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MAY

1981

JUNE

FIVE WILL GET YOU TWENTY

Here 'tis, gang, issue number five of the Fat Tire Flyer, twenty big pages of the latest from the world of Fat Tires. This issue features reports from our Southern California correspondents, Monte Ward and Jim Harlow, as well as the First Ever Flyer Product Review. So, without further ado and because we're running out of space on this page, here are the news and reviews for you to peruse before you cruise.

The Fat Tire Flyer is a bi-monthly, non-profit newsletter published in Fairfax, California. We invite commentary on all phases of the sport of heavier-than-air ballooning from our readership, and although we don't pay anything, being published in the Flyer could be an important step toward, say, having a regular column in Time magazine.

FAT TIRE FLYER

Issue #5

May-June, 1981

Denise Caramagno: Editor

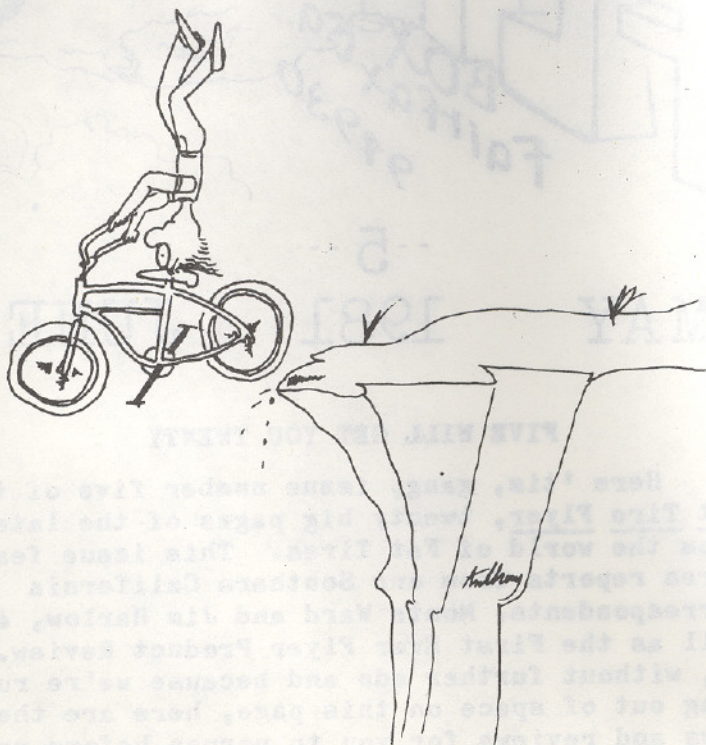
Charles Kelly: Associate Editor

James Harlow: Contributing Editor

Monte Ward: Contributing Editor

Dave Bohn, Anthony Martin, Joe

Murray, Pete Barrett: Contributing Artists



RESEDA-TO-THE-SEA CHALLENGE

by Monte Ward

Sunday, March 15 marked the opening of the 1981 off-road racing season with the second running of the Reseda-to-the-Sea Challenge promoted by Victor Vincente of America. The growing popularity of clunker racing in SoCal was readily apparent; even with sparse attendance by NorCal riders there were over fifty finishers and eight of the top ten placings were taken by Southern Californians. Despite the strong local showing, Marin Speedster Gary Fisher repeated last year's victory, scoring an impressive win with a new course record of 50 minutes for the 22 km route, which was in much better condition than 1980's rain ravaged course.

With nearly 8 km of paved road, Reseda-to-the Sea is suitable for strong road and cyclo-cross riders, so it was no surprise when a blistering pace on the 4 km of pavement at the start saw eventual third place finisher Clark Roberts, on a cyclo-cross machine outfitted with 700 x 40 mm tires and wide upright bars, assume the lead temporarily. Clark, along with Monte Ward and Fisher on their Ritchey MountainBikes, pulled away from the field after they reached the dirt portion of the course. While Fisher lost contact with the leaders on a steep climb at 6 km, relying on his cyclo-cross skills, he fought back and took the lead permanently on a section of hiking trail that was included for the first time this year.

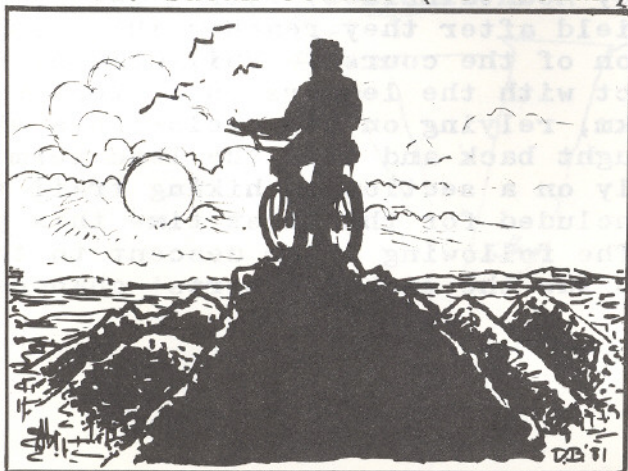
The following 11 km descent to the finish saw the end of Roberts' chances

as both balloon tire riders easily pulled away from him. It was also the downfall of Ward who, under-geared and over cautious, had conceded nearly a minute to the Flying Fisher by the finish line.

First woman finisher was Susan Cofano, a first-time off-road rider who placed 44th on a road bike, and a special note should be made of the 11th place finish of Victor Vincente (of America). This is the first time that Victor has failed to rate a top ten placing in one of his own events. Could this be a sign of the increasing competitiveness of off-road racing in SoCal, or is it simply that Victor's efforts to singlehandedly promote a full calendar of races for 1981 are beginning to tire him out?

RESULTS:

1. Gary Fisher
2. Monte Ward
3. Clark Roberts
4. Jeff Day
5. Marc Horwitz
6. Tim Rysdale
7. J. Carney
8. James McLean
9. Bejikhethmaar Meyers
10. James Harlow
44. Susan Cofano (1st woman)



RACE REPORT: THE COYOTE DERBY
by Jim Harlow

29 March 1981/Redlands, CA--- The Redlands Badlands was invaded and conquered by the So-Cal dirt road racing crazies on the inaugural running of the Firts Annual Coyote Derby. Out-of-town riders soon discovered why the "Badlands" earned the name, while the locals just grinned. The course had the full spectrum of terrain, from wide-eyed downhill to uphill that had riders cursing the law of gravity. Narrow steep trails and numerous rock gardens also took their toll as many riders experienced "the agony of defeat." The buzzards soared silently overhead, patiently awaiting DNF's or mortal injuries with which to supplement the evening meal. Fortunately, all entrants survived, as the cloudy overcast climate made ideal conditions for the physical exertion necessary to overcome the obstacles of the course, which totaled 20-plus miles.

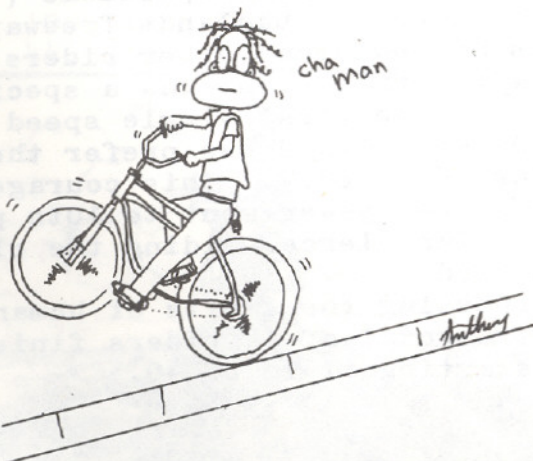
The "Ritchey Wrecking Crew" of Ward, Samuelson, Rysdale, and Day set a tremendous pace right from the start as they broke away and disappeared, never to be seen again until the finish. Early contenders Jeff Day and Gary Gable both fell victim to tire pressure problems ("flats") encountered on the badlands freeway downhill, as did numerous other riders.

New for this event was a special recognition to the first single speed finisher--the "IRON MAN" award (we prefer the term "Iron Person" --ed.). This courageous display of raw power went to 10th place finisher Alan Pierce, riding the classic Schwinn sled.

Surpassing the limits of human endurance, a total of 14 riders finished from a starting field of 40.

COYOTE DERBY OFFICIAL RESULTS

Rider	Time
1. Monte Ward, Costa Mesa, CA	1:50
2. Jim Samuelson, El Toro, CA	1:53
3. Tim Rysdale, South Laguna, CA	2:00
4. Jim Harlow, Redlands, CA	2:10
5. Victor Vincente of America	2:18
6. Jim Coffman, Riverside, CA	2:50
7. Kurt Brown, Van Nuys, CA	2:50
8. Darryl Hand, Riverside, CA	2:51
9. Bob Nicholson, Cerritos, CA	2:58
10. Andy "Iron Man" Pierce, San Diego	3:00
11. Jeff Day, Balboa, CA	3:02
12. Pat Mazza, San Bernardino, CA	3:10
13. Glenn Odel, Oceano, CA	3:10
14. Doug Ernest, Yucaipa, CA	3:12



NOTES FROM EVERYWHERE

Hunt Worth reports from Telluride, Colorado that Fat Tires are flying high in the mountains there. This year was pretty dry as far as snow was concerned, so the locals spent their time working on bikes instead of skiing. The local bike shop, Telluride Sports, is working on a plan to rent Fat Tire bikes and conduct guided tours. Also in the works is a race tentatively scheduled for September to coincide with the Crested Butte to Aspen tour.

Meanwhile, 40 Fat Tire miles or 100 by car away from Telluride, Bob Gregorio of Four Faces Outdoor Sports reports that Durango, Colorado is experiencing a Fat Tire explosion (not the kind where the tire goes "Boom!"). From one or two Fat Tire bikes in town a year ago, the number has jumped to 35 at last count and is growing rapidly. Probably 36 by the time you finish this sentence.

Bob has indicated that a Tour of the Canyonlands is in the works for August. For info call him at Four Faces (303-247-0500) or write the shop at:

Four Faces
144 W. 10th
Durango, CO 81301

Joe Breeze and Steve Potts recently returned from a 1000 mile Fat Tire Tour of New Zealand during which they rode Mitsu-boshi 2.125 tires pumped up to 70 psi. Not only did they have no, as in none, tire problems, the tires came back looking like new. Take that, skinny-tire tourists!

FAT TIRE COMPARISONS

In the last year there have been several significant developments in tire technology for off-road bicycles. In this, the first of what we hope will be a continuing series of comments on Fat Tire products, we will discuss the advantages and drawbacks of the various balloon tires.

Uniroyal and imitations

These are the old standard knobby-type tires that got the Fat Tire movement rolling. In addition to the original, there are a number of imitations, such as the Kenda and the Schwinn Studded Balloon. Advantages are low cost and tremendous wear characteristics: these things just don't wear out. Disadvantages include only so-so traction due to the close spacing of the knobs, and weight, a pound or so more than the lighter tires. The squarish cross-section loses some gription on hard turns when the sharp angle at the side of the tread is the only part of the tire on the ground.

Mitsuboshi Bruiser

The Mitsuboshi Bruiser is the first high-performance 2.125 tire that came on the market. The tread pattern is more suited to the road than the dirt since it is fairly smooth. The raised center ridge gives reduced rolling resistance for the street, but in the dirt it's too slick for good traction. There is also a 1.75 tire with a similar tread pattern which will fit the same alloy rim.

"Cycle Pro Snake Belly

The Snake Belly was the first high-performance dirt tire made, and it was designed from a very successful BMX tire. These are the lightest balloon tires on the market, and they offer a good compromise for dirt and street riding. There are better dirt tires and better street tires, but the Snake Belly is the best of both worlds.

These tires have a small cross-section, which means that there is less air volume. Translated, that means you must keep them pumped up pretty hard or you will pinch the sidewall on rough terrain. Overall, this is probably the most fragile Fat Tire, which means that it's only 100 or so times tougher than any skinny tire.

Specialized Stump-Jumper

The Stump-Jumper is slightly heavier than the Snake Belly and isn't really great for the street, but it is rugged, fat and gnarly, and if you're looking for traction on any off-road surface, this is your tire. The cross-section is round and the lugs are large and well spaced. Good traction on hard turns and a large air volume for cushioning make this, in our humble opinion, the best tire for downhill racing. In the uphill mode, the extra weight (2 or 3 ounces) might make a difference, but this is yet to be tested.

SAN ANSELMO COUNTRY FAIR DAYS RACE ENTRY AND LIABILITY WAIVER

(Please Print)

Name _____ Age _____

Address _____ Phone # _____

WAIVER AND RELEASE OF LIABILITY

In consideration of this entry, I hereby, for myself, my heirs executors, administrators and assigns, release and discharge the promoters, organizers, operators, agents, assistants, employees, the sponsors, the Town of San Anselmo, the Chamber of Commerce, the Country Fair Days Committee, the San Anselmo Fire and Police Departments, the Sleepy Hollow Fire Protection District, the Marin County Fire Department and San Domenico School, from all claims arising or growing out of my participation in this OFF-ROAD BIKE RACE, and agree to hold harmless those named herein from any claims I might have which may arise from such event.

(date)

(signature of entrant)

I AM THE PARENT OR LEGAL GUARDIAN OF THE CHILD WHO HAS SIGNED THE ABOVE WAIVER AND RELEASE OF LIABILITY. I (1) give my consent to the above agreement signed by my child, and (2) give my consent to the participation of my child in the above identified OFF-ROAD BIKE RACE, and (3) agree to waive and release all claims against those entities noted above in the WAIVER AND RELEASE OF LIABILITY and to hold each of them harmless from and against all liability for injuries of any kind which may arise from or be connected in any way with the participation of my child in the above identified OFF-ROAD BIKE RACE.

(date)

(signature of parent/guardian)



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Ricky
CHA



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TODAY I SHOW YOU
HOW TO GET UP
THE MOUNTAIN MON.
THEY'RE TWO WAYS.



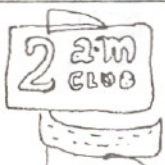
YOU RIDE
UP?

ELEVATION
2700
FT

MILL
VILL
ELEVATION
1 foot



OR YOU HITCH
UP MON.



MINUTS LATER.....

WHERE YA HEAD'N
PARTNER?

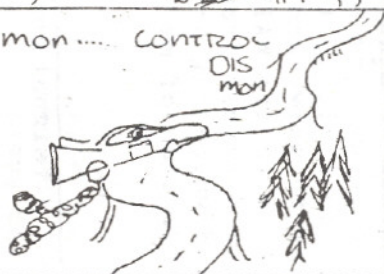
ALL THE WAY
TO THE TOP



GOT A
CIGARET
PARTNER?



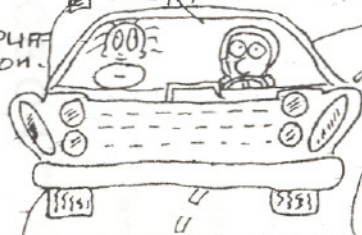
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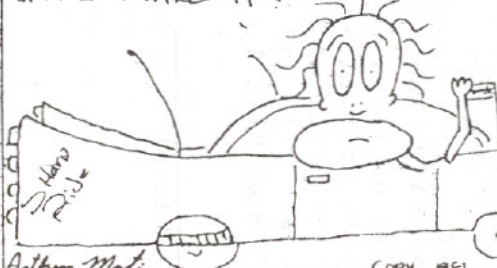
A FEW PUFFS LATER.....

WHAT KIND OF CIGARET
DID YA SAY THAT
WAS?

A SPUR
MON.



I'll SEE YA NEXT TIME MON
IFN I MAKE IT?



CHEK ME OUT NEXT TIME..... WHEN I SHOW YOU HOW
TO BOARD THE MT AT 15 MPH



Anthony Martin

COPY 1981

SAN ANSELMO COUNTRY FAIR DAYS RACE

An eleven o'clock start is planned for the San Anselmo Country Fair Days race, to be held on the 16th of May. The race will be approximately fifteen miles of good 'ol bad road, starting and finishing in San Anselmo at Sunny Hills School, the site of the Country Fair Days.

Parking will be limited near the Fair Days, so registration will be held in the parking lot of the Fairfax Theater in Fairfax from 9:30 to 10:30. At 10:30 registration will close and riders will reassemble at the starting line, approximately two miles away.

The race is being jointly promoted by your very own Fat Tire Flyer, the San Anselmo Fire Department, and The Athletic Connection (gym) of Greenbrae. All proceeds will go to the Fire Department. Entry fee will be \$3.00 if paid by May 14, or \$5.00 if paid after.

There will be a complete prize list, \$500-\$700 worth. Winners will be chosen from several categories, including Overall, Women, Fastest One-Speed, Over 35, and whatever else comes to mind.

This will be the first time Fat Tire bikes have raced in front of what should be a large crowd, so get a haircut (and a job. Just kidding.). Seriously, we can get great publicity for our sport with a strong showing, so even if you don't plan to ride, BE THERE!

An entry form is provided with this issue of the Fat Tire Flyer. Mail it with your check or pound of flesh to:

Fat Tire Flyer
P.O. Box 757
Fairfax, CA 94930

Remember, \$3.00 pre-entry or \$5.00 post!

MEDIA HYPE

America is beginning to recognize the potential of Fat Tire bikes, and this month saw some attention from the big-time media types.

The May issue of Bicycling has a balloonist on the cover and a number of photos of the Marin Fat Tire Types in their natural environment. Unfortunately, the authors of the articles aren't that experienced in this form of riding, so careful readers might take exception to some of the text, but at least they seem willing to learn. The pictures are worth the price of the magazine and suitable for framing.

The subscription cable-TV channel, Showtime, has a program called "What's Up, America" that airs at various ungodly hours. They use the same one for a month before changing, and the April version had footage of the 1980 Crested Butte-to-Aspen bicycle tour in Colorado, which featured some 90 Fat Tire Crazies from all over the west.

Photography and editing were excellent, and we couldn't complain about the fact that some very familiar faces turned up (ours). The one complaint we had was with the carefully coiffed and made-up model who introduced the segment by saying, "We were in Colorado for the event." We didn't see her there.

MORE BADLANDS RACING

After the success of the First Annual Coyote Derby promoter Jim Harlow has been inspired to put on more and meaner events. The latest in his series will be the King of the Mountains, billed as a race/tour with trophies.

Here's the info:

Date: June 14

Time: 8:00 AM start

Distance: 30 miles in a loop with 3000 feet of climbing. All fire road, mostly rough.

Entry fee: \$2 before June 7 or \$3 after.

Location: Start will be on Hill Ranch Road approximately 100 yards off main highway 38 in the San Bernardino National Forest (near Barton Flats).

Prizes: Trophies for 1st through 5th place, plus the Iron Man award for first one-speed.

Merchandise prizes for 1st, 2nd, 3rd and Iron Man.

Lodging: Campsites are available in the area. Please notify the promoter if you plan to camp there.

For further information or entry forms write:

Jim Harlow

BADLANDS RACING

25888 Chula Vista

Redlands, CA 92373



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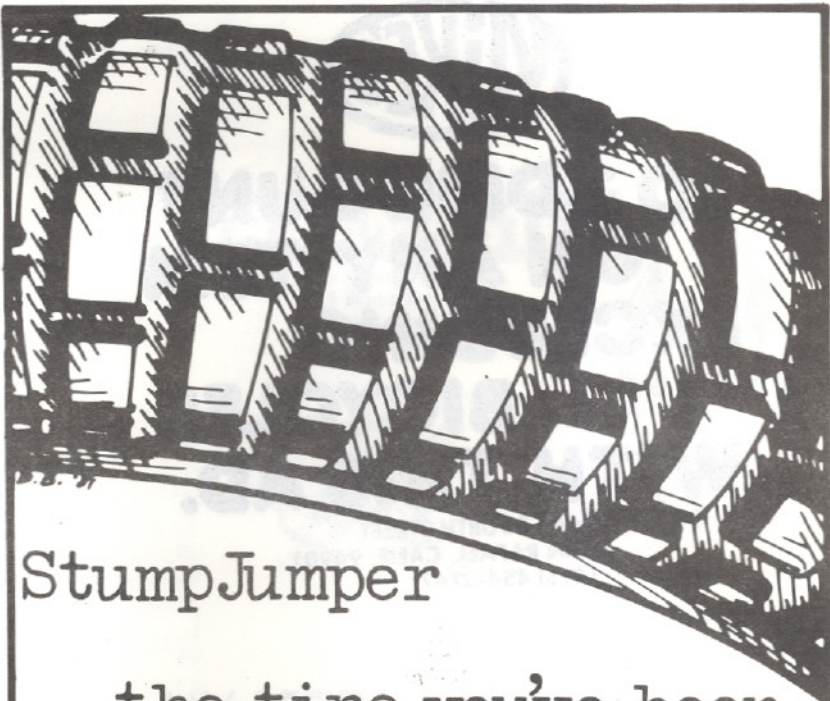


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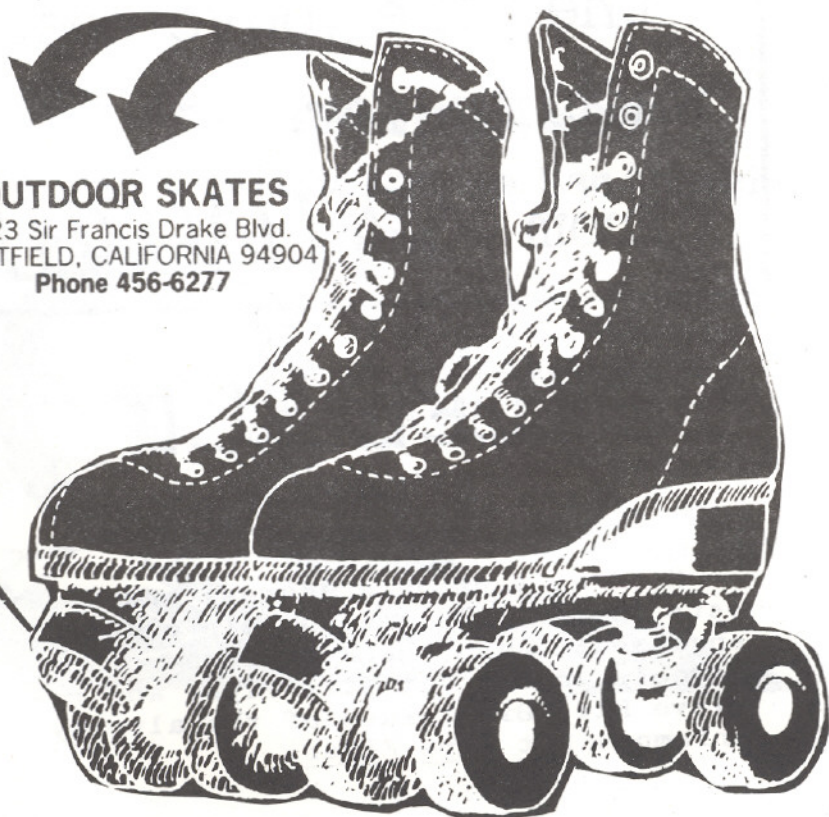


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