

Rider Seminar Information Guide



A Cascade Bicycle Club Event

July 15 - 16, 2006

“How to arrive in Portland with a smile on your face”

Cascade
bicycle club

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WELCOME TO GROUP HEALTH SEATTLE TO PORTLAND BICYCLE CLASSIC!

Whether you're already registered, plan to register or simply want more information before you decide, the Group Health STP Organizing Committee and the Cascade Bicycle Club thank you for your support and interest. If you are going to ride in July, we want to do everything we can to insure you have a fun and safe week-end of cycling.

WHAT IS GROUP HEALTH STP?

The **Group Health Seattle to Portland Bicycle Classic** ("Group Health STP") is *the* premier cycling event in the Pacific Northwest, rated by *BICYCLING* Magazine as one of the very best anywhere. It's an annual, one- or two-day, very-big-group bike ride from Seattle, Washington, to Portland, Oregon. Most participants ride the event in two days, but historically between 16 percent and 22 percent ride in one day. Proceeds from the event go to support the **Cascade Bicycle Club's** mission of *Creating A Better Community Through Bicycling*.

WHO RIDES GROUP HEALTH STP?

Roughly half of each year's riders are first timers. Group Health STP has introduced tens of thousands of cyclists to cross-country cycling. Whether done in one day or two, the sense of accomplishment crossing the Finish Line for the first time is outstanding! Ask anyone who's done it.

The youngest riders on their own bikes are generally 10 or 11 years old, although younger children may ride as tandem stokers or in Burley® trailers. The oldest known cyclist was 83.

In between the ages of 10 and 83 is a wide spectrum of cyclists and cycles, some amusingly costumed and adorned, from many states and a few foreign countries. Many groups of two or more, organize themselves as "teams," wearing common attire and/or helmet decorations. Unicyclists and roller-bladers have been known to make the trip. Very high-end bikes as well as thrift shop classic single-speed, friction-brake bikes are seen on the ride. Lean, no-or-one-percent body fat teens and athletes and wide-bodied baby- and non-baby boomers ride.

Virtually all Group Health STP riders have the following in common: they know cycling is fun, they've trained, their bikes have been tuned up and all have a good time pedalin' to Portland.

HOW IT HAPPENS

A planning committee and hundreds more **Cascade Bicycle Club** volunteers produce the event with "a little help from our friends": The **Portland Wheelmen** set up the Finish Line Festival, and **civic and school groups** help out all along the route. The **Washington State Patrol, Oregon State Police** and **local Police Departments** provide needed assistance for the safe passage of thousands of cyclists. **Medics and EMTs** provide medical attention if needed. On-road support is performed by volunteers in cars, the men and women of the **GoldWing Motorcycle Touring Association** perform on road support and **many bicycle shops** provide free (except for parts) bicycle repair at rest stops. After the ride **SKIFORALL** volunteers will watch over your bike in Seattle until you pick it up. Volunteers who cycle have bib numbers under 100. **Corporate sponsor** logos adorn event publications and the ride souvenirs you'll receive at Packet Pickup.

Group Health STP happens, however, when thousands of fun-loving cyclists *just like you* make the commitment to turn a well-run cycling event into a *great* bike ride.

WHAT DO I NEED TO PACK?

Pack light! Remember, you'll need to transport your luggage from the baggage drop to where you're staying, so... not only light, but in something you can carry on a bike. It's not like you're gonna' attend a Debutante Ball on Saturday or Sunday night.

Packing hint: Whether riding in one or two days, gather items and pack the Thursday evening before the ride. You won't feel rushed, and you'll still have Friday to pick up anything you realize is missing.

THE BASICS

- ❖ A set of **clean cycling clothes**, if you are riding two days, especially shorts. A few cyclists like to carry a pair of clean cycling socks to change into halfway each day..
- ❖ After Cycling clothing for one or two evenings. Some items will be able to work both nights.
- ❖ Whatever **toiletries** (and analgesics?) you'll require. Remember contact lens care and emergency lenses.
- ❖ **Camping gear** if needed. Don't forget earplugs: Who *is* that snoring?
- ❖ A couple of **extra tire tubes** (in case you use or "loan" your on-bike one(s) on Saturday).
- ❖ **Rain gear**, *no matter the forecast*, if you do not need it on the bike when you leave Seattle. (If you pack it, you won't need it?) At least a rain jacket. Booties and pants if you have 'em.

WHAT WILL I NEED WITH ME ON THE BIKE?

Mostly, your alertness and common sense, bicycle etiquette and sense of fun! As far as "real" stuff...

REQUIRED

- ❖ Your CPSC or Snell approved helmet, *squarely* on your *round* head! Helmets are *not* sunbonnets!

REAL GOOD IDEAS

- ❖ Cycling gloves and glasses.
- ❖ Water bottles (Two large ones are recommended.) or a Camelbak®
- ❖ A tire pump for your bike, tire levers, a spare tube, a patch kit with glue that hasn't dried out.
- ❖ A mini-tool kit.
- ❖ A cycling mirror.
- ❖ Some emergency food.
- ❖ Cash, not just plastic. If you have to pay for any parts, you may need cash though most bike shops now take plastic.
- ❖ Your number bib pinned so it is visible from behind. Remember to complete the emergency contact information on the back of your bib.
- ❖ Your bike and helmet numbers visible from the front for the photographers on the route.
- ❖ Personal ID.

Note: All on-bike items can fit easily on you or the bike, or in a jersey or an under-seat pack.

OPTIONALLY

- ❖ Extra sunscreen is an excellent idea, even on cloudy days.
- ❖ Depending on the day at least some rain gear.
- ❖ An emergency first aid kit for cyclists. Again, you won't need it if you have it? But you'll be glad you do if you do.
- ❖ If you simply cannot leave your life behind for a weekend, a cell phone.
- ❖ Finally, you probably won't really need your Route Guide, but....

BEING AN AMBASSADOR OF CYCLING

“Etiquette! Schmetiquette! I’m on *my* bike! All they gotta’ do is get outta’ *my* way. Scheese!” We’ve all seen this character. He or she is a Bicycle Bozo who gives all cyclists a bad name. *Don’t be a BOZO!*

Because Group Health STP’s thousands of cyclists can add a lot of good, or bad, to cycling’s reputation, it is important to ride courteously and safely. The route STP uses is open to ALL traffic. Here are some good rules for the ride or anytime you’re on a bike (or in car for some of them):

LEGALLY: OBEY THE LAWS OF THE ROAD!

- ❖ *Remember you are a vehicle on the road (Just smaller and far more vulnerable than a car).*
- ❖ **STOP** at all Stop Signs and Red Lights (except as directed by the police).
- ❖ **Ride on the right** side of the road, and no more than **two abreast**, single file where signed or narrow.
- ❖ **Signal** physically *and* verbally all turns, slow downs and stops. Move right before you stop, and completely far right after you stop.

SAFELY: PRACTICE SAFE GROUP RIDING TECHNIQUES!

- ❖ **Communicate** with those around you when slowing, stopping or changing direction. Point out road hazards such as glass, potholes, railroad tracks, *etc.* to riders behind you. On narrow roads let riders ahead know when a car or truck is passing from the rear by calling out, “Car back!” or “Truck back!” Remember: It’s unlikely you’ll ever be riding alone.
- ❖ **Pass only** on the left, and warn people when you do: Use voice (preferable), bell or horn. Learn to love hearing and saying, “On your left.” It’s simple courtesy, and simply prevents accidents!
- ❖ **Pull completely off the road**, or as far right as possible, whenever you stop.
- ❖ **Ride single file** when signed to do so or when road shoulders are narrow or non-existent.
- ❖ Keep **pacelines** to a maximum of **seven riders**. Stay out of unfamiliar pacelines; getting in one is very dangerous to you and all other riders in and around that line. If you’ve never ridden in a paceline **STAY OUT OF THEM**.
- ❖ **Cross railroad tracks at a right angle**. Check behind for car and bike traffic. Call out “Tracks!”, motion with an up and down arm sweep behind your back and be prepared for slowing bikes ahead when you hear or see those signals. Be especially careful if it’s wet.
- ❖ **Wear a CPSC or Snell certified bike helmet**. *It’s required and a very smart thing to do. (Helmets save lives!)*
- ❖ **Do not use headphones**: They’re illegal and dangerous.
- ❖ **Leave your personal support vehicle at home or on I-5**. The ride is extremely well supported, and its route already is crowded enough with cyclists, official vehicles and local traffic.

COURTESY: RESPECT THE PEOPLE WHO LIVE AND WORK ALONG THE ROUTE.

- ❖ **Think as though thousands of cyclists and support vehicles were riding past your home**.
- ❖ **Share the road!** Minimize the impact of so many riders. Open breaks in long lines of riders for people to enter and exit driveways or move into turning lanes. Motion trailing cars past when the road ahead is clear. *Ride single file when vehicles are present on narrow roads.*
- ❖ **Pack your trash out!!!** Keep a plastic bag in your pocket or pack to store banana peels, food wrappers, *etc.*, and dispose of them properly. They do not belong on lawns or roadsides. Remember: It’s not just *your* banana peel... and they’re not very biodegradable.
- ❖ **Use Sani-Cans®** not the roadside or someone’s bushes. Think ahead, and use provided facilities when they’re available.

ROAD SUPPORT: GOLDWING MOTORCYCLES AND STP SUPPORT CARS!

ON THE ROUTE STP WILL HAVE 200 GOLDWING MOTORCYCLES AND 12 SUPPORT VEHICLES. THEIR FUNCTION IS TO PROVIDE ASSISTANCE TO RIDERS AND ENFORCE THE RULES OF THE ROAD. PLEASE OBEY **ALL** THEIR INSTRUCTIONS. THE SUPPORT CARS WILL TRANSPORT RIDERS TO THE NEAREST SERVICE LOCATION - THEY ARE NOT PERSONAL "TAXIS". IF YOU CANNOT CONTINUE, YOU NEED TO MAKE ARRANGEMENTS FOR TRANSPORTATION TO YOUR FINAL DESTINATION.

Training Tips

Group Health STP in one day or two? That depends on your physical condition and the goals you set for yourself. Riders can set their own pace and test their own personal limits. Most of the 9,000 participants choose to ride in two days while about 1,900 take the challenge of one day.

Training

- Attend a Group Health STP training and information class and get expert advice on every aspect of the event.
- Two-day riders need to ride two days in a row on several weekends.
- Long distance training equals speed and endurance; gradually build up your time in the saddle.
- Ride at least one 150-mile weekend before the big day.
- Consistent training is the key to building endurance.
- Have fun and train with friends who have similar riding abilities.
- Use the "Sample Training Miles" to help structure your training.
- Flying Wheels Summer Century on June 17, 2006. It has been said: "If you can do the 50 or 70-mile Flying Wheels loops you will have no problem doing STP in two days." If your goal is STP in one day then the 100-mile loop is perfect training. The Flying Wheels 50-, 70- and 100-mile loops have more hills than STP.

Pace

- Riding pace for a comfortable two-day ride is about 8 hours per day at 14 - 16 miles per hour (mph).
- Pace for a brisk one-day ride is 12 to 16 hours at 15 - 18 mph.
- Lightning fast pace in one day is 9 to 12 hours at 20 - 22 mph.
- Ride with friends who ride at a similar pace.
- Develop a pace that you can maintain and enjoy, and avoid bicycle burnout.

Food & Water

- Determine on training rides which food and sports drink work for you. What gives you energy and what doesn't?
- Eat and drink small amounts frequently. This is easier for your body to process.
- DRINK lots of water. You can't drink too much water. There are portable toilets at all the food stops and mini-stops.
- A general rule is to drink one 20-oz. water bottle every hour.
- Food stops will have foods high in carbohydrates to keep you going. The food is not meant to be a meal, and if you have special dietary needs you will need to make your own arrangements. General rule is to eat small amounts frequently.

Clothing

- Determine on training rides which clothing works for you. Bike shorts with a chamois are a very good investment.
- Use Chamois Butt'r or Bodyglide to reduce friction in the groin area.
- Ask an experienced cyclist or your favorite bike shop owner for clothing advice.

Equipment

- Riders do STP on all types of bikes. Choose the type you are most comfortable riding for 200+ miles.
- Make sure to test out all new equipment well in advance.
- Have your bike checked and tuned months in advance. Bike shops are very busy prior to STP.
- You must wear a helmet that meets CPSC or SNELL certification.

Fun

- Make sure to enjoy the scenery and the people on this extraordinary cycling experience.

Ride **SMART** Tips

Stay alert—watch for obstacles, other cars, and other riders.

Move off the road when stopping —pull completely off the road to let cars and riders pass; do not block driveways or intersections.

Act like a car —obey all traffic laws and stop at stop signs.

Retain space between yourself and others — leave enough room to dodge obstacles.

Tell others when passing and pass on left.

WASHINGTON STATE BICYCLE TRAFFIC LAWS

(The laws that STP riders must follow)

- 1) Obey all traffic laws: Cyclists have all the RIGHTS AND RESPONSIBILITIES of vehicle drivers. RCW 46.61.755
- 2) Ride no more than two abreast. RCW 46.61.770
- 3) Ride as far to the right as is SAFE, except when preparing to turn or when passing another vehicle. RCW 46.61.770
- 4) Cyclists may occupy the center of a lane when traveling at the speed of traffic or when it would be unsafe to ride to the right. RCW 46.61.770
- 5) Always wear a helmet. Helmets are required by law in King County and many other jurisdictions. King County Board of Health Title 9.
- 6) Do not use headphones —they are illegal for all vehicle operators and may obstruct your hearing. RCW 46.37.480
- 7) Use hand signals (and look) before turning. RCW 46.61.758



Group Health STP 2006 Training for One or Two-Day Riders

By Craig Undem, Dean of Cycle University www.CycleU.com.

Your Group Health STP Training Plan – Got one?

Since riding a bike is something most of us learned as kids it seems reasonable that we can just jump on our bike a few times and be ready to tackle the STP, right? Wrong! Becoming a competent cyclist, like learning to snow ski or play tennis, takes practice, good skills and more practice. Because we have received so many questions from riders wanting more guidance preparing for the STP we've have created two training plans. Below is our free **Basic** plan for both the one-day and two-day riders that gives rough guidelines for training. For those riders wanting more than the basics we have developed a **Deluxe** plan to give you a detailed day-by-day training, including the type of riding you need, along with how hard to ride, rest days, final preparation and skills work. It comes in a hardbound textbook edition and an online training diary you can follow along with every day. Read below for the free plan and contact us for information on the deluxe plan www.CycleU.com.

How to prepare for the Group Health STP

If you read no further in this article, these are the three simplest ways to insure a great time on the STP:

#1. Ride with others. Take a cycling skills class and join a club like Cascade Bicycle Club to learn the language of group cycling and get comfortable riding with other people.

#2. Don't ride as hard as you can on every training ride. This is the most common rookie mistake! Ride steady and aim to add more miles each week to go longer and longer. Start with rides you can finish feeling like you could have done a little bit more and gradually build your endurance until you can complete 75% of the mileage of your **longest day** at this years STP. Make some days hard, but most of them easier. There are many reasons for this, please contact us to find out more.

#3. Use Chamois Butt'r or Bodyglide to reduce friction in groin area, and don't wear underwear (this is pretty basic but can make a huge difference!)

The most important part of any cycling training plan is the number of hours or miles you will ride on a daily and weekly basis in the months leading up to a big ride like the STP. These training rides are the building blocks that will prepare your body and mind to ride long and hard on the day of the event. There are many other factors that will influence your enjoyment on the big day, such as how your bike fits you, nutrition, hydration, clothing, equipment, mental preparation, skill level and general comfort with riding long distances with lots of other people.

On the next page is a rough training plan giving you a very basic sketch of an average person's riding mileage leading up to a successful STP. It has 3 rides per week. If you haven't ridden a bike in 10 years, start with a 5-mile ride to get the hang of it. Your goal may be simply to have fun and stop when you are tired. If you had a good summer of riding last year and haven't ridden since October, go out for a nice flat 20-miler and get back into it. From here build up your mileage gradually and challenge yourself a bit more every few weeks.

Every person is different and no single training program will work for everyone, the important thing to remember is that "this is fun!" Find ways to reward yourself as you make these milestones. Take your time and work at a level your body will allow. Depending on your conditioning and riding experience, you may need more or less miles than this program presents. Feel free to consult Cycle University to outline a program to fit your level of riding and athletic background, and be sure and get an OK from your doctor if you are over the age of 30 and new to cycling.

Special note for One-Day Riders

Most people think that they can just ride tons of miles and get fast enough to do the STP in one day, but what many find is that even though they get strong and increase their average speed they still can't meet their goal. Why not? They need the shelter of other people to help them achieve their finishing goal. The wind often blows from the South, which means that much of the ride from Seattle to Portland is into a head wind, and if you ride **BEHIND** a group or even a single rider, you can save 30% or more of your energy...and still go the same speed. It is like free money; you do **less work and go faster!** This skill is called **DRAFTING**, and it is something that takes practice and good coaching to do it **SAFELY**.

The best place to learn this is from other experienced riders or in one of the Cycle University Classes such as Road 101. In the Seattle area the Cascade Bicycle Club offers the "STP Training Series" to help you get in some good group rides. See www.cascade.org for details. If you are not in Seattle, check out www.bikeride.com and look under "regional links" to find a club near you and see if they offer paceline instruction.

Training for One and Two-Day Riders

Start your training with easy miles and add an occasional hard day once every week or two where you push the hills. For your normal days, when you start breathing hard and can't say a 10-word sentence at a normal tone, slow down. After the first half of the training, start looking at your average speeds during your midweek and Saturday rides. Increase the midweek rides to move toward your target average miles per hour pace. (i.e. to complete the 204-mile STP in one day under 12 hours you will need to average 17.5mph and only take one 30-minute break. Two-day riders will need to average 10mph to finish each 103-mile day under 11 hours, with 55 minutes of breaks each day.) Aim to get your average speed near your target ride level or higher as the event approaches. Learn to ride in a paceline to further stretch your endurance and speed and maintain a high average mph.

June will be the hardest month. Plan to take good care of yourself between rides. Eat right, stay hydrated and get consistent sleep. Use Flying Wheels as your final rehearsal. Test out the energy foods, equipment and clothing you will use on the STP (be ready for a very steep hill in the first 10 miles!) After your last big ride two weeks before the event, focus on recovery. During these final two weeks you will rest more because the mileage is much less, but keep your cadence high and effort at or above event speeds to increase your speed.

Basic Training Schedule

TWO - DAY RIDERS

WEEK OF:	Weekly Goal	MON	TUE	WED	THUR	FRI	SAT	SUN	Weekly Total
Feb. 20 - 26	53			10			10	*33	
March 6 - 12	80			20			30	30	
March 13 - 19	100			20			40	40	
March 20 - 26	80			20			30	30	
March 27 - Apr. 2	100			20			40	40	
April 3 - 9	120			20			50	50	
April 10 - 16	130			30			50	50	
April 17 - 23	120			20			50	50	
April 24 - 30	130			30			50	50	
May 1 - 7	140			20			60	60	
May 8 - 14	170			30			70	70	
May 15 - 21	150			30			60	60	
May 22 - 28	170			30			70	70	
May 29 - June 4	180			20			80	80	
June 5 - 11	170			20			70	80	
June 12 - 18	180			40			**70	70	
June 19 - 25	120			30			50	40	
June 26 - July 2	140			30			90	20	
July 3 - 9	100			20			50	30	
July 10 - 16	224			20			102	102	

* Chilly Hilly ride and ** Flying Wheels Summer Century

ONE - DAY RIDERS

WEEK OF:	Weekly Goal	MON	TUE	WED	THUR	FRI	SAT	SUN	Weekly Total
Feb. 20 - 26	63			20			10	*33	
March 6 - 12	80			20			40	20	
March 13 - 19	70			20			30	20	
March 20 - 26	90			30			50	10	
March 27 - Apr. 2	110			20			70	20	
April 3 - 9	110			30			50	30	
April 10 - 16	130			40			70	20	
April 17 - 23	120			20			80	20	
April 24 - 30	140			40			70	30	
May 1 - 7	190			50			80	60	
May 8 - 14	160			50			90	20	
May 15 - 21	150			30			80	40	
May 22 - 28	180			40			90	50	
May 29 - June 4	190			50			110	30	
June 5 - 11	200			30		10	140	20	
June 12 - 18	210			40		20	**100	50	
June 19 - 25	180			40			90	50	
June 26 - July 2	150			30			80	40	
July 3 - 9	120			40			60	20	
July 10 - 16	234			20		10	204	0	

* Chilly Hilly ride and ** Flying Wheels Summer Century

Flying Wheels offers the STP rider a chance to test your equipment, skills and train on a fantastic course at the perfect time to peak for the STP. The scenic 25, 50, 70 and 100 mile routes begin and end in Redmond. Information on-line at: www.cascade.org or call (206) 522-BIKE. Training related question please contact www.CycleU.com or 206-938-1091.

Craig Udem has been a full time professional cycling coach since 1997. He completed the STP in one day in 1985, and went on to race at the elite level internationally for 10 years. He started Cycle University to help riders like you achieve your dreams of better health and safer riding. He and his team of coaches offer indoor classes in the winter and outdoor classes April through October www.CycleU.com (206) 938-1091.

Consult your doctor before beginning any kind of endurance training program.

NICE RECOVERY

The Four R's plan - Restore, Replenish, Reduce and Rebuild.

There's more to recovery than water and carbohydrates. The academic community has had a paradigm shift in the last few years. They're beginning to recognize the importance of protein to help rebuild muscle cells damaged by exercise and rebuild the immune system. Also, antioxidants like vitamins C, E and beta-carotene fight cell damage caused by intense exercise. *As a starting point, this program assumes you have just done a fast hour-long ride or a slower ride of more than 90 minutes that has depleted the glycogen supply in your legs.*

RESTORE FLUIDS AND ELECTROLYTES

- You can start the recovery process even before the ride begins by drinking as much as 12 ounces of a sports drink 15 minutes prior. Then consume 4-8 oz. every 10-15 minutes during the ride.
- Consume electrolytes (sodium, potassium and magnesium). Find a sports drink containing at least 40 milligrams of sodium per 8 oz of fluid, or add extra salt to food.

REPLENISH GLYCOGEN STORES RAPIDLY

- In the two hours after exercise, a 150-pound cyclist should eat 68-102 grams of carbohydrate (which is converted to glycogen for use by the muscles), with some protein. Energy bars contain about 45 grams of carbs.
- Protein in sports drinks makes glycogen replenishment more effective, but too much protein slows stomach emptying—not good during exercise. The best ratio of carbohydrate to protein is four to one, so check the nutritional labeling on any sports drink you're considering.
- In the 24 hours following exercise, eat about 5 grams of carbohydrate per pound of bodyweight. (A 150 pounder should consume about 750 grams.) Incidentally, your daily diet should contain 60-65% carbohydrate, 20-25% fat and 15% protein.

REDUCE CELLULAR DAMAGE AND MUSCLE STRESS

- Eat 8-10 servings of fruits and vegetables every day to support the immune system. Citrus fruits provide vitamin C; dark green vegetables such as spinach and broccoli supply beta-carotene; and wheat germ, nuts and sweet potatoes are a good source of vitamin E.
- Supplement these foods with a multivitamin.

REBUILD MUSCLE PROTEIN

- Protein consumption above the Recommended Daily Allowance (RDA) is controversial. Some research indicates that athletes get enough protein from a conventional diet, while other studies suggest that high-intensity exercise requires twice the RDA of four grams per 10 pounds of bodyweight. Burke favors additional protein (up to twice the RDA), in the form of food or supplements, if you're training or riding every day during a demanding tour.

The Four R's	What You Need	Where to Get it
RESTORE fluid and electrolytes	Sodium, potassium, magnesium, water	Sports drinks, veggies, fruit, water
REPLENISH glycogen stores rapidly	Carbohydrate, protein and other nutritive agents to stimulate transport of glucose into cells and aid the synthesis of glycogen.	Sports drinks, carbo-rich foods such as fruit, veggies, whole grains.
REDUCE cellular damage/muscle stress	Anti oxidants, glutamine and other natural products to prevent formation of free radicals and minimize post-exercise muscle damage.	Sports drinks, fruits, veggies, supplements such as vitamins C and E.
REBUILD muscle cells	Ample protein and branched-chain amino acids to repair protein damage.	Sports drinks, food, meat and supplements.

YOUR BIKE

You probably don't drive the same model car or have a house painted the same color as your neighbors. Likewise your bike is likely to be singular if not unique. You'd not be likely to start on a cross-country motor trip without getting your car serviced if not completely tuned up. Likewise your bike deserves some service before a ride like Group Health STP, if not regularly.

Just as training gets you into shape for the big day, you'll have a much better time if your bike is in shape too. Your bike will have a lot to do with your enjoyment of the ride, and cycling in general. The following few pages are an expert's views about how you should fit on a road or mountain bike. Suffice to say, you ought to be able to go quite a ways before squirming or rearranging your position.

During training if you often, have a sore neck or sore shoulders, if your feet go to sleep or burn, if your hands become numb, or if one or both knees hurt for a little while afterwards, your bike fit needs adjustment. It doesn't matter if you ride a \$3,000 titanium racing bike or a \$149 cross bike from a discount store. Also, it probably doesn't have anything to do with your type of seat, although that can be a factor. (If one or both knees hurt for more than a little while, stay off the bike and see a doctor.)

Adjustments to how you sit and pedal on your bike can be made at almost any bike shop. They may be as simple as raising or lowering your seat. They are not likely to be more complicated or cost more than a new stem (\$40-100). A bike shop professional can make an assessment in just a few minutes; however, you may need to schedule a time to be sure the right staff is working.

Do you know how many miles your chain has on it? Or your tires? When was the last time your shifting or brake cables were lubricated? Is your rim strip rubber or cloth? A bike "check up" should be done every 1,500 to 2,000 miles.

After flat tires, the number one mechanical failure is broken spokes. If you have experienced two broken spokes on one wheel, you probably should get a new wheel or have the wheel rebuilt. It's also possible that you may ride for years and never have a spoke break.

Many bicycles come with wheels that have thin, flimsy rubber rim strips between the tire's tube and the head of the wheel's spokes. If you *ever* get a flat with the hole on the inside of the tube, it's a rim strip failure. Replacing rubber rim strips with a Velox® or tough synthetic strip is inexpensive and an easy way to help prevent flats.

Many cyclists work on their own bikes, and that's fine but the night before the ride is not the time to make adjustments. *Always* get a test ride in after changes to your bike.

The rest of us, however, like to have bike service done by professionals. If you do, it is strongly suggested to schedule a bike shop appointment *well (as in months) in advance* of the ride, or sooner. If you do not already have a working relationship with a shop, choose one that's convenient for you or one a friend recommends. Consider yourself warned, tho': bike shops're *very* busy prior to the ride.

Let the bike shop know you're planning to ride Group Health STP. They will be better able to advise you on what your bike needs. Don't make major changes such as from toe clips to clipless pedals or add triathlon handlebar extensions without sufficient time to train with them.

Also, keeping a tuned bike clean makes it more fun to ride. Gentle soap and drizzle water will do most of the trick. (Even semi-high-pressure water might get in some places it's not supposed to be.) Some shop rags, a chain cleaning tool, chain degreaser and a good lubricant will do the rest.

Finally, when all else fails, go for a bike ride and keep the rubber side down!

RIDE IT RIGHT: ROAD BIKE

YOUR COMPLETE GUIDE TO A POWERFUL GLIDE by Geoff Drake

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1. ARMS: Beware road rider's rigor mortis. Keep your elbows bent and relaxed to absorb shock and prevent veering when you hit a bump. Keep arms in line with your body, not splayed to the side, to make a more compact aerodynamic package.

2. UPPER BODY/SHOULDERS: The operative words: Be still. Imagine the calories burned by rocking side to side with every pedal stroke on a 25-mile ride. You're better off using that energy for pedaling. Also, beware of creeping forward on the saddle and hunching your back when tired. Shift to a relatively upright position, and with time you may benefit from a longer stem extension to improve aerodynamics and flatten your back.

3. BACK: A flat back is the defining mark of the pro look. The correct stem and top-tube combination is crucial for this, but so is hip flexibility and anatomy. Once you've used all the tips in this article, your back will be about as flat as possible.

4. SADDLE HEIGHT: Everyone seems to have a formula for this, but you needn't be a mathematician to know what the correct height looks like. Your knees should be slightly bent at the bottom of the pedal stroke, and, when viewed from behind, your hips shouldn't rock on the saddle. Try this quick method, which is used at the U.S. Olympic Training Center: Set the height so there is 5 mm of clearance between your heel and the pedal at the bottom of the stroke. (Add a few millimeters for Look/Shimano-type clipless pedals, or if your shoes have very thin soles at the heel compared to the forefoot. Also, raise the saddle 2 or 3 mm if you have long feet for your height.) For those who have knee pain caused by chondromalacia, a saddle on the higher side of the acceptable range can be therapeutic, so gradually raise it until hip rocking begins, then lower it slightly. Make saddle height changes 2 mm at a time to avoid strain.

5. SADDLE TILT: The saddle should be level, which you can check by laying a straightedge along its length. A degree or two of downward tilt may be more comfortable if you're using an extreme forward position with an aero bar and elbow rests, but too much causes you to slide forward and place additional weight on your arms.

6. FRAME: Don't succumb to "big bike" syndrome. In general, smaller frames are lighter and stiffer. Measure your inseam from crotch to floor with bare feet six inches apart, and multiply by 0.65. This equals your road frame size, measured along the seat tube from the center of the crank axle to the center of the top tube. As a double check, this should produce 4-5 inches of exposed seatpost when your saddle height is correct. (The post's maximum extension line shouldn't show.)

7. BUTT: By sliding rearward or forward on the saddle, you can emphasize different muscle groups. This can be useful on a long climb. Moving forward emphasizes the quadriceps muscle on the front of the thigh, while moving back accentuates the opposite side, the hamstrings. *Get in the habit of standing periodically to relieve saddle pressure and stretch your legs.*

8. FEET: Think of your footprints as you walk from a swimming pool—some of us are pigeon-toed and others are duckfooted. To prevent knee injury, strive for a cleat position that accommodates this natural foot angle. Make cleat adjustments on rides until you feel right, or pay a shop to do it with special tools. Better still; use a clipless pedal system that allows your feet to pivot freely ("float"), thus making precise adjustment unnecessary. Position cleats fore/aft so the widest part of each foot is over the pedal axle and slightly in front of it.

9. PEDALING TECHNIQUE: Visualize scraping mud from the underside of your shoe at the bottom of each stroke. Try to lift on the backstroke to reduce the negative (downward) weight that studies say most riders inadvertently apply. This helps eliminate dead spots. Stand to pedal periodically to prevent stiffness in your hips and back, and relieve saddle compression.

10. HEAD AND NECK: There is nothing more embarrassing—or dangerous—than riding into the rear of a parked car (or another bike). So avoid putting your head down, especially when you're tired. Periodically tilt your head side to side to stretch and relax neck muscles.

11. HANDS: With your hands on the bar tops, imagine that your fingers are so loose you could play the piano. A white-knuckle hold on the bar is unnecessary and will produce energy-sapping muscle tension throughout the arms and shoulders. Grasp the drops for descents or high-speed riding, and the brake hoods for relaxed cruising. On long climbs, hold the top of the bar to sit upright and open the chest for easier breathing. Wear padded gloves and change hand position frequently to prevent finger numbness and upper-body stiffness. When standing, grasp the hoods lightly, and gently rock the bike side to side in synch with your pedal strokes. Always keep each thumb and a finger closed around the hood or bar to prevent losing control.

12. HANDLEBAR: Bar width should equal shoulder width. (Bars are commonly available in 38-, 40- and 42-cm sizes.) Err on the side of a wider one to open your chest for breathing.

13. BRAKE LEVERS: You can move the levers up or down the curve of the bar for comfort. They're usually set so that each lever tip touches a straightedge extended forward from under the flat, bottom portion of the bar. To move the lever, peel back its hood to find the clamp bolt. It may be on the side, or inside when you hold down the handle.

14. STEM HEIGHT: With your stem high enough (normally about an inch below the top of the saddle) you'll be more inclined to use the drops. Putting it lower can improve aerodynamics, but may be so uncomfortable that you'll tend not to take advantage of it.

15. TOP-TUBE AND STEM LENGTH: These combined dimensions, which determine your "reach," vary according to your flexibility and anatomy. There is no ultimate prescription, but there is a good starting point: When you're comfortably seated with elbows slightly bent and hands on the brake hoods, the front hub should be obscured by the handlebar.

RIDE IT RIGHT: MOUNTAIN BIKE

HOW TO GO CRUISIN' WITH VERY LITTLE BRUISIN' *by Geoff Drake*

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1. FRAME: Spontaneous (sometimes unwanted) get-offs are part of riding off road. Consequently, you need lots of clearance between you and the top tube. The ideal mountain bike size is about four inches smaller than your road bike size. This isn't as critical if you'll be riding only on pavement or smooth dirt roads, but there's no advantage to having a frame any larger than the smallest size that provides enough saddle height and reach to the handlebar. Smaller frames are lighter, stiffer, and more maneuverable. Manufacturers specify frame size in different ways. All start at the center of the crank axle and measure along the seat tube. But some stop at the center of the top tube, others go to its top, and a few use the top of an extended seat lug. Plus, many mountain bikes have sloping top tubes and correspondingly short seat tubes. In this situation it's possible for a 15 or 16-inch mountain bike to be the ideal size for someone who rides a 22- or 23-inch road bike.

2. SADDLE HEIGHT: Seatpost lengths of 350 mm or more are common, so a lot can be out of the frame before the maximum extension line shows. For efficient pedaling, your knee should remain slightly bent at the bottom of the pedal stroke (the same as with a road bike). However, you may wish to lower the saddle slightly for rough terrain, enabling you to rise up so the bike can float beneath you without pounding your crotch. On steep descents, some riders drop the saddle even farther to keep their weight low and rearward, but others just slide off the back.

3. SADDLE TILT: Most riders prefer a level saddle, but some (including many women) find a slight nose-down tilt avoids pressure and irritation. Lay a straightedge from end to end to determine tilt.

4. FORE/AFT SADDLE POSITION: This variable is not for adjusting your reach to the handlebar—that's why stems come with different extensions. Use the same procedure roadies do: When seated comfortably with crankarms horizontal, a plumb line dropped from the bump just below your forward kneecap should bisect the pedal axle. Slide the saddle fore or aft to achieve this.

5. STEM: Mountain bike stems come in a huge variety of extensions (from 60 to 150 mm) and rises (from -5 to +25 degrees). For good control, the stem should place the bar about an inch below the top of the saddle. This helps put weight on the front wheel so the bike is easier to steer on climbs and less likely to wheelie. Lower is better for climbing, but may be uncomfortable for other riding and scary on descents. Never exceed the stem's maximum height line or it could break and cause a nasty crash. Choose a stem length that allows comfortably bent arms and a straight back. A longer and lower reach works for fast cruising, but a higher, closer hand position affords more control on difficult trails.

6. HANDLEBAR WIDTH: An end-to-end measurement of 21-24 inches is common. If the bar seems too wide, it can be trimmed with a hacksaw or pipe cutter. First, though, move your controls and grips inward and take a ride to make sure you'll like the new width. And remember to leave a bit extra at each end if you use bar-ends. In general, the narrower the handlebar, the quicker the steering. Wider bars provide more control at slow speed.

7. HANDLEBAR SWEEP: Flat bars can be straight or have up to 11 degrees of rearward bend per side. The choice is strictly one of arm and wrist comfort.

8. BAR-ENDS: These are great for climbing leverage and achieving a longer, lower position on flat fire roads or pavement. Angle them slightly upward. Models that curve inward help protect the hands and are less likely to snag brush on tight singletrack. But short, straight models are lighter, adding only a few grams to your bike. If you're thinking of installing bar-ends, make sure your handlebar can accept them. Some ultralight models can't. (Some bar-ends attach with internal plugs, while others have external clamps that wrap around the bar.)

9. ARMS: Slightly bent arms act as shock absorbers. If you can only reach the bar with elbows straight, get a shorter stem or improve your hip flexibility.

10. BACK: When your top-tube/stem-length combo is correct, you should have a forward lean of about 45 degrees during normal riding. This is an efficient angle because the strong gluteus muscles of the buttocks don't contribute much to pedaling when you're sitting more upright. Plus, a forward lean shifts some weight to the arms, so your butt doesn't get as sore.

11. UPPER BODY: Don't hunch your shoulders and you'll avoid muscle soreness and fatigue. Tilt your head every few minutes to stave off tight neck muscles.

12. HANDS AND WRISTS: Grasp the bar just firmly enough to maintain control. Set the brake levers close to the grips and angle them so you can extend a finger or two around each and still hold the bar comfortably. Always ride with your thumbs wrapped under the bar so your hands won't slip on a bump.

Editor's Note: It is strongly recommended that mountain bike riders swap their knobby tires for some road slicks, or some other smoother tires. They take a *lot* less energy. Also bar-ends give more hand positions.)

DON'T PANIC, DON'T FRET... FIX THAT FLAT

If you do not know how to fix a flat, practice changing tubes in the privacy and comfort of your home. Flats actually can be welcome respites if you know how to fix them. If you don't you'll only be mad at yourself, not to mention a little embarrassed.

Courtesy of R&E Cycles in Seattle's U-District

I. Remove The Wheel

- A. Open the brake's quick release and wheel's Qwik Release spindle or loosen spindle bolt.
- B. If it's a rear flat (Isn't it always?), shift into biggest front gear and smallest rear cog, and pivot rear derailleur back for clearance.

II. Remove One Bead Of The Tire

- A. Starting opposite the valve, use the "spoon" end of the lever to pry up one edge of the tire. Hook the hooked end of the lever onto the nearest spoke.
- B. Insert a second lever to pry out more bead. Slide it along the rim until the tire is free from the rim.
- C. Pull out the tube.

III. Check The Tube and Tire For The Cause Of The Flat

- A. Inflate the tube to locate the leak; don't be alarmed how big it gets. Correlate the leak to a tire location. (Hint: Always mount a tire with its label split by the stem.)
- B. Remove glass, staple, thorn, etc. from tire if still there. Carefully check both the inside and outside of the tire for debris. Check the rim strip to ensure it's intact and in place.
- C. If your tire has a large hole or gash, insert a dollar bill between the tube and the torn portion of tire.

IV. Install The New Tube

- A. Put a little air into the tube so it will hold its shape. Push the valve stem through its rim hole, insuring it's in straight, not slanted.
- B. Tuck the tube into the tire proceeding in both directions from the valve.

V. Re-Install The Bead Of The Tire

- A. Start at the valve and proceed in both directions until you are opposite the valve.
- B. Fully deflate the tube.
- C. Check for tire / tube seating.
- 1) Starting again at the valve, hold the tire near the bead and work it back and forth all the way around using both hands if necessary. Be sure no tube is showing under/outside the tire bead.
- 2) Persist!

VI. Inflate Your Tire

- A. Start by inflating it to about 1/2 max pressure; check for tire seating!!
- B. If seated correctly, finish inflating.
- C. If any tube is protruding anywhere, release air and repeat

VII. Re-Install Wheel

- A. If rear wheel, place chain on small cog and pull into dropouts and between brake pads.
- B. Pick up debris and shift into easier gear before re-mounting bike to ride again.

SUGGESTED TOOL LIST

1. One or more spare Tubes
2. Pump with proper valve setting
3. Set of three tire levers
4. If your wheels are not Qwik Release a wrench for loosening axle nuts.
5. A patch kit for if you run out of new tubes (i.e. - have multiple flats)
6. A seat pack to carry it all in.

IMPORTANT THINGS TO REMEMBER

PACKET PICKUP

Group Health STP Rider Packet Pickup is where you'll receive your rider number bib, bike and helmet numbers and your souvenirs. Packet Pickup is held at REI in Seattle and Portland before the event and at the Start Line. Information about the where and when is in the *Official Group Health STP Ride Guide* and will be included on your confirmation card. (To avoid delays please try to pick up your packet in advance. Packets may be picked up at the Start Line between 4:30 a.m. and 7:30 a.m.) Confirmation cards start going out mid June.

Regardless of where you pick up your Rider Packet you **MUST** present your **confirmation card** to Packet Pickup. Treat your registration card as your **Ticket!** There are no refunds offered for **ANY** reason but you can give or sell your registration to anyone you choose for a \$10 transfer fee. See www.cascade.org or the back of your confirmation card for details.

Packets can be mailed to participants for a fee; see the registration form for details. You can pick up someone else's packet as long as you have their confirmation card.

BAGGAGE SERVICE

Group Health STP provides trucks to carry your gear on the route. Limit your baggage to a light (20 lbs.) and small, distinctively colored gym bag, sleeping bag and tent. Do not pack breakables or valuables. **DO NOT** tie pieces together or use plastic garbage bags. Since your gear may be out in the rain when it is unloaded, it is helpful to put your clothing inside a plastic bag before packing.

BEFORE YOU LEAVE HOME

- Detach the official baggage tag from your number bib, completely fill it out and securely attach to your baggage.
- Pin on your bib number. It needs to be visible from behind.
- Attach your adhesive helmet number to the **front** of your helmet.
- Affix the cardboard bike number to the **front** of your bike.
- Note: Photographers on the route need your rider number on the front in order to match you with your pictures.

AT THE START LINE

You are responsible for placing your gear into the truck or pile labeled for your destination.

AT THE MAJOR FOOD STOPS

Food is included with your registration and is for **registered riders only**, not their friends and family in personal support vehicles. Your rider number bib is your meal ticket. The food at these stops is very generic "Ride Food" that is designed to keep you going and is not meant to be a meal. If you have special dietary needs you will need to plan accordingly.

HOUSING ON GROUP HEALTH STP

There's simply not much to say about this... here. If you're riding in two days, *where you stay Saturday night is your responsibility.* (And in Portland too.)

Centralia College is the NEW halfway point. Riders stay everywhere from north of Centralia to Kelso/Longview. Many repeat riders have favorite places. Check out the Official Group Health STP Ride Guide or www.cascade.org for lots of information about Saturday night and Portland accommodations. Bear in mind that motel rooms fill up early – many if not most are reserved now! Camping is free at some locations. Some locations, including many if not most private residences, will pick up and drop off your luggage for you. It's not a bad idea to start making your overnight plans as soon as you register. It's almost never too early.

STARTING THE SECOND DAY – SUNDAY

Place your gear aboard the truck at any of the designated pickup sites by the designated time. (If you do not know where or when, ask when you pick up your luggage the night before.) Some, but not all, overnight venues will provide luggage transport to the truck for you.

IF YOU DO NOT FINISH GROUP HEALTH STP

If you do not finish the ride, your baggage will be sent to lost and found at the Cascade Bicycle Club in Seattle, (206) 522-3222. You may retrieve your items from the office from during normal business hours. Call for exact times. You have up to one week after the event to claim your lost property. After that time it is donated to charity.

Frequently asked questions and answers

- Q: If I register to do the ride in two days but decide to do it one day what do I have to do?
A: All that you need to do is put your bags on the Portland truck at the start line instead of the mid-point trucks. Now you are committed and it is on to Portland.
- Q: Can a minor ride STP unaccompanied?
A: Riders under the age of 18 are welcomed. However, Cascade Bicycle Club and Group Health STP recommend to parents that they provide constant adult supervision for riders under the age of 18. Minors must have the, "Consent to Medical Care and Treatment of a Minor² form on the back of their number bib signed by a parent or legal guardian.
- Q: When will I get my registration confirmation card?
A: Group Health STP registration confirmations will start to be mailed **June 15**. You will need to bring this card to packet pickup. You can pick up packets for other people as long as you have their confirmation card.
- Q: Can I get a refund after I register for Group Health STP?
A: No refunds are available for any reason, medical or otherwise. But you are permitted to sell or give your registration to another person. Instructions on how to transfer your registration are listed on the Group Health STP web site and on the back of your registration card.
- Q: Can I pick up a packet for another person?
A: Yes, as long as you have their confirmation card.
- Q: Is there a special rate for families?
A: Riders or passengers under the age of 5 are free and riders from the ages of 6-to-12 have a \$40 registration fee, which includes the Group Health STP souvenirs. Age is determined based on the event date. A separate registration form must be completed for each person.
- Q: Do Cascade Bicycle Club members get a discount on Group Health STP?
A: Yes, members get a \$10 discount on Group Health STP.
- Q: What is the registration fee for tandem riders?
A: Each rider must complete a registration form and pay the entry fee to get a registration packet, food at food stops, baggage services, souvenirs - the full STP package of services and support.
- Q: Do I have to make my own arrangements for mid-point housing?
A: Yes, see the helpful information on the housing pages.
- Q: I see riders with really low numbers. How can I get a number less than 100?
A: Volunteers who donate their time to STP can earn a free or discounted registration with a bib number of 100 or lower.
- Q: Where can I get additional information about Group Health STP?
A: Email events@cascadebicycleclub.org or call the office at (206) 522-3222 or the web site www.cascade.org.
- Q: Can I park my car or camper at the start line on Friday night?
A: Yes, you can park in the North end of the E-1 parking lot at the University of Washington. For Friday night parking you will need to buy a parking pass via the registration form or at packet pickup. Lot opens at 5 pm Friday night.
- Q: How do I get my bags to the mid-point and then to the Finish line?
A: A maximum of two bags per rider will be transported from the start line to the listed mid-point locations or to the finish line (one day riders). Locations and times are listed under baggage services section. Your bib number comes with two bag tags that must be attached to your bags.
- Q: I am flying out of Portland after the ride, can you transport my bike box to Portland?
A: Yes, your bike box can be transported directly to the finish line on the Portland baggage truck. Make sure to put a bag tag on the box then put it on the Portland truck and it will be waiting for you when you arrive in either one or two days.
- Q: How do I get back from Portland?
A: You may choose return transportation for you (by bus) and for your bike (by truck) for an additional fee of \$50. Bicycle only tickets can be purchased for \$25. You must sign up for this service in advance using the registration form or at packet pick-up.
- Q: What if I can't make it to Portland? Will Group Health STP support vehicles give me a ride home or to the finish line.
A: No, The support vehicles are on the road to provide emergency services to those riders in need. They will transport stranded riders to the nearest STP food stop or mini stop for mechanical or medical assistance. If the rider is unable to continue he or she will need to make their own arrangements to get to their final destination.
- Q: What happens to my bags if I don't make it to the finish line?
A: All unclaimed bags at the finish line will be brought back to the Cascade Bicycle Club offices in Seattle. See the lost and found section.
- Q: Can I pick up my packet at the start line?
A: Yes, you can, but it not recommended due to the hectic nature of the starting line.
- Q: How hilly is the route?
A: For 204 miles the route is pretty flat with the "Big Hill" coming at the 45-mile mark. It's a mile long with about a 7 percent grade. Other climbs of note are the hills up and over the Longview and St. Johns Bridges. The majority of the ride is on beautiful, rolling rural roads.
- Q: What kind of food is served at the Official STP Food Stops?
A: The food that is served is high carbohydrate and high energy types of foods. The food is not meant to be a meal but is designed to keep you going. If you need a meal or have special dietary needs you should plan accordingly. Typical food at the stops include items like Clif bars, bagels, fruits, cookies, and small sandwiches or wraps.
- Q: Will I have to pay for food on the ride?
A: At the Official STP Food Stops the food is part of your registration. These stops are located at Spanaway, Centralia (for one-day riders only), Lexington and St. Helens. There are many other Mini Stops that are fundraisers for local community groups that have food for sale.
- Q: Why am I given numbers for the front of my bike and helmet?
A: The bike numbers and helmet numbers are used by the photographers to take event pictures. If these numbers are not visible they will not be able to match you with your picture. Proofs and an order form for these pictures will be mailed to riders shortly after the event.
- Q: How can I locate another rider during the event?
A: With 9,000 riders on the road it is virtually impossible for Group Health STP staff to track down riders. We suggest that riders with these concerns carry cell phones or personal radios to keep in touch.
- Q: Do the medical stations give out over the counter drugs? (Aspirin, ibuprofen, allergy medicine, etc.)
A: The aids stations provide basic first aid to get you back on the road and have limited medical supplies. Please carry your own medication to cover known conditions and plan ahead for common occurrences such as muscle fatigue, saddle sores, sun burn, and chapped lips.
- Q: Where is Packet Pickup this year?
A: Packet pickup will be at REI in Seattle and in Portland. Please see the Packet Pickup section for details.
- Q: Can I get my packet mailed to me?
A: Yes you can for an additional fee. See the registration form for details. Due to the volunteers needed to meet this demand, we ask you to use this option as a last resort.
- Q: Is there a map of the route?
A: Yes, One will be included in your rider packet or you can download the pdf from the STP details page at www.cascade.org

THE THREE O'CLOCK IN THE MORNING "OH! MY GOD, DID I FORGET ANYTHING?"

CHECKLIST

- ☐ Bike (Go ahead and laugh. It's happened.)
- ☐ Key to unlock your bike from the rack.
- ☐ Registration Materials (Registration Card for packet pickup - or - number bib (*with the back side filled in*) on jersey or bicycle rear, luggage tags, bus tickets, *etc.*)
- ☐ Pump (*Your pump that fits your bike.*)
- ☐ Water Bottles or Camel Back (Filled... Why start out waiting in line for water?)
- ☐ Helmet (adjusted to fit properly)
- ☐ Eyewear and Drops (for contact lenses)
- ☐ Cycling Shoes
- ☐ Cycling Gloves
- ☐ Rear View Mirror
- ☐ Jersey and a Spare
- ☐ Shorts and a Spare (You *really* will appreciate it on Sunday.)
- ☐ Socks & a Spare Pair or three (Your feet will appreciate it.)
- ☐ Jacket, wind vest, *etc.*
- ☐ Tights, arm warmers, leg warmers
- ☐ Rain Gear (Jacket, Booties, Rain Pants) – If not on your bike, in your luggage.
- ☐ Sun Screen & Lip Protector (Even if it's going to be cloudy)
- ☐ Anti-Bonk Food & Drink (Clif Bars, powdered drink mix, coffee beans, *etc.*)
- ☐ Camera and Film (and a baggie to keep the camera in)
- ☐ Pack (Under-the-seat, top-tube, pannier, handlebar, *etc.* Whatever works for you.)
- ☐ Medications (Aspirin, ibuprofen, asthma inhaler, insulin, contact lens care, Desitin®)
- ☐ Wallet (with cash, ID, medical insurance card, ATM/VISA card, *etc.*)
- ☐ Spare Tubes (two to carry with you and one in your overnight bag.)
- ☐ Tool Kit (patch kit with fresh glue and patches, Allen wrenches, chain tool, spokes, *etc.*)
- ☐ Overnight Stuff (Clothes, personal hygiene items, bath towel, tent (with rain fly), sleeping bag, teddy bear, air mattress, ear plugs).

All Non On-Bike Items Should Be Protected From Rain or Sun In Your Luggage. Your name on valuable items, such as your camera, would be helpful.

PARTNERS



- Altrusa International
- Gold Wing Touring Association
- Portland Wheelmen
- SKIFORALL
- Spanaway Junior High
- St. Helens High School Band
- Centralia/Chehalis Chamber

www.cascade.org