

# Fat Tire Flyer

MAGAZINE

THE ORIGINAL MOUNTAIN BIKE MAGAZINE T.M.

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One year subscription, six issues, \$10.00. Foreign subscriptions \$16 (U.S.) per year.

January/February

Volume 7 Number 1

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# Horses and Bikes

## A Compatability Test

by Rusty Geller

Sure, a horse will beat a bicycle up a hill any time. But the bike will beat the horse down the other side easily.

Mountain bikes and horses can be ridden together; they are amazingly evenly paced and compatible. I've been riding my Diamond Back next to a horse for over a year now. A cyclist can keep up with a horse and rider on a trail, even pass them, and they will eventually pass the cyclist. And you know, all three might even get to like each other.

The horse is a spirited eleven-year-old Arabian gelding, the rider is my girlfriend, and the cyclist is me, a thirty-five-year-old kid in decent shape. The trails are in hilly canyon terrain in Southern California, the kind with steep rocky trails, rocky creek crossings, and rocky roadbeds, lined with cactus and sage and oak. It's beautiful country and a challenge to ride.

It wasn't easy at first. The horse had to get used to me on my shiny device with spinning and clicking things. And I had to get used to him, eight hundred pounds on the hoof, with an indignant temperament and the muscle to back it up.

A horse is an organic bicycle, or should I say, a bike is a mechanical horse. I got psyched up for our first ride, seeing myself as a high-tech Jesse Owens challenging nature's standards.

The first ride we took together started out in the bike's favor, a steep downhill section on narrow trail where I easily left the horse behind. Revelation number one was that bikes are faster downhill. Then we came to the first creek crossing. The horse waded through with the rider high and dry. The cyclist stared at the deep water. Decency coupled with a strong middle class suburban upbringing didn't include deliberately wetting one's feet, but all of cycling was depending on me. I plunged in, abandoning any semblance of my advanced potty training, my feet out of the toe clips being my only concession to fear. The horse had forced a valuable lesson: an aggressive mountain biker must learn to ride all day with wet, squishing shoes, green moss hanging from shoelaces, mud globs clinging to calves. Revelation number two was that horses cross creeks better than bikes do.

Bikes are faster over rough, rocky ground because a horse has to step carefully and pick its path. But then you come to a soft dirt section and you hear a thundering and a deep snorting behind you, and no, it's not the NFL Players Association out jogging, it's the horse. Bikes are faster on rocks, but horses have a big edge in intimidation

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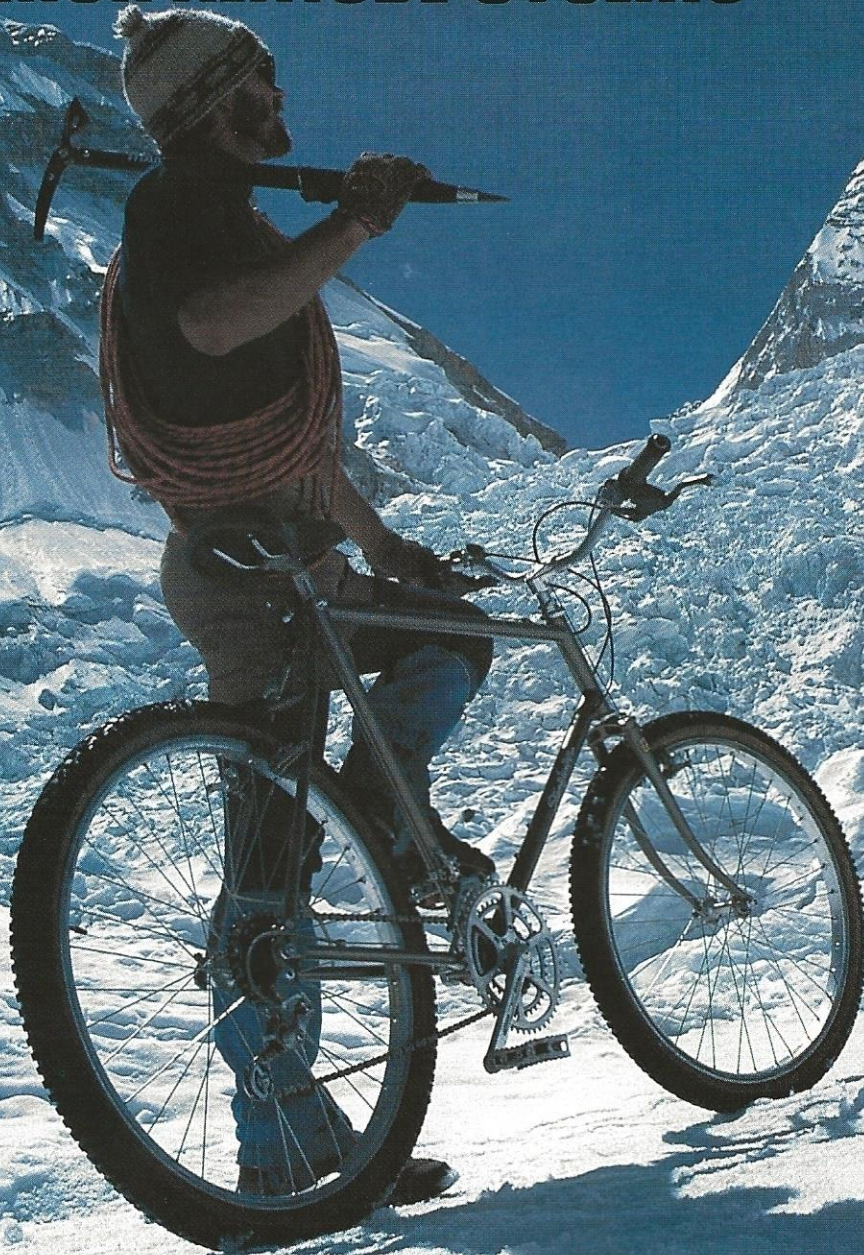
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# HIGH ALTITUDE CYCLING



by Jeffrey Alford

Craig Moffet

In the past few years, as a result of fat tire bikes, a new challenge has emerged: high-altitude cycling. In the fall of 1985, I and five of my friends bicycled from Lhasa, Tibet to Kathmandu, Nepal. We crossed the Himalaya range four times from north to south, climbing passes that were over 17,000 feet elevation. The following summer I rode along the ancient Silk Road caravan trade route from Kashgar in Northwest China over the Kunjerab Pass (16,000 feet) and down into the Hunza Valley.

Others have ridden higher. When we investigated the subject, we found that in 1984

two Britons had ridden (mostly carried) their bikes to the top of Mount Kilimanjaro. The same year, two Americans took mountain bikes to the Nepalese base camp of Mount Everest (17,900 feet). And we found to our surprise that we were not even the first to ride our route from Lhasa to Kathmandu. An Indian rider on a one-speed replica of a 1930 Raleigh Tourer had several years previously ridden from India through Nepal and on to Beijing. Obviously the idea of riding at high altitude is flourishing.

*Continued on page 45*

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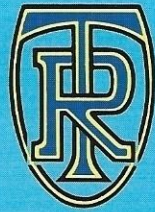
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Continued on page 39


**The Winning Combination**



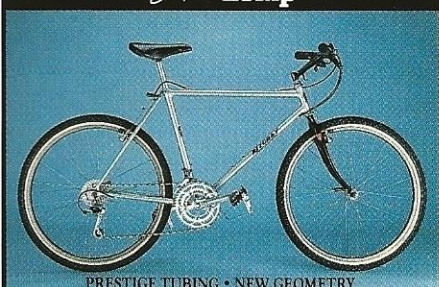
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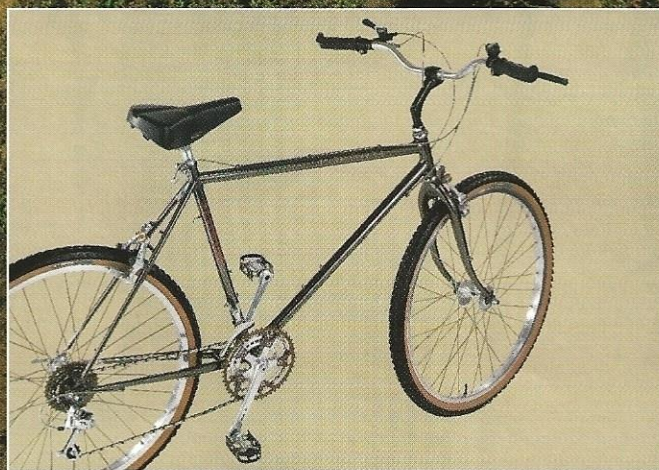
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# FAT TIRE SAMURAI

by Susan Wolbarst

*Why would anyone want to ride mountain bikes on snow? Not to mention through it, or down the steep snowpacked hills of a downhill ski resort?*

*Continued on page 9*

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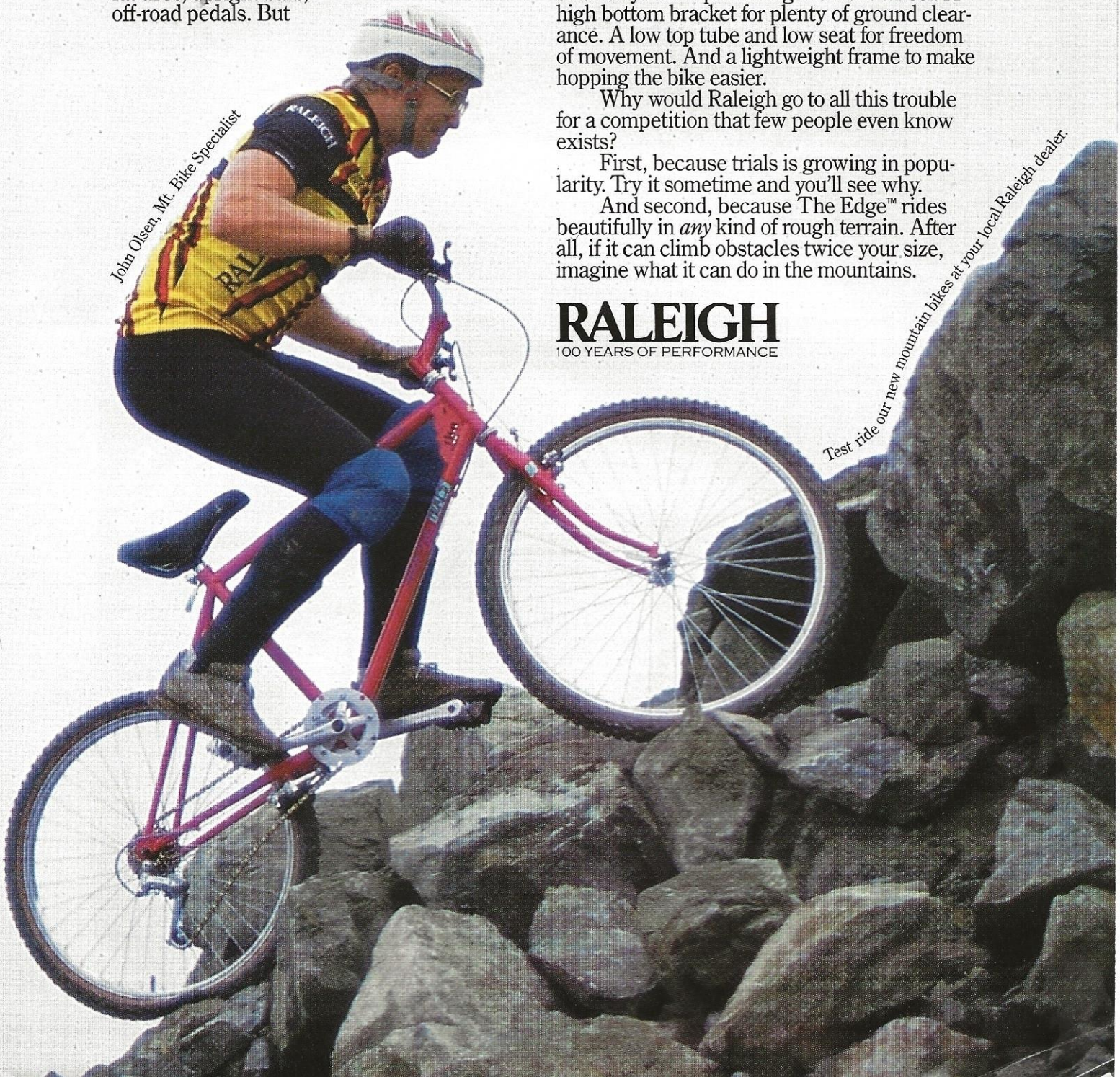
First, because trials is growing in popularity. Try it sometime and you'll see why.

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Why, especially, would anyone consider racing on snow?

Ask Zach Anderson of Nevada City, California. President and founder of a mountain bike club called the Fat Tire Samurai, Anderson is the genius (or mad-man) planning what he says will be the world's first downhill mountain bike race over steep snowy terrain, to be held in April near Lake Tahoe.

"Riding on snow is like a dream," Anderson says. "Normally in mountain bike riding, you have to deal with the surface; it's bumpy, with rocks and brush. So you have to concentrate all the time." Snow on the other hand provides a smooth surface and access to Christmas card locations. "The whole thing is getting out there and being able to ride in that kind of scenery."

A former downhill skier and cross country ski instructor, Anderson discovered snow riding by accident last year, while he was working as an instructor at a resort in Kings Canyon National Park. "The last thing I wanted to do on my day off was ski," he noted.

For recreation he rode his bike through the snow from 8,000 feet to the 10,000 foot summit of Shell Mountain. "I had to carry the bike the last half mile or so," he said of the two day trip. On his way down he became confused, having taken off without a compass or topo map. He got lost, and slid down a ridge into a river. Soaked, he scrambled to shore with his bike and hiked through the manzanita to a road, drying out on the way. He used a walkie-talkie to call the resort some eight miles away, and asked to be rescued. "That's where I learned about snow riding," he says with a grin.

Aside from getting lost and having to be rescued, which he doesn't recommend, Anderson calls back-country snow riding safer than either bike riding on roads (I've been hit twice by cars, and neither of the drivers stopped.) or downhill skiing.

"It's silly for mountain bike people who ride all spring, summer and fall to stop in the winter," says Anderson, who hopes his Snow Leopard Classic in April will help draw attention to snow riding. "We want to make it a really outrageous event that really validates the sport."

Participation in the event will be limited to 250 riders each day, who will compete in pairs on two separate head-to-head slalom courses like the ones used for ski races. One course will be for intermediates and one for advanced snow riders. Riders and spectators will use the chairlift to get to appropriate locations.

Snow conditions by that time of year are usually "corn snow," tiny icy pellets over a solid base which has been packed by months of skiing and grooming equipment traffic. If conditions are typical for April, riders will be riding on top of rather than through the snow. Race times are expected to be around five minutes over the 1.25 mile courses.

There are a few tricks to snow riding. "You want the widest tires," says Zach. This reduces the chances of breaking through the frozen crust. "You can go down a steep descent where I would be afraid to ski," he said. "You have to use the brakes intermittantly, because snow can ice up on the rubber, and you want to keep it warm with friction. A lot of people freak out if they lose their brakes while riding through snow."

The crowd of skiers who gathered at the first trial run in January seems to provide evidence that Anderson has sensed a public enthusiasm for downhill mountain bike racing on snow. When the bikes were loaded onto the chairlifts, skiers all over the mountain took notice. When snow riders began descending through the gates, cries were heard around the resort, "Lookit, bikers! They're coming down!"

The snow riders slipped and fell and dumped their bikes on the moguls, and one had to run after his hat when the wind whipped it off his head. They wove around gates, crashed into snowbanks, sank through the crust, and tried to get air over the bumps. It was white on white, as Fat Tire Samurai members' white club shirts covered their protective clothing, which seemed to end up again and again in the snow.


One snowboard rider observed the trial run, and forgetting that his own sport is still experimental and forbidden at most ski resorts, said to his comrade, "Did you see those guys on bikes? Is that hilarious or what?"



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Dan Woodward

# EDITORIAL

We have been accused in some quarters of ignoring "bicycle reviews" as a source of copy. In this issue we continue that refreshing trend, concentrating instead on a theme that we call "Lifestyles." Since this theme is so vague, it permits us to say anything we want and still stay within it.

The unique individuals and activities we have rounded up include world traveler Jay Carney's observations and equipment, the story of the Nilsen/Sousa family mountain biking dynasty, a compatibility test between bikes and horses, and Paul Price's story of his memorable mountain biking birthday in England.

The "mountain biking lifestyle" covers a lot of ground—literally! In spite of the loose theme, some of our subjects for this issue don't quite fit in, but we printed them anyway. We've had so much mail from Observed Trials junkies that we have an update on the people and equipment in this demanding discipline, and in the future we plan regular coverage of this subject. We couldn't ignore all the winter mountain bike racing schemes that are popping up, so we're donating ink and space to the Fat Tire Samurai Snow Leopard race and the Bi-Icycle Khana on Wisconsin's frozen Lake Onalaska. On the health and safety front, check out "Cycling at High Altitudes," and for the TeckFreaks we've included our impressions of the new Shimano S.I.S. gruppo. On the news front, we have the latest possible info on the political turmoil raging in the mountain bike racing world concerning the direction of NORBA.

So what are you doing reading this page? The good stuff is inside!

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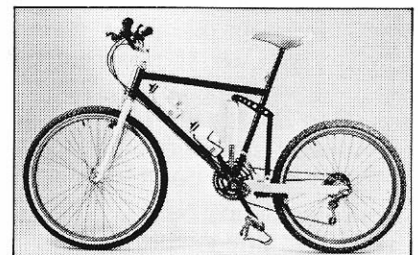
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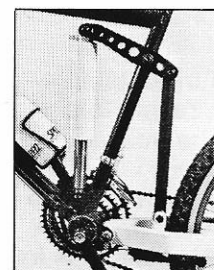
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# Schedule



Dan Cain

February 22; race: "Fur Rendezvous," Kincaid Park, AK  
Contact: Mountain Bikers of Alaska (907) 337-1962

March 8; race: "Iditabike," Wasilla, AK  
Contact: Mountain Bikers of Alaska (907) 337-1962

April 19; race "Lake Mendocino," Ukiah, CA  
Contact: The Bike Barn (707) 462-2453 or (707) 463-2611

April 25, 26; festival: "Sierra Mountain Bike Snow Festival," Donner Ski Ranch, CA

Contact: Fat Tire Samurai (916) 272-1885  
May 9, 10; races: "Desert Classic," Palm Springs, CA  
Contact: Cindy Whitehead (619) 321-2453

May 23, 24; stage race: "Dirtstomper Stampede," La Crosse, WI  
Contact: Nelson Johnson (608) 782-3480

May 25; race: "Iron Horse Bicycle Classic," Durango, CO  
Contact: Ed Zink (303) 247-4066

June 12-14; festival: "Jim Thorpe Mountain Bike Weekend '87," Jim Thorpe, PA  
Contact: Dave Bucher (717) 626-1742

June 13, 14; races: "Rockhopper South," Big Bear Lake, CA  
Contact: Pat Follet (714) 866-5239 or (714) 866-3501

June 20; race: "Plumline Sierra 7500," Bishop, CA  
Contact: Don Douglass (805) 653-0431

July 5; race: "Revenge of the Siskiyous," Ashland, OR  
Contact: Beverly Crafton (503) 482-1997

July 17-19; stage race: "Great Flume Race," Incline, NV  
Contact: Max Jones (702) 832-0726

July 25, 26; trials, race: "Donner Pass Trials, Northern California Mountain Bike Championships," Donner Pass, CA  
Contact: Dave Carmazzi (916) 581-2072

July 25, 26; races: "Southern California Championships," Big Bear Lake, CA  
Contact: Pat Follet (714) 866-5239 or (714) 866-3501

August 2; race: "Cascade Cruise," Bend, OR  
Contact: John Byfield (503) 484-4975

August 9; race: "Tipperary Creek Winter Park Mountain Bike Classic," Winter Park, CO  
Contact: Paul Divincentis (303) 726-8055

August 9; race: "Third Annual Tahoe-Roubaix," Tahoe City, CA  
Contact: Dave Carmazzi (916) 581-2072

August 15, 16; stage race: "Bud Lite Mammoth Cycling Classic," Mammoth Lakes, CA  
Contact: Wally Hofmann (619) 934-3498

August 21-23; races: "NORBA International Mountain Bike Festival," Mammoth Lakes, CA  
Contact: Wally Hofmann (619) 934-3498

August 29, 30; stage race: "God's Country Fat Tire Challenge," La Crosse, WI  
Contact: Nelson Johnson (608) 782-3480

September 4, 5; races, Observed Trials: "NORBA National Championships," Durango, CO  
Contact: Ed Zink (303) 247-4066

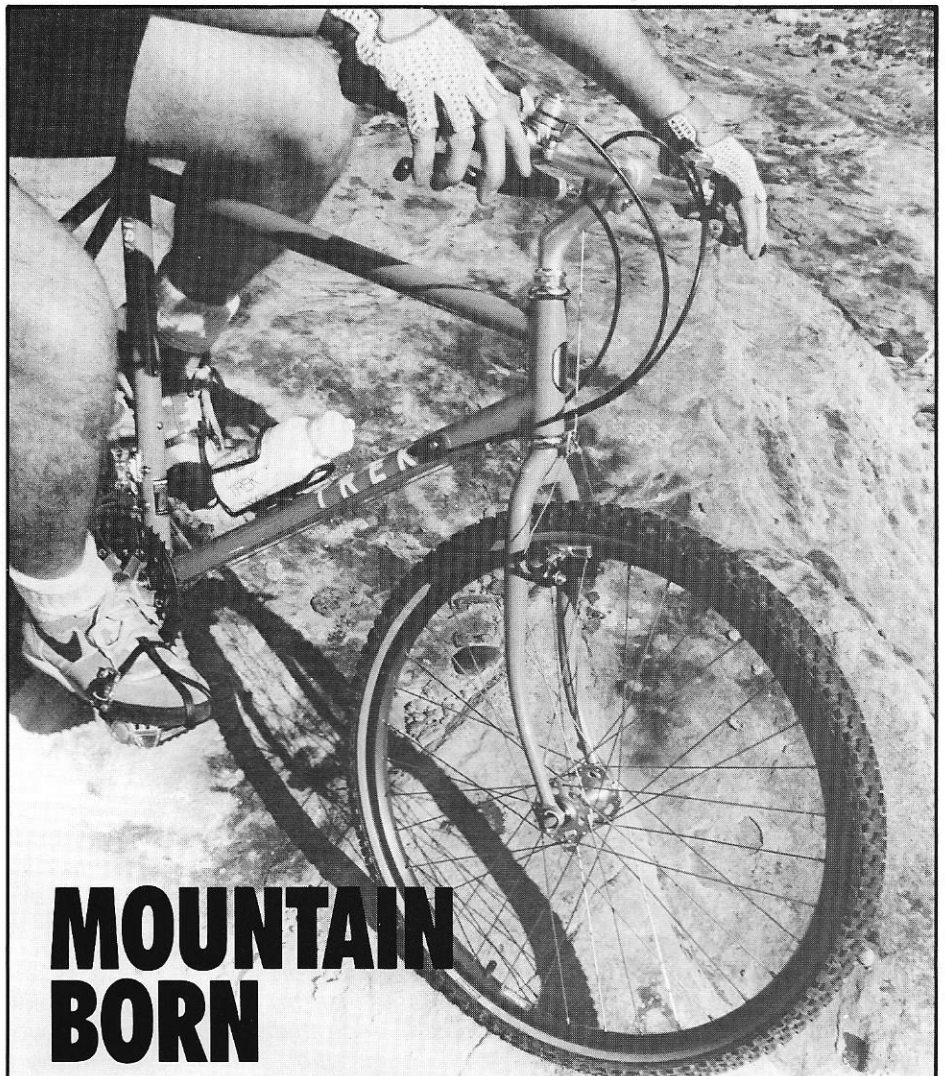
September 11-13; stage race: "Chequamegon Fat Tire Festival," Cable, WI  
Contact: Chequamegon Fat Tire Festival (715) 794-2577

September 14-20; races, Observed Trials, tours: "Fat Tire Bike Week," Crested Butte, CO

Contact: Murdoch (303) 349-6761

October 18; race: "Fall Classic," Big Bear Lake, CA  
Contact: Pat Follet (714) 866-5239 or (714) 866-3501

**Schedule Change:** The Whiskeytown Downhill has been rescheduled from April 19 to a yet to be selected date in October, probably the first weekend.



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# A MOUNTAIN BIKING BIRTHDAY

*Extracts from my diary of the YHA Cross Country Adventure Holiday at Castleton, Derbyshire, Peak District, England, July, 1986. (Paul Price, Ontario, Canada)*

## **July 13 12:30 p.m.**

I hadn't planned a mountain biking birthday; it didn't occur to me until after I had signed up for the YHA Cross Country Cycling Training Course that my birthday would fall in that week. Will it prove to be a memorable one?

I'd signed up hoping for some excitement and I wanted to develop a new skill, guided by Geoff Apps, the course instructor. I have some doubts now because one of our group has crushed his thumb by falling badly into some rocks during his first day's tutorial. And now it's my turn to learn the practice of "mind over bike" in the confines of Cave Dale, that large rock-strewn hollow behind Castleton.

## **July 13 Evening**

*I did fairly well in the "figure eights" and was surprised by the amount of control the fat tires and sturdy frame gave me running through the rockbed, standing in the pedals to avoid serious injury! The hillclimb defeated me unfortunately, and on one occasion I did what Geoff had warned me not to do; I didn't use my upside leg to foot, with the natural consequence that I went tumbling down the hill, just like the chap who crushed his thumb. Clearly much care is needed in this sport, but Geoff says I'll do as well as most, moreover I can have another crack at the hillclimb later in the week...now it's time to recover in the pub.*

## **July 14**

Our first taste of real cross country cycling came today when Geoff led our band of six up the landslipped and closed A625 beneath the great face of Mam Tor to Old Moor. Here we had great fun zipping in, out and around grassy bowls, and I wiped out magnificently on the wet grass. Then I experience the best part of this pastime: downhill, an exciting drop into Pindale, just east of Castleton. Plunging into quarry workings, with our rear wheels locked and spitting gravel, sliding out on the sandy slopes then powering up the other side in fifth or sixth before the limestone ledges and rockfalls of the dale itself; picking a path between and sometimes over the boulders, standing in the pedals and keeping my weight back for the next drop, sometimes dabbing a foot down, or kicking the pedals round to clear an obstacle, a healthy grip on the brakes, then let the bike run, giving it its head...all the way to the bottom.

While waiting at the bottom for the others to come down there is that wonderful rush of relief and exhilaration which comes through after taking it to the limit; reaching that natural high with the adrenalin

pumping, but the concentration no longer needed...a GREAT feeling.

## **July 17**

*My twenty-fourth birthday. This is the high point of this week's riding and here on the top of the Kinder Scout the wind is gusting to gale force. Having blown me off my bike it is now directing peat particles into my drinking water. Despite this, it still doesn't taste like Guinness; a pity. Nevertheless it's good to be up here, eating lunch in the shelter of Noe Stool with the cold pleasantly numbing the bleeding cuts on my knee and elbow. After cycling over the ridge from Castleton into the Edale Valley, we gradually climbed, passing shaggy highland cattle. At Jacob's Ladder we took the mule track and then had to push occasionally to get to the top of Kinder.*

*I'm looking forward to cycling up here; I've named this area "The Devil's Golfcourse," a labyrinth of rock bedded peat gullies in a great peat bog spreading to the very edges of this vast plateau. Seemingly as ill suited to cycling as to golf...but I think mountain bikes will make all the difference.*

## **July 17**

After Noe Stool we fought the wind over to the highest point around here, curiously called Kinder Downfall, where we turn into the moorland gullies and cycle in the shelter of the wind.

We followed the gully as it got narrower until we reached its source, and there we were; atop the moor, nothing but peat, heather and bilberry. But Geoff knows his way and we find the source of another gully heading down to the other side of the moor. This is hairy! Down over rock steps until we reach the edge where the waterfall would be if the stream were in spate. Now we turn to have wind behind us and shoot along the smooth, dry moor path to Grindstone Knoll. Here we start our descent of the steep and exciting rocky track, past bemused walkers and down to Edale for a mug of lovely steaming hot tea among more orthodox Pennine wayfarers. I'm afraid they didn't have the thrills I did...they forgot their wheels!

## **July 18**

*Today we covered the ground we learned on at the beginning of the week, and now I can see how much I've learnt. I hope I'll get the chance to do this again; to skip down the rockslopes, skid down the rockfalls, splash through the stream crossings, sail through the magic glades, speed across the tops with a following wind, struggle up the slopes to get to the tops. Combine all this with mugs of steaming tea, Webster's Bitter, Bradwell's ice cream, the Castleton Festival and wonderful weather. It was a brilliant holiday...and an unforgettable birthday.*

It's been a year since we did our very popular trials issue, so it's about time for an update on the developments in Observed Trials over the last year.


## TRIALS UPDATE

To no one's surprise, Kevin Norton repeated as trials champ at the nationals in Durango in September. The big surprise of the meet was the second-place rider, Ryan Young. Ryan is better known to aficionados of the motorized discipline, since he was also second in the national motorcycle trials championships. Astonishingly, the National Championship was his first bicycle trials! Another motorcycle trialer, Morgan Kavanaugh, was fifth in the national bicycle trials competition. Increasingly, motorcycle trials riders are using bicycles for practice, and it looks like we are about to receive a huge infusion of new trials blood from this source.

Ryan's bike was a departure from the direction most trials bicycles have been following. It was aluminum, with 24-inch wheels front and rear, and the long wheelbase geometry was closer to that of a motorcycle than to any of the other trials bikes. This bike, the Maverick XT, is built by Back Country Bicycles, and is as far as we know only available by special order from the factory, which is so rural that they don't even list a phone. Unusual features of the Maverick are a single-speed drive train, Sturmey-Archer drum brakes, and a double down tube. And when you order, you even get a videotape of Ryan Young performing on his bike! Not your average bike shop come-on. The only way you can find out more about this bike is by writing to:

**Back Country Bicycles**  
R.R.2 Box 40  
Leon, KS 67074  
Attn: William D. Grapevine

Charles Kelly



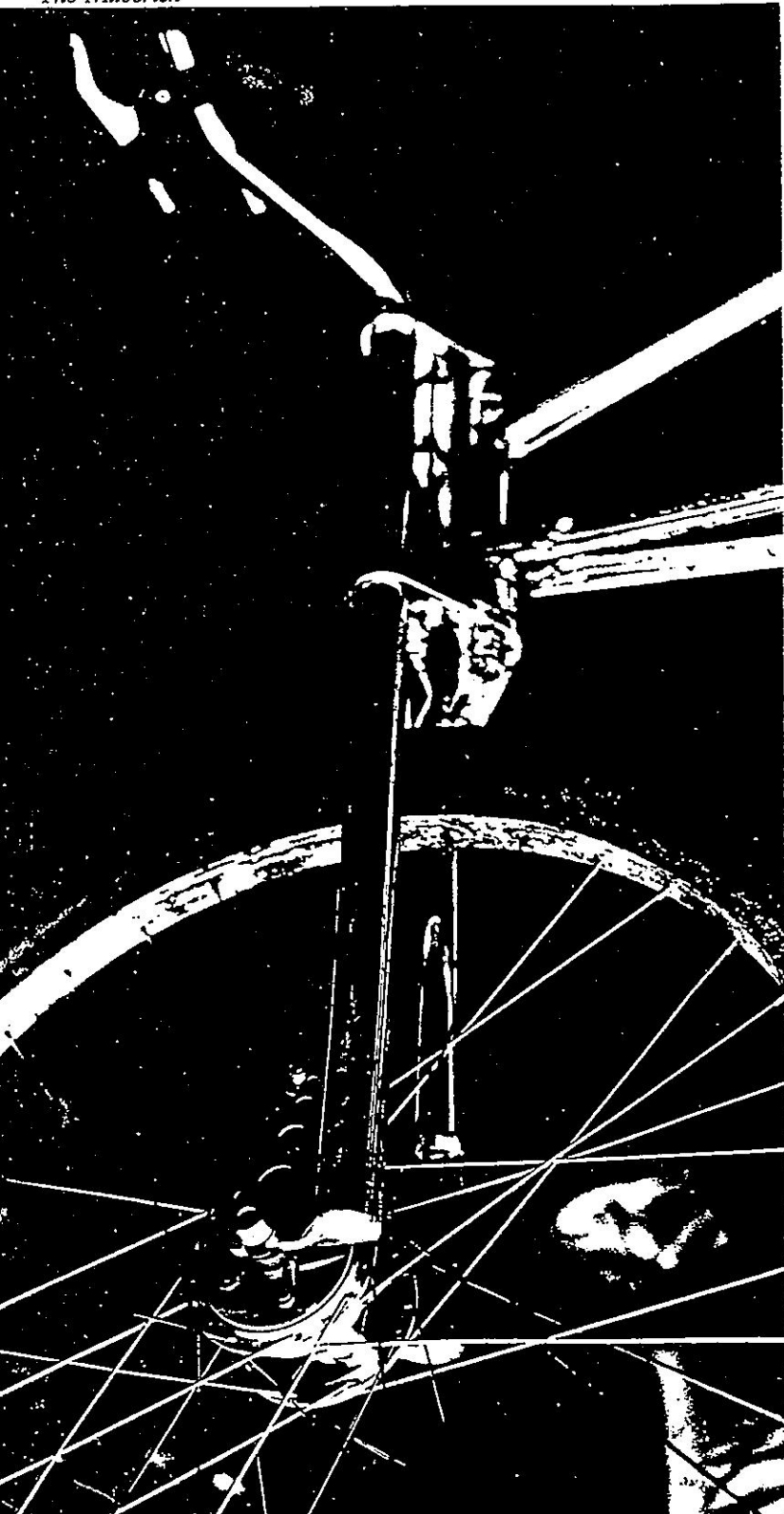
Dave Garroute of Marin County has one of the most unusual trials bikes we've seen. Rather than being made of welded tubing, this frame is a molded aluminum monocoque. As a former motorcycle pro, Garroute can handle his one-of bike pretty well, but the trials experts at the Reno Bike Show really put it through its paces and came out raving. Light, strong, stiff, and unbelievably cool looking. Also, not yet on the market except by special order and a long wait.

Continued from page 13

As we reported last year, Kevin Norton's signature trials bike from Kuwahara was the first serious attempt by a bike company to penetrate this market in the U.S. In Europe, where bicycle trials have been going on for years, trials bikes are more available, but they all have 20-inch wheels because this size is specified by the European rules. Kevin turned a few heads recently when he jumped ship on his old sponsor, and is now riding and designing for Haro.

A few of the 20-inch European bikes are imported to the U.S. There is the Monty T-219 "Trialsin," (Trialsin is what they call the sport in Europe) at about \$400.

### The Maverick



Don Mentle

Cosmopolitan Motors in Hatboro, PA imports and distributes them, so if you're interested in finding a nearby dealer, you can write or call them at:

**Cosmopolitan Motors, Inc.**  
301 Jacksonville Road  
Hatboro, PA 19040  
215-672-9100

People who have seen the five-minute trials promo tape distributed by Torpado walked away shaking their heads in disbelief. Like the other European bikes, this is a 20-inch, and the rider in the tape had no trouble doing a 180-degree turn on the front wheel, on top of a log. Torpado makes two models at \$225 and \$425 (with Columbus tubing), which are imported by Agrati-Garelli of South Carolina. You can check with them for a local dealer by writing or calling:

**Agrati-Garelli**  
P.O. Box 889  
Lexington, SC 29072  
800-845-4196

All the bikes we have mentioned so far are one-speeds designed strictly for trials. But before bike became so specialized, custom builders such as Moots, Ibis, Mt. Goat, R and E, Fat Chance were building more utilitarian bikes for trials addicts, multiple geared machines with trials characteristics including smaller rear wheels, high bottom brackets, and short wheelbases.

The Raleigh Edge is a new, affordable, all-around trials model with multiple gears that many people can also use as a "main" bike. This bike is significant because it represents the first attempt by a major manufacturer to reach what they see as a new and exciting market. One reason this seems like a bold move on Raleigh's part is that most manufacturers disclaim any liability as soon as the rider does a wheelie ("stunt riding"). Designed by Trials expert John Olsen, the Edge bears a resemblance to the Cannondale, another popular trials model.

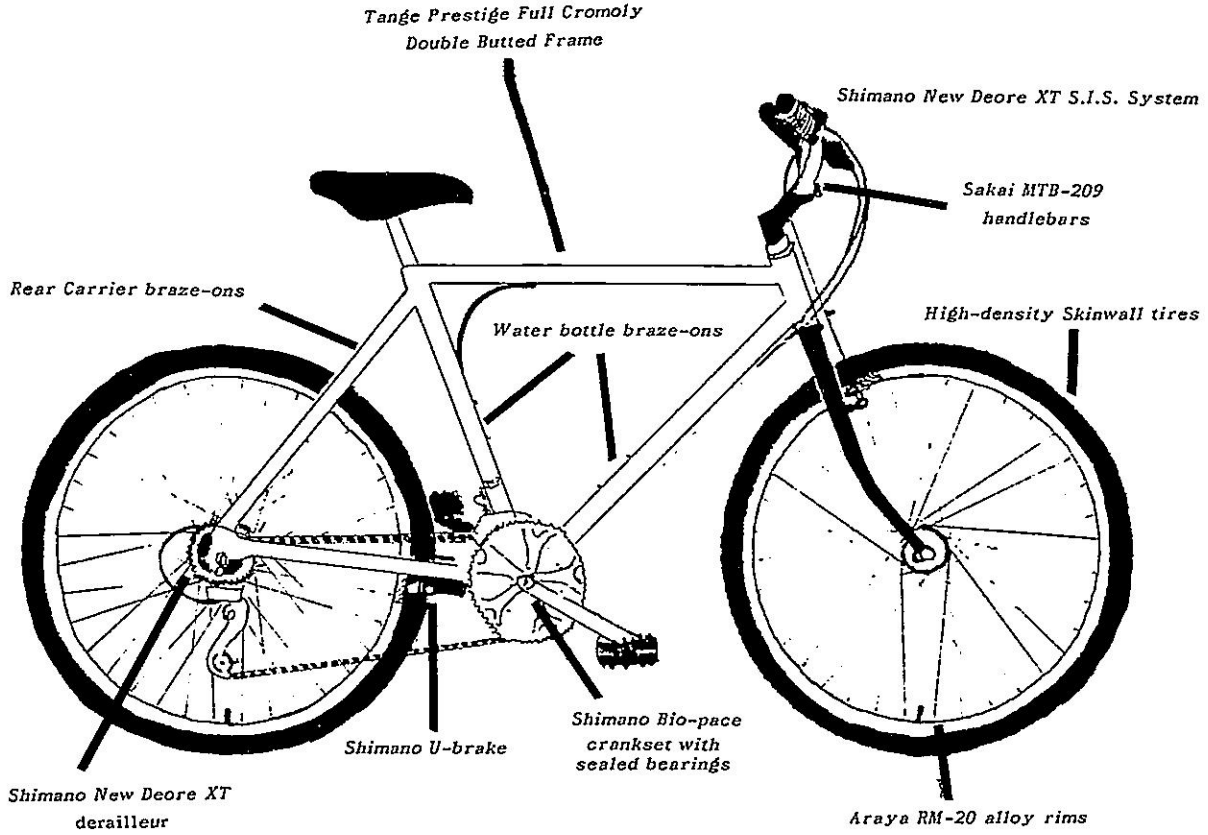
The similarities among the Raleigh Edge, Cannondale, and some of Seattle-based R & E Cycles products reflect what might be referred to as the "Seattle School" of mountain bike design. Certainly this is not the only place where such bikes are available, since California builders Charlie Cunningham and Scot Nicol have also built bikes along these lines, but Seattle seems to be the area where they are most popular. In general, these bikes are better for trials than most off-the-shelf mountain bikes, because they have short wheelbases and high bottom brackets.

Although some of the champion riders are from the West, the main hotbed of trials activity may be on the East Coast in the New England area. Trials fans may be aware that female trials champ Nancy Earley hails from that area. Mike Augsburg of Wilmington, Massachusetts is the main propellant of a regular trials series, and as a former motor-trials fellow, he has put together a few interesting trials bike designs of his own. East Coast Trials junkies can reach Mike at 617-657-8501 or write to him at 7 Davis Road, Wilmington, MA 01887.

In the face of so much specialization, a backlash is developing against the massive trials obstacles that are springing up at competitions. The difficulty of the courses is increasing faster than the trials techniques of average novice or expert riders and now most courses exceed the abilities of all but a handful of riders. Also, since these obstacles are impossible on any sort of stock bike, and since only a few riders have the special trials bike or the physical skills necessary, a "stock bike" trials class seems like a distinct possibility.

# THE MAKING OF A CLASSIC

# ASAHI



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# MORE NOISE FROM NORBA

Along with every other magazine catering to mountain bikers, we recently received a long (about 3500 words, too long to print here), carefully written critique on the current direction of NORBA from John Kirkpatrick, whose advertising responsibilities for Ross Bicycles include being the director of their mountain bike racing team. As such, he has participated in mountain bike racing from the beginning of what we might call the "respectable" era of the sport, and his opinions may be taken as representative of one side of the recent controversy.

Mountain bike racing on a national level has been administered through the National Off-Road Bicycle Association, commonly called NORBA, which although privately owned, has in general operated in a direction that satisfied most of the people for whom racing is important. The recent conflict has arisen because director and owner Glenn Odell made a controversial decision to sell the organization. Whether or not the sale was a good idea, it is history. The new ownership immediately charted a new course for the Association, which caught some of the founding members by surprise. The organization as it existed had serious flaws and needed major repairs, but there is major disagreement as to what exact changes were necessary.

The stated concerns of the new ownership include aspects other than racing and related promotions, but like previous owner Glenn Odell, these people did not undertake the endeavor just because they liked mountain bikes personally; the primary goal is to make money from mountain bikes. The money is not to come just from brokering the insurance package for races, as the previous ownership had done, but also from the actual promotion of the races themselves, along with all other spinoffs such as concessions, t-shirts, and so on. The sale of NORBA memberships is expected to bring in considerably more money, since a new rule requires NORBA membership for participation in all sanctioned events. We should point out here that since we are also making money from mountain bikers, as are most of NORBA's critics, that alone is not a reason to be criticized.

When the National Off-Road Bicycle Association was formed in early 1983, the founders planned for it to be a non-profit body. Plans did not work out, and in order to avoid complete collapse, the founders turned the association over to Glenn Odell

in June of 1983 to be run as a privately owned operation. Those who read mountain bike publications (we were the only one) in 1984 would have seen this quote in the FLYER from Glenn Odell when he first gained ownership of NORBA: "If I'm not responsive to the membership, someone else will start an organization that is, and they'll put me out of business."

If an informal survey we have taken among some of the heavies of the racing scene is any indication, the new direction of the national body was not popular among some members of the racing elite. Since Mr. Kirkpatrick's opinion has been so carefully worked out, we'll try to summarize the main points from his side.

Kirkpatrick's first complaint, a very moot point, is that the sale of NORBA was conducted without the knowledge of those who had contributed the insurance money to keep it alive earlier in the year. As we reported last year, the insurance premium for NORBA rose dramatically at the beginning of 1986, and several industry members had contributed thousands of dollars to the privately owned organization to keep the racing season from going down the drain. Thus, the people who gave NORBA value were not parties to the sale. Kirkpatrick stresses that had they been apprised of the situation, this group could have matched the offer from the ABA and kept control of the organization with the idea of making it a non-profit body, and for better or for worse, keeping it headed in the same general direction it had been going. Once again, this is after the fact.

The so-called "Competition Committee," a group of interested and influential parties, had been Glenn Odell's conscience. Although no real power was vested in the group, Glenn did not make his decisions in a vacuum, and essentially these were the people whose opinions shaped racing. The group includes Chris Chance (Fat City Cycles), John Kirkpatrick (Ross Bicycles), John Uhte (Shimano), Gary Fisher, Tom Ritchey, Joe Breeze, Charles Kelly, and Tom Hillard (Specialized Race Support). Fred Teeman of Schwinn Bicycles also sat on the panel, although he recently left his position with Schwinn and his place will be taken by another representative from that company. Although John Kirkpatrick continues to participate in meetings, he has renounced his official connection with the Committee.

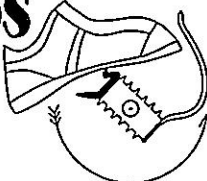
The first indication of the new direction of NORBA was the announcement that the 1987 NORBA national championship is to be conducted BMX-style, i.e. as a points series requiring attendance at several races around the country. The Competition Committee's virtually unanimous objections to this plan were made clear to owner Clayton John when it was announced at

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the 1986 Durango championships; Max Jones (speaking for Ritchey) in particular articulated the case against the format from the rider's standpoint. (Had such a system been place last year, Jones' 1986 consistency probably would have won it.) The objections have been to date ignored by the new ownership. This rebuff has led the members of the committee to reassess their collective role; since they do not get paid for their efforts, there isn't much incentive for these otherwise busy people to attend the long, boring meetings if the results don't mean anything. Also, no committee members care to have their names and images used in part to justify actions of which they do not approve.

The Committee had several objections to the series format. First, it effectively reduced the number of competitors for the national title to twenty or so riders whose sponsorship would cover the travel necessary to accumulate the points. A second objection is that this format encourages defensive riding. With a couple of good showings early in the series a rider might be able to clinch the national championship in the last race merely by not losing by more than twenty minutes, which would certainly reduce the dramatic possibilities. There is quite a difference between trying to win and trying not to lose by too much.

In recognition of this, bicycle races for major championships have traditionally been one-day events of a completely different nature than the arguably tougher stage races such as the Tour de France. In a championship race, winning is all that counts; many people know who finished second in the Tour de France, but few know who took second at the World Championship for the same riders. Even though there are parallels between the proposed NORBA point system and awards such as the Pernod Trophy, which is given to the best pro road rider figured over the length of the season, these and other points awards are never confused with the winning of the championship race. For that award the rider has to show up on the appointed day and do it.

According to Bob Hadley of NORBA, the ownership's reason for using a points series to determine a national champion is that most other sports use this format, including BMX, and that objections to it are primarily based on the Competition Committee's general background in road racing. Since most of the committee has been mountain biking since before the sport existed, this seems a little extreme.

The 1987 NORBA National final race is scheduled for Durango, Colorado, which was also the site of the 1986 championship. Notwithstanding the fact that the site and the promotion are obviously adequate, it seems poor taste to schedule the national championship race for the second year in a row in Men's Pro champion Ned Overend's home town, a situation which no doubt embarrasses Ned also, since he doesn't need the home turf advantage and would love to win one away from home.

It might be significant that the date for the national championship has been moved up three weeks, and now takes place on the same weekend as the biggest East Coast race, the Ross/Wendell Park stage race. This is significant because in 1986 Ross Bicycles had provided the insurance for the race rather than NORBA, and so although the rules in force were the NORBA rules, technically and actually, it was an unsanctioned race. Sanctioned or unsanctioned though, the race was still the biggest in the East, and had become a regular stop for the small band of bike junkies who masquerade as the pro element of the sport and the equally disreputable journalists who magnify their accomplishments, as well being as the biggest get-together for riders of all stripes in the area. Although the NORBA insurance was not in effect, the coverage obtained by Ross far exceeded what NORBA carried. By rescheduling a national championship to take place at the same time, it appears that NORBA will turn the Wendell festival from a "national" to a local event.

Noting that there is a NORBA World Championship on the

schedule, to be held in California *before* the U.S. nationals, Kirkpatrick points out that this is a little premature considering the fact that the national mountain bike bodies of the several countries which have such organizations have yet to conclude any sort of agreement along these lines.

Another point of debate is the requirement that all racers be licensed riders. In the past, anyone could enter a race by paying a surcharge for non-membership, and this permitted fields that far outnumbered memberships. If this is enforced, the number of riders racing will drop dramatically, but the dollars-per-rider is likely to go up. Kirkpatrick claims that that the confusion and bureaucracy created at races by still another card table offering NORBA memberships is likely to result in wholesale desertion from the program. Some of the larger events, such as the Chequamegon Classic, would be badly hurt by strict adherence to this rule, although this point may be the weakest of all, since most sanctioning bodies for sports require memberships.

The upshot of the lengthy document was that the administration of mountain bike racing in the United States had come to a crossroad. Without the support from the industry in the form of appearances by the teams and individual riders who give the sport its identity, the NORBA championship would go to a rider who is not necessarily the best, but the one who could most easily put up with the process of chasing down the required points, a hollow championship. Many of the well-known racers stated their preference for the classic races they have attended for several years rather than a completely new series of unproven races. Those who stated that they would not attend the first of the championship series races, for practical purposes giving up a shot at a title selected that way, included the Fisher team, Wilderness Trail, the Ross Indians, Joe Murray and Ned Overend.

In the face of such united opposition, NORBA compromised by renaming the points series the "NORBA Points Championship," and scheduling the National Championship once again for Durango. Surprisingly, in response to this relaxation, riders seemed more inclined to attend the series!

Realistically speaking, the bulk of the support for mountain bike racing, as well as the bulk of the entry fees, comes from the amateur class of "sport" riders that is almost unique to this form of cycle sport. And just as realistically speaking, this group has little loyalty; they will go where the races are, as long as they are good races. It doesn't matter to them who bought or sold the insurance that made the race possible, and in this respect they don't care who "sanctions" a race as long as the rules and officiating are fair. But if the current ownership of NORBA fails to respond to the wishes of the people who over the last ten years have turned mountain bike racing from an outlaw sport into an investment opportunity, a splinter or competing sanctioning body is a distinct possibility. As the situation stands, there are already legitimate and insured races that are not NORBA sanctioned, and these could easily serve as the core of a new body.

The latest meeting (before presstime) of the separate factions took place in conjunction with the recent New York Bicycle Show in an unstructured meeting that was also attended by representatives of virtually every cycling publication. The NORBA ownership was represented by Bob Hadley, who stated that there was certainly room for compromise on these issues, and that he hadn't realized until after plans were made that some of the committee members objected to them. According to Hadley, plans for the championship series were still on the books, although progress had been made on non-member racing and an insurance package prepared to permit it.





# Fat Notes

All the news that's Fat to print

## FAT TIRE BREW

We're pleased and flattered that some local home-brewers brought by a bottle of their product, labeled "Fat Tire Stout." The name is obviously a winner, and we don't mind if they cut us in for sixty percent. Unfortunately, they need to work a little more on the taste; this stuff is stronger than dirt and still tastes too much like its namesake.

## ALASKA MOST RECENT UPDATE

Our research into the bike-riding prospectors of the Alaska Gold rush at the turn of the century has yielded more paydirt. We started mining this lode in the March-April 1986 issue, when we published Max Hirshberg's account of his ride down the frozen Yukon River in 1900. Then we turned up Edward Jesson's story of a similar ride. Now it seems as though Alaska and the Yukon were swarming with wheeled traffic during the first big "bike boom." During certain parts of the year the trails are perfectly fit for bikes as long as the rider didn't mind the fact that he was freezing his... Well, you know the metaphor. Anyway, if you could take the cold, you could ride, and a lot of people did.

Bikes had the advantage that they didn't fight with each other or require prodigious amounts of caribou meat, like some other Yukon forms of public transportation. Several of the old miners left accounts of their travels on two wheels as far north as the Arctic Circle, which have been collected into a fascinating booklet entitled, "Wheels On Ice," available for \$6.95 plus a buck for postage from:

Alaska Northwest Publishing  
Company  
Box 4-EEE  
Anchorage, AK 99509

## INTERACTIVE NETWORKING

Ric (sic) Swats of Tucson, Arizona is the voice and founding organizer of the Arizona Bicycle Sports Association, and a long-time race promoter. He is working on the idea of an international mountain bicyclist's congress, and to this end he has issued a letter of intent to form same.

The purposes as announced include a generally worded and broad support of mountain biking "...in all ways," and a communication network of local clubs, promoters, businesses, publications (yay!) and other interested parties. As Ric sees it, mountain bikers need a lobbying and access association which would approach issues that are not necessarily the concern of the only other national body, NORBA. Because the National Off-Road Bicycle Association is a privately owned venture and run for profit it has a different set of priorities than a member-owned association.

As we understand it, the letter of intent is a working draft and not yet chiseled in stone. As such it is probably subject to whatever amendments participants care to make, as long as they get their words of wisdom in early. Our initial impression is that the ideas could be fine-tuned, but you have to start somewhere, and somewhere starts with someone putting some words on paper. Like these; aren't they nice?

International Mountain Bike  
Congress  
c/o ABSA  
P.O. Box 30776  
Tucson, AZ 85751

## FRIENDS ON FILM

The other night we dragged home a videotape with a promising title, *Massive Retaliation*. We figured it was some Chuck Bronson fully-automatic belt-fed water-cooled 7.62 millimeter shoot 'em up. The kind of film where you know the first pretty girl you see is going to die because that's the only way to get Chuck mad enough to strap on the assault rifle and kill every stunt man in Hollywood.

But I digress. It wasn't a Chuck Bronson ghetto-survival epic, it was a post-nuke survival epic. And the first thing that caught our eye was the mountain bike hanging on the front of the van that the post-nuke survival kids are tooling around in. Standard playwriting practice dictates that if you show the audience a gun, you have to use it eventually. The same with the bike. As soon as we saw it, we knew it had to figure in the plot.

Although the bike in the film bore no decals, the forks were distinctively straight and Steve Potts-like. And as soon as the riding sequence finally took place, we noticed that the kid in the picture looked a lot like Wilderness Trail rider Joey Peterson. In the bike riding sequences it looked more like Joey, in fact, than it looked like the actor.

Seeing the movie reminded us that Joey had mentioned doing the bike stunts for a movie, and by this time we even recognized the place where the filming had taken place. We don't recommend the flick on any artistic grounds, but it may represent the first time that mountain bikes have been recognized by the cinema, and it is especially significant that the recognition was of the bike being the ultimate survival tool.

## SEVERE FLATTERY

The first person to point out that imitation is the sincerest form of flattery was Charles Colton, who lived in the nineteenth century and wasn't noted for much other than that observation. What we are alluding to is all these other mountain bike rags that have sprung up like fungal fruiting bodies in the last year. As we like to point out in irritatingly small print here and there, we consider ourselves to be the "Original Mountain Bike Magazine"; we make that claim because we started publishing in 1980, long before most of these people ever heard of a mountain bike. We could live without all the flattery, thank you, but it looks as though it's here to stay.

We have mixed opinions about this array of off-road publications. Without naming names, we like some, and could live without some of the others. We'd probably live better without any of them, but unfortunately freedom of the press is still part of the Constitution.

Our mole in one of the other publications found a document in their hype to their advertisers that compared four of the rags, ours included, on a chart showing among other things how much of our content was dedicated to various subjects they found important, like bike reviews. On the bike review chart, we rated a zero, as in none. We're proud of that statistic, because bike reviews are a crock, but these guys made it sound like a crime. We rated a zero in several arbitrarily chosen other departments also, but we took comfort in Mark Twain's observation, "There are lies, there are damned lies, and then there are statistics."

We can't argue with the figures, but by choosing which ones to print, the unnamed rag's ad department slanted the conclusions. We would like to have seen a few other categories included, categories in which the Fat Tire Flyer clearly leads the rest of the fat, tired world. For example, our survey shows that the average FTF article is 12% funnier and 8% more informative than the average article in Rag X. Cartoons: Rag X, 0; FTF, More Than



That. How about the average number of John Tomac pictures per issue? Rag X, 28; FTF, .8. We rest our case.

But seriously folks, it seems that the same general subjects run in all the mountain bike publications. When we did our tire issue, two other magazines also did tire issues. Whew! Every mountain bike magazine covered the off-road nationals (as did three mainstream cycling magazines). In terms of the stories we cover, it seems there isn't a lot of difference among the rags, so the only difference is in the way that we cover them. Our motto is, "If you can find a better mountain bike rag, buy ours anyway."

## RAILS TO TRAILS

The Rails to Trails Conservancy has been instrumental in implementing a little known federal rule that makes abandoned rail lines available for trail routes. A recent press release announces that the RTC has joined with ten other organizations as defendants in a lawsuit seeking to recover an abandoned right of way in Missouri for conversion to trails.

The list of defendants includes a cycling organization and several other prestigious names in conservation. Groups joining in the lawsuit with RTC include BICYCLE USA, American Hiking Society, National Wildlife Federation, Lewis and Clark Heritage Trail Foundation, Lewis and Clark Nature Trail Foundation, Sierra Club, Katy Missouri River Trail Coalition, American Rivers Conservation Council and Paralyzed Veterans of America. In their joint filing the groups point out that the National Trails System Act specifically allows the railbanking of unused corridors and their interim use as trails. It also specifically preempts any state laws that would otherwise prohibit railbanking.

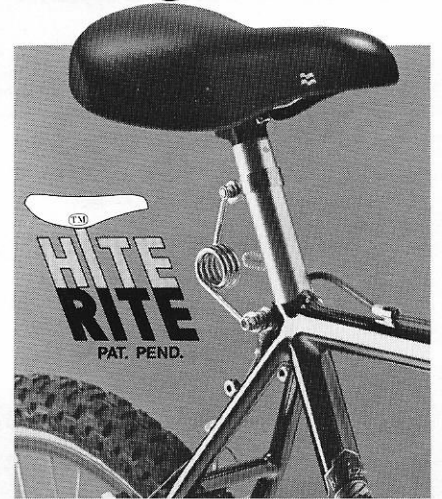
The Conservancy, which was formed in late 1985, has identified 108 existing rail-trails in the U.S. and is working with nearly 100 other communities seeking to convert abandoned tracks to trails. For more information on rails-to-trails conversions contact:

**Rails to Trails Conservancy**  
1701 'K' St. N.W., Suite 340  
Washington, D.C. 20006  
202-659-8520

## MORE TRACKS

Here is an update on the English publication, "Making Tracks." They now have a subscription rate for the U.S. In pounds, it's 7.50 a year for six copies, but you will have to make the conversion to dollars yourself. For the address, check our last issue.

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Don Mertle

## Living on a Bike; Beyond Touring

by Jay Carney

My major cycling experience has been in long distance touring. For two to three months every summer I have an extended leave of absence and go on tour. On one of these tours, I was heading for the Rocky Mountains and on through Colorado, and as I was passing through Marin County, California, I got turned on to fat tires when I met Joe Breeze, Charlie Kelly, and a couple of the other early riders who had those old Schwinn's with drum brakes and all. I finished that tour in '79, and when I came back to Santa Barbara I was a changed man, ready for some fat tire action.

Right now I am looking for a new home, and I am living on my bicycle until I find it. On a tour you have a home base; you have a place where you have your stuff and you plan on returning there, so you are actually on an extended leave on your bike. I consider myself a planetary citizen rather than just a U.S. citizen, so I have expanded my ability to live on my bike in foreign lands.

I've been touring North America for the past 18 months, making sure everything is working, establishing wear patterns so I know how many parts I need and when they would be wearing out, establishing a routine. Living on your bicycle makes you feel homeless in a sense, yet you also feel at home anywhere you go. It is an interesting state of mind, and I have found that it has changed the way I look at the world.

A bicycle helps break down barriers. People are interested in where I am going, where I have come from, and what the whole journey is about. I find that with any other mode of transport, be it walking, driving in a car, or riding a motorbike, the general public is kind of turned away from you. You are in your own environment with the car, and walking you are kind of a

bum or a hitchhiker. Riding a bicycle, and especially being by myself, I am a little more outgoing, and the people around me tend to accept and want to help me or to hear what I have been doing.

I find I can live cheaply eating out, which gives me more social interaction and freedom of time. I don't have the cleanup time or the cooking time, and I can do more riding and sightseeing. Interaction wherever I happen to be eating helps me find out about places that most tourists don't see. Maybe there is a place to go skinny dipping, or good place to hike, or free camping somewhere. Local people are often willing to share their "secret spots," if you are by yourself and just biking through.

I have a projected wear pattern, so while I was manager of the bike shop at U.C. Santa Barbara I stockpiled chainrings, clusters, chain, pedals, hub bearings, and so on, which will be shipped before I leave. I may end up carrying the parts for a while; it would be better to have them when they are needed, rather than have to wait a month.

On a recent East Coast tour my bike and gear weighed upwards of 85 pounds, 90 pounds tops, and without the extra equipment I can keep it down to 75 to 80 pounds. The bike itself weighs 30 pounds with the rack and fenders. I carry a large front rack as well as the rear, so it weighs 35 pounds with the pump and water. In actual gear I am not carrying more than 40 to 45 pounds.

I've done quite a bit of touring on fat tire bikes and I've come up with some pluses and minuses about them. I had my current bike drawn up to be 72 degree angles, 17 1/2-inch center bottom bracket to center rear end, and a 41-inch wheelbase, more like standard road touring geometry. This is actually just a "fat tire capable" bike.

I find steeper angles handle much better for climbing and control than the traditional laid-back angles of a true mountain bike, downhill kamikaze style, and a

lot of mountain bikes these days come with steeper angles anyway. My bike is a Greg Diamond frame with Ken Beach bars, and Diamond forks, with the thickest wall Unicrown blades. Without the weight of touring gear it's a fun, lively bike to ride if I go on a day ride or even race, although it's a little heavy because some of the tubing is straight gauge. The down tube is .049' straight gauge, the top tube is a double-buttet downtube from a road bike, the seat tube is .035' straight gauge, the chainstays are 7/8' x .035' chromemoly and the seat stays are .035' and 5/8' diameter, not tapered at all.

A little extra weight in the frame isn't the same as rolling weight; you're not going to feel it as much accelerating or climbing hills. My bike has packs on it 75 to 100 percent of the time, and packs don't move the way your body does to compensate for hitting holes or rough stuff. My objective is to do as much off-road touring as I can, or at least be able to get to places via traditional paved roads and then be able to spend a week or a month touring back country as well.

I went with the Moots Mount bolt-on cantilever bosses, so any time I have a wheel problem I can grab whatever wheel I can find and make it work on my bicycle, allowing me to run any size wheel while I wait to rebuild mine.

A major consideration was finding spare parts on an international level. I use a Campy axle in the rear, figuring that Campagnolo has worldwide distribution, and also because it's a 140mm axle; on the rear end the dropouts are 130mm apart. My friend Chris King, who makes headsets and bottom bracket spindles, made rear cones for me out of heat-treated stainless. The shell is a Specialized hub shell with the Campagnolo axle, and I'm carrying spare cones.

My bottom bracket uses a 40mm cartridge bearing, which is the size of an automotive alternator bearing, one of the most available bearings in the world along with skateboard and some other automotive bearings. I haven't had any problems, and I'm carrying a spare set.

I have the cut-away style of cable housing stops, so I can disassemble my entire derailleur system and remove it from the bicycle without having to undo any of the fragile cable ends. I can do touch-up work, grease the cables, and service everything without having to undo the cable ends on brakes and derailleurs.

My front rack is a rear rack, a Blackburn SX-1 mounted in the front. I have braze-ons on the fork crown but on a unicrown the rack would be on top of the fork blade. The SX-1 is a long rack, so when you put packs on it they don't interfere with cantilever brakes. Since cantilevers protrude, they can hang up if the packs are too close, so when you release the lever the brake doesn't open enough to release the wheel. I decided to use the SX-1 front and rear, so in case my front rack breaks and all I can find is rear racks, I can just buy a rear rack and put my rear rack on the front and be on my way, and vice versa of course. I use one rack type, and it is one of the strongest and most available I have found.

My stem and bars are custom built, with a 22.2mm expander size for universal replacement. They are very comfortable; I ride lying on them with my

forearms on top and my thumbs wrapped around the stem. The hand-brazed and lightweight stem has a one-piece clamp; it isn't a Y construction or the one-piece "Bullmoose" construction.

The derailleur set is Suntour X-C with Suntour levers. I have a Mafac brake set; if you bend them in a crash you can usually bend the arms back. The Moots Mounts will take any type of brake arms. The spares I bought are different models because the X-C hadn't proven itself yet. All of this equipment had proven itself to me; I had it for several years on another bike, and it was easy to get. Some of these new things seem too esoteric, with extra springs and extra this and that, but the GT series and VX are totally functional as long as you aren't into heavy gear mashing. I know that race equipment has improved with higher tech derailleurs, but as a tourist I tend to pre-shift and spin when I see that I am going to need to.

Gearing is 21-speed, a triple with a seven-speed cluster. I have a 13-tooth, and I keep the ratios fairly tight until I get to 21; the last two are a 26 and a 32. This gives me nice road gears once I get the mass rolling, plus a few bailout gears with a 24-36-46 chainring setup. I found that touring is easy as long as you can make the hills, because you don't lose traction when you carry a load.

As a core of my outfit, I wear polypropylene jersey and tights, and I keep a medical kit and a shave kit now that I shave. I add swim fins or whatever else I need as I need them. My spare tube is all I keep behind my seat now, since the only things I have had ripped off are saddle bags. The nice ones. Now I just carry the tube wrapped in newspaper. I carry a basic supply of tools, plus a headset wrench, a 6mm allen-wrench to take the crankarms off, and snap ring pliers for the bottom bracket. The rest are the basic cone wrenches, with an adjustable wrench and a small pair of Vise Grips; you never know when you might need them.

After I get out to Colorado and say good-bye to some friends I'm headed over to see some other friends in Cairnes, Australia. I hope to make it there in time for the November Mango Festival, just outside of York. It's a beautiful spot with rain forests, and the place is full of wild coconuts, mangos, papayas, and all sorts of tropical fruit growing everywhere.

I want to see the east coast of Australia, then I plan to go to New Zealand. Depending on the political situation, I want to check out Burma, Thailand, maybe even parts of Vietnam and Nepal. China has little appeal to me, India none at all, except for the northern part in the Himalayas. I don't plan to go to congested areas. Singapore and Tokyo are not on the agenda.

I will attempt to adapt my diet and my mileage such that I can get by on one or two meals a day, which might mean camping at four in the afternoon if the next town is too far away.

On the road every moment is a new experience and you learn to play life by ear.

*Editor's note: We have a report that Jay has said his romantic farewells and has made it intact to the land "down under."*

assistance is especially important and needed. Volunteering offers an opportunity to serve as an equal member of the trail family by contributing an equal share of the work needed to keep the trails open. The 'actions speak louder than words' phrase is vital in showing other users that you are here to help maintain those areas you use. If you belong to a club, look into our 'Adopt-A-Trail' program." For more information about visiting or maintaining these highly accessible areas contact the Arroyo Seco District Office.

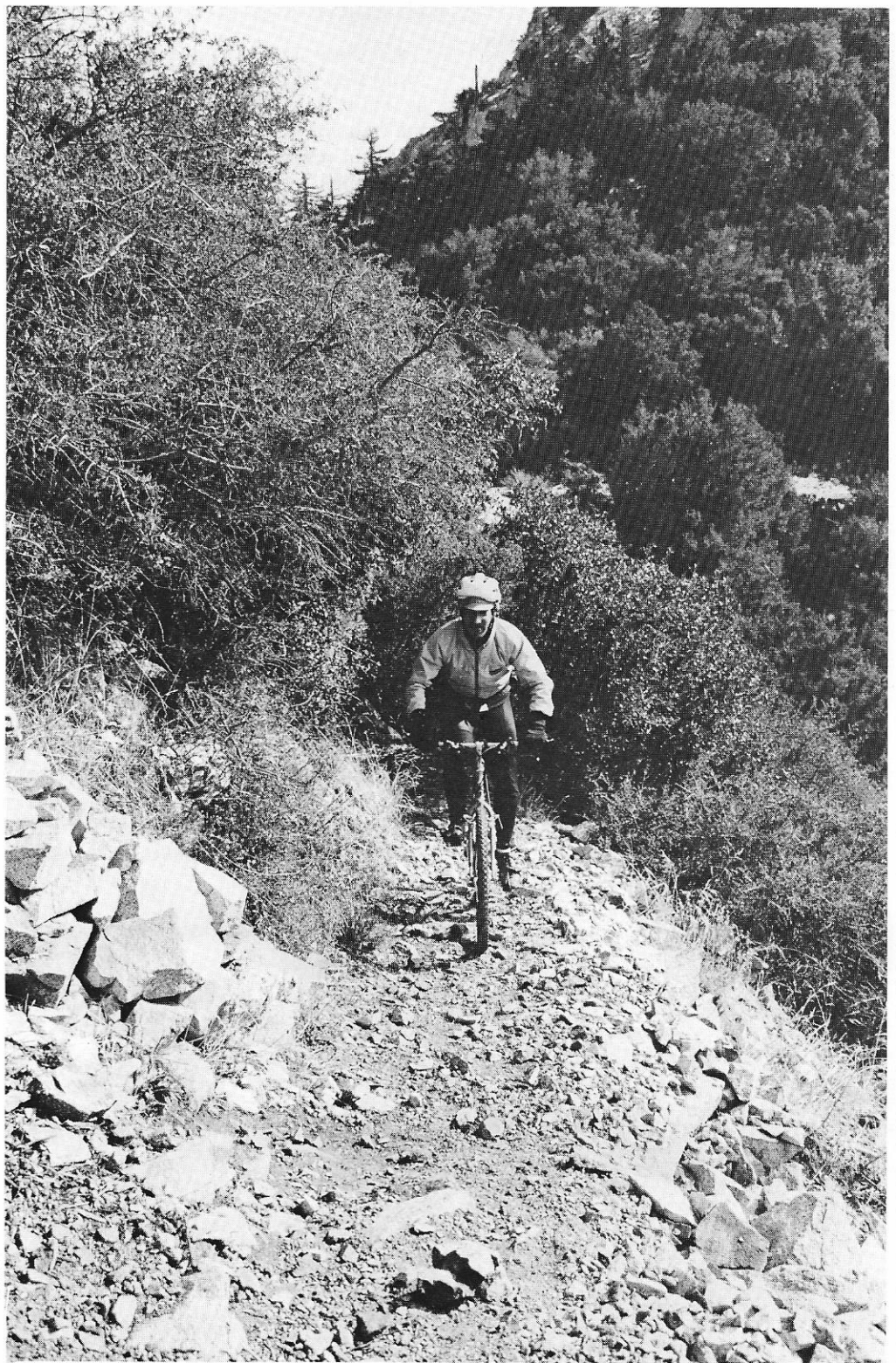
Ranger Greer reports that in the six or seven months since the brochure came out, complaints from hikers and equestrians have dropped eighty to ninety percent. He surveys while making his rounds, and he said that virtually all the horseback riders report that when they meet cyclists, the cyclists stop and make eye contact in order to get a clue from the horseman as to who should make the next move. This communication breakthrough is standard procedure on both single tracks and fire roads since there is no restriction against riding on narrow trails here.

Having reduced conflicts and complaints on the trail to a trickle of their former volume, Greer has lately been concentrating his bike management efforts on bringing bike riders into trail maintenance. A few other trail workers voiced complaints about repairing effects of bicycling on trails. They (quite reasonably) preferred to make their efforts elsewhere and to let cyclists maintain trails used by bikes.

With money generated by the recent NORBA race and manpower from Alan Armstrong's Mount Wilson Bicycle Association, Greer and Armstrong have put together a plan to train leaders for crews to reinforce waterbars and switchbacks with railroad ties to a standard that stands up to increased use of any type.

One Ranger, one club and one race provide an object lesson in multiuse management. Racing is allowed and directed into a location that suits the management. Money generated is channeled into something that positively addresses the cyclists' presence and impact, and interested individuals are directed towards a club with a responsible view of doing their share of trail work.

Other entities with longer management experience are still playing hide and seek by chasing riders off trails rather than getting them to maintain



Don Mertle

those same stretches.

Private races are held to the dismay of solitude seekers, but rather than accommodate longstanding human urges with controlled events, these managers suggest that controlled races lead to more uncontrolled riding. George Greer has used the energy of a race to publicize responsible riding concerns, and to finance some of the costs of land management.

Arroyo Seco District Office, Oak Grove Park  
La Canada, CA 91011  
818-790-1151

**Mount Wilson Bicycle Association**

c/o Alan Armstrong  
2010 Monte Vista Street  
Pasadena, CA 91107  
818-793-7944

Not a ride/race bike club, the MWBA plans future trail maintenance organizational events like the Pancake Breakfast.

Alan Armstrong founded the Mount Wilson Bicycle Association in order to promote trail access and enjoyment, holding an inaugural Pancake Breakfast at Henninger Flats on the Mt. Wilson Toll road to organize and publicize a program of trail maintenance. His information bulletin carries the news that an anti-bike trail worker was interested in obtaining "hiker input" concerning conflicts between cyclists and pedestrians because he wanted to do something about the "conflict" but he hadn't been able to locate any complaints from hikers! It is good news that there have been few complaints about bicycles in the San Gabriels. In many stretches of trail bicyclists are the majority and the rangers have acknowledged this.

Courtesy and awareness of other visitors by bicyclists are as important as trail maintenance in being part of the trail community. It is also important that responsible riders speak up about their interest in access and responsibility on these particular trails. Forest management professionals need to hear from all who have enjoyed these spectacular roads and single track trails; they need to hear that the trails are popular and accessible and that riders are willing to be a part of the trail community. Those interested in information on access or in helping maintain trails in the Arroyo Seco District should contact:

Terry Ellis, District Ranger  
Arroyo Seco District, Oak Grove Park  
La Canada, CA 91011  
818-790-1151



*The Mount Wilson Bicycle Association lines up for a photo after the inaugural Pancake Breakfast.*



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|-----------------|-----------------|-------------------|-------------------|-------|
| 1 DOUG GLOYD    | 4 BOB NICKELSEN | 7 ALAN ARMSTRONG  | 10 KYLE ANDERSEN  | 13 CH |
| 2 GARY POTTER   | 5 BILL CARR     | 8 JOHN MEYER      | 11 GREG MIKIALIAN | 14 PA |
| 3 TOM NICKELSEN | 6 PIERRE DUPUY  | 9 WILLIAM TOMASOF | 12 ANTHONY KLINE  | 15 KA |



*There are plenty of trails and fire roads through the pine forests a mile above Los Angeles, most open to bicycles.*



1 RIS GOLDSMITH	16 ROBERT AINSWORTH	19 CHRIS MORRISON	22 TIM MURPHY
2 TTY AINSWORTH	17 TIM PTACEY	20 TOM HANLEY	23 DANIEL WOODWARD
3 TE O'MALLEY	18 SUSAN LICHTY	21 FAIZ KAYYEM	24 DAVE SCHNEIDER
			25 MARK LOW