

# OFF-ROAD

OFFICIAL MORC Newsletter [www.morcmtb.org](http://www.morcmtb.org)

SPRING 2010 EDITION



## MORC-IMBA Chairman's Report

The MORC-IMBA mountain bike community will have an exciting year in 2010. There have been some big changes in the past few months.

One of the largest changes in the past few months has been the transition of MORC to a chapter of IMBA. We are now known as MORC-IMBA or MORC, a Chapter of IMBA. This merger allows us to better use IMBA resources to better serve the local mountain bike community. We now use IMBA's new membership system, which is much more efficient for membership renewals and membership renewal reminders. Members also receive an immediate e-mail response when they renew memberships, and the membership package is sent out more efficiently. Members get the advantage of having both a MORC and IMBA membership for the price of one, so they can help mountain biking at the local and national level.

But when the weather's warm, what gets most of us really excited are the three new trail projects happening this year. The long-awaited Cuyuna project will begin this summer and will provide 22 miles of trail near Crosby-Ironton. MORC-IMBA also will be building a new 6.5-mile trail at Carver Lake

Park in Woodbury. Finally, Elm Creek Park's trail project will begin and when complete in 2011 will provide 12.8 miles of new singletrack in that park. MORC-IMBA crews also will be out providing maintenance and trail enhancements at many of your favorite local trails.

Volunteers host a number of events this year—the Freewheel Frolic, formerly Erik's Spring Cup, and the Salsa 2-4 twenty-four-hour race at Afton, to name two of the big ones, as well as various tent days at local trails and our annual bike summit.

We would like to thank all MORC-IMBA members, corporate sponsors, land manager partners and MORC-IMBA volunteers: Without you, there would be no singletrack in Minnesota. The money and volunteer hours given to MORC-IMBA will help build and maintain all the wonderful trails we enjoy! If you are a current member, thank you! If you are not a current member, please consider joining MORC-IMBA and support the trails you ride.

*Ryan Lieske, MORC chairman*



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If you have any questions about this newsletter, please contact either Laura or Scott Haraldson at [editor@morcmtnb.org](mailto:editor@morcmtnb.org).

Design by Doug Larsen. Photos by Scott Haraldson unless otherwise noted.



### Lebanon Hills

Another winter of great riding has passed. It is never too early to start building up your fat bike for next winter. The big snowfalls brought out the snowshoes to get the trail in shape for riding. The deep snow meant high banks on the side of the trail which kept things challenging. Some people are happy to see the snow disappear, others mourn the end of a different kind of riding season.

Last fall, Tim Wegner, with the help of Shad Holland, hosted an IMBA trail building class at Lebanon Hills. As part of the hands-on training, they flagged what will be the start of a reroute and nice addition to the beginner loop.

Thanks again to the volunteers who helped with trail maintenance and construction in 2009. We look forward to seeing you again this year for a fun mix of new trail, features and, of course, maintenance.

*Ted Wiegandt, Lebanon Hills dirt boss*

### Theo Wirth

Theo made for a great winter riding destination again this past year. Fans really busted out the Pugsleys and studded tires as the park hosted one of the best winter riding seasons in recent memory.

Theo opened for riding April 4th; as always, please remember that we're not the only users of the park. Be careful at all crossings, and give the right-of-way to runners and hikers. Lets be good stewards of the hobby. Enjoy yourselves out there!

*Justin Kalemkarian, Theo Wirth trail steward*

### Hillside Park

The year of 2009 flew by for us out at Hillside Park in Elk River. Much of the trail building last spring and summer revolved around getting prepared for the new Minnesota Mountain Bike Series race, the SingleTrack Attack. We cut in several new sections of trail to allow varying courses for each of the four different skill levels that compete in the series.

It also included the building of a new bridge to allow the trail to cross over a gully, and then wrap around and go back under the bridge. The ride under the bridge is a real screamer! It should also be noted that the entire bridge project was donated and funded by one individual, Mike M., a regular trail worker and

rider. He was moving out of the area and just wanted to give something really cool back to the trail before he left. Big thanks to Mike!

Most of the new trail additions are shortcuts, but we did manage to add over a half-mile of new stuff, too. We also made several major repairs and reroutes to sections of trail that were becoming a bit too technical for the average rider. The summer of 2009 also saw many new features, like Joel's Revenge, the uphill boulder staircase in Section 3, located just before the new bridge.

We are proud to say that the MNSCS race held on July 26, 2009, was a huge success. More than 375 racers entered, and by all reports, everyone had a great time, as the day ran as smooth as silk. The race returns July 18, and we have big plans to make this year's event even better!

Fall 2009 brought the usual amount of oak leaves to the trail surface, about 8 bazillion bushels. The leaf-blowing crew was out in full force to prep the trail for the annual Halloween race and did a fine job. They were out again after the race, once the rest of the leaves came down, but before it snowed.

Speaking of snow, the beginning of the winter riding season saw average snowfall; however, the holidays brought some serious powder to the game. The winter grooming crew worked overtime to get the trail prepped for riding and for the upcoming winter races. They did an excellent job once again. A few of the racers at the first event said that the trail was too groomed for the Pugs to have any advantage; the trail was in such good shape that any mountain bike with standard tires could ride it.

I would like to thank everyone who has donated their time or money this past year to make Hillside Park a better place for all to enjoy. Thank you very much! You know who you are.

As always, you can check the forums at [morcmntb.org](http://morcmntb.org) for more information on what's happening with the trail.

*Rich Omdahl, Hillside trail steward*

### Battle Creek

From a trail design perspective, winter snows offered a great opportunity to be out there visualizing potential routes. The absence of leaves and undergrowth really helped give the lay of the land.

Battle Creek was the first trail to open in 2010. Though there are no big projects set in stone for the year, we do have some exciting ideas. Watch the MORC-IMBA calendar and message boards for trail work announcements. Then come out and join us to see what we've cooked up over the winter.

*Troy Lawrence, Battle Creek trail steward*

### Murphy Hanrehan

Another successful year of riding and trail work has come and gone at Murphy-Hanrehan: We saw more riders than ever in 2009. Probably the biggest change was the park hour extension, from 5 a.m. to sunset, to 5 a.m. to 10 p.m. This change made night riding a reality at Murphy-Hanrehan; it's a great night riding trail and many riders took advantage of this new activity in 2009.

The MORC-IMBA Murphy-Hanrehan trail crew and Three Rivers Park maintenance staff put in many hours last year to enhance and maintain this fine trail. Maintenance projects that were performed in 2009 included trail litter clean up, removing the leaves and branches from the trail, mowing prairie sections, trimming brush, removing fallen trees, debarking many sections of trail to ensure proper water drainage, armoring to solidify low spots and constant inspections of the trails to ensure they are safe for riders.

We also worked on technical trail features: a new rock feature, a long downhill armor and the 61 skinny's new ramp descension (the teeter was modified to a ramp due to changes in the MORC-IMBA insurance coverage which resulted in no coverage for articulated technical trail features like teeters.)

The MORC-IMBA Murphy-Hanrehan trail crew ended the work season with a group ride brainstorm to dream up new technical trail features to install in 2010. The crew will have a busy year performing the required maintenance and building some exciting new trail features. 2010 will be a great year for Murphy-Hanrehan!

*Ryan Lieske, MORC-IMBA chairman /  
Three Rivers trail steward*

## Trail Updates

### Cuyuna Crosby

As many of you know, we ran into some snags with the project this year. The new plan is to start this spring/summer, with completion in the fall. The main reason for the setback was the amount of time it took to get all of the parties involved to approve the bid documents. There are three if not four government groups (DNR, MnDOT) that all have to approve this project due to the land, funds, etc. Each of them had 30–90 days to review the bid documents; by the time they all OK'd the bid documents, it was too late in the year to even think about breaking ground on the project. May 10 is the official start date, and contractors hope to complete 22 miles in 17 weeks.

Thanks to all who have helped out with the Cuyuna project either out on builds or behind the scenes with all of the paperwork. It was great to see the new faces and the old ones out at the demo trail. Also, we owe a big thanks to Steve Webber and the Cuyuna Parks crew. They have been great to work with, and I cannot thank them enough for that.

### Pillsbury State Forest near Brainerd

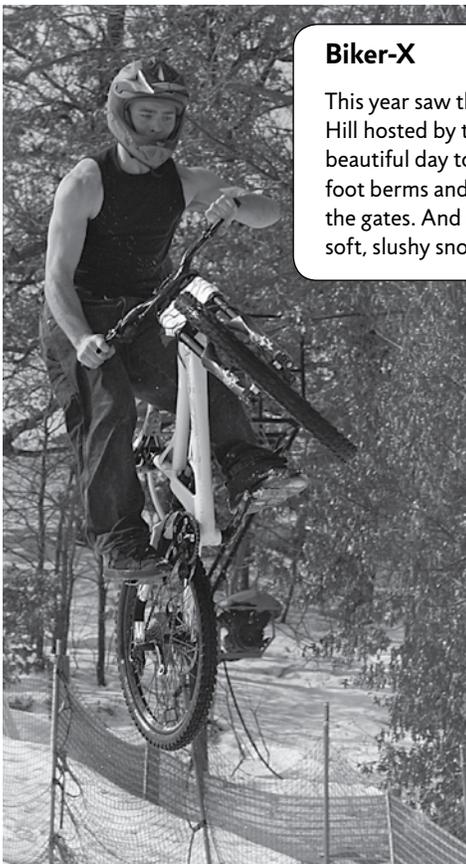
The dream of singletrack trails in our backyard is what got the Brainerd area crew involved in MORC–IMBA and trail building. We joined forces with the Cuyuna group two years ago to help build the Cuyuna demo trail for the DNR. A wise man by the name of Tim Wegner advised us to join this force because, "We are way stronger by numbers." He was correct indeed.

As some of you might know, we started working with the DNR around 1995 to put an IMBA singletrack trail in the forest. We are finally making some headway, thanks much to the Cuyuna Lakes project. Joshua, Rori and Nick have had a couple meetings with the local DNR office and have been given the OK to flag a corridor for the trail. The boys have spent a ton of time out in the woods working on completing this so we can get the trail GPSed for the DNR to OK. (The DNR requires the trail to be GPSed so they have all the data and know the boundaries.) This is still in the very early stages and a start date is still unknown at

this time. There will be more to come soon, we hope!

We will be updating the MORC forms on both of these projects as more info arrives. If you have any questions and concerns, you can contact us at [cuyunamtb@gmail.com](mailto:cuyunamtb@gmail.com).

*Teddy Schaefer, Cuyuna and Pillsbury rep*



### Biker-X

This year saw the first running of the Biker-X race at Buck Hill hosted by the Midwest Freeride Community. It was a beautiful day to be out on the hill. The riders navigated 10-foot berms and rollers, all while trying to keep it between the gates. And oh yeah, everything was made of snow — soft, slushy snow.

### MORC–IMBA Prize Vault Sponsored by Salsa Cycles

Send an e-mail with the word CONTEST in the subject line and your mailing address in the body to [editor@morcmntb.org](mailto:editor@morcmntb.org) for a chance to win a prize pack that includes a Salsa Moto Ace S.U.L stem and Pro Moto Low Rise XC handlebar, a prize valued at \$87. Visit [salsacycles.com](http://salsacycles.com) for more information about Salsa Cycles–Adventure by bike. The random drawing will be held June 30, and the winner will be notified by e-mail and announced in the next issue of the Minnesota Off Road Newsletter.



## The Freewheel Frolic

MORC-IMBA and Freewheel Bike team up to present MMBS spring kick-off race

Minnesota Off-Road Cyclists has named Freewheel Bike the new sponsor of the Minnesota Mountain Bike Series spring kick-off race. The Freewheel Frolic Benefiting MORC-IMBA at Salem Hills Park is set for Saturday, May 22.

After a long history hosting Erik's Spring Cup, Erik's Bike Shop has decided to step away from this event in order to spread support to other races, trails and organizations. Erik's Bike Shop will remain a financial sponsor for the race series and MORC organizations. "MORC-IMBA appreciates the support Erik's has shown for the organization and the biking community through the years. We look forward to continuing this great event in 2010 with Freewheel Bike," says Amanda Scholz, MORC event director.

Erik's Bike Shop began the Erik's Spring Cup race at Buck Hill 16 years ago, and since then, it has become the traditional start to the mountain bike race season for Minnesota. In 2003, Erik's Bike Shop and MORC worked together to turn the race into a fundraiser for the organization. To date, this event has raised more than \$29,000 for MORC-IMBA to use towards gaining and maintaining trails. "We are excited that MORC-IMBA is going to continue this great race. It has and will continue to be a great event for promoting mountain bike racing and for raising funds towards trail projects and education," says Erik Saltvold, founder of Erik's Bike Shop.



Freewheel Bike's general manager Jake Helmbrecht says "Freewheel Bike is very excited for this opportunity to work with MORC-IMBA on this fantastic race. We are committed to making it every bit the spectacle and party that people have come to expect from Freewheel Bike!"

Freewheel Bike has been a Minneapolis institution since 1974. In its 35-year history, Freewheel has built its reputation by serving

and improving the Twin Cities cycling community. Freewheel Bike's commitment to the cycling community is most evident in their development of the Twin Cities first "bike station" on the Midtown Greenway in 2008.

More information on the race can be found at [mnmmtbseries.com](http://mnmmtbseries.com).

### 2010 Events

May 8: Spring Fling

TBA: Fallen Oak Off-road Duathlon

July 18: MNSCS #6 SingleTrack Attack

August 12: Thu. Nite Throwdown #1

August 19: Thu. Nite Throwdown #2

August 26: Thu. Nite Throwdown #3

September 2: Thu. Nite Throwdown #4

September 17: Moonlight Fridays #1

September 24: Moonlight Fridays #2

October 1: Moonlight Fridays #3

October 30: Hillside Halloween Bash

### Volunteers Needed, Trail East

New off-road rides in Woodbury seek volunteer builders and trail stewards

The city of Woodbury recently announced plans to build an off-road cycling trail at Carver Lake Park starting this spring. Woodbury applied for a trail grant through the Minnesota DNR in February 2009 and has since been given preliminary approval on that grant. The final step of the process is approval by the Minnesota Department of Transportation, which has a small part of the grant approval process and should not affect the grant's final approval.

Carver Lake Park is located at 3175 Century Ave. S., and has more than 100 acres of beautiful tree-filled parkland with rolling hills, lake access and several park amenities, including a paved parking lot, functional bathrooms, picnic shelters and a

swimming beach. Upon completion, the trail system may be 7 miles long.

Almost as soon as the Carver Lake Park Off-road Cycling Trail project gained final approval from the Minnesota DNR in January, trail layout and flagging began. The city will start building trails after the 2010 spring thaw.

The trail's success will rely heavily on a strong volunteer base and is currently in need of a trail steward and other volunteers to step up and help make this trail a reality. If you would like to help with the Carver Lake Park Off-road Cycling Trail, contact a MORC-IMBA board member or Reed Smidt with the city of Woodbury.

## Riding Tip: Catching Air

The How-tos and What-fors of jumping your bike—safely and successfully

Catching air is a more advanced skill, but if you plan to do more than just your average intermediate singletrack, it's an important skill to have. There are many ways you can catch air, and you don't have to go big to do so. Think of something as simple and small as dropping off of a curb. If you just ride off of the curb, your front wheel will dive down first, catching a tiny bit of air on it's way down—then a split second later, your rear wheel will fall down the curb also catching a tiny bit of air on it's way down. But what if both wheels were off the ground at the same time while riding off of a curb? More bike control, smoother landing if you time it right, and you look a lot cooler doing it.

The prerequisite to catching air is the bunny hop. A real bunny hop, not one of those "pull up on your handlebars and use your cleats on your pedals to lift the back wheel at the same time" versions. It's very important to learn the proper bunnyhop first, meaning that you lift your front wheel first, then your rear wheel a split second later. The MORC Wiki has a "How To Bunnyhop" article ([morcmtnb.org/wiki/index.php/How\\_to\\_bunnyhop](http://morcmtnb.org/wiki/index.php/How_to_bunnyhop)). If you already know how to properly bunny hop, continue on.

As with the curb, one wheel drops off the lip (topmost edge) of a jump at a time. Essentially, you are bunnyhopping off of the lip of the jump, but there is more to it. There is the preload (or pump) as you enter the jump transition, and then, of course, gravity is going to bring you back down for a landing. It's best to practice this on a tabletop jump. (This is a jump with a long flat top on it, as opposed to just a launch to flat landing or a launch with a separate landing ramp (double jump).) With a tabletop, you can safely land on the top without worrying about not making it all the way to the landing ramp.

**Step One:** Ride up to the jump transition at medium speed. Don't go as fast as you can, but have some momentum to help launch you into the air.

**Step Two:** As you approach the transition of the launch ramp, compress your body into the bike by bending both your arms and legs while staying centered. If you have a front shock or full suspension bike, you have to actually push down fast and hard enough during this compression to get the shocks to preload (get both shocks to push down).

**Step Three:** When your front tire gets to the lip of the ramp, start to pull up the front wheel.

**Step Four:** Keep pulling up with your arms to keep the front wheel going into an upwards motion into the air.

**Step Five:** While still pulling up with your arms, spring up with your legs.

**Step Six:** As your rear wheel lifts into the air, allow your knees to bend so you let the rear end of your bike compress up into your body. This is an important step to leveling off the bike in the air. If your legs remain stiff, the back end will trail and stay low while the front end stays up in the air.

**Step Seven:** You have two options at this point, depending on your landing. If you are going to land on a downside landing, push the front wheel down with your arms first while allowing the rear end of the bike to stay compressed into your body. This will point the front wheel down and keep the rear wheel up. The idea is to angle the bike at the same angle as the landing ramp. If you are going to land on a flat surface or did not go far enough to clear the tabletop jump, keep your arms pulled up and push your legs down to lower the rear end of the bike first. This will allow you to land rear wheel first and create a softer landing than landing the front wheel first or both wheels at the same time.

**Step Eight:** This is the easy part. Wait for you and the bike to come down. Allow both your arms and legs to compress as each wheel hits the ground. Don't be too relaxed, but don't be stiff, either. Ride the landing out, and roll away.

**A Few Tips:** If you go off the lip and your front wheel dives down, you are not pulling up hard enough and/or not continuing to pull up the front wheel to keep it in the air. If your front end goes too high and your back wheel trails really low, you are not pulling up the rear wheel by compressing your legs as your rear wheel lifts into the air. If you tend to lean sideways or go off in some funny direction, it is likely you are too stiff and not comfortable and relaxed enough in the air. Timing is everything. If you pull up the front wheel too late, you will nose dive. If you pull up the back wheel too early, it won't get the lift needed to level off in the air.

Jumping a suspension bike is a bit different. Just make sure you push down hard as you approach the transition of the jump. Both shocks (or just front if you have a hardtail) need to be mostly to fully compressed as you go off of the lip. Preload (or compress) both shocks as you enter the jump, then do everything

mentioned in the steps above. If timed right and if your suspension is set up well, you will actually get a boost from the suspension. If you don't preload the suspension, especially the front fork, you won't get the lift needed because your shocks will soak up the jump rather than send you into the air.

Most important of all when learning to jump your bicycle, start off small and work your way up to bigger and better jumps. Don't go too big before your skills are dialed or you could seriously hurt yourself. Now go have some fun catching air! —Shad Holland



## Members & Friends of MORC-IMBA: Let's Ride

Gary Mattson

We're full-speed ahead and really excited about this year's dirt season. 2009 was a bit of a transition year for us, with several board members moving on after some great years of service. However, they took the time to lay the groundwork for some good things for our future. Some highlights include:

- A new alliance with the International Mountain Bicycling Association (IMBA) as a member of their new chapter program. This links us to a club with a worldwide influence and opens the door for all kinds of great benefits like merged IMBA/MORC membership processing, bigger marketing power, and assistance with reaching out to land managers and government officials for growing our trail mileage.

- ✓ Several new grants providing funds to our club, including:
  - Elm Creek Park in Maple Grove received a \$50,000 MRTUA grant and a \$10,000 Bikes Belong grant for the upcoming trail there.
  - Carver Lake in the city of Woodbury received a \$57,000 MRTUA grant to build a mountain bike trail in that park.
  - Lebanon Hills in Eagan received a \$27,500 grant to extend its trail system and potentially build a skills area.
  - Rum River Park in Anoka County secured about \$40,000 for a 4- to 5-mile trail.
  - A \$5,000 grant from REI toward creating an IMBA Trail Ambassador program.

- ✓ Successful coordination and running of our two signature mountain bike races, the Freewheel Frolic and the Salsa 2-4.
- ✓ Many hours of maintaining our trail systems and creating some cool new sections and xfeatures.

What's in store for 2010, you ask? For starters, we'll be taking good advantage of being an IMBA chapter and all it has to offer. And you will be seeing the MORC tent a whole lot more as we cover as many biking events as possible to get the word out to the Twin Cities cycling community that MORC is the place to be. We'll be turning up the volume for Spring Cup and the 2-4 and the biggest Summit ever.

As for the trail scene, look for lots of progress on Elm Creek and Carver Lake Park as well as Cuyuna and other new areas popping up near the metro area. We'll also be working on bringing corporate, retail, and education partners in for volunteer trail work to promote health and wellness. Last but certainly not least; we'll be re-launching the Trail Patrol and a new Trail Ambassador program with our friends at the NMBP and IMBA.

So as you can see, lots of good things happening this year and we very much appreciate all the support you give us as members and sponsors. Let's ride!



Golden Wrench

### Rock Those Shox: Disassembling the RockShox/SRAM X-Loc Bleed

Photos and text by Christopher Ames

Trickle-down technology is our favorite, because we are mountain bikers. The stuff that wins the World Cups will make us faster, and it will be available in a couple of years at a more-or-less pedestrian price point. What makes this a win-win proposition is that the professionals, their mechanics and the engineers have time with new equipment to hammer out some of the kinks before new technology ends up on our bikes and repair stands.

One example of trickle-down awesomeness is the new RockShox/SRAM X-Loc. It's a hydraulic fork lockout that borrows technology from Avid Elixir brakes, mates seamlessly to SRAM XX shifters, shaves 60 grams or more off the old Pop Loc system, and makes climbing Shady Lane at Afton a charming proposition.

"But," objects the feller who has to fix his own stuff, "I have to fix my own stuff; is this stuff fixable?" Yep. If you've ever bled brakes, you will immediately recognize this operation. It relies on exactly the same principles: you want to get the right amount of oil in and all the air out. Close your eyes, and repeat, "Oil in, air out" until someone comes along and offers to take you to a specialist: This is The Principle. Learn it. Love it.

#### What You Need:

- A bike equipped with X-Loc hydraulic lockout. This doesn't work well on cable lockouts.
- Assorted Torx wrenches. Park's TWS-2 is a shop favorite, not least of all for its pleasant green color.
- A jug of good 5 wt. suspension oil. DO NOT USE BRAKE FLUID IN YOUR X-LOC, OR HYENAS WILL CHEW ON YOU, AMONG OTHER UNNAMED HORRORS OF MISERY. Plus, you'll wreck your stuff.
- RockShox Speed Lube kit, with the nifty syringes and stuff.

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## Minnesota Bike Expo

MORC-IMBA was well represented at the Minnesota Bike Expo this April. The club was on hand to give information about our organization, as well as to offer a wide variety of seminars on such topics as riding tips, trail building, getting women into mountain biking and bike maintenance, just to name a few.



We had not yet received the proper kit, so we used a brand-spanking new Avid brake bleeding kit that had never seen fluid. Let's just say that the syringe fit, but you don't want to mix up suspension and brake fluids.

- Blue gloves. Gotta have blue gloves.
- RockShox recommends safety glasses. So do we. We also recommend a full suit of armor, a wingman, lots of sunshine, Dr. Seuss and Baroque cello partitas. We don't want to lose you.
- A torque wrench. You paid good money for this stuff.
- A few minutes. You will not get through an entire sleeve of Fig Newtons in the time it takes to bleed your X-Loc unless you're forcing them.

### Order of Operations: 10 simple steps to success

1. Secure the sweet, svelte steed securely in a sturdy stand. Use your t-25 Torx to remove the right shifter, and let it dangle [image 1].

2. Again, use the t-25 to loosen the bar clamp [image 2] so that the bleed port on the lockout is the highest point in the system (air rises—remember The Principle).

3. Make sure the lockout button is all the way out (locked position). Make sure that the floodgate (gold dial) is all the way cranked in the direction of the arrow (left).

4. Set up your syringes. There's a brass fitting that goes into the hose, an o-ring that goes on the brass fitting, and a picture in the instructions just in case. Next, fill one syringe with an appreciable amount of suspension fluid. We scientifically chose "halfway" with good results. After you fill it, clamp the hose shut, pull down gently on the plunger, and give the side of the syringe a gentle thwack or two. This creates a vacuum, which pulls the dissolved air out of the suspension fluid and sends it to the top of the syringe where you can get rid of it. (Remember: The Principle.) Do the same with the other syringe, but don't use as much fluid. We used "half of halfway" as our scientific benchmark [image 3]. Get out all the bubbles.

5. Now, take a t-10 Torx, and remove the bleed screw from the top of the damper (on the fork). Be careful; these screws love nothing more than taking a bad hop off the concrete floor and disappearing into the Twilight Zone [image 4].

6. Thread the syringe that has more fluid into the lower damper. Make sure it seals against



the o-ring and doesn't leak. Remove the bleed screw from the X-Loc unit on the handlebar. Again, think loss prevention. Thread the other syringe into this bleed port [image 5]. The end is in sight!

7. OK, now that both syringes are attached, remember The Principle: Oil in, air out. (You remember The Principle, right?) Make sure both syringes are upright. Your wingman might hold the lower syringe for you because all the action will be in the upper one. Next, pull up gently on the top syringe to pull fluid from the lower syringe through the system [image 6], including any air bubbles that might be trapped in the hose or reservoir. You can tap the hose gently (no rubber mallets!) to ensure that no pesky bubbles are stuck in there. You'll notice that the lockout button gets pulled in: No worries, we'll fix that in a bit.

8. If you suspect there might be more air trapped in there somewhere, you can force fluid back and forth through the line: just don't let either syringe get empty, or you'll run the risk of sending a bubble in.

9. Now comes the moment of truth. Unthread the lower syringe, and replace the bleed screw. Torque it to 4.5 to 6 inch-pounds. Next, you'll want to move the lockout button in and out a few times with some pressure on the upper syringe to get out any bubbles that might be hiding in there. When you feel that The Principle is satisfied, make sure that you push on the syringe and that the lockout button is fully extended. Unthread the syringe, replace the bleed screw (which you didn't lose because you planned ahead, being a wise and thoughtful person). Torque it to 4.5 to 6 inch-pounds. That's less than one Newton-Meter: Make sure you look at which range you're using (says the voice of a bad experience).

10. Put everything back together just how you found it. Torque the handlebar clamp to 44 to 53 inch-pounds and the shifter mount to 25 to 30 inch-pounds. Test ride for at least an hour. You can tell the boss that it's the last step in the directions.

## The Doctor Is In

Meet Brian 'B.' Rose, top doc at the Shockspital



Quintessential to off-road cycling is the shock. It supports us, sustains us. Sure, it might be supplemental to some rigid riders, but a good fork is as crucial to most mountain bikers as is a good ticker. And when something goes wrong with either? Don't dilly dally: Take 'em to the hospital, or in the case of the former, the Shockspital, where bike doctor Brian "B." Rose is on-call 24-7.

Many have heard of, if not crossed paths with, Rose, who currently operates his one-man shop out of the back of The Alt at the Lyn-Lake corner of Uptown. When we visit, a laidback 5-foot-10 redhead with chest-length beard and missing tooth is elbows deep in an unexpected spoke repair, one that seemed simple at first, but proves his adage, "The simplest repair is always just a nest of snakes." The wheel he's fixing turns out to be a tubeless setup, and upon opening it up to get at a frozen spoke nipple he has to do some quick thinking to get it back up and running for the owner, who still wants to ride that day. *The Marvelous Misadventures of Flapjack* is on Cartoon Network, and the walls are a vibrant green splashed against brown in a zig-zag pattern reminiscent of an EKG. Not that you can see

them under the toolbox upon toolbox of wrench sets, seal kits, foam rings, piles of older shocks and bottles of disc brake fluid. "When I finally opened this place, the tools finally paid," Rose quips. "I deferred that startup expense for 15 years."

In business for himself since 2006, the "shop within a shop" is Rose's third incarnation of the Shockspital; but let's back up a step.

### Med School

Rose grew up in Pittsburgh, as he's always quick to point out, "the home of *Dirt Rag* magazine and awesome trails: Hills, rocks, mud and lots of roots are the things that got me into suspension in the first place."

In 1989 he got his first job at a bike shop. He didn't finish high school, but took from his experience there a beautiful bride, who is his accounting center yet today. After that first bike job, he headed off into the oft-forgotten world of the bike messenger, where within just a week he crashed his bike on an open-grate manhole (hence his somewhat signature missing tooth). In 1997 he attended Barnett Bicycle Institute (he's also worked at almost every NORBA national location). Intermittently he did stints as a cook, more bike shops, a barista, again bike shops, as a meat cutter and even more bike mechanic stuff before moving to Minneapolis to work at Quality Bicycle Products in the warehouse and eventually customer service department. It was here that epiphany began to work its magic.

"At Q, I started the Service Center (aka Shock Treatment Center) and ran it and the Bike Builder program for a few years," he says. In this role, he started training with all the big companies: Manitou, RockShox, Cannondale, Hayes, SRAM, Shimano, Progressive, the list goes on. He'd travel around the country for these training exercises, and after going through their program, he'd share his expertise. "Half of my time was spent training on the road," he says. "I taught Manitou how to rebuild their own SVB shocks; I taught them how to bleed the air." Then in 20XX, on his way back to Minnesota from a trip to Pittsburgh, he rolled his jeep seven times and walked away without a scratch. The next day, he decided to branch off on his own. "It was a miracle, and I decided the next day I wasn't going to work there anymore," he says. "I gave two months notice, and I realized when I was going over Vail Pass on a delivery and we had to turn

around because of a snowstorm, then hit a thunderstorm going around through the desert, I was crying the whole way just because I was so nervous driving on the freeway after the accident. I realized that there's no way that I can put myself through this stuff anymore." Hurl from Cars R Coffins really made that possible, because he was the guy who gave Rose his interim job—back to the bike shops.

### Private Practice

As ever, the getting there is half the battle. Rose found himself at a coffee shop yet again, doing his repairs on the side. In between lattes and mochas, he came up with the name, Shockspital. "The worst part about it is spelling it, especially when you're dealing with other countries," Rose says, but he's keeping the name. Then the man across the street asked him if he wanted a space to rent. He still had many of his contacts from his days at Q (he'd worked with 7,000 bike shops in those days), and so suddenly, he was in business; "it's not as hard to launch a business as you would think," he says, noting that he's bonafide-ly terrible with money.

"My wife kind of forbid me from having a bank account," a couple of physical alterations with bank tellers will do that, "so I didn't have one until I opened the shop. Everything I had to buy for the shop went on a credit card, and that was the biggest mistake. Once those are paid off, this is a great business." He doesn't lack for business however, even though, he says, "All my business is word of mouth, locally." And his entire business plan is, essentially, keep talking. "I'm a talker, and I'm a pretty easy-going guy so it comes easy to me. I'll keep calling you back until I consider you a friend," he says, and upon these relationships the doctor builds his patient list.

And while Rose is not the only person doing these kinds of repairs, he is, perhaps, one of the best. He just knows how to do a *lot* of repairs. "Things are changing a lot right now," he says. "Everyone's trying to come up with the next big brand." While a lot of his day-to-day melds together, he recently has seen an increase in kids' shocks. A lot of his work is via mail. Fifty percent, to be exact, and that's in the summer; it's more like 80 percent in the winter, and 10 to 15 percent of that is out-of-country, making for interesting conversation with people in Russia and Japan and South America and Italy. Rose knows firsthand that Bolivia and Italy are the hardest to ship to, and a lot of South

American countries are the most corrupt. (He used to offer free return shipping, but it's been a bone of contention with his accountant, especially as the foreign sales pick up.)

"There's so much more foot traffic here," Rose adds, talking about the corner of Lyndale and Lake streets where he's currently working on his front door—which is the back door of The Alt—to get some great Shockspital signage up, more than a drawn-on cardboard sign. Also on the horizon for Rose is a new website that should exhibit even more of his personality. This is the year to convince his accountant and his wife that the locale is worth the rent.

#### *House Calls (er, Trailside Assistance)*

One of the perks or disadvantages of having so much technical knowledge is the sort of Hippocratic oath B. Rose subscribes to; it's rare he can go for a ride without stopping to help repair or advise a biker in trouble. Having worked as a bike mechanic, in various capacities and roles since 1989, he's been fixing suspension forks and disc brakes since their

introduction into the industry, something very few do, let alone specialize in.

"As far as suspension goes in general, there are some newer things that they say shouldn't be ridden longer than three years, and in some cases that's true. But there are some older things, that have parts that are hard to come by, that could last forever if they're just fixed. That's my Hippocratic oath, to make repair [as opposed to replacement possible]."

#### *B. Rose's Favorite Things:*

- ✓ Top caps that boast a clock, compass or thermometer
- ✓ War Hammer, the game
- ✓ iCarly
- ✓ Fork: Lefty, but the world's not ready for it yet
- ✓ British Murder Mysteries
- ✓ RAGBRAI in Iowa



## Larger Cuyuna Update

I am going to give a timeline of Cuyuna from beginning to the point we are today:

**April 2004:** At meeting with Courtland Nelson State Parks Director, received permission to evaluate the area of Cuyuna as possible site for mountain bike park.

**May 2004:** Site visit confirmed area would be excellent for mountain bike park

**June 2004–January 2005:** Search for funding source for trails.

**February 2005:** It was suggested that I check with Representative Jim Oberstar for funding through the federal government. Discussion with his office resulted in grant application. Gary Sjoquist and I travel to Washington, D.C., to present the plan to Oberstar. During meeting, Oberstar confirms that he will add funding request in to federal highway monies.

**May 2005:** Funding is approved in the total amount of \$700,000. These monies would be disbursed at a rate of 20% each year. (All monies are now disbursed and waiting to be spent on project.) Grant requires local money match is 20% so back to looking for funding to make the match.

**June–December 2005:** Meet with several possible financial supporters to garner the match not much progress to report.

**January 2006:** Meet with representatives of Parks and Trails Council, and it is suggested that we try to get a bonding bill passed to help with the match portion of the grant. Politicians from that area agree to sponsor the bill and get it through committee. February I testify before the House committee and the bill receive a recommendation for passage. Dale Gundberg testifies before the Senate committee, and the bill receives a recommendation to pass. Bonding bill makes it through both sides, House and Senate and goes to governor for signing. Governor vetoes this bonding bill.

**January 2007:** Resubmit the bonding bill. Gary Sjoquist, along with Parks and Trails Council, helps shepherd the bill. Bonding bill is passed, and governor signs.

**January 2008:** Negotiations commence with federal highway personnel, MnDNR and MnDOT, about what this trail will look like, how it will be administered, what needs to be done to make all of this happen. All agencies

are very cooperative and want to make this project happen

**May 2008:** We are told we need to find additional private funding to pay for the preliminary work. I go to work and search for funding sources. Good things begin to happen. Quality Bike Products (QBP) agrees to contribute \$50,000, Hallet foundation (a local in Crosby/Ironton) contributes \$10,000, and IMBA contributes \$50,000. Met goal for private funding!!!

**January 2009:** Trail design occurs, flagging of trail occurs and GPS of trail is completed. Think we are ready to start construction the bid package. Oops—one agency has not been notified, and we are delayed for six months. This is OK as it allows us to tighten the specifications for the trail to ensure that we get a top-quality contractor.

**January 2010:** Bid package is awaiting final approval from MnDNR. Construction starts in May 2010. We should have trails by fall 2010.

It is hard to believe that it has taken this long. I need to give credit to all that have helped with this project; hopefully, I won't miss anyone:

**Gary Sjoquist:** Oberstar, Parks and Trail Council, someone I could call/complain to.

**Judy Erickson:** Parks and Trails Council lobbyist and awesome bill writer.

**Parks and Trails Council:** Stepped up to the plate numerous times to assist and offer free services.

**Jeff Zipfel:** Jeff's company volunteered to do the Environmental Assessment Worksheet (EAW) at no charge. Not sure what this was worth I am going to guess a minimum of \$50,000.

**Jeff Schoenbauer:** A landscape architect that understand mountain bike trail construction and has been writing the bid docs and did the trail design with me.

**MORC–IMBA:** Assistance with this project.

**John Schaubach, Jenny Smith and the local MORC chapter:** These people stepped up to the plate numerous times and offered suggestions, called meetings and got the local people and politicians to get behind this project.

Thanks, everyone; it has an awesome journey!  
*Tim Wegner*

## Board Member Bios

### Aaron Snyder

I ride three bikes—Fisher Cobia, Specialized Allez and a Surly 1\*1. My favorite trail is Buffalo Creek in Pine, Colo. I am originally from Iowa, and I currently work in logistics/transportation at Target Corp. Professionally, I am hoping to work for a company that I am passionate about. Quality Bicycle Products would be a great example of my ideal workplace. I am got married in January, and we have three dogs together. The reason I got involved is because I love riding the trails around the metro. I am not always available to do trail work every week, and I wanted to find another way to contribute. So far the experience has been great, and I look forward to all the great things MORC–IMBA has planned in the next year.



### Sandra Riha

My name is Sandra Riha; I am the secretary for the MORC–IMBA board. I have been riding for three years. My first trail I rode was the Minnesota River Bottoms. I like doing trail work and riding at Murphy; I consider it my home trail. I also do some trail work at Leb and Terrace Oaks. I like to ride at any trail I can. I like to ride with others and to hang back and show new riders the trails.



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Membership Type <input type="radio"/> New <input type="radio"/> Renewal		
If you were referred by a MORC member, please tell us their name:		
Select your Chapter of MORC (no selection defaults to At-Large):		
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<small>Release of Liability Agreement: Upon acceptance of my membership in Minnesota Off-Road Cyclists (MORC), and while participating in any group event sanctioned, sponsored or organized by MORC, I hereby, for myself, my heirs, assigns, successors and administrators, release, waive and discharge any and all claims for liability or damages resulting from death, personal injury or damage to any property which may occur, or which may later become accountable to me as a result, directly or indirectly of my participation in MORC events. I fully understand this release is intended to unconditionally release, in advance, MORC from any and all liability pursuant to or arising from my participation in organization events, EVEN WHEN SUCH LIABILITY ARISES OUT OF NEGLIGENCE OR CARELESSNESS ON THE PART OF MORC, its members officers, and representatives.</small>		<b>Send completed application and check payable to MORC to:</b> MORC Membership P O Box 19520 Minneapolis MN 55419-0520



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