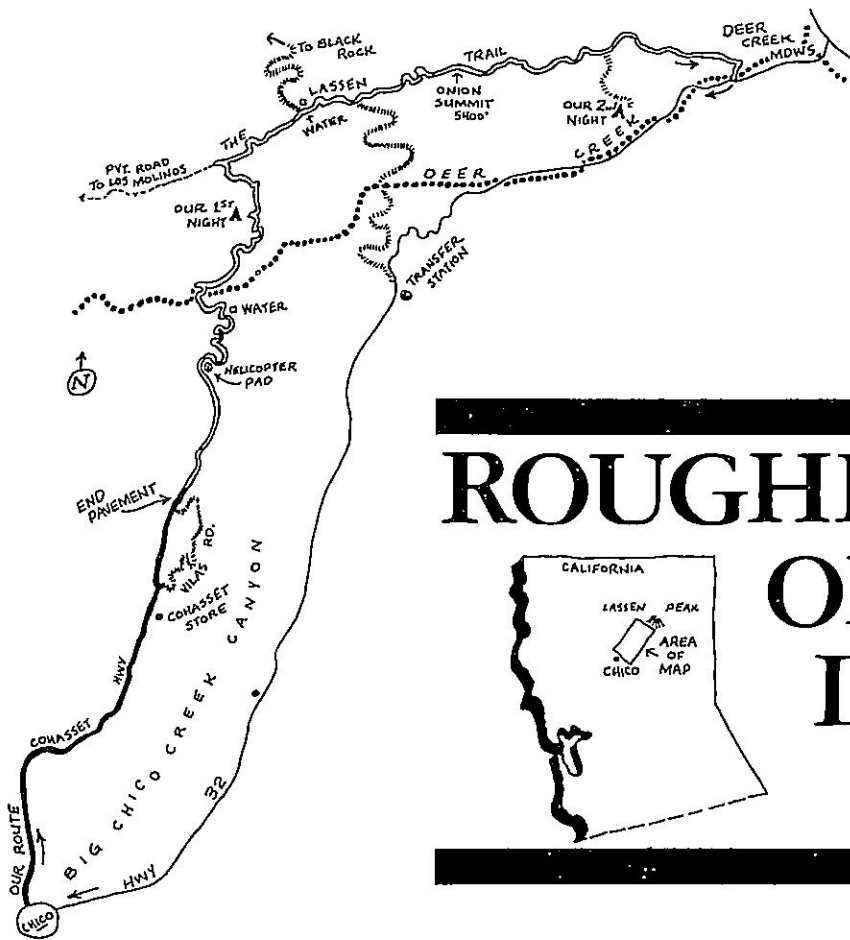
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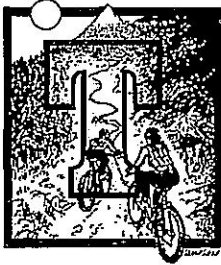


We erred in our previous issue when we gave the dates of Fat Tire Bike Week in Crested Butte. Correct dates, which will also be found in the schedule are September 17th to the 23rd. The Bike Week Expo will run from the 19th to the 21st, the Paradise Divide Stage Race will be on the 20th and 21st (there are rumors of HUGE prizes), and the Crested Butte to Aspen Tour will be on the 22nd and 23rd. Promoter Neil Murdock is trying to round up a major sponsor to keep the cost of the tour at \$40; due to a doubling of the cost of chartered buses his costs have risen enormously.



ROUGHING IT ON THE LASSEN TRAIL

by Bodfish



he upward migratory instinct, which normally kicks in amongst superior California cyclists in late April or early May, was beginning to tickle the sensitive adventure organs of explorer-types throughout the village of Chico,

and here it was only February.

Had it been a typical January we wouldn't have dreamed of cranking our loaded bicycles up the west slope of the southernmost Cascade foothills. However, not a drop of rain or snow had fallen in far-northern California between Christmas and Groundhog Day, and seventy-degree temperatures were the rule rather than the exception during the first month of 1984. So perhaps it's not so surprising that we were spinning upward along one of the many ridge-pleats that fall into the Sacramento Valley from the waist of the "Queen of the Southern Cascades," Lassen Peak, which stands 10,000 feet above the valley floor.

Lava rock from eruptions is strewn about the foothills from Redding to the eastern city limits of Chico. The magnetic energy from the living volcano has pulled on the bipedal residents for hundreds of years; Ishi, the last native American to roam freely in the southern Cascades, spoke often of the magnetism of "Waganupa" (Lassen Peak) which coaxed his people to migrate from the lower foothills to her high green meadows each spring.

We intersected the Lassen Trail at the end of our first day out, a rugged twenty miles be-

yond the point where the pavement ends north of Chico. In the 1850's Peter Lassen had hoped to establish this route from the great basin of the Sacramento Valley to insure the success of his metropolitan dream, Benton City, which was to be on the banks of the Sacramento River between Chico and Red Bluff. The Lassen Trail runs along the ridge that separates Mill Creek and Deer Creek, which are the southernmost drainages of the Cascade Range.

At five thousand feet elevation along the rim we were gliding beneath the Douglas fir and sugar pines, enjoying the panoramic view of the canyons and foothills below, when we ran into our first patch of snow. According to the map, in only two more miles the trail (nowadays a twenty-foot wide logging road) was to reach Onion Summit at 5400'. After that it looked as though the trail leveled out, then lost a thousand feet as it melted into an expansive chain of meadows.

The snow deepened with every step and the trail now showed only occasionally as gooey patches of mud. Waganupa was beginning to lose her grip on my adventure buddy Lisa as we trudged through soft snow in our canvas bike shoes.

"Only a mile more," I coaxed, "and we'll be at the summit... what a great view we have here, eh?" Lisa mumbled something as I surged forward as if being pulled by a leash. The snow depth moved up to mid-calf, and our bikes became the metallic core of Cascade snowballs. The wheels filled with snow first, then the brakes and cranksets became encased with slush and ice.

"I can see it," I hollered, "The summit!"



isa was sitting in a drift. Her bike stood by itself upright in the trace where she had left it. "Hey," she countered, "I came for the ride, to swear up hills and soar down them. Walking through snow in lightweight shoes is not my

idea of a good time."

The skies were a perfect blue. Over the Coast Range far to the west there were no clouds to warn of a front full of winter weather. Our thin canvas cycling shoes were soggy and the forest was heavily quilted with snow; Lisa had her doubts, even threatening to mutiny the expedition and return to the valley via the well-known Hogsback route. But Bodfish curiosity got the best of both of us and we continued northward along the Lassen Trail, which we had seen previously only on maps.

It should have been only twenty miles from the summit to Deer Creek Meadows, but of course when you are pushing your gear-laden bicycle through the snow the miles refuse to whiz by the way they do when you're in the saddle.

I insisted on looking for a shortcut down to the main highway that runs parallel to Deer Creek, and as a result that night we slept in a steep, snowy little side canyon a few miles off the "A-Line," which is what the timber companies have renamed the Lassen Trail west of Chester. We didn't bring a tent or stove on this journey... "No chance of rain or snow," I told

Continued on page 18

NORBA Suntour Event

NORBA and Suntour are getting together what looks like the biggest off-road event of the summer, the Suntour Pacific States Series. This will be a total of eight races held in widely separated locations and culminating in a championship event to be held in the Bay Area on July 22.

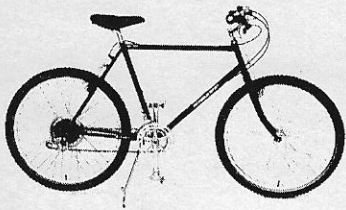
So far Suntour has put up some \$3800 in various prizes, some of which can only be claimed by riders using Suntour equipment. Riders will qualify for the championship event by accumulating points in the preliminaries, and some travel money will be available, according to NORBA spokesman Glenn Odell. For a complete listing of the races see "Coming Events."

Velo-Sport Seminar

One of the best known bike shops on the West Coast, Velo-Sport in Berkeley, recently sponsored a seminar on off-road bikes, featuring Tom Ritchey, Mike Neel, and Charles Kelly. "So what?" you ask. The acceptance of the Fat

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Tire movement by owner Peter Rich represents a 100% turnaround from his previous attitude toward these bikes, which was exemplified by the Velo Sport ad in the phone book. Last year's ad carried the prominent message: "No Dirt Bikes." Rumor has it that a sales rep browbeat Rich into taking a fancy custom off-roader around the block. When he returned he bought the bike for himself and the line for the shop.

English Bike

England is going the Fat Tire route, although our contacts over there say it's difficult to break through the conservative attitude of most British cyclists. Positive signs include a series of off-road races being sponsored by a new magazine called "Action Bike," as well as the manufacture of some radical off-road machinery. We have a letter here from English Cycles Ltd.: "Enclosed one pic. of English Cycles prototype Dirt Burner--tandem hub brakes included. We think we are the first English mountain bike builders so far, but the signs are good; over twenty sold in the first month (Reynolds 531 all through)."



Facts And Figures

We are indebted to Glenn Odell of NORBA for the following figures, which are synthesized from several sources.

In 1982 mountain bikes commanded under one percent of the 1.6 million bicycles imported into the U.S. Projections for 1984 indicate that some 7½% of the 3 million bikes imported this year will be multiple-gear fat-tire bikes. (Put away your pencil; that's 225,000.)

A survey done by BICYCLING magazine indicates that of seven categories of cyclists studied, the number of fat-tire riders is growing at a rate three times that of the next fastest growing group. Fat-Tire cyclists should double this year from a base of 200,000, a growth rate of 100%, while the next fastest growing group, bicycle racers, is growing at a 33% rate from a base of 40,000.

Anyone who lived through the infamous bus crash on Kebler Pass, the Grand Mal Finale of the 1982 C.B.-Aspen Tour, should have one of the commemorative t-shirts printed by Kevin Montgomery. Only \$8.50, contact Kevin at Skid-Lid, 1560 California Street, San Diego, CA 92101.

NORBA Membership

The National Off-road Bicycle Association offers its members a full 12-month membership including:

1. 24 hour anytime bicycling accident insurance (\$5000 coverage, \$100 deductible secondary insurance).
2. Accidental death and dismemberment insurance (AD&D) \$5000.
3. Active representation to public land managers and legislation on behalf of all off-road bicycling enthusiasts.
4. A monthly newsletter with a nationwide event calendar, dealer directory and other useful info... for only \$18.

Write to N.O.R.B.A., 2175 Holly Lane, Solvang, CA 93436.

It appears that the Central Coast Clunker Classic has gone the way of all flesh. Access problems in the Lopez Lake area have cropped up and promoter Glenn Odell says that no compromise route is available. Too bad, because this was one of the best courses anywhere, with dozens of stream crossings and great trail riding, plus LOTS of poison oak.


The FTF offices were recently graced by a visit from Howard Sutherland and John Allen. For those who don't know, Sutherland is the creator of the SUTHERLAND'S HANDBOOK FOR BICYCLE MECHANICS, in which he has gathered together data on nearly every standard for threading, bearings, spoke lengths, and so on, that pertains to bicycles. The HANDBOOK is updated as often as possible, and John and Howard were in the process of gathering material for a new section on mountain bikes. This will include information such as a gear chart for 26" wheels with wide range gearing and sizes of the various cartridge bearings in use in products such as pedals, bottom brackets and hubs. If you work on bikes, you need this book.

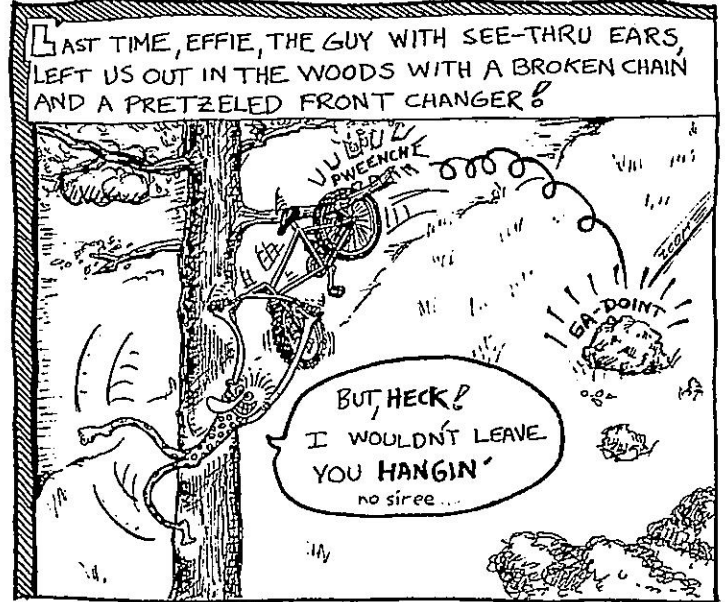
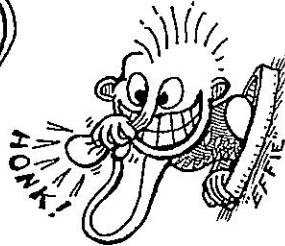
After Joe Murray's second big win in as many weeks at the Coyote Derby, Specialized offered him a job and a bike, which he declined. We would bet that they want him for more than his mechanical expertise. With all the off-road money flying around, smaller companies may have a hard time fielding good teams if they have to match offers from major manufacturers. Note that ace off-roader Gavin Chilcott has signed on with Specialized.



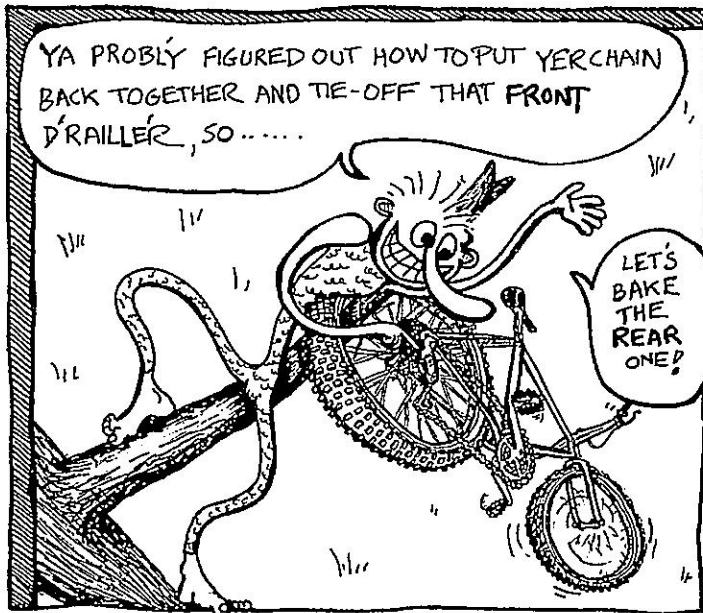
WRECK TIPS

BY R. EWE BAILOUT

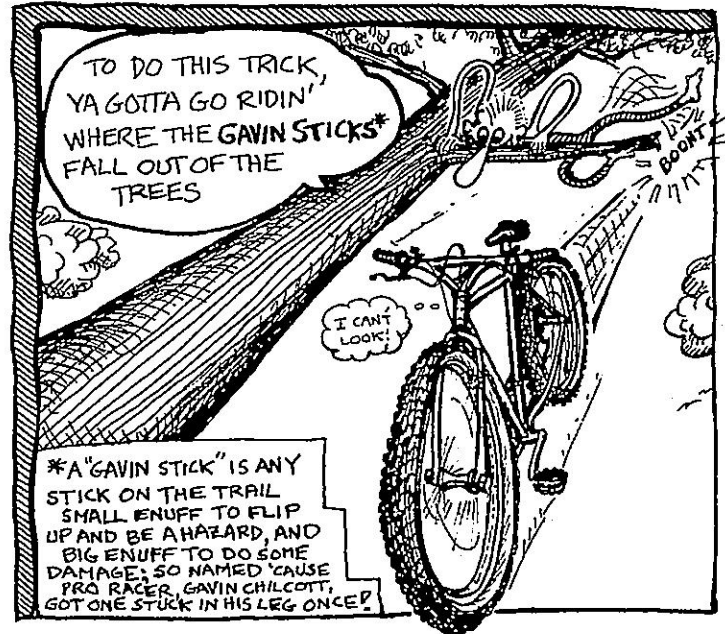
BROKEN BRAINSTORMS FROM THE RAINED-OUT "MIND" OF  OUT



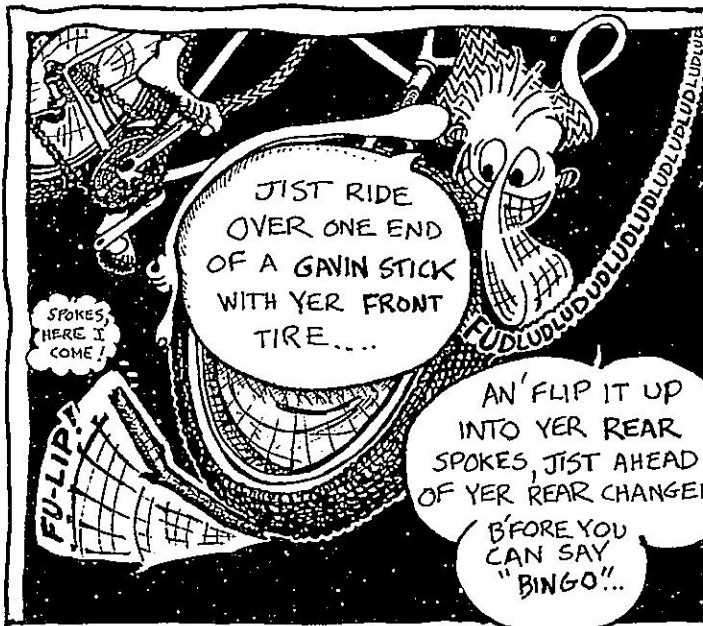
BUT, HECK!
I WOULDN'T LEAVE YOU HANGIN' no siree...



LET'S BAKE THE REAR ONE!

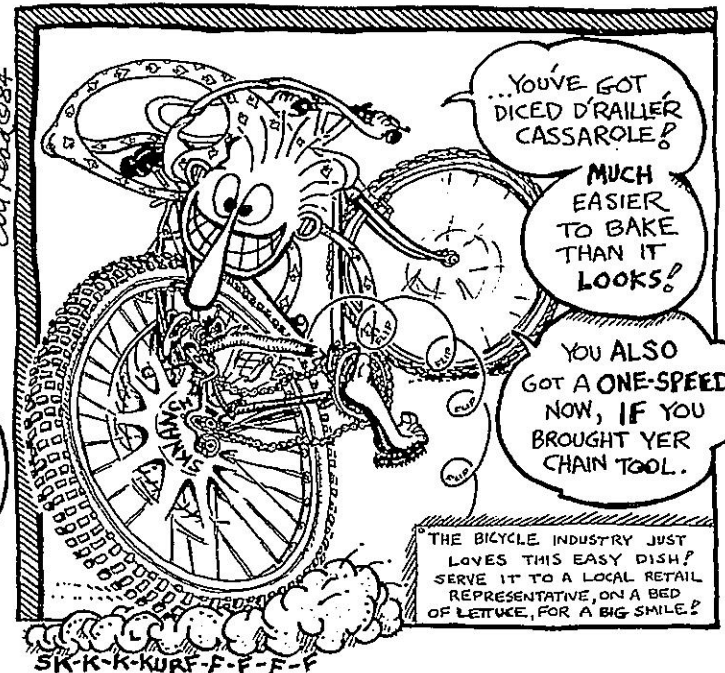


*A "GAVIN STICK" IS ANY STICK ON THE TRAIL SMALL ENUFF TO FLIP UP AND BE A HAZARD, AND BIG ENUFF TO DO SOME DAMAGE; SO NAMED 'CAUSE PRO RACER, GAVIN CHILCOTT, GOT ONE STURK IN HIS LEG ONCE!



SPOKES, HERE I COME!

AN' FLIP IT UP INTO YER REAR SPOKES, JIST AHEAD OF YER REAR CHANGER. B'FORE YOU CAN SAY "BINGO!"



MUCH EASIER TO BAKE THAN IT LOOKS!

YOU ALSO GOT A ONE-SPEED NOW, IF YOU BROUGHT YER CHAIN TOOL.

THE BICYCLE INDUSTRY JUST LOVES THIS EASY DISH? SERVE IT TO A LOCAL RETAIL REPRESENTATIVE, ON A BED OF LETTUCE, FOR A BIG SMILE!

SK-K-KURF-F-F-F-F

MOUNTAIN ANGWISH 4-LUNGS RESULTS

Northern California's first big race of 1984 was the "Mountain Angwish 4-Lungs," a production of the American Lung Association, which also sponsors the Rockhopper series. Experts rode two nine mile laps of the rugged course, which included 2000 feet of climbing per lap. Joe Murray, riding for Fisher Mountain Bikes took an easy victory with a three minute margin over Mark Michel, riding for Specialized. Noted triathlete Julie Moss competed in her first off-road event unopposed in the women's expert class; riding with the expert men she finished in a creditable 31st place.

Ken Franklin moved into the expert class with a win in novice. Riding for Fisher Mountain Bikes he finished one lap in 55 minutes. Novice women's winner was Liz Nilsen of San Anselmo.

EXPERT (Two laps, eighteen miles)

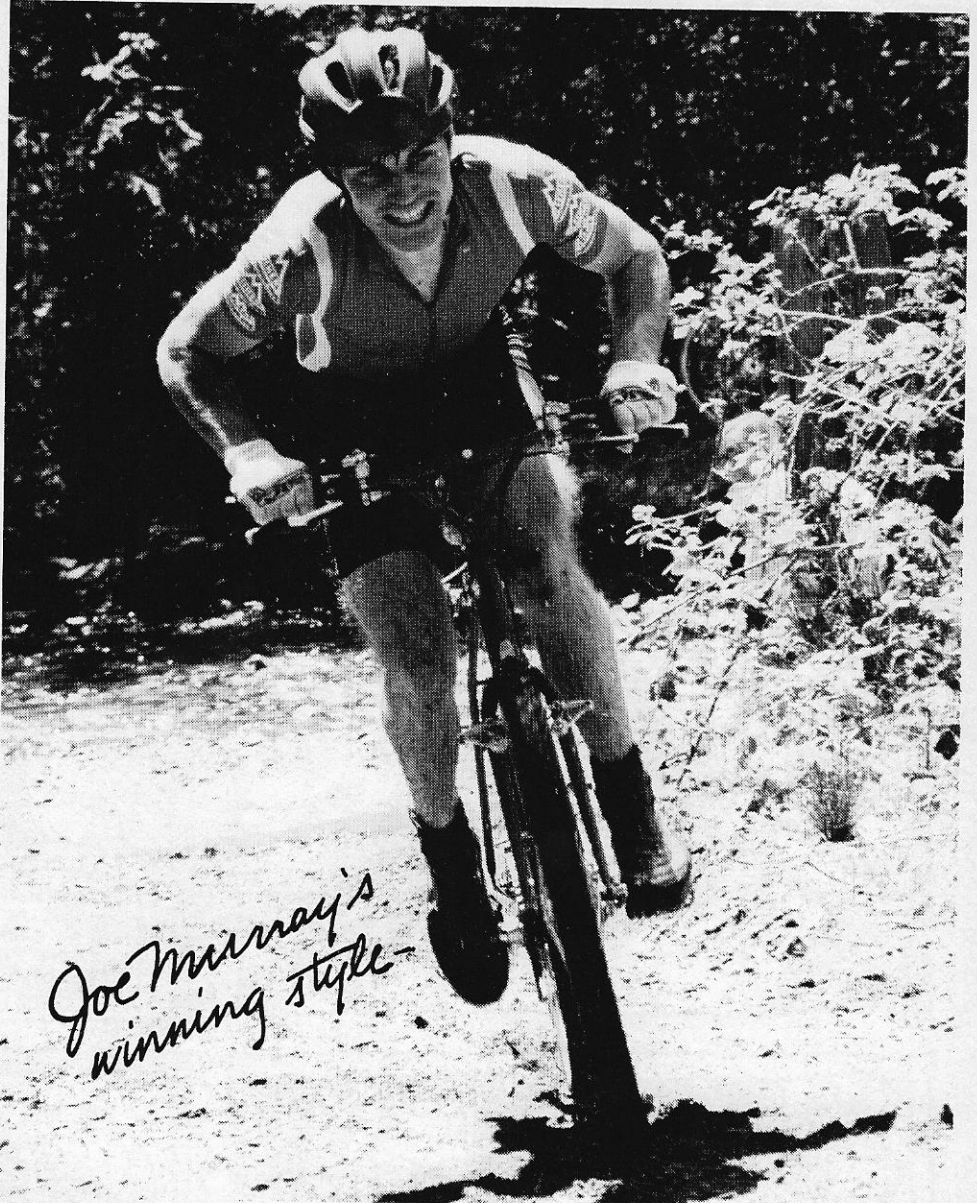
1. Joe Murray, San Anselmo 1:39:45
(Fisher MtnBikes)
2. Mark Michel, Santa Cruz 1:42:44
(Specialized)
3. Dave McLaughlin, Palo Alto 1:47:35
(Specialized)
4. Robert Stewart, Larkspur 1:48:25
(Potts)
5. Art Shuster, San Luis Obispo 1:48:50
17. Mike Pipin, Pt. Richmond 2:00:07
(One-speed)
18. Kurt Dabica, Vacaville 2:02:31
(One-speed)
31. Julie Moss, Rohnert Park 2:17:09
(Specialized)(Exp.Woman's winner)

NOVICE (One lap, nine miles)

1. Ken Franklin, Fairfax 55:00
(Fisher MtnBikes)
2. Cary Acord, Castro Valley 55:07
3. Tom Hillard, Santa Rosa 58:18
(Bike Peddler)
4. Stouz Thornbrugh 59:30
Vacaville
5. Mark Nusbaum, Vacaville 1:01:16
25. Liz Nilsen, San Anselmo 1:09:12
(Novice Women's winner)
30. Lenore Chancellor, 1:10:40
Vacaville (Second, Novice Women)

Race Reports

Photo by Arne Ryason



*Joe Murray's
winning style*

Photo by Tim Tbulin



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Photo by Charles Kelly



Photo by David Ross

Reseda to the Sea

By VVA

On the starting line: 78 dirt road racers; 33 having chosen to ride the traditional course, once over the mountains, and 45 electing to ride the new challenge, returning by way of Eagle Rock. Multi-varied terrain: sand, gravel, rocks, boulders, hard-packed dirt, bedrock, powder.

Blood was drawn descending to the sea in a couple of cases, and others crashed less radically. The major race-related injury was sustained in training for this event by Rick Denman, requiring about a dozen stitches of repair work on the previous Thursday.

Halfway-point race leaders Joe Sloup and Aaron Cox passed through the check on their way around in 49:55, cracking John McCormick's time of 58 minutes (1983); although this year we took the Brian Skinner Shortcut (est. 3 minutes faster), that still leaves five minutes faster time for the duo.

The return trip sure enough was tougher than the first half; several riders suffered hunger knock and were reduced to pushing it uphill, or flat-out died and needed a transfusion.

When it was all over, everyone who made it back to the Valley had a taste of catered chili and cold beer. T-shirts with the latest VVA design were distributed to top finishers.



RESEDA-TO-THE-SEA AND BACK

1. Aaron Cox	1:59:00
2. Rick Denman	2:01:00
3. Steve McIntosh (Ross)	2:05:00
4. Todd DeAngelis	2:06:00
5. Kye Sharp	2:07:00

RESEDA-TO-THE-SEA

1. Greg Papazian	1:03:29
2. Brian Skinner	1:05:14
3. Chris Cianci	1:05:21
4. Bill Baughn	1:06:20
5. Kram Jacobs	1:06:58

LASSEN TRAIL *Continued from page 11*

Lisa as were putting together our gear for the trip... so we built a crackly little fire and talked about the events of the day and how much less fun it is walking bicycles through deep snow than it is riding bicycles on pine needle covered dirt roads. The stars were blazing as we crawled into the big down sleeping bag, and the campfire flames were sucked down into the coals a few feet away from our heads. We had twelve hours of warm comfort ahead before we were to resume our bike-hike in frozen shoes.

There was a solid crust atop the snow when we crawled out of our warm cocoon the next morning. A thin sheet of high clouds veiled the sunrise, lending a sense of urgency to our trek. It had been my decision to leave the four pound tent at home.

The shortcut dead-ended in thick brush several hundred feet above the highway. We retraced our steps up to the Lassen Trail. Spur logging roads shot off in every direction, but we had learned our lesson. If we were to make it out of the Lassen forest before the next big storm moved in, we would have to stay on the A-Line all the way to Deer Creek Meadows which, I assured Lisa, was only a few more miles ahead.

I had my doubts, however, so I hopped on my bike to give snow-riding another try. It worked; the morning crust was strong enough to carry my 240 pounds of man and machine. The lugged tires dug in just enough and the brake pads kept the rims warm enough for a safe ride down through the crystalline forest and around sudden hairpin turns.

With this discovery our progress toward the trail's intersection with the main highway quickened dramatically. Instead of a three hour walk along a surprisingly full twelve miles of trail that lay between us and the paved road home, the bikes brought us out of the wintry backcountry in less than an hour. We dipped our bikes in the turbulent current of Deer Creek and wiped them dry before applying a heavy coat of lubricant to the chain and derailleurs. We were fifty smooth, dry miles from Chico. It

had taken the better part of three days to travel a rugged seventy miles, yet we were confident we'd make it home to a steamy cup of tea and flannel PJ's before nightfall.

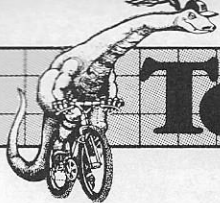
Modern road engineering and asphalt help eliminate days from the trials of two-wheeled self-propelled travel, yet those three days of the Lassen Trail will resurface vividly for decades to come during campfire conversations along other forgotten roads of the America West.



Photo by Tim Thulin



Photo by Charles Kelly



Tech Tips by SeeKay

It's been a number of issues since we discussed brakes, so it's probably time for an update. Nearly every off-road bike uses cantilever brakes these days. The other kinds in use are drum, caliper, and at least one new/old design, the "Roller-Cam" brake. More on those later.

Cantilever Brakes

There are several reasons for the popularity of cantilever brakes. These include ease of adjustment, absence of appreciable flex, good mud clearance, easy wheel removal, and of course, efficient stopping of the wheel. The one major drawback to cantilevers is the fact that they are frame-mounted, and if the bike didn't come with them they must be put on by an expert. This is somewhat a moot issue now, since most off-roaders come with cantilevers as standard equipment.

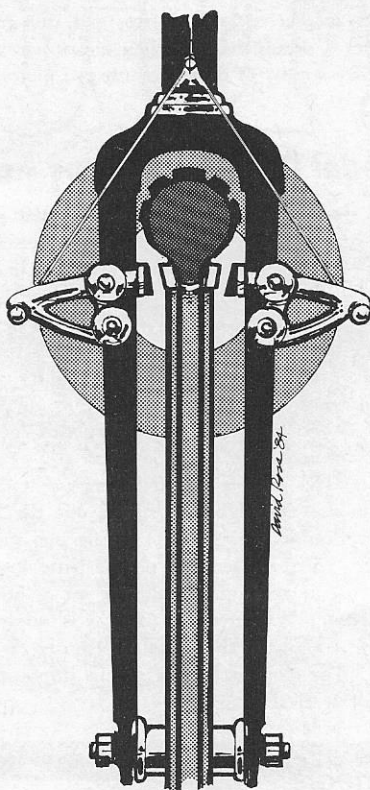
The factors involved in efficient braking boil down to how much surface area of the rim the pad contacts and how much pressure is put on that area. Another factor, somewhat less important, is the composition of the pad itself. Obviously, the brake should be adjusted so the pad strikes the rim with good alignment; what isn't always obvious is the fact that as the pad wears down, it will contact the rim at progressively lower points as the arm swings through a longer arc. If this is not corrected the pad will eventually slip under the rim under hard braking, and you will have no brakes just when you need them most.

This last adjustment problem is accentuated by the use of some rims, such as Ambrosio, which have slanted sides instead of the roughly parallel sides of Araya or Ukai. Brakes with pivots positioned for rims with flat sides (i.e. all of them) will wear faster at the top of the pad (see illustration) when used with Ambrosios, and the rider should check his brakes often.

Some brake pads wear more quickly than others, and in my experience the Shimano pads wear out the fastest, especially when exposed to very wet and gritty conditions. (This should not be considered an indictment; I still use Shimano brake pads.) Mafac brake pads had a tough composition that lasted forever, but on some rims they would make noise that couldn't be adjusted out. Unfortunately, Mafac is now out of business.

Although caliper brakes are the easiest to mount, their design has inherent problems. On a racing bike the small tire makes it possible to put the pivot point close to the rim, but in order to reach around a Fat Tire, caliper brakes must have long arms that inevitably flex, absorbing stopping power. Compare this with the length of the arm on a cantilever, only an inch or so.

Drum brakes are living fossils if they are still in use. Their drawbacks are numerous, including: difficulty of adjustment, problems removing and remounting wheels, and weight. And these are only the minor problems. After



mounting the wheel the brake shoes must be centered, which is a bit of an elaborate adjustment. Also, on a long descent, drum brakes fade just like automobile brakes.

Roller Cam Brakes

Charlie Cunningham of Fairfax, California, has reintroduced what he calls the "roller-cam" brake. Although he invented it independently, the idea has been around for some time, evidenced by pictures from the thirties of brakes that look very similar. Instead of pulling on the brake arms, the principle of the cantilever brake, the roller cam is activated by a small plate that applies pressure by spreading the two arms as the cable draws it up between them.

The roller-cam offers some distinct advantages, but there are also drawbacks. The advantages are the ability to put extreme pressure on the rims and the fact that the brake does not project from the bike frame. The disadvantages are the relative difficulty of retrofitting to a bike already equipped with cantilevers, difficulty and frequent necessity of adjustment, the fact that the tire must be deflated to mount the wheel, and expense (about \$200). The last factor may be reduced when Suntour brings out a mass-produced version.

Continued on next page

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ABOUT THE INVENTORS

Joe Breeze and Josh Angell have been riding all terrain bikes for a combined total of 25 years. Breeze designed and built the first successful all terrain bike frames in 1977. Both Breeze and Angell have long been involved in designing and producing components for this new breed of bikes.

TECH TIPS

Continued

For those who are used to cantilevers the roller-cam has a different feel. Although the feel can be adjusted, this is done by changing the shape of the activator plate, and this requires either a steady hand with a file or access to a factory supply of differently shaped plates.

Pedal Clips and Straps

Pedal clips and straps are popular among riders who value their efficiency on uphill and don't mind the minor hassle of getting in or out of them. One common problem with them is their relative lack of durability. A new development here is the invention of a nylon toe-clip, which can be stomped on with impunity or even with boots.

Modification freaks can try this: get two pairs of large toe clips (large so you can wear boots) and remove the little loops that the toe strap goes through by drilling out the rivets. Now double the clips by sliding one into another, then replace one of the little loops by riveting it through the double set of holes. If you don't have riveting tools, you might persuade your local shoe-repair person to do it for you. The double clip is nearly impossible to break or even bend.

Wheels

Wheels take a beating in rough terrain, and even though Fat-Tire bikes have strong wheels, strength is relative. A well-built wheel will last far longer than one that is built loosely or unevenly.

Most mass-produced bikes come with factory-built wheels, and some of these are put together very poorly. Spokes should be laced, that is, a spoke that originates on the inside of the hub flange should pass to the outside of the last spoke it crosses before it meets the rim. All hand-built wheels are done this way, but cheap, machine-built wheels are not. The crossing does a lot to stiffen the wheel in the lateral direction.

Check spokes for tension; they should be tight. Spokes do their work by pulling, not pushing on the rim, and are essentially a piece of wire. If the wire goes slack, the rim will deform. Sometimes it is difficult to get enough tension on the spokes on the left side of a rear wheel because the spoke key will round off the nipples on the dished (right) side due to the higher tension. To get around this, try over-dishing the wheel, then when the right-side spokes are as tight as you can get them, pull it back into dish by tightening the other side. From an engineering standpoint, spokes can hardly be "too tight," but the practical limit is a degree of tension where the spoke tool rounds off the nipple.

As spokes get tighter, the nipples will bind, both on the threads and on the rim. As this happens, the spokes will "wind up," which creates an illusion of tension. As the wheel is ridden, they will unwind and loosen. To prevent this, put a drop of oil on each of the ferrules

(the hole in the rim) before tightening the nipples. If you use aluminum nipples, grease the threads on the spokes before lacing the wheel. After tightening the wheel, stress it by putting the axle against the floor and pressing gently on the rim, working your way around. You will hear the spokes pinging as they unwind, and the wheel will probably go slightly out of true, so put it back on the stand and repeat the process until it stays true.

Reader Input

Dear SeeKay:

I need some info. Read your article on handlebars. Enjoyed. I need to know where I can purchase a set of handlebars/stem for my Mt. Fuji. I want to raise the handlebars another 3" or so, beyond the height (extended as far as they can go) of the stock handlebar/stem. I don't hill climb, just trail ride. My riding posture would be much more comfortable in a more upright position. I wouldn't be adverse to the handlebars being closer to me, either.

Mac McGrath
Bloomingdale, IL

Mac:

Your problem is not unique; I found that I too wanted a higher set of bars when I was using a standard Japanese mass-produced bar/stem. I solved my problem by getting a custom set, but this is not a viable option for everyone.

Because the field of off-road bikes is so new, radical designs are confined for the most part to domestic builders who don't need to commit themselves to huge production runs. When Japanese manufacturers began turning out off-road bikes they used designs that were already in use in the U.S., and in the case of handlebars most are made by one factory using a single design, a copy of Tom Ritchey's original "Bullmoose" handlebar that is relatively low. Ritchey, however, uses at least four different combinations of height and reach to better fit his custom bikes to the rider, an option that is not available in mass-produced machinery.

Because the word has gotten around that off-road bikes need to be substantially smaller than road frames, many shops with little experience in off-riders will sell their customers bikes that are actually too small. Although I can't inspect your bike to see if this is the problem, a frame that is too small will in effect lower the handlebars.

I realize that I haven't offered you a solution. Short of buying custom bars or a new bike, look into getting a set of motorcycle-style bars mounted on a standard stem. These handlebars come with different amounts of rise, and by choosing the right stem you can select the proper amount of forward reach. Look for the bars at a motorcycle shop, and remember that you will need a shim to fit a pair of 7/8" bars to a standard stem with a 1" clamp. (Clamp sizes vary from 23.8mm to 26.4mm, 7/8" is 22.2mm, 1" is 25.4mm)

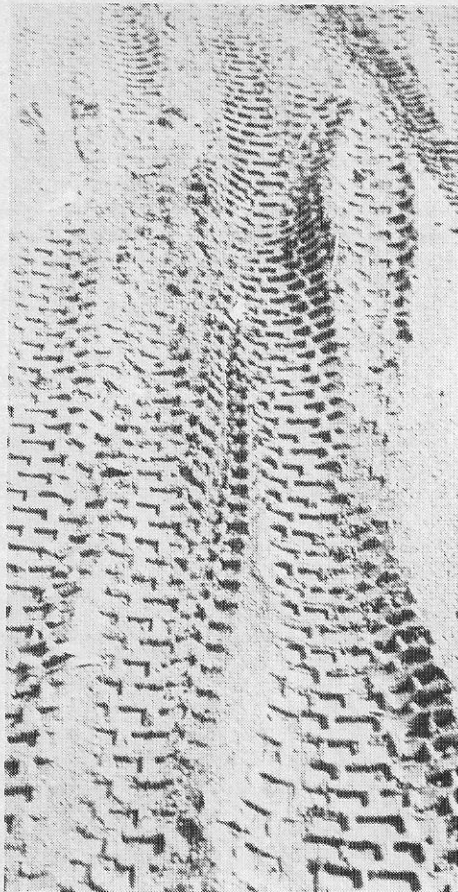


Photo by Charles Kelly

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"Hite Rite"

Everyone talks about having some kind of spring-loaded seat height adjuster, and a number of people have come up with working designs, but this solution from Joe Breeze and Josh Angell is as far as we know the easiest to mount, requiring no retrofit. One end of the spring replaces the nut on the seatpost quick-release and the other clamps around the seatpost. To lower the saddle the rider releases the quick release and lets his weight push it down the desired amount. When it's time to go up again, the rider takes his weight off and the seat rises to the preset location. The Hite Rite also keeps the saddle lined up with the frame and makes it harder for nefarious persons to remove the unsuspecting saddle. Weight is three ounces available from Breeze and Angell Development Co.

IMAGINE
THAT
STUDIO
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GRAPHICS
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A MUDPUP FLASHBACK

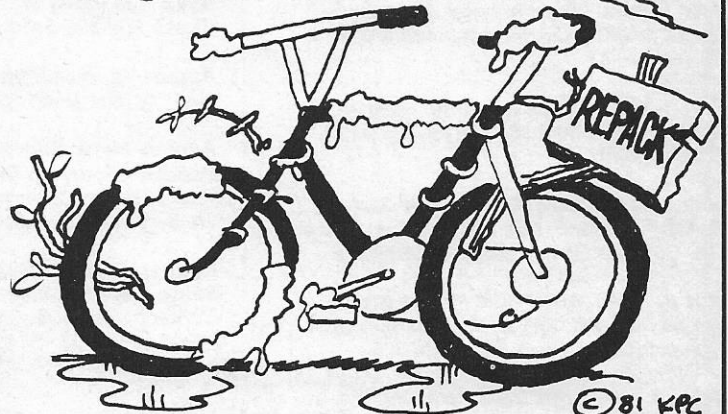
AFTER THE FIRST RIDE:

OH MAN I HOPE THAT
AIN'T A SCRATCH



AFTER THE TWENTY-FIRST RIDE:

HEY GREAT RIDE - LET'S GO
GET SOME BREWSKIS! HAR HAR





Coming Events Events Events

May 20, race; "Rock-Hopper 4-Lungs," Santa Rosa, CA. Contact: Lynn Woznicki, 800-556-6650 or 707-527-5864

May 27, race; "La Tuna Classic" Los Angeles, CA. Contact: Brian Skinner, Mountain Cross Racing 213-347-0116

May 25, 26, 27, tour; "Sierra Nevada Fat Bike Fest" Chico, CA. Contact: Chuck Elliot 916-342-1055

May 27, race; "Tray Mountain Hillclimb," Helen, GA. Contact: John Koenig 404-878-2851

June 3, race; "Whiskeytown Downhill," Redding, CA. Contact: Gary or Bonnie Larsen 916-243-7101

June 10, race; "Mike's Bikes Off-Road Race," San Rafael, CA. Contact: Lynn Woznicki 800-556-6650 or 707-527-5864

June 16, race; "Huff 'n' Puff," Quincy, CA. Contact: Bob Leibold 408-425-8688

June 16, race; "Sun Mountain," Winthrop, WA. Bike Rodeo, Moonlight Ride. Contact: Ted Reese 509-996-2411

June 17, tour; 25-30 miles, Winthrop, WA. Contact: Ted Reese 59-996-2411

June 17, race; "Rage in the Sage," Crested Butte, CO. Contact: Neil Murdock 303-349-6761

June 24, race; "Earthquake Run," Los Angeles, CA. Contact: Brian Skinner, Mountain Cross Racing 213-347-0116

June 24, race; "Chimney Mountain Hillclimb," Helen, GA. Contact: John Koenig 404-878-2851

June 24, race; "Carlsbad Grand Prix," Carlsbad, CA. Contact: Bob Hadley 714-624-5393

July 1, race; "Double Loop Stage Race," Crested Butte, CO. Contact: Neil Murdock 303-349-6761

July 1, race; "Revenge of the Siskyou," Ashland, OR. Contact: Siskyou Cyclery 503-482-1997

July 7, race; "SUNTOUR Pacific States Series," Portland, OR. and San Luis Obispo, CA. Contact: Glenn Odell 805-688-2325

July 8, race; "SUNTOUR Pacific States Series," Seattle, WA. and Sacramento, CA. Contact: Glenn Odell 805-688-2325

July 14; Observed Trials, Orienteering, Moonlight Ride Winthrop, WA. Contact: Ted Reese 509-996-2411

July 14; race; "SUNTOUR Pacific States Series," Los Angeles, CA. and Bend, OR. Contact: Glenn Odell 805-688-2325

July 15, race; "1st Annual Three-Finger Jack's 50 Miler" Winthrop, WA. Contact: Ted Reese 509-996-2411

July 15, race; "SUNTOUR Pacific States Series," San Bernardino, CA. and Redding, CA. Contact: Glenn Odell 805-688-2325

July 15, race; "Gold Creek Classic," Crested Butte, CO. Contact: Neil Murdock 303-349-6761

July 21, tour; "Crystal Canyon Tour," Crested Butte, CO. Contact: Neil Murdock 303-349-6761

July 21 and 22, race; "Canaan Mountain Series," Davis, WV. Contact: Laird Knight 304-259-5606

July 22, race; "SUNTOUR Pacific States Championship," San Francisco, CA. Contact: Glenn Odell 805-688-2325

July 22, race; "Topanga Cross," Los Angeles, CA. Contact: Brian Skinner, Mountain Cross Racing 213-347-0116

July 28, race; "Peavine Hillclimb," Reno, NV. Contact: Casey Weeks 916-583-9530

August 4, 5, race; "Arts Fair Stage Race," Crested Butte, CO. Contact: Neil Murdock 303-349-6761

August 10, tour; "Rocky Branch Trail," Jackson, NH. Contact: John Rankin 603-536-3655

August 11, race; "Wolf Creek Hillclimb/Downhill," Bike Rodeo, Moonlight Ride, Winthrop, WA. Contact: Ted Reese 509-996-2411

August 12, race; "1st Annual Wolf Creek Race" (25 miles) Winthrop, WA. Contact: Ted Reese 509-996-2411

August 12, race; "Short Cut," Los Angeles, CA. Contact: Brian Skinner 213-347-0116

August 17-19, Bike Festival; "Mountain Bikes in Mountain State" Buckhannon, WV. Tours, Races, Observed Trials. Contact: Steve Wereley 304-472-8644

August 18 and 19, race; "New England Stage Race," Wendell State Park, MA. Contact: John Kirkpatrick (Ross Bicycles) 1-800-221-6764

August 18 and 19, tour; "Peeler Lakes Tour," Crested Butte, CO. (Supported tour). Contact: Neil Murdock 303-3349-6761

August 26, race; "Farris Creek Challenge," Crested Butte, CO. Contact: Neil Murdock 303-349-6761

August 31-September 3, Off-Road Festival; Winthrop, WA. Guided Tours, Observed Trials, Hillclimb/Downhill, Moonlight Ride, 75 Mile Relay Race (1 bike, 3 riders). Contact: Ted Reese 509-996-2411

September 4-9; "Fat Tire Bike Week East," Jackson, NH. Contact: John Rankin 603-536-3655

September 9, race; "2nd Annual Mountain Mania," Sacramento, CA. Contact: Bob Edwards 916-739-6931

September 9, race; "Gunsight Pass Race," Crested Butte, CO. Contact: Neil Murdock 303-349-6761

September 16, race; "Gant Challenge," Denver, CO. Contact: Joe Sailing 215-967-5171

September 16, race; "Poplar Stump Hillclimb," Helen, GA. Contact: John Koenig 404-878-2851

September 17-23, tour and races; "Fat Tire Bike Week," Crested Butte, CO. Contact: Neil Murdock 303-349-6761

September 22, 23, race; "Canaan Mountain Series," Davis, WV. Contact: Laird Knight 304-259-5606

September 23, triathlon; "Tri-Cross Off-Road Triathlon," Santa Rosa, CA. Contact: Lynn Woznicki 800-556-6650 or 707-527-5864

September 29, 30, race; "N.O.R.B.A. National Championships." (Site to be announced). Contact: Glenn Odell 805-688-2325

October 6, tour; "Ruff Stuff Rendezvous," Missoula, MT. Contact: Norm Gibat 406-721-0090

October 7, race-tour; "Tour de Bluff," Groton, CT. Contact: Bob Harrington 203-443-8250

October 14, race; "Rock Hopper 4-Lungs," Santa Rosa, CA. Contact: Lynn Woznicki 800-556-6650 or 707-527-5864

October 21, race; "Mount Lowe," Los Angeles, CA. Contact: Brian Skinner 213-347-0116

Observed trials series; "Koenig's Mountain Madness," Helen, GA. Contact: John Koenig 404-878-2851. Dates: May 20, June 17, July 22, August 19, September 23, October 21, November 18

RICKY CHA IN TALES OF A DEMENTED VEGETARIAN

CRUISEN COMICS

PART ONE

BACK IN THE 60S GREAT ROCK STARS WOULD PLAY ON MT TAMALPAIS.

RIGHT DOWN THERE, AT THE MT TAM AMP THEATRE

RICKY DEEP IN THOUGHT SPACES SHEEEEEEE

BASIC MOUNTAIN BIKING OBSTACLE TYPE # 4 MORE LATER

AND AWAKENS IN THE PAST

IM HAMMY SANDWICH, AND THIS IS THE HAMMY SANDWICH AND IM EXPERIENCE.

CHA WHO ES YOU MON?

PORKIS CHOPPLIN

RICKY REALIZES-- CHA I GETS IT. THIS MUST BE CUZ OF DAT 11-7 MICROWAVE BURRITO I ATE

THATS RIGHT

AND NOW ASONG ABOUT THE DANGERS OF MONO SODIUM GLUTAMATE AND VITRATES

OH SHII... CHECK ME NEXT TIME MON WHEN HAMMY AND PORKIS BE SINGIN FOR US

CHA MON

ANTHONY J MARTIN BY

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