

## FAT TIRE

## FLYER

P.O. BOX 151

FAIRFAX CA.

NOVEMBER

1980

DECEMBER

## INSIDE THIS ISSUE

DOWNHILL RACE

Rocky Mountain

classic clunker ride



Hey there, Fat Tire Fans, here's another big issue of the Flyer. We have reports for you on rides and racing, both recent and upcoming, so stay tuned.

We would like to take this opportunity to once again encourage readers to send in drawings, letters, photos, articles, or anything else that might be of interest to other riders.

Recently Skateboarder magazine has changed its name to Action Now and expanded its format to include all kinds of action sports. They have already run one article on ballooners, and bike editor Dean Bradley, who is a pretty hot driver himself, is planning some in-depth treatments in future issues. Well, we all know what the numbah one ballooners publication is, don't we, gang?





# Ride Reports

## The "Loma Alta" Full Moon Cruise

On the evening of August 27, thirty or so riders, some from as far away as Richmond, gathered in the Fairfax Theater parking lot for the Loma Alta Moonlighter organized by yrs truly the Flyer folks.

The fog that threatened to engulf Loma Alta caused a change in plans, so everyone milled around for awhile to discuss various routes, then at the shout of "Go!", riders sped through Fairfax in an impressive group to challenge the legendary Sleeping Lady. Not the restaurant, byt the wild and rugged slopes of Mount Tamalpais itself. Unfortunately, a few late arrivals for the ride tackled Loma Alta looking for the rest of the squad, only to find a foggy, empty hill-top. Cold, too.

After riders found their respective paces, they rode to finally reassemble at Lake Lagunitas. A small feast of french bread, cheese, wine, fruit, and various other refreshments provided the high point of the ride, preparing riders for the exhilarating descent through the moonlight.



## CRESTED BUTTE TO ASPEN CLUNKER TOUR

The Fifth Annual (fourth actual) Crested Butte to Aspen Clunker Tour on September 27 and 28 turned out to be the biggest event yet held in the annals of clunkerdom.

Neil Murdoch of Bicycles, Etc. in Crested Butte was the main organizer with an able assist from Duane Reading, organizer of the three previous tours.

This year's tour had 89 riders, twice last year's turnout, and of those about 30 were from the Bay Area. Even though the large number of riders presented problems with organization, the promoters handled everything smoothly. A new innovation this year was the chartered bus ride back to Crested Butte.

All of the latest balloonier styles were represented: Ritchey/MountainBikes, Breezers, Pro-Cruisers, and a new model from the Wheel Works in Superior, Colorado. Bicycles, Etc. has put together an impressive collection of machines for the Crested Butte locals using Cook Brothers and Littlejohn frames. The Butte is rapidly evolving as the major heavier than air ballooning center of the Rocky Mountain region.

As in previous years, the tour was conducted in two stages, the first being the 18 mile ride from Crested Butte to the campsite at 11,000 feet. Since the riding time amounted to only two or three hours there was plenty of time to examine bikes and meet riders from all over the west. A keg of beer and a hearty dinner were provided.

The Second day's ride began with breakfast and a trek to the top of 12,700 ft. Pearl Pass. Since this is a sharp climb on a rough road at high altitude it took some time to assemble the group at the top. The ride down over large loose rocks was rough. This seven mile stretch may be the most tooth-loosening piece of property ever to be called a road. After a twelve mile coast on paved road the party reassembled at the Jerome Hotel in Aspen where another keg was provided by the hosts.

The fee of \$25 for riders was very well spent as the support was handled flawlessly.



On October 26 fifteen off-road bike enthusiasts loaded into various cars and trucks in San Anselmo for the End-Of-Daylight-Savings ride at the Point Reyes National Seashore. One-third of the riders were women, which may indicate a trend in X-C cycling.

Weather at the National Seashore was perfect, warm and clear, and at the crack of noon bikes and bikies assaulted 1400' Mount Wittenburg on the first leg of the ride. The shortest route to the summit is steep and required considerable pushing and some carrying; several bikers kept up on the climb.

Food and view appraisal at the hill-top was followed by a dash downhill to the Coast Trail. This is a great run including several types of terrain, from wide open trails to steep and rough bun-busters.

A pair of bikers who observed the leaders on the roughest section were quite impressed, saying that they had never imagined that anyone could ride like that.

Following the Coast Trail to the end of the Bear Valley trail, the "Blowhole" at the junction called for another stop while the more sporting members of the group dipped in the chilly Pacific.

From the coast the next part of the ride led to Firtop at 1300', another steep climb. After yet more food and refreshments came the final leg, an assault on a high-speed, unused, and secret trail that eventually led back to the trailhead and parking lot. The highlight of this run was a herd of white deer, one a buck with a magnificent set of antlers.

The only mechanical incident was a broken handlebar binder bolt. The owner of the expensive machine was thinking of the possibility of a long walk, until it was clamped together with (what else?) Vicegrips, the universal off-road tool.

# RACING

## SESPE HOT SPRINGS STAGE RACE

Sespe Hot Springs near Ojai was the scene of the first ever balloon stage race on September 7th and 8th. The race was organized by Victor Vincente of America and featured a 17 mile loop which riders attacked in both directions on consecutive days.

The seven finishers (of ten starters) arrived in substantially the same order both days with only the fifth and sixth places exchanging positions. Organizer Vincente, who took second place overall, commented that there seems to be very little strategy involved in cross-country racing as opposed to his days in road racing. On the dirt strength seems to be the key factor rather than handling or tactics. It's possible that there is some strategy still out there waiting to be discovered, though, since we have a lot to learn yet about this new kind of racing.

Winner James McLean was hoping for a rematch with NorCal off-road master Gary Fisher, since McLean was second to Fisher at Lopez Lake by 10 minutes, but in Fisher's absence he had to settle for a convincing win, with a total of 53 minutes in hand over Vincente. While Victor trailed by only four minutes after the first stage, he lost 49 minutes when he fell apart on the second.

General Classification	Total Time
1. James McLean (Santa Barbara)	4:13
2. Victor Vincente (Reseda)	5:06
3. Aaron Cox (Chatsworth)	5:39
4. James Harlow (Redlands)	6:44
5. Kacy Blazer (Burbank)	6:54
6. Dave Haslock (Burbank)	6:56
7. Randy Smith (Sun Valley)	8:10





## UPCOMING EVENTS

### SOUTHERN CALIFORNIA OFF-ROAD CHAMPIONSHIPS

Sunday, November 23 is the date of the Southern California off-road Hillclimb and Downhill Championships at Puerco Canyon. Promoter of the event is Victor Vincente of America, who organized the Reseda to the Sea Challenge and the Sespe Hot Springs Stage race. Victor has a habit of placing well in his events, which is only suiting for a former national road champ. The course will be three miles of good dirt road with 1700 feet of elevation difference.

The first event will be a mass start hillclimb at 12:00. 20 minutes after the finish the downhill time trial will descend the same road with riders starting at 30 second intervals.

Entry fee is \$4.00 for either one or both events. Puerco Canyon Road is located two miles north of Pepperdine College in Malibu. Assembly will be at the "End of Maintained Road" sign  $\frac{1}{2}$  mile inland.

For further information contact:

Vitor Vincente of America  
Box 701  
Van Nuys, CA 91408  
213-882-3300



### ORGAN PIPE NATIONAL MONUMENT RIDE

March of 1981 is the loose date of the upcoming Third Annual Organ Pipe National Monument Tour in Arizona. Tim Phillips of Tombstone cycles in Tombstone is the organizer of the event, which covers 70 or so miles in two days in the beautiful desert country. The first day's ride is 45 miles; the second is 24. Survivors of previous tours tell us that thorn-proof tires are a necessity in the cactus country.

Those interested contact:

Tim Phillips  
c/o Tombstone Cycles  
Tombstone, Arizona 85638  
(602) 457-3810

## HEY, YOU TURKEYS

Don't forget the Sixth Annual Thanksgiving Day Appetite Seminar, you guessed it, on Thanksgiving. The route, as always, will be the Pine Mountain loop, which starts in Fairfax, proceeds up Bolinas Road to the Pine Mountain Fire Road, then over the top of Pine Mountain, down to the back of Kent Lake, then up to Woodacre Ridge and along the top to Repack and down to Fairfax.

Assembly will be in the Fairfax Theater parking lot at 10:00 AM.

Participants in last year's ride will recall that the event was conducted in a driving rainstorm, which adds what true crazies call an "interesting element." Twenty or so riders finished the entire distance, riding down Repack in a monsoon. Well, at least it keeps the brakes cool. See ya Thanksgiving, RAIN OR SHINE!



**SIXTH  
ANNUAL**

# *Appetite Seminar Ballner Ride*

20  
miles of  
hardy  
roads

**MARK**  
Theater  
(Assemble  
here!)

**10:00 am**  
**Thursday**  
**Nov. 27**

info:  
456-1898  
457-7016

Finish!  
300

Paved

457-7016

*Happy  
Thanksgiving*

Closed  
to Autos

1050

mean  
climb

1750

**Pine  
Mountain**

**Repack  
Start**  
1500

fast  
downhill

1410

uphill

**Knoll  
Rest!**  
1600

outrageous  
downhill

450

1130



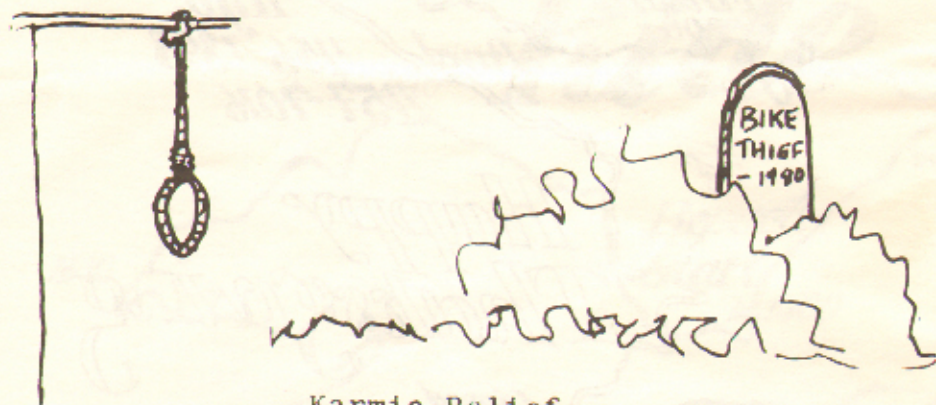
# HOT BIKE HOTLINE

In the interest of keeping ballooners riders honest and all the bikes in the right hands we present the Hot Bike Hotline.

## REWARD

**\$50**

For any information leading to the return of Vince Carlton's classic Schwinn Ballooner. 1940's World with original plate and forks with braces. 10 speeds with one-piece Japanese steel cranks. Front hub is Phil Wood with an Araya steel rim, special brazing on forks for Mafac cantilever brake. Sturmey-Archer rear drum with five-speed cluster. New Huret rear derailleur, also Campy quick-release seatpost clamp and Cyclone front derailleur. Call Vince **453-6670**



Karmic Relief

From a small town in Colorado comes a classic tale of Clunker Karma. A local had his ballooners stolen, and the thief high-tailed it to New Mexico. On his way out of town he stopped to pick up another local in need of a ride. The two made their way south and upon arrival the driver showed the passenger his 'new' bike, which had been stowed in the trunk. The passenger waited until the driver went to sleep, and then stole the car to return the bike to its rightful owner.

## WATER DISTRICT RIDING REGULATIONS

We at the Flyer have recently been in contact with the Marin Municipal Water District with regard to the sensitive issue of riding in district lands. The following is extracted from a letter from Verne M. Spangenberg, District General Manager.

"We allow bicycle use of all protection roads (totalling over 135 miles) with the exception of two, the Eldridge and Railroad grades. These roads were closed to bicycles following accidents caused by speeding bicyclists colliding with hikers.

Bicycle use of trails is not allowed due to danger to other users and increased maintenance requirements. Bicycling may be compatible on some trails; however we do not have funds for the extra signing, maintenance and patrolling that would be required.

All of our trail maintenance is accomplished by hiking and equestrian clubs, and other volunteers. Many club members are upset with bicyclists causing trail erosion and affecting user safety, and several have funded signing and patrolling of problem areas.

We have asked the cooperation of bicycle shops and clubs to please ask bicyclists to:

- stay on authorized protection roads and not use trails or ride cross-country;
- ride at reasonable speeds (15 mph is the maximum allowable) and in a manner to not endanger other users.

If such use can be achieved, we will be happy to consider re-opening bicycling on the Eldridge and Railroad Protection roads and special trails, as you suggested.

However, if abuse of regulations and bicycle caused accidents continue, we may be forced to close more roads or the entire watershed to bicycle use."





It is imperative that we protect our riding privileges; this is only possible if we abide by the rules currently in force. Any changes will come about only through dialogue with the district, so we encourage riders to cooperate and to tell their friends to do the same.

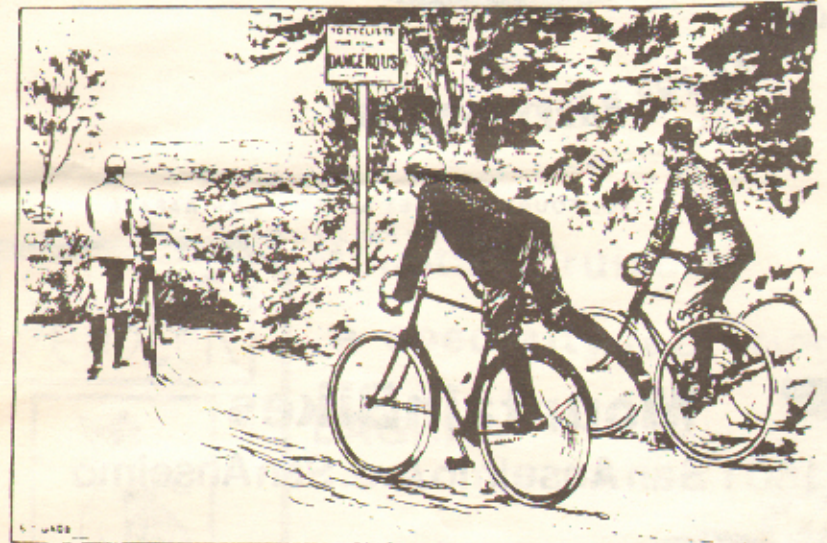
Anyone interested in helping with trail maintenance is encouraged to contact the Flyer at 456-1898 or 457-7016. We will be scheduling work parties that will be half work, half party.



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anteed. CALL 454-3696

Classifieds are FREE! If you have any-  
thing to buy sell or trade (bicycle  
related) contact the Flyer at 457-7016  
or P.O. Box 757 Fairfax, Ca. 94930.



Between 1890 and 1920

Danger-boards, erected by the Cyclists'  
Touring Club, were a familiar sight all over  
the country.

## Correction

We would like to apologize to Mike's  
Bikes in San Rafael, who were uninten-  
tionally left out as contributors to the  
prize list of the March 30 "Zero's Notch"  
race in our last issue.



We would like to thank the following bike shops for the continued support that has made local events and such ventures as the Fat Tire Flyer possible.

SAN RAFAEL 454-3747



YOUR CENTER FOR HAPPY CYCLING

1601 FOURTH STREET at "F" in SAN RAFAEL  
Customer Parking in Rear

## MountainBikes

1501 San Anselmo Ave. San Anselmo

P.O. Box 405  
Fairfax, CA 94930  
(415) 456-1898

GARY FISHER  
CHARLES R. KELLY



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NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

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INTERESTS: \_\_\_\_\_

