



July 6 August

SIX OF ONE OR A HALF-BAKED DOZEN

This issue marks the end of our first year of publication and it looks as though we've created a monster. In the past few months the Flyer has really begun to take off, and we're now approaching the sound barrier. Whoops...just passed it. Listen closely and you'll hear the "Bike Boom." Roger, wilco, over and out.

Seriously, though, if you're looking for serious treatment of serious subjects, try Useless News and World Report. The Flyer is for people with white knuckles (from gripping the bars), red eyes (from dust), and bugs on their teeth (from skiddin' and grinnin').

## FAT TIRE FLYER-ITES

The Fat Tire Flyer is written, edited, designed, laid out, stapled, folded, and occasionally mutilated by Denise Caramagno and Charles Kelly, with help from various artists and associates. This issue contains contributions from Jacquie Phelan, Jim Harlow, and VVA, not necessarily in order of appearance.

### CHANGES!

We seem to have come to the end of our format! There is so much happening now in the Fat (,) Tired World that we can't get it all into this admittedly convenient-sized package. So forget convenience; it's going to get bigger. Possibly even better, although that's hard to imagine. Yeah, and cost more, too!

The \$2 yearly subscription is a thing of the past. The new rate will be \$6 by mail for one year, and we'll try to be worth several times that amount. The Flyer will also be distributed to carefully selected bike shops.

Future issues will continue to bring you the complete skinny on Fat Tires. Where else, for example, will you find complete results of all the off-road racing? Ahem. Also, there will be plenty of touring info, where to go and what to take, as well as technical articles on the conversions and adaptations that are such a part of off-road riding.

## COUNTRY FAIR DAYS CLUNKER CONNECTION BY Charles Kelly

The San Anselmo Country Fair Days Clunker Connection race on May 16 turned out 47 dust loving gear munchers for the tough 15 mile loop, which featured 2000 feet of climbing and descending, mostly on fire roads, but including steep trail downhills and some pavement.

Start and finish was at the Country Fair Days site on a baseball field in San Anselmo, and thousands of people were kept informed on race progress by an announcer who was in radio contact with checkpoints on the course.

Five time National cyclo-cross champ Laurence Malone of Santa Cruz, riding a balloonner, and local Charlie Cunningham, riding his own custom aluminum off-road bike, duelled each other the length of the course, Malone eventually winning by only a few bike lengths.

Clark Roberts from San Marino was third on a cyclo-cross bike, but immediately after the race he saw the light and ordered his own custom balloonner. Scot Nicol of Fort Bragg edged Jerry Heidenreich of San Anselmo for fourth, and Gordon Burns of Santa Rosa brought in the first one-speed in eighth place. Junior winner was Garry Summers of Fairfax, 11th overall, and Wende Cragg, also of Fairfax, wrapped up the women's prize, 24th overall.

Craig Mitchell qualified for the 'Most Damage' award by stuffing his flat rear tire with grass and finishing on it. Unfortunately, Ross Parkerson took a hard shot on the shoulder from the ground, for an enforced six week vacation from his job at--Marin General Hospital. Sounds like a soap opera.

The San Anselmo Country Fair Days Clunker Connection was sponsored and promoted by: The San Anselmo Fire Department, The Athletic Connection gym, and The Fat Tire Flyer. Here are partial results, edited slightly to save space.

1. Laurence Malone, Santa Cruz
2. Charles Cunningham, Fairfax
3. Clark Roberts, San Marino, CA
4. Scot Nicol, Fort Bragg
5. Jerry Heidenreich, San Anselmo
6. Tim Rysdale, South Laguna, CA
7. Jim Harlow, Redlands, CA
8. Gordon Burns, Santa Rosa (1st one-sp)
9. Matthew Heberd, Corte Madera, CA
10. Victor Vincente of America ( st 20")
11. Garry Summers, Fairfax (1st Junior)
14. Larry Souza, San Rafael, CA (2nd one-sp)
24. Wende Cragg, Fairfax (1st woman)
25. Craig Mitchell, Fairfax (Most Damage)
26. Denise Caramagno, Fairfax (2nd woman)
32. Tim Ecke, San Anselmo (1st Fireman)
34. Bob Burrowes, San Anselmo (2nd Fireman)

Prizes worth over \$800.00 were donated by: The Cove Bike Shop, Specialized Bicycle Imports, Mill Valley Cyclery, Bicycle Odyssey, the Village Peddler, The Mountain Shop, Mike's Bikes, Wheels Unlimited, Sunshine Bike Works, MountainBikes, The Athletic Connection, and Outdoor Skates.



SECOND ANNUAL CENTRAL COAST  
CLUNKER CLASSIC  
by Glenn Odell

On Saturday, the second of May, 36 noble souls assaulted the High Mountain summit, the Big Falls trail, and Lopez Creek in search of masochistic Nirvana.

All who started the 31-mile trek finished in spite of two grueling ascents, two blinding descents, three miles of marginal trail, and 16 creek crossings, not to mention the paved ascent out of the canyon returning to the lake, better known as "the wall." Most participants were grateful for the numerous stream crossings, which helped neutralize the effects of the poison oak which bordered the lower portion of the trail. (Not from what we heard--ed.)

This year the 18 miles of fire road had been recently graded, which enabled Clark Roberts to be very competitive on his skinny tired cyclo-cross bike. His early lead faded on the three miles of narrow trail, and Monte Ward took charge, forging a lead which he held over the Wall and down the pavement to the finish. A miscue by a course marshall cost Monte most of his lead, and he finished a scant 10 seconds in front of Roberts.

The ride was produced with the combined efforts of the Central Coast Mountain Maniacs, Coast Cycling Specialties, Wilderness Group, Inc., and Ira's Bike Shop.

Clunker Classic trophy winners were:

Alex Mendoza--Men's 20 and under

Gerard Greenway--Men's 21-25

Monte Ward--Men's 26-30

Wayne Patterson--Men's 31 and over

Denise Caramagno--Women's 20 and under

Vince Pando--Old Man of the Mountain

Marty Cochran--Iron Man (one speed)

# CENTRAL COAST CLUNKER CLASSIC

## Results

1. Monte Ward 2:33:30 (Costa Mesa, CA)
2. Clark Roberts 2:33:40 (San Marino, CA)
3. Wayne Patterson 2:40:30 (Santa Maria)
4. Tim Rysdale 2:40:35 (South Laguna)
5. Gerard Greenway 2:43:45 (Nipomo, CA)
6. Alex Mendoza 2:46:00 (Santa Maria)
7. James McLean 2:50:50 (Goleta, CA)
8. Charles Kelly 2:55:50 (Fairfax, CA)
9. Marty Cochran 2:58:50 (San Luis Obispo)
10. Victor Vincente 2:59:45 (Reseda, CA)
11. Don Wyatt 3:03:45 (San Luis Obispo)
12. Jim Harlow 3:08:45 (Redlands, CA)
13. Don Mackinder 3:18:40 (Pt. Richmond)
14. Mike Walton 3:29:10 (Capitola)
15. Rick Hosier 3:36:50 (Arroyo Grande)
16. Craig Shearer 3:36:55 (Santa Cruz)
17. Jim Healy 3:37:50 (Pt. Richmond)
18. Tim Marchiando 3:39:15 (Terra Bella)
19. Vince Pando 3:40:20 (San Luis Obispo)
20. Reynaldo Cortez 3:42:45 (Pt. Richmond)
21. Jeff Hoover 3:52:15 (Aptos)
22. Dan Jacobs 3:57:50 (Santa Maria)
23. Steve Ornellas 4:03:15 (Santa Cruz)
24. Denise Caramagno 4:09:10 (Fairfax)
25. Luigi Tyrony 4:15:00 (Santa Cruz)
26. Shawn Kirby 4:29:00 (Pismo Beach)
27. Dennis 'Wiz' Leonard 4:29:00 (Fairfax)
28. Alan Prichard 4:36:30 (Goleta)
29. Larry Souza 4:37:00 (San Rafael)
30. Mitch Nilsen 4:37:00 (San Anselmo)
31. David Sudlow 4:39:00 (Bolinás, CA)
32. Bill Spangler 4:39:05 (Bolinás, CA)
33. Don Defever 4:50:54 (Sunnyvale, CA)
34. Jack Tucker 5:08:00 (Santa Barbara)
35. Don Mackinder, SR. 5:48:00 (Pt. Richmond)
36. Vincent Tavas 6:00:00 (Baldwin Park)

## KING OF THE MOUNTAINS RACE REPORT

by Jim Harlow

The "King of the Mountains" was crowned June 14 in Barton Flats. After numerous placings in recent dirt events, Mr. Skinny Tires, Clark Roberts, took the overall win on this 49 km course. Clark, who is a very competitive road racer in SoCal, piloted a Mondia cyclo-cross bike (boo, hiss) through the field of 17 for the win.

The course consisted of fire roads and trails through some of San Bernardino's finest forest areas. Starting on a downhill fireroad, the trail soon changed to a 5 mile uphill grind, gaining some 3000' of elevation. After a tour of the mountain ridges above Big Bear Lake, there was a nice rough downhill. This led to a primitive trail that returned to the start area. A variety of terrain allowed climbers, downhillers, and rough country riders to use the terrain to their advantages.

The race started with a squad of local BMXers sprinting into the lead as the rest followed closely. Rick Hosier and Gerard Greenway soon penetrated the dust cloud and assumed the lead positions briefly. However, a wrong turn at the start of the loop gave Jim Harlow the lead for the next 4 miles, with Roberts and the pack close behind. Roberts passed and took the lead on the 5 mile uphill, with Greenway also making his move to 2nd on the hill. "Iron Man" Victor Vincente of America (VVA for short) and the "Coyote Man," Harlow, swapped 3rd and 4th positions numerous times up the hill, after which Harlow shifted up and disappeared down.

After the 7 mile downhill, rumors were spread that the promoter had spent several hours digging large holes in the road. Harlow admits nothing (heh, heh). The foxholes were the result of removal of large rocks during a recent grading, providing that

essential element of surprise. Observing tire tracks after the ride, it appears that some riders opted for sudden side tours of manzanita without benefit of trails.

VVA showed up with his trusty Topanga! set up for "Iron Man" one-speed competition. A 39-18 gear combination proved adequate for 5th overall...Hey, we always knew he was an iron man!

Although they were not riding single-speeds, special recognition should go to the two "Iron Men" who rode fat-tire bikes all the way from San Luis Obispo to compete. Rick Hosier and Gerard Greenway get the Bionic Legs Award! The determination award goes to Jeff Day (recent winner of VVA Mt. Pinos). Despite a 2minute late start, a 2 mile wrong turn, and a flat tire, he managed to net a 6th at the finish. Awright Jeff!

Trophies were awarded to the top 5 finishers and the Iron Man.

#### KING OF THE MOUNTAINS RESULTS (30 mi.)

1. Clark Roberts, San Marino 2:47
2. Gerard Greenway, Oxnard 2:58
3. Jim Harlow, Redlands 3:10
4. Aaron Cox, Van Nuys 3:15
5. Iron Man VVA, Van Nuys 3:17
6. Jeff Day, Balboa 3:40
7. Rick Hosier, San Luis Obispo 3:50
8. Gary Gable, San Bernardino 3:54
9. Tim Sonyi, Yucaipa, 5:26
10. Mike Hewitt, Balboa 5:31
11. Mike Gray, Claremont 5:51
12. David Harrison, Mentone 6:22
13. Rick Mendez, Mentone 6:22
14. Doug Ernest, Yucaipa 6:50
15. Matt Rawdon, Riverside 7:14
16. Dale Wymer, Riverside 7:14
17. Kevin Pearson, Claremont (DNF)



## WHISKEYTOWN DOWNHILL REPORT

by Jacquie Phelan

It wasn't a perfect day for racing, but the weather is one variable a promoter cannot control. Down in the flats the temp was a baking ninety degrees and up; who knew what it would be like to race anywhere near Redding? Fortunately, elevation is within the sponsor's control, and Gary and Bonnie Larson put the race start at a cool 5000 feet. Beginning with a one-mile climb to thin out the crowd, there would be 26 miles of descent, 8 miles of climbing, and for variety, several inches of level ground.

65 starters, including seven women, showed up in Shasta, California at 7 am on June 7th to be trucked with their bikes to the mountain top. There were cruisers, mountain bikes, BMXers, and even a few skinny-tire bikes. As advertised, there were gnarly hills, hairy descents, and rugged creek crossings.

The Larsons took care of all details; there were portable toilets at the start and finish, eight checkpoints staffed by eager volunteers with water and oranges for the riders, and clear signs stating distance traveled and remaining and the distance to the next checkpoint.

Gary Fisher wasn't seriously challenged, as the San Anselmo rider parlayed his climbing ability and downhill skills into a 12 minute victory margin over Scot Nicol of Fort Bragg in the Expert class. Mike Jordan of Redding picked up 1st in the men's novice, and Jacquie Phelan was the first woman to finish, seventh overall.

Class winners received trophies, and all riders received a statement of elapsed time as well as a handsome badge commemorating their participation.

As the winners looked on, a drawing was held for prizes, goodies like Stump-Jumper tires and T-shirts, the ultimate in fairness.

The Larsons spent six months preparing for this, their first race, and they put the highest priority on the comfort and safety of the riders. No one crashed seriously, and the concensus was that a good time was had by all. The "good time" lasted anywhere from 2 hours, 37 minutes to over six hours. Each entrant will receive in the mail a result sheet stating times and order of finish, a memento of one of the choicest events yet held for ballooners. The Whiskeytown Downhill ought to become a tradition in the gritty annals of Fat Tire racing.

#### WHISKEYTOWN DOWNHILL RESULTS (partial)

1. Gary Fisher 2:37:53 1st Exp. San Anselmo
2. Scot Nicol 2:51:05 2nd Exp. Fort Bragg
3. James McLean 2:53:30 3rd Exp. Goleta
4. Mike Jordan 3:11:28 1st Nov. Redding
5. John Stein 3:16:40 4th Exp. Anderson
6. Jim Deaton 3:25:39 5th Exp. Roseville
7. Jacquie Phelan 3:31:57 1st Woman San Anselmo
8. Holland Jones 3:33:26 6th Exp. S.F.
9. Bob Edwards 3:35:40 7th Exp. Sacramento
10. Gordon Burns 3:37:05 8th Exp. Santa Rosa
11. David Gretter 3:41:51 2nd Nov. Chico
12. Dennis Bryerton 3:42:56 3rd Nov. Sac.
13. Gale Schuck 3:46:18 4th Nov. Rancho Cordova
14. Randy Shaw 4:01:43 1st BMX Arcata
15. Jason Davis 4:04:43 2nd BMX Redding
16. Rick Saunder 4:08:16 5th Nov. Sacramento
17. (tie) Dennis James 3rd BMX Sacramento  
Richard Chryanowski 4:22:43 3rd BMX Sac.
36. Ellie Johnson 5:51:54 2nd Woman Santa Rosa

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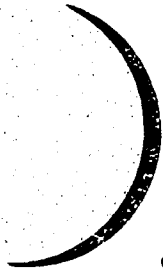
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Over my shoulder  
I see the ghost-shadow of the moon's  
first crescent  
With a companion star  
Sinking into an orange-red-purple sunset  
Over the valley of a million  
toiling to keep the lights burning  
So the glare ahead is more  
than the moonglow behind  
While the road is right and down  
And I am in control. **VVA**

## TRAIL RIDING TIPS

We had planned to use this space for an article on how to rebend the rear stays of your old balloonner to accept the five-speed rear hub. As it turned out, this would have taken too much room for our format as it stands, so we are substituting trail tips,

### Pedal Position

The most common error made by inexperienced riders descending on very rough ground is dangling one leg and supporting the weight on the other pedal. While this may be an effective technique to prevent falls to the side with the dangling extremity, it reduces ground clearance as well as throwing off the balance of the bike. If the rider loses his or her balance to the side with the weight on the pedal, the result is usually a fall.

Proper technique is to keep the pedals horizontal with equal weight on each. This will take getting used to, and confidence is an important factor in this kind of riding, but once mastered this will make possible descents that may have previously looked unrideable.

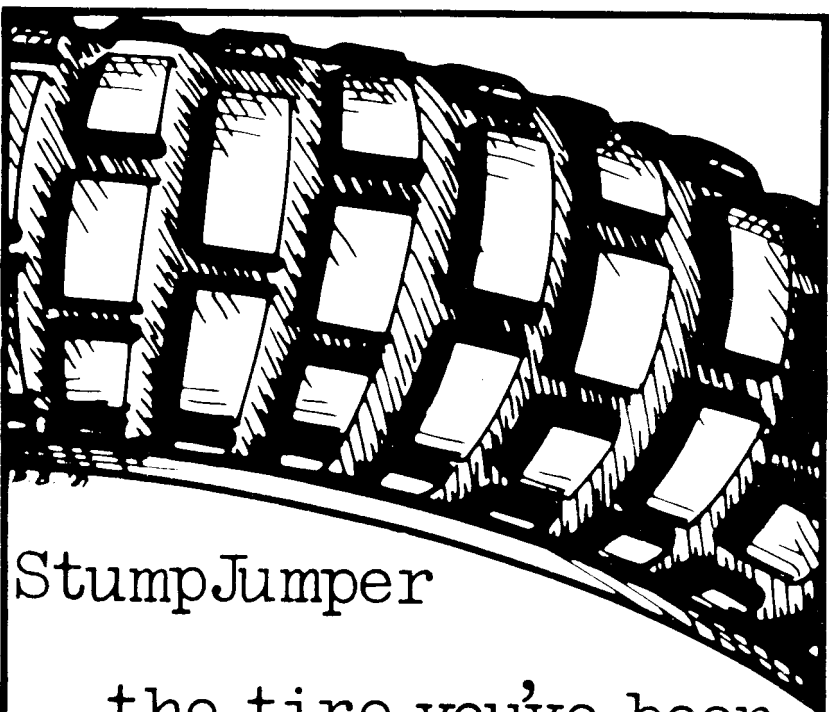


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#### Saddle Height

The quick-release seatpost clamp is essential equipment for off-road bikes. When climbing, especially on loose surfaces, it is important to keep weight on the rear wheel to prevent it from spinning. This means that the saddle must be high enough to allow the rider to push hard but stay seated.

When descending the rider should lower the saddle, since pedaling efficiency is not necessary; the lower center of gravity permits radical maneuvers that are just not possible with a high saddle, e.g. those rooster tail slides so popular with the BMXers.

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# TOURING

Fat Tire Touring is exploding in the Rocky Mountain region this year. Aside from group tours such as the Annual Crested Butte to Aspen Tour, there are now companies providing guided tours of remote mountain areas. Once again, the Fat Tire Flyer is first with a shallow, in-depth report on this activity.

Rocky Mountain Cruiser Tours  
(Steve Kuehn)

P.O. Box 631

Telluride, CO 81435 (303) 728-3501

Tours: August 19-23. 60-80 miles in the San Juan Mountains, with an attempted assault on the top of 14,017' Mt. Wilson.

September 19,20. 45 miles in the San Juans.

Tours include meals, sag wagon, guide, and optional bike rental (the number of bikes is limited, however). Costs range from \$60/day per rider for extended tours to \$60 each for the two-day September ride. Custom tours are available for groups, one to twelve days, cost negotiable.



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Tours: The Highest Ride. Mosquito and Argentine passes, six days, approx. 120 miles. Cost includes the use of a tent, sagwagon (which will carry gear) a bike, cooking and food (which will be "whole grain, whole earth"), and a guide. Dates are July 12-18, 19-25, 26-August 1, and August 2-8, cost is \$350 for each rider. (Sleeping bag is not included in the rentals, and if the participant brings his/her own bike cost will be somewhat less)

Continental Divide Shadow Ride. Six days, through the ghost towns of Pitkin and Tincup near the Continental Divide. Dates are September 21-27 and 27-October 3. Same services and cost as the Highest Ride.

San Juan Mountains Secret Season Ride. Durango to Silverton to Ouray to Telluride. Dates October 5-11, 11-17, cost and services same as above.



Crested Butte to Aspen Bicycle Tour  
(Neil Murdock) Bicycles, etc.  
Box 813  
Crested Butte, CO 303-349-6286

Tour: Approximately 40 miles in two days from Crested Butte to Aspen over 12,700' Pearl Pass. This popular tour will be limited to 150 riders this year. Services will include sag and support vehicles, dinner and breakfast, and optional (at extra cost) bus ride back from Aspen for those who don't wish to return on bikes. Dates September 26, 27, cost approx. \$25.00. Bring your own bike!

## TRAILMASTER

c/o Cove Bike Shop  
# 1 Blackfield Drive  
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(415) 388-0800



Salmon River Mountain Bike Tours  
Alex Brown

Box 27  
Stevensville, MT 59870 (406) 777-5956

Tours: For groups of up to 6 custom tours of a 600 mile route that includes dirt roads, trails, and at extra cost, a two day float trip down the Salmon River. 12 days is the minimum time for this trip. From August 10 to the 24th there will be a 15 day tour of the same route. Cost on this trip will be \$650 if you bring your own bike or \$800 if you need to rent one.

For small groups the cost for sag wagon, guide, mechanic and tent is \$65/day. Food is extra, up to \$12/day.

## RANDOM SAMPLES

Here at the Flyer editorial offices we often hear from other Fat Tire fans in isolated areas who are looking to meet and mingle with similarly minded folk. As a public service we are hereby providing a sampling from our files of the folks to see in various areas.

Century Cycles (John Byfield)  
1007 NW Galveston  
Bend, Oregon (503) 389-4224

Freewheel Bike Shop (Lawrence Austin)  
Placitas Road  
Taos, New Mexico (505) 758-9831

Cycle Transport (Dennis Harrington)  
650 S. College Avenue  
Fort Collins, Colorado (303) 221-2869

ChainGang Bike Shop (Gary and Bonnie Larson)  
2649 Park Marina Drive  
Redding, California (916) 243-7101

Ira's Bike Shop (Glenn Odell)  
107 Bridge St.  
Arroyo Grande, California (805) 489-2621

Bicycles, Etc. (Neil Murdock)  
126 Elk Avenue  
Crested Butte, Colorado (303) 349-6286

Tombstone Bicycles (Tim Phillips)  
corner of 3rd and Toughnut  
Tombstone, Arizona (602) 457-3810

Mercer Island Cyclery (Gail and Dave Gnehm)  
7633 SE 27th  
Seattle, Washington (206) 232-3443

## LETTERS

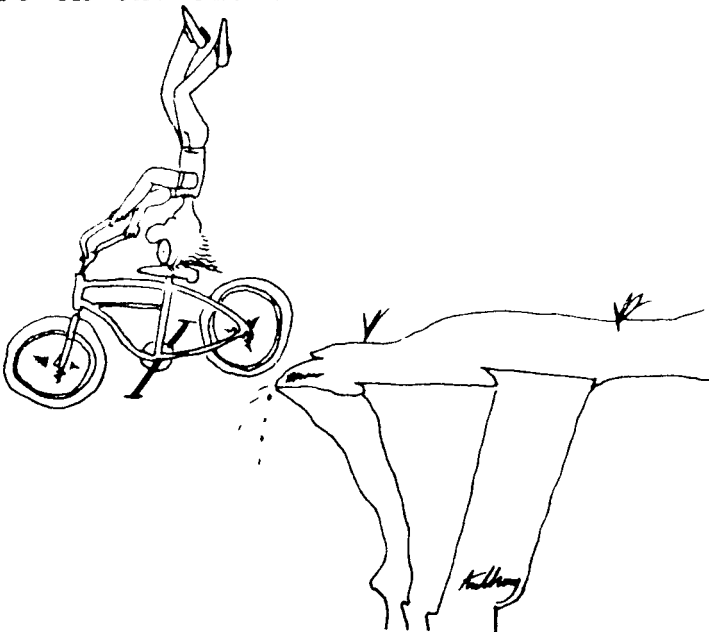
Dear FTF;

The Flyer looks like a good idea, but (it) seems to be directed toward just a listing of rally race schedules and results. With the recent interest in trail riding on bicycles had you planned to include more "How-to" articles--such as non-competitive trail riding techniques, saddle height suggestions for different types of terrain, persons to contact in each state who are into Fat Tire bikes? That is, address a subject that Bicycling practically ignores. With a broader base a subscription to your Flyer could be of interest.

David Arnold  
S. Burlington  
Vermont

Ed

Our small format has been crowded with racing news to the extent that we will have to expand in order to cover adequately all the subjects at hand. Don't worry, though; we're on the case.



WHERE ARE YOU RICKY CHA ??

||| |

# Fat Tire Flyer

PO BOX 757 FAIRFAX, CA.  
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