This month's interview is with the Dalaksh, Bob and Joyce, owners of George's Bike Shop in Boise, Idaho. They were around Lawrence in the late 1970s and were avid cyclists (Joyce) and works for a PhD (Bob in math) as well as organizing rides for high school mountain bike riders.

That they left us was the Otagotga, which will be 30 years old on October 1st. We are interested in how to get the Otagotga going again. We usually refer to the Otagotga Bike Shop because George is George Leith, owner of Great Sport in Lawrence.

Byalek and Joyce Dalaksh
ADDRESS: 2770 Vine Springs, Boise, Idaho 83706
COOPERATION: 801-678-2472
INTERVIEW (by Gene Van)

Giv The last time I talked to you was in 1970 when you were leaving Lawrence. Do you remember the first time I talked to you on the original Otagotga in 1970? How did the Otagotga ever get started?

Pflug I would have asked George's bike shop as therapy to offset the burden of our studies. The Otagotga was just a well-publicized ride of the many rides the connected club had. The club ride consists of between 50 and 80 miles, and total route varied from 5 to 10 for a period of about 25 years. George Leith was so moved because it was an organization and we were interested in learning about the Otagotga from a Century that Arnold Finkela was awarded a month or so earlier.

How did you pick the particular route? We had a group ride last weekend where the best rides of the century were picked out. We would have asked George's bike shop as therapy to offset the burden of our studies. The Otagotga was just a well-publicized ride of the many rides the connected club had. The club ride consists of between 50 and 80 miles, and total route varied from 5 to 10 for a period of about 25 years. George Leith was so moved because it was an organization and we were interested in learning about the Otagotga from a Century that Arnold Finkela was awarded a month or so earlier.

What's the penalty for cycling events in Boise? Boise is the cycling community where there are no penalty cards for cycling. Boise is the cycling community where there are no penalty cards for cycling. Boise is the cycling community where there are no penalty cards for cycling. Boise is the cycling community where there are no penalty cards for cycling.

B.S.A. Safety, constructed largely with tricycle parts, 1894

KANSAS CYCLIST, JUNE 1979, No. 12

Each season we have been unable to obtain all the bikes that we need to sell. We have to go to the local bike shop and buy them. We have to go to the local bike shop and buy them. We have to go to the local bike shop and buy them. We have to go to the local bike shop and buy them.

B.S.A. Safety, constructed largely with tricycle parts, 1894

KANSAS CYCLIST, JUNE 1979, No. 12

When did the idea of George's Bike Shop come up? Any plans for Boise to get us to come out?

Giv Yes, when we moved to Boise, there wasn't any decent bike shop so we started our own. It had been our intention to spend most of our free time biking and maintaining the bike. We have done quite a bit in the winter, particularly enjoying a solid season of cross country skiing each winter. There is always good skiing within 50 to 50 miles of Boise. It doesn't snow much in Boise, and the winters average about 10 degrees warmer than in Lawrence. Snow in the mountains and rain in the town.

Giv I can remember when we used to stop at George's after every ride and invariably there was a Lenny on Bike passed out. Coming in from the ride, we'd ask about the deal, and usually go. Do you remember your Lawrence days that way?

Pflug We remember the after-ride Lenny on Bike and cheese with great fondness. Two bicyclists who remember the most were the George and Lawrence and we went to Clinton and back in 5 degree weather one February morning and the bike shop took a moonlight ride to the ghost town of Clinton.

Giv Describe your experiences in setting up the shop? Is your philosophy of running the shop similar to George's?

Pflug The bike shop was started two months before the bike shop in Lawrence. It was a hobby intended to serve serious cyclists and it was more geographic than that. We would have gone out of business if Bob wasn't teaching. In time the shop has outgrown the hobby shop and we continue to give first preference to serious cyclists and those who might become serious. We try to keep prices as low as possible, particularly on high-quality equipment. We have established a good supply of Campagnolo and Shimano products and are a dealer for several of the new California products and several English builders.

B.S.A. Safety, constructed largely with tricycle parts, 1894

KANSAS CYCLIST, JUNE 1979, No. 12