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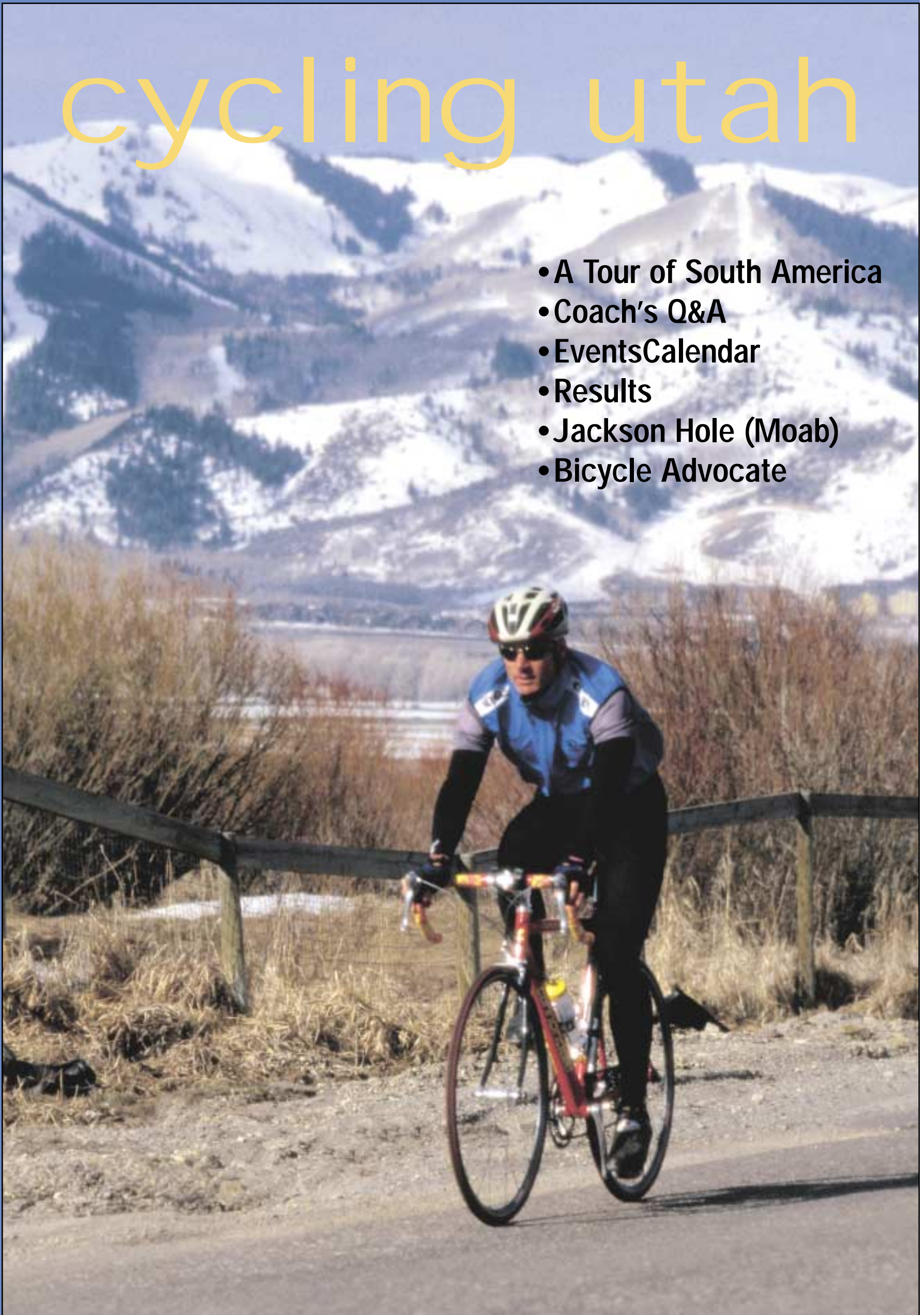
FREE

APRIL 2001

MOUNTAIN WEST CYCLING JOURNAL

cycling utah

- A Tour of South America
- Coach's Q&A
- EventsCalendar
- Results
- Jackson Hole (Moab)
- Bicycle Advocate



SPEAKING OF SPOKES

We want you to safely arrive home

By Dave Ward
Publisher

Sitting at the top of a short, gentle slope, I looked down to the intersection ahead. On the other side of the intersection the road rose gently, and there were no oncoming cars. The intersecting road sloped from left to right through the intersection. I could see at least a hundred yards in both directions, and again there were no cars in sight. The light was red, but I jumped on the pedals and blew through the intersection.

Later that day, I was leaving my Salt Lake office to go to a meeting. Our parking lot empties onto 700 East, a six lane, main thoroughfare with no shoulder that has heavy traffic all day long. As I turned onto 700 East and pulled up to the intersection, I saw a cyclist in the far right hand lane. When the light turned green, he clipped into his pedals and slipped into the traffic, staying as far to the right as possible. Still, car after car had to slow and wait for an opening in the left hand lane to get around him. Or, they squeezed between him and the traffic in the left hand lane.

I ask you, who was the more irresponsible cyclist? Legal niceties and rights aside, I maintain that I rode safely while my fellow cyclist was foolish. In my actions, I posed no danger to anyone. He, meanwhile, by riding on 700 East, risked his own life and limb, impeded heavy traffic, and was a font of frustration to numerous drivers in massive metallic machines.



Interestingly, that same day, as I was driving home, I pulled onto State Street, another six lane main thoroughfare serving the Salt Lake Valley. It was rush hour, and traffic was especially heavy heading south. As I turned onto State Street to go south myself, I saw another fellow cyclist, again in the far right hand lane, who appeared to be commuting home. Same situation, different street. I was amazed to see this particular cycling exhibition twice in the same day.

I take pride in being a safe cyclist. Having been hit by a car one too many times, and I have only been hit once, I remember well who emerged from that collision virtually unscathed while I was lucky to be alive. So, I keep a keen eye out for traffic and other riding hazards. I practice defensive riding.

Over the years I have ridden thousands of miles right here in traffic congested Salt Lake Valley. Except for a few fairly isolated instances, I have found motorists to be courteous and safe. Contrary to those who say otherwise, a cyclist can ride here in confidence and without fear of unreasonable risk.

As cyclists, we need to use good old common sense when

riding. What sense does it make to ride on 700 East or State Street given the above conditions? There are certainly no designated cycling lanes, and there are plenty of options. One can wind through the residential neighborhoods where traffic is lighter and slower and the riding more interesting. I have found by exploring once or twice that I can find a good route through most residential areas and subdivisions.

Or, if you are going to ride on busy streets, find those that have good shoulders. I usually do not avoid busy streets so long as there is a good shoulder where I can stay out of the way of traffic.

And if for some reason you must ride on such a street, you might want to get on the sidewalk. If there is none, then move into the center of your lane until you can get off the street altogether. The motorists will still honk and yell, but at least they have to wait till the adjoining lane is clear before going around. An upset motorist may still try to cut you close for a good scare, but you have room to move left as traffic starts to pass without hitting the gutter or curb.

Cover Photo:

Road Riding in Park City on Old Ranch Road
Photo by Angela Snyder
Rider: Loran White

While it is possible to avoid heavy, fast traffic, even in the now congested streets of Salt Lake, at those times when you find yourself in traffic, make the effort to allow traffic to flow around you smoothly. Be willing to make the extra effort to avoid impeding traffic. Both you and the motorists will be happier, and you will feel satisfied with your actions.

Despite the best efforts, accidents still happen. They are a part of life, and they can be tragic when they occur. I have been a victim with minor consequences, and I have good friends

whose injuries have been much more devastating. Anytime we rise in the morning and set about our activities, we expose ourselves to risk.

I do not get too anxious about strict obedience to traffic laws. I do get uptight when I observe cyclists failing to make good decisions as they ride. We cannot eliminate risk when we ride, but we can minimize our risk with a good shot of common sense. Be careful, and be wise when you ride. We want you to arrive home safe.

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BIKE ADVOCATE

Report from the National Bike Summit

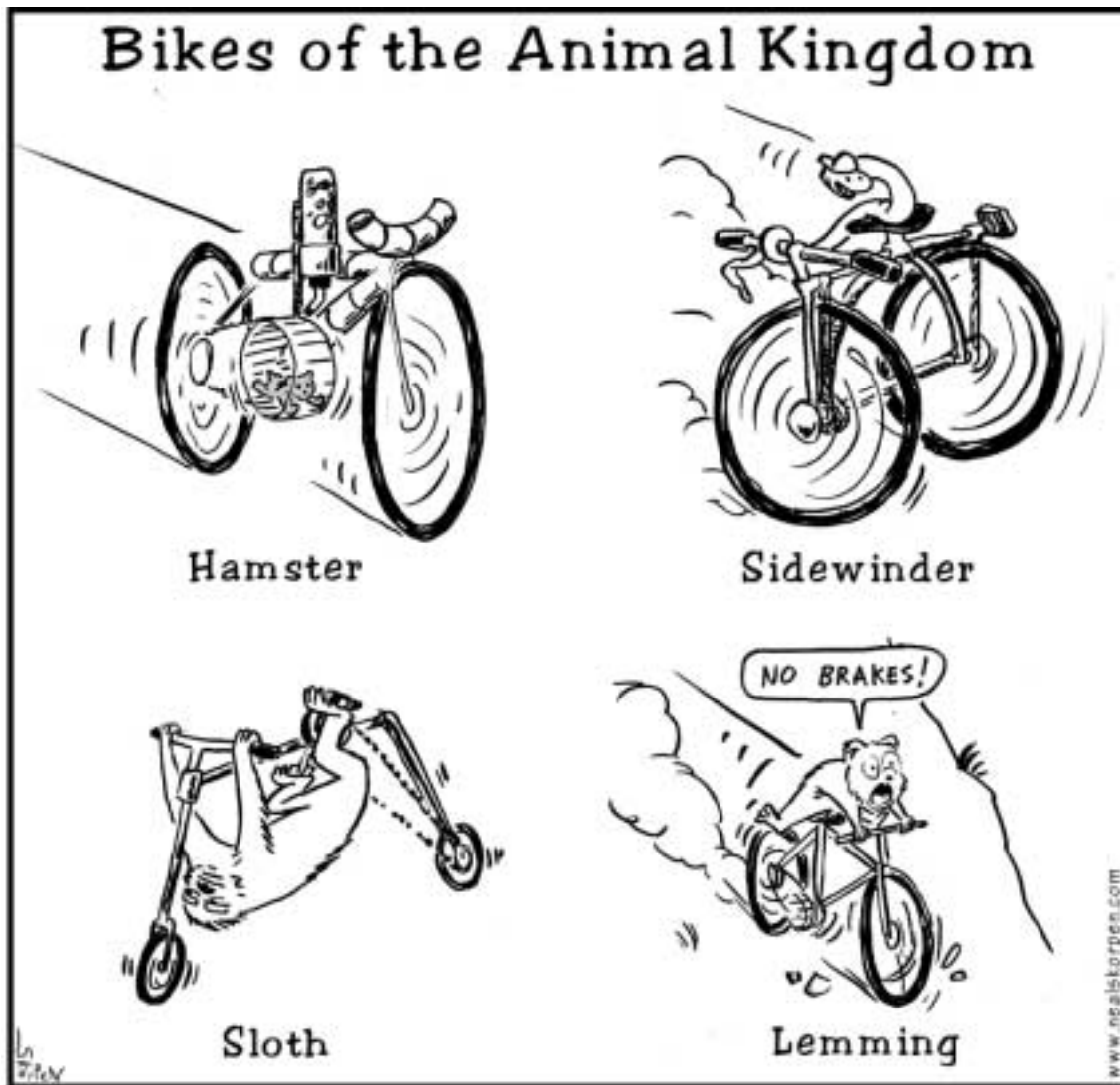
By Chris Quann

As I write this, I am on a plane returning from Washington D.C., where I attended the National Bike Summit. The Summit was a three-day conference and lobbying effort convened by the League of American Bicyclists (LAB). Like the Prologue of the Tour de France, the Summit was just a beginning – a taste of the future – where the cycling community moves from being perceived as a bunch of fringe lycra-clad pansies to being a political force to be reckoned with.

In last month's column, I wrote about how cyclists take the first step in bicycle advocacy when we wave at motorists. Waving shows respect and goodwill for motorists while improving cyclist visibility and asserting our rights to the road. Unfortunately, cyclist's rights to the road are far from assured. To guarantee these rights, we must take political action. Allow me to recap some history:

One hundred years ago, the League of American Wheelmen pushed for the creation of better roads for cycling. This eventually led to the nationwide system of (mostly) smooth roads we know today. Over time, however, many things changed. The League of American Wheelmen became the unisex League of American Bicyclists and the road system came to be dominated by motor vehicles. As America became enraptured with the need for speed, bicycling became marginalized by the nation's highway system, losing its status as a means of serious transportation. Now, highways are all about cars. Transportation engineers mostly ignore bicycles entirely or view

Bikes of the Animal Kingdom



them as a nuisance.

Prior to 1991, federal funding for bicycle facilities was practically non-existent. This began to change with the passage of the Intermodal Surface Transportation Efficiency Act, or ISTEA (pronounced Ice Tea), which set aside funds that could specifically be used for cycling-related transportation projects. In 1997, ISTEA

was reauthorized as the Transportation Equity Act of the 21st Century, or TEA-21, and the amount of money available for bicycle facilities, while still tiny in comparison to the overall highway budget, grew exponentially. In 2003, TEA-21 comes up for reauthorization. The new bill, known now as T-3, quite simply is the most important legislation concerning

cycling on the horizon. Important because it answers the critical question "where will the money come from?" for cycling infrastructure.

The timing of the Bike Summit was no accident. Congressman Earl Blumenauer of Oregon (who, with Congressman Jim Oberstar of Wisconsin are the best friends of cycling in Congress) used the occasion of the summit to introduce new legislation promoting cycling. The Bicycle Commuting Tax Credit, HR 1265, would add bicycling to the section of the tax code that allows employers to offer employees a \$65 a month tax benefit for the use of either transit or carpooling as a means of commuting. The bill thus serves to legitimize cycling as an alternate mode of transportation on par with bus and light rail. This potential \$780 per year of money in our pocket is a cause worth fighting for.

Also worth fighting for is the Land and Water Conservation Fund (LWCF), which uses offshore oil leasing revenues to support the creation of state and local park and recreation areas. LWCF grant funds may be used for state planning and for the acquisition and development of state and local recreation facilities. Recreation enhancement may be accomplished through the preservation of open space, estuaries, forests, wildlife and natural resource areas. In the 35

years since its creation, LWCF has been responsible for the acquisition of nearly seven million acres of parkland and open space. The program has funded more than 38,000 park and recreation projects providing countless opportunities for cyclists to enjoy the great outdoors.

continued on page 4



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Quinn Pratt
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COACH'S CORNER

Training Questions and Answers

By J.R. Smith

I am planning a long cycling tour of approximately 80-100 miles per day. What should I be eating and drinking during the ride portion? K.A. - Ogden

Preparation begins before the ride by eating enough calories (containing proteins, carbohydrates and fats based upon intensity and duration). The longer the event the more protein intake for endurance is needed. The more intense the event or portion of the ride the more carbohydrates are needed to replace muscle glycogen. Fats are also needed, as you ride at less than 70 % of max heart rate, the more fat you will use for energy. You should also pre hydrate by drinking an electro replacement glucose drink during the evening meal and prior to riding the next day. Electro replacement glucose drinks should contain a carbohydrate concentration of approximately 5-7%.

During the ride you should generally drink 12 oz. of an electro replacement glucose drink every hour and every third bottle should contain a mixture of a carb/protein drink. I also recommend eating 2-3 Clif Bars,

or similar nutrition bars, during your ride. Each of these bars contain approximately 220-260 calories. These are especially important if you are not going to stop for lunch. You should also carry 1-2 Clif shots or gels, for emergency nutrition, in case the terrain or conditions (wind, rain, etc.) make the trip longer or tougher than expected.

Remember that you must train with the products you are going to use on your ride prior to the event to make sure the concentration level, taste etc. is compatible with your body.

I noticed that when I was riding with my normal riding partner the other day my heart rate was 150 and hers was 120. I have just started wearing a heart rate monitor and didn't know if I should be working this hard or if I need to work harder to get more fit? M.S. - Salt Lake City

Generally speaking, if you are both approximately the same age, and I assume you have been riding together for awhile, and noticed that your heart rates are normally not this much different for the same effort, then you should probably take an

easy day or two riding before beginning any intensity. When your heart rate is higher than normal the general rule is to take a recovery period to gain performance increase. More intensity under these circumstances will generally result in decreased performance and possible illness. This is true whether you are a recreational rider or competitor. In fact most competitor's tend to ride too hard, too long and do not gain adequate recovery to maximize performance.

When I go on long rides I am experiencing pain in my neck, shoulders, and sometimes upper arms. What am I doing wrong? P.T.B. - Provo

The most logical reason for your discomfort is probably a poor bike fit. The saddle could be tilted down causing too much weight to shift to the arms and shoulders or an improper stem or top tube length which causes your upper body to be placed in a position placing undue strain on the upper body.

The solution - Get a proper bike fit by a professional bike fit expert. The nominal cost (approx \$30-\$50) will be more than offset by enjoyable, injury free riding.

Advocate

continued from page 3

So, armed with a legislative agenda and some basic training in lobbying techniques, bike advocates descended on a rainy Capitol Hill to meet with our elected representatives. We blanketed the town, doing with passion what six-figure corporate lobbyists do strictly for the money: attempt to influence public policy. I met personally with Congressman Jim Matheson and Senator Bob Bennett and asked them to support these cycling-friendly programs. Their response was encouraging.

The next day, we debriefed and the skies cleared just in time for one of the most empowering cycling events I have had the pleasure to be a part of: a Congressionally-

sponsored Critical Mass ride. Under the auspices of the Congressional Bike Caucus, Capitol Bike Police closed the roads as 100 bike activists paraded through downtown Washington. We ended the day with a photo opportunity on the steps of the Capitol and retired to a local bar for continued informal discussions.

Next month I will further describe the events of the Bike Summit. I will describe how to contact your Congressman and Senator to ask them for their support of cycling-friendly legislation. I will beg you to make your voice heard by the people who are in the position to help us: our elected officials.

And, hey, let's be careful out there. Chris Quann is the chair of the Salt Lake City Bicycle Advisory Committee and a Cat. 3 Racer.


Coach's Corner Question and Answer

We will alternate articles and training questions in *The Coach's Corner*. we will try to answer questions you may have about training, nutrition, etc. Please send your questions to consultjr@aol.com or fax to (801) 263-1010. The subject heading should be Cycling Utah Coaches Question. You must include your name and phone number in case a referral needs to be made to an appropriate professional.



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TRAIL OF THE MONTH

What? Are you nuts? Jackson Hole (Moab) Loop is a G.A.S.!

By Gregg Bromka

The Jackson Hole (Moab, UT) loop is a g.a.s.--gonzo, abusive, and sick--and comes with full-scale, chest-pounding bragging rights. Whoever first "biked" this improbable connector between Hurrah Pass and Amasa Back is a few fries short of a Happy Meal, and whoever selected it as the long-standing course of the Tour of Canyonlands Mountain Bike Race is downright twisted. Hallmarking this otherwise highly scenic ride is the infamous Jackson's Ladder--a quarter-mile-long, near-vertical portage carved into the side of a 400-foot cliff. You can't ride up that's for sure, and with your bike dangling from your shoulder the scramble is dubious. Half way up, you'll shake your head in wonderment--or despair. John Jackson forged the route and used it purposefully during the pioneer era to run horses to and from town and pastures on the Colorado River.

The ride to and from the hike-a-bike is pure Moab. From the outset you click away the miles on the smooth-sailing Kane Springs Canyon road to Hurrah Pass. Beyond the pass the route degrades to a rock- and sand-infested doubletrack, descends wildly, and winds through some of the most remote country bordering Moab. Then comes the portage. Ugh! The loop culminates with a thrilling descent off Amasa Back that is packed with countless ledgy slickrock stunts. As you straggling back to the trailhead, you'll concur that Jackson Hole is a g.a.s., but then again, that's what mountain biking in Moab is all about. Oh yeah, pro racers complete the loop in about 1 hour 35 minutes.

Nothing says you have to ride the whole loop. Out-and-back trips to Hurrah Pass or Amasa Back are rated moderate and moderately strenuous, respectively, and cater to a wide range of abilities.

Length: 23 mile-loop, clockwise.



Breathing a sigh of relief after scaling Jackson's Ladder

Photo by Gregg Bromka

Tread: 8 miles of light-duty dirt road; 13 miles of sand and rock doubletrack; 2 miles of broken slickrock doubletrack; and a quarter-mile, 400-foot portage. Three creek crossings will soak your toes.

Aerobic level: Strenuous, and that's just the on-bike part. The bike-on-back portage up Jackson's Ladder is silly by most standards and red-lines the difficulty meter. This ride champions the weight-saving benefits of titanium.

Technical difficulty: The ride to

Hurrah Pass is pretty tame, except for some sand, washboards, and three shallow creek crossings. The descent off the pass and then over to the portage is on variably rough and sandy. Jackson's Ladder is the mother of all portages and is categorically unridable. The descent off Amasa Back is riddled with slickrock and ledge drops.

Elevation change: Total gain is about 2,500 feet.

Notes on the trail: From the parking area on Kane Creek Road, you leave the Colorado River behind and pedal into the

sandstone corridor of Kane Springs Canyon. The Amasa Back Trail passes by in 1.2 miles--you'll return on it in a few hours, hopefully! After dropping down a steep hill and rounding a pair of rough switchbacks, you pass a moss-encrusted spring on the left and then cross Hunter Creek. Too bad this little oasis is at the beginning of the ride rather than at the end. Ahead, the road breaks from the canyon's firm embrace and enters the ever-widening valley. Tip your helmet to Happy Turk Rock after a gradual climb and cross Kane Springs Creek. The road then bends right, steepens, and deteriorates to sand and patchy pavement bedrock as it wavers up to Hurrah Pass. Hurrah Pass is decision-making central--press on or retreat?

Take in the view from the pass and then bomb down the other side on the rock-studded and slickrock-paved doubletrack. After a jackhammer straight-away the road dips into a gully and begins a short, gentle rise. Stop! Fork right into a dry wash enclosed by low sandstone ledges. Look for cairns, tire tracks, and an old wire fence marking the turnoff. (If you reach the Colorado River, you missed it by a long shot.) Slog through the sand for a few hundred yards, hop back in the saddle, and then slog some more.

With the maroon ledges at your side, the track swings right one-half mile from the turnoff and rises twice up ramp of pebbly gray limestone to a platform at the base of the wavering purplish cliffs. Then the road bends takes you down a speedy mile-long descent with rocks lashing at your tires. During the springtime race, this descent is littered with both ejected biker goods and with bikers frantically repairing snake-bit tubes.

As the descent mellows, the track enters a wash lined with low sandstone ledges. Look for an unobtrusive doubletrack forking sharp right. Take the sandy track counterclockwise around Jackson Hole for nearly 2 miles. Once upon a time, the Colorado

River flowed around the mesa centered in Jackson Hole. But this sand-filled meander loop, called a rincon, has long since been abandoned.

Now pinned between the butte on the left and Amasa Back on the right, fork right toward a pair of lone junipers that mark the gateway to the portage. Fashion a sling from a spare tube and start hoofing. As Igor would say in the movie *Young Frankenstein*, "It could be worse, it could be raining!"

In 20 minute's time, the deed is gone and you're back in the saddle. Connect with the Amasa Back Trail (doubletrack) and take it south and up a couple of cursed hills along the edge of Jackson Hole. As you curve around the top of Amasa Back, the La Sal Mountains loom large above Behind the Rocks. With legs weary and vision bleary from the portage, carefully descend the ledgy prospector's road off Amasa Back to Kane Springs Creek. Slog through the sand one last time and struggle up to the Kane Springs Canyon road, surrendering to the waterless cascade of rock near the junction. Fork left and relish a mile of easy pedaling to the parking area.

Finding the trail: From the intersection of Main and Center in Moab, travel south on Main .7 mile and turn right on Kane Creek Boulevard. Bend left .7 mile farther at the "dangerous intersection" sign where 500 West joins from the right. Continue 4 miles on Kane Creek Boulevard to where pavement turns to dirt and park at the pullout on the right near the BLM information board.

Excerpted from Mountain Biking Utah by Gregg Bromka (revised 2nd Edition, 1999)

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Book Review

Catfish and Mandala

A two-wheeled voyage through the landscape and memory of Viet Nam

By Lou Melini

Catfish and Mandala is subtitled as "A two-wheeled voyage through the landscape & memory of Vietnam." Two wheels equals bicycle to me and that was enough to entice me to buy this book. This is not a book about bicycling. You will not see the word Campagnolo or learn what tire size is most available in Vietnam. Rather this is a great piece of literature, and the author happened to use a bicycle to return to his native Vietnam. This is the type of "bicycle" book I enjoy. The bicycle in this book is simply a vehicle that the author used to tell his story.

Mr. Pham came to America as a 10 year-old boy, along with 3 brothers, one sister, his father and pregnant mother. He had relatives in the U.S. and left many in Vietnam. A few years prior to his arrival in the United States, Vietnam had become united under communist rule. His father, survived a re-education camp, took the family to America shortly after his release. The passage to America is an adventure that reads like a Grisham novel. He returned to Vietnam at age 30, after 20 years in the United States.

Throughout the book, Mr. Pham superbly jumps from his travels to tell you about his family and the changing dynamics that occurred after their arrival to America. Most immigrants to America did not have to endure the brutality that forced the Pham family to come to America, though many had valid hardships for leaving their homelands to look for a better life in the United States. As with all families, cultural traditions change with time and place. This is a book that sons and daughters of all immigrants can relate to.

"Bad day to go on a trip" flapping her Chinese calendar in my face. "Look mom, I don't believe in your Chinese calendar;" I told her delicately.

In reading this book, I got the sense that Mr. Pham

A cyclist draws up next to me. I see his silver hair and bow in greeting, then looking down, I nearly fall out of my seat. He has only one leg. "How far can you go on a bike?" I ask.

wanted to find his true cultural heritage, not the Americanized version. He returned to Vietnam with the honest intention of reuniting with his past. Instead he received as a "Viet-Kieu"- foreign Vietnamese- with the expectation that he has gifts for his relatives and money for everyone else. Mr. Pham suffers from diarrhea, like any other tourist who eats outside the more expensive tourist establishments. At the end of his travels, he leaves you without any opinions if he found what he was looking for, simply that he achieved his dream.

Within the book are a multitude of stereotypes, the expectations of his immigrant family on him as the eldest son, and the realities of being a part of a small group of lower income Asian "gooks". After making Phi Beta Kappa honors during his senior year in aerospace engineering Mr. Pham entered the workplace. His first supervisor placated him with compliments. *"I like you people, Orientals are good workers, great in math too."*

His father and mother try to hold the family traditions together, however they are resentful that their

Vietnamese-American relatives expect to be financially supported. His parents are also faced with the fact that their immediate family is, in the author's words, dysfunctional.

"Kay is the final hope of our dysfunctional Vietnamese-American family. Father always says to us to set a good example for your younger siblings. I abandoned my career in favor of a dream. Tien, an exceptional student, couldn't make up his mind about the trajectory of his career. Huy and Hien are gay and not one of us breathed a word of Chi's existence to Kay in all of these years. She never knew she had a runaway sister who more than anything wanted to be a man."

Though I stated that this is not truly a bike book, the bike junky will find enough cycling related references to stay entertained. Apparently negotiating a trip through Vietnam is not an easy ride as Mr. Pham tells his story. The reader has to remember that this is an adventure, not a catered weekend bike tour.

A cyclist draws up next to me. I see his silver hair and bow in greeting, then looking down, I nearly fall out of my seat. He has only one leg. "How far can you go on a bike?" I ask. "Once I biked all the way to Ky Anh and back, 20 kilometers each way. But usually I only ride to the market, that's 12 kilometers round trip" "Come with me nephew. I'll put you up for the night". Over 2 months in Vietnam, it's the first time someone's invited me home without his hands out. I accept the old man's generosity, bowing deeply.

Andrew Pham's Catfish and Mandala is an excellent book to be enjoyed by anyone who likes to read. There are not any secret cycling words that will force you to call a friend. This would be an especially good book to read prior to a bike tour of Vietnam.

Catfish and Mandala
By Andrew X. Pham; 1999
Published by Farrar, Straus & Giroux

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LEGISLATIVE WATCH

Utah Bike Laws Updated - Mandatory Sidepath Law Eliminated

By Bob Bayn

Utah bike laws were changed in the legislature this winter. Since 1944 the Uniform Vehicle Code, a national guideline, had a provision known as the "mandatory sidepath law" which required cyclists to use any designated sidepath rather than the adjacent roadway. Experience with that rule proved it to be unsafe and it was removed from the UVC in 1976 and most states eventually followed suit. The evidence presented to the Utah Legislature in support of the repeal of the sidepath law included:

- The 1999 edition of AASHTO's Guide for the Development of Bicycle Facilities lists nine safety problems associated with sidepaths and concludes "shared use paths should not be considered a substitute for street improvements

even when the path is located adjacent to the highway..."

- Wachtel and Lewiston reported in 1994 on analysis of police reports of bicycle accidents as compared to bicycle traffic levels and demographics, which they recorded, on the same roadways. Their safety recommendation was to "encourage bicyclists to travel on the roadway rather than on an adjacent ... sidepath."

- Paul Schimek (1996) told an International Congress of planners that "a bicycle path immediately adjacent to a roadway but separated from it ("sidepath") is increasingly recognized as a dangerous type of facility."

Local governments still have the right to regulate bicycles. They may still require use of a sidepath if they erect mandatory signs at the sidepath. We hope to convince local governments, their planners and engineers that it is a bad idea, for the same rea-

sons that the legislature repealed the statewide law. While the book was open to the bike laws, some other changes were made as well:

- Cyclists may now signal right turns in the intuitive way with the right arm, instead of using the bent-left-arm-out-the-car-window signal. The special requirement for cyclists to signal the last 100 feet before a turn has been removed in favor of the general requirement of all vehicle operators to signal for the last 3 seconds before a turn.

- Some lane positioning details were changed. Cyclists are now clearly permitted to avoid right-turn-only lanes when going straight through an intersection.

- Cyclists are now specifically required to ride "in the direction of traffic" whenever on the roadway or shoulder.

- A red steady or blinking taillight is now permitted as an

alternative to a rear reflector. Previously the taillight was permitted in addition to the reflector and the taillight was not allowed to blink. Additional wording was clarified and "cleaned up."

Whatever else may be less than perfect for cycling in Utah, our legal rights are firmly in place and well supported by our legislators.


See the bill text at: <http://www.le.state.ut.us/~2001/bills/hbillenr/HB0015.htm> and the rest of the Utah Vehicle Code at: http://www.le.state.ut.us/~code/TITLE41/41_04.htm.

Bob Bayn is the chair of the Cache MPO Ped/Bike Advisory Committee and a League of American Bicyclists Cycling Instructor

Riding Safety Threatened on Hwy 89

Brigham City cyclist Ken Lawton reports that the shoulders on SR89 between Ogden and Brigham City have been eliminated leaving cyclists with little margin of safety. Since the only alternative route is the freeway, Lawton urges cyclists to voice their concerns to the new UDOT Bike/Ped Coordinator Sandy Weinrauch. She can be reached at (801) 965-3897 or at sweinrauch@dot.state.ut.us.


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Rocky Mountain Cycling Club

UTA RIDESHARE


Saturday May 12, 2001



Downtown Criterium

Coming May 12 the return of the Rocky Mountain Cycling Club Downtown Criterium. This year's course is around the Utah State Capital.


- UCA point series
- USCF permit pending
- Closed course
- Raffle



Rocky Mountain Cycling Club

6017 Liberty Oaks Cove #2
Murray Utah, 84107

Phone: 801-313-1239
Email: rhodes-mcc@home.com



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Route 211

Jumping Dirt Piles and Plastic Buckets

By Greg Overton

I've always been interested in how riders that I meet became interested in bikes and riding. I mean why, given that riding is so enjoyable, do some people become immersed in it, and others are content to ride around the block once or twice a month. During the years I spent inside bike shops at the cost of riding time- I was at the point of contact for many first time bike buyers, or those who were rediscovering cycling, and I would usually ask them what brought them to the bike. Most of the answers had to do with childhood, and that first bike for Christmas or a birthday. And how much fun they had riding bikes back then.

I was reminded of this recently while standing beside my car at the local gas station, waiting for my car's tank to get its fill of the juice. And taking my mind away from wondering how the odd smelling petroleum vapors that seemed to find me no matter where I stood were affecting my nervous system, was a group of kids riding their bikes in the lot behind the station. I instantly saw a mental snapshot of myself riding as a kid. Not riding for fitness, or heart rate training, or because someone was paying me to do so, or even to get anywhere. Just riding to be on the bike. Sometimes flying through the woods near our home, and sometimes just to get to the neighbor's yard where that day's community sporting event was scheduled.

I watched these kids behind the gas station for a few minutes, and saw how much fun it can be to ride your bike all day and



never leave a 100 foot by 100 foot piece of ground. This lot was undoubtedly part of a pasture or orchard not long ago, and was probably ridden upon by an earlier generation of kids then. Now it is temporarily a vacant lot with piles of dirt ready for building that convenience store or fast food restaurant we've all been missing. But for now those kids didn't care, they were extracting every ounce of fun out of that piece of ugly ground, and having a great time.

Now this was a group of six or seven kids maybe eight to twelve years old; you know, when you're indestructible. And they would occasionally try to prove their indestructibility by trying something on the bike that would make them a hero for a minute or two. But most of all, they were riding up and down large dirt piles, and jumping the small ones, sliding the rear wheel to see who could slide the furthest, and practice practice practice "popping" a wheelie. All the while, they were laughing, joking and exchanging high fives.

I thought to myself how all this fun was happening with basic bikes, tennis shoes, no spe-

cial shorts or gloves, and rarely a helmet. Did they crash? Yes. Did they get scrapes and bumps? Yes. Were they having a blast? Oh yeah! Did they know that there are shoes, shin guards, elbow and knee protectors, padded gloves, chest protectors, helmets, and sunglasses for what they were doing? I don't think they cared. The issues at hand were riding, and having fun.

I don't think they cared what their heart rate was or whether this was a climbing day or an interval day. Didn't seem to mind if one person's bike was lighter than another, or if their wheels were aerodynamic. Who's got time for that stuff? Did you see Tommy almost pop a wheelie?! "What a life", I thought, "I wonder if they have an extra tube, or tire levers even. Where are their helmets and pads? And I wonder if their bikes are up to the task for what they're doing?" It was then that I caught myself taking the fun out of it. They were there, riding their bikes and that's all that mattered to them. Those kids were just having fun.

After filling my tank so I could join the real fun on the freeway, I pulled to the side and watched the kids a bit longer. I was hardly surprised by what I saw now. They were trying to jump their bikes over a white plastic bucket conveniently left by workers, apparently for the kids' amusement. Do you remember how it felt the first time you successfully got both wheels off the ground, and everything slowed down for a moment so your mind could comprehend just enough to make your self preservation mecha-

nisms begin? I remembered it as I watched them try, one after another, to make this three square-foot act of gravity defiance. I smiled to myself, and they laughed at and with each other, giving high fives when they were earned. And it was obvious that earning a high five could be done by clearing the bucket, or crashing miserably. Didn't matter as long as you tried. I wanted to trade places with them right there.

I drove away and left them there to their fun and challenges of jumping dirt piles and plastic buckets, and trying to ride wheelies. I wondered how long they would spend there, riding on that same bare spot of dirt. Then I tried to remember when

riding like that - just for the pure fun of riding and no other reason- was the only reason I rode a bike. For several years it was to get faster so some team, that better team, would notice my riding. Then it was to maintain a level of ability, then try to be faster still. Now, many years later, it is to shed the cargo around the waste that adheres to the body as riding diminishes.

I made a deal with myself that riding will be done for fun, and all the by products of that - fitness, speed, distances covered - will be welcomed, but the reason to ride must be for the pure fun of it. I removed the computer from my bike, and made no plans to track the paltry mileage I may do this season, and began thinking of places I would like to ride instead. I think I've even got one of those plastic buckets around here somewhere.

**The break makes an escape at the RMR Crit**

Photo by Chuck Collins

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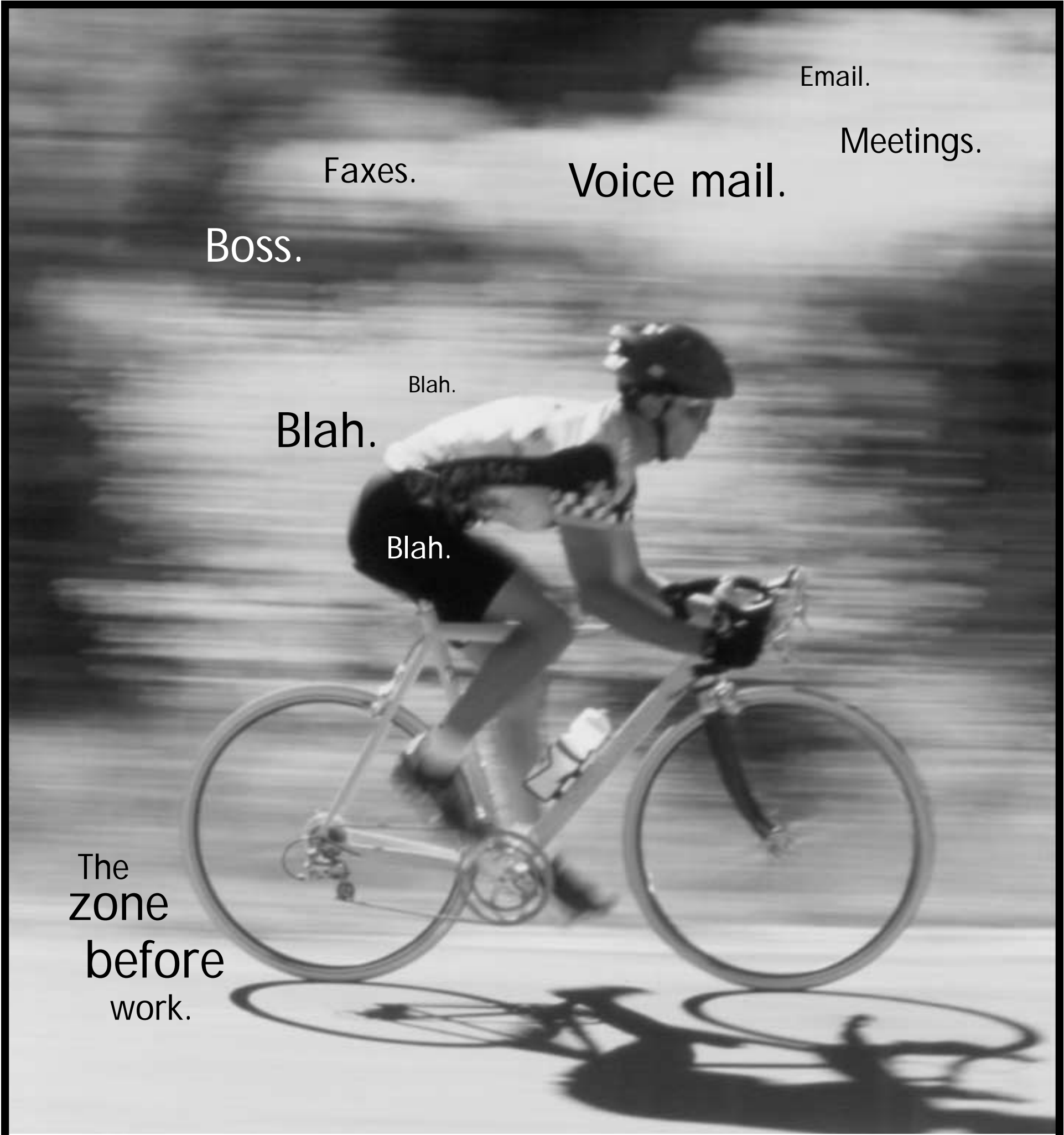
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1:00 p.m. to 6:00 p.m.
FREE Admission



UTA RIDESHARE

Rocky Mountain Cycling Club Rhodes Downtown Criterium

Entry Fee: \$25
Criterium: 1:00 p.m. to 8:30 p.m.



A UCA Event

SATURDAY, MAY 12 UTAH STATE CAPITOL

Photo Corner

Bicycle Art!



Ancient Wall with Bicycle - Taken in Italy by University of Utah Art Professor Joe Marotta.

Courtesy of the Phillips Gallery, 444 E. 200 S., Salt Lake City.



Rocky Mountain Raceway Heaven

Photo by Chuck Collins





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March 3	The Desert Rampage, St. George, UT
March 31	Bike Fest 2001, St. George, UT
May 5	Aardvark Showdown at Five Mile Pass, Lehi, UT
June 9	Pedalfest XC, Deer Valley, UT
June 16	Utah Summer Games XC Race, Cedar City, UT
June 23	The 14th Annual Mountain Bout, Snowbird, UT
July 7	Brian Header, Brian Head, UT
July 14	Chris Allaire Memorial, Solitude, UT
July 21	Canyon Bicycle's Draper Dash, Draper, UT
July 28	Pedal Powder, Ogden, Utah
August 11	Taming the Tetons, Jackson Hole Mtn. Resort, WY
August 18	Wolverine Ridge XC Race, Evanston, WY

All races are Cross Country Events, No License Required!



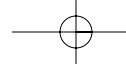
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Mountain Bike Racing

Desert Rampage!



Photo by Jennifer Shoemaker



Rampage Action

Photo by Jennifer Shoemaker



Sebastian Blanco leads Paul Clark and Evan in the Expert 16-18 class

Photo by Barb Clark

Red Rock Desert Rampage Results on Page 18

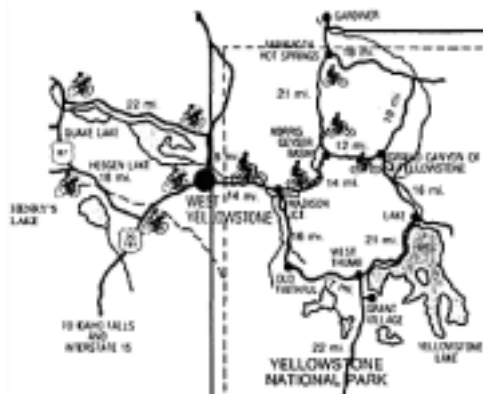
West Yellowstone Spring Cycle Tour

Fourth Annual Lakeside Ride May 12, 2001

- This 65-mile tour (30-mile option) will start in West Yellowstone, MT then take you around Henry's, Quake and Hebgen Lakes.
- A family event with fun stops, turnaround points, snack breaks and sag wagons.
- From start to finish this is one you won't want to miss
- Dinner, Raffles, Prizes, Music and T-shirts

Spring Cycle Tour Sponsors

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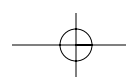
Bike Yellowstone Before the Traffic Hits April 1-19, 2001

- No Entrance Fee!
- Yellowstone Park opens to motorized traffic on April 21.
- Cycling, Roller Blading and Hiking.
(Bring all-weather gear)
- Off-season room rates for family fun, day and night.
- Come for a week, or a weekend to remember.

Spring Cycle Tour Sponsors

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For more information call: West Yellowstone Chamber of Commerce
406-646-7701 or e-mail: wyc@wyellowstone.com
web site is at www.wyellowstone.com/cycletour



Bike Shorts

Volunteers Needed for Century Ride

It's time to kick off another great season of cycling and the spring classic, Cycle Salt Lake Century, is a wonderful way to do it. This years ride is on May 19 and will take in much of the traditional route from Salt Lake City to Antelope Island and back.

Volunteers at all levels of involvement are needed to help with the ride. Those that help with day-of registration can still ride the century. Those that are not going to ride can help at the Fairgrounds or be staff the Syracuse or McDonald's rest stops. Being on the "other side of the fence" is good fun and a chance to interact with a few hundred of your fellow riders. There are also many other pre-event positions available and help is always needed and welcome. If you would like to be a part of the Cycle Salt Lake Century, contact Jon R. Smith (801) 328-3332 or at jonrsmith@mac.com

Tour of Canyonlands

The eleventh annual Tour of Canyonlands mountain bike race will take place April 21-22. The event will be kicked off Friday night with a party at the Moab Cyclery, featuring a Circ De Sole style fire show.

For the second year the Tour of Canyonlands will kick off the Mountain States Cup regional championship series. This event will bring the finest racers from the Rocky Mountain region to compete in two days of racing.

This event is sanctioned by the National Off-Road Bicycle Association. It will consist of

two events. Saturday will feature the Moab Rim Downhill. This event annually draws such names as Jon Tomac and Missy Giove. Sunday's event is the Jackson's Hole Cross Country. Dave Weins will defend his title on this epic course highlighted by a climb of a 150ft vertical rock wall mid race. For additional information please contact Eric Jean at (303) 432-1519

Yellowstone Spring Cycling Tour 2001

Yellowstone's Spring Cycling Tour kicks off this year on April 1. The Park will be free and open to cyclists but not cars until April 19. The Spring Cycling Tour culminates with the fourth annual Lakeside Ride on May 12. This 65 mile ride will begin in West Yellowstone, Montana and will take cyclists past scenic Hebgen Lake and into the Madison River Earthquake lake area. There will be breaks for photo op's, refreshments and a stop at the Earthquake Visitor Center for Ranger explanations of the 1959 earthquake. Then it is on over Reynolds Pass and into Idaho, past Henry's Lake with views of the Tetons in the distance. The ride returns to Montana over a gentle climb and downhill into West Yellowstone. Sag Wagons will be provided with various recommended turn around points for those who want a more leisurely tour. Remember to bring your all weather gear. This is a great opportunity to explore the beauty of Yellowstone in the springtime.

For more information, call the West Yellowstone Chamber of Commerce at (406) 646-7701.

IMBA Trailbuilding School comes to St. George, Kamas, and Jackson

Want to learn how to build sweet trails that will weather heavy use, water and the test of time? Three trailbuilding schools will hit the Intermountain area this spring. First up is St. George from April 20-23. Next is Kamas from June 8-11 and Jackson, WY from June 15-18. Each school combines classroom training, on-trail assessment and trailwork to prepare volunteers to become skilled trail workers and basic crew leaders.

Topics covered include designing sustainable trails, controlling water flow, building effective trail structures, and

routine trail maintenance. Tool safety and usage are addressed and helpful tips are provided on organizing productive volunteer trail days.

The St. George school starts on Friday, April 20 at 10 a.m. with a trailbuilding session at the Hurricane Canal Trailhead, one-half mile up Highway 59. Saturday's session covers trail planning and design and meets at 9 a.m. at the Hurricane Heritage Museum. Sunday will feature maintenance and monitoring and will meet at 9:30 a.m. at the Gooseberry Trailhead. For more information, contact

Cimarron Chacon at cimarron_chacon@blm.gov or (435) 688-3265.

For information on the Kamas school, contact Mead Hargis (USFS) (435) 783-4338, mhargis@fs.fed.us or John Knudsen (UT State Trails) at (801) 538-7344. Most schools are taught by IMBA's award-winning Subaru/IMBA Trail Care Crew. Tuition is minimal or free of charge. Check the IMBA website for detailed information on the other schools and to learn how you can get involved (www.imba.com/tcc).

Bird Festival Fun Ride

The third annual Great Salt Lake Bird Festival Fun Run/Walk/Ride will be held at Antelope Island State Park, Saturday, May 12, 2001. The Run/Walk is four miles around the Bridger Bay Loop and the Bike Ride is eleven miles on the Eastside road and Mountain View Trail. Celebrate the flight of our migratory, feathered friends as they journey from Canada to Mexico and South America and help "Link" our international communities.

There will be birding, bird demonstrations, and field trips throughout the day. All proceeds will go the "Linking Communities" environmental education programs in Mexico, Canada and USA. After the Fun Run/Walk/Ride, come to the Davis County FairPark for lunch, tours, workshops, booths, entertainment, artists, and dinner featuring keynote speaker Terry Tempest Williams. For more information and registration forms call (801) 451-3286 or E-mail tour@co.davis.ut.us or visit www.greatsaltlakebirdfest.com.

New Moon Media Cycling Team Schedules Spring Criterium

Salt Lake City, April 2, 2001 - New Moon Media Cycling Team has announced it has settled on a date and location for its 2001 Spring Criterium. The New Moon Spring Criterium will be held on Sunday, May 13. The location for the event is the Metro Park Business Complex,

located on 2200 S just east of Redwood Rd. and just south of Highway 201 (2100 South). This is a UCA Point Series event.

The course is described as a 1.0 mile course with one long bending turn and 3 90 degree turns. Lots of room and great pavement. Plus many great spectator viewpoints. Cash and prizes will be awarded. For more information on times, entry fees and directions, visit www.utahpremier

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Utah's Best Dam
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June 23-24



call 1-800-527-8116 to register

Yellowstone Spring Cycle Tour 2001

Lakeside Ride
(A 65-mile Scenic Loop)
May 12, 2001

Bike Yellowstone
(Without any public cars
and no entrance fees)
April 1-19, 2001

Enjoy Spring Cycling in Yellowstone Country!
Call Today to Reserve Your Cycling Adventure!

Join us for a fun-filled cycling weekend May 12-13 in West Yellowstone, MT. Saturday, May 12, 2001 is the 4th Annual Lakeside Ride - There will be prizes, snacks, a cyclists banquet and entertainment. Relax on Sunday with a casual ride into Old Faithful. We're offering a fantastic cycling package. For more information visit our websites!



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8th Annual Road Race



May 6th, 2001
Start Time 11 am at East Canyon Resorts. Turn around at Lost Creek Reservoir, and back to East Canyon Resorts, 60 mile ride.

Entry Fee \$20
After May 1st \$25
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Road in disrepair in several locations

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The Return of the Lava Rama Mt Bike Race

Saturday
May, 12, 2001
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New, FUN Loop that starts & finishes in town.
Pro/Experts - 2 laps/20 miles
Sports - 2 laps/15 miles
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No licenses required! \$20 Fee
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Killer, custom medals
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Bike Bonanza and Governor's Proclamation will Highlight Bike Month

Salt Lake City—All local youth are invited to enjoy free food and bike gear at the Utah State Capitol on Saturday, May 12, from 1-6 p.m. Utah Transit Authority Rideshare (UTA) is hosting the annual Bike Bonanza to emphasize biking safety and to encourage cycling as alternative transportation.

In preparation for the Bike Bonanza, Governor Mike Leavitt is signing a proclamation that designates May as "Bike Month," on April 26, 2001. The proclamation will encourage Utah residents to participate in individual and family cycling events, to enjoy Utah's fine cycling terrain, and to conserve energy and the environment by biking to work one day during Bike Month.

Those who come to the Bike Bonanza will be treated to free food; the opportunity to purchase bike helmets at a low-cost; bike tune-ups; a youth bike rodeo sponsored by State Farm Insurance; and information on area bike trails. Other attractions include bike licensing, bikes on buses demonstrations, and valuable giveaways.

The Rhodes Downtown Criterium Bike Race will be held in conjunction with the Bike Bonanza. Top cyclists will race around the Capitol in quali-

fyng heats. The race begins at 1 p.m., with the final qualifying race at 8:30 p.m.

The Bike Bonanza is sponsored by various local businesses in the biking and food industry.

Salt Lake City Mayor Rocky Anderson will also be joining in the Bike Month activities, as he participates with area biking enthusiasts in the Mayor's "Bike to Work Day." On Tuesday, May 15 at 7:30 a.m., participants will leave Liberty Park and ride to the Salt Lake City and County Building. On arrival, participants will be treated to a continental breakfast and will be eligible for prizes.

Bike Month continues on May 19th with one of the oldest rides in the state, the Cycle Salt Lake Century. This 100 mile jaunt from the State Fairpark to Antelope Island and back is a favorite of hundreds of riders.

"UTA is excited to host the Bike Bonanza again this year," said Andy Gallegos, UTA Rideshare manager. "We are expecting 1,000 people at the event this year."

2001 marks the sixth year of the Bike Bonanza. For more information on the event or other traffic-reducing measures, call UTA Rideshare at 262-5626.

CYCLESALT LAKE CENTURY

MAY 19, 2001

START TIME: 7:30 AM @ STATE FAIRPARK, 300 N. 1100 W.
 THREE RIDE LENGTHS: 30 MILES, 70 MILES, 100 MILES
 FOR MORE INFO, AND ONLINE REGISTRATION FORMS GO TO
www.bbtc.net OR CALL 801.328.3332

Centerville

Great Salt Lake Bird Festival presents

2001 Fun Run/Walk/Ride

at
Antelope Island

May 12 - check-in 6:30 - 7:20 a.m.

Contact Davis County Tourism 801-451-3286
www.greatsaltlakebirdfest.com

cycling utah

CALENDAR OF EVENTS



Bicycle Motocross

Harbor Bay BMX — (801) 253-3065.

Rad Canyon BMX — (801) 964-6502.



Cycling Events

General Info

Mayor's Bicycle Advisory Committee (MBAC) meeting. Second Wednesday every month 5 p.m. at the Salt Lake City/County Bldg, 451 S. State, Room 326. (801) 535-7738 or (801) 486-9002.

Volunteer to help build the Bonneville Shoreline Trail (801) 485-6975 or visit www.bonneville-trail.org.

Events

Critical Mass — Last Friday of every month, 5:30 pm, meet at the top of president's circle on the U of U campus (just east of Univ. st @ 200 so.), for more info, if you have a bike to lend, etc.: email sccritical-mass@yahoo.com

April 20-23 — IMBA Trail Building School, hands-on trail building workshop, St. George, UT, cimarron_chacon@blm.gov, (435) 688-3265

April 26 — Governor's Proclamation designating May as Bike Month, State Capitol Building, (801) 262-5626

May 4-5 — GOTS, Bike and Outdoor Toy Swap, Wild Rose, 702 3rd Ave, (801) 533-8671

May 12 — Idaho Cycling Enthusiasts/ISU Outdoor Program Bike and Outdoor Equipment Swap, Idaho State Univ. campus, Pocatello, ID, (208) 282-2503

May 12 — UTA Rideshare Bike Bonanza, part of Cycle Salt Lake, Utah State Capitol Grounds, 1-6 p.m., Cycling Festival to encourage alternative transportation, (801) 262-5626

May 14,21 — Women's Basic Cycling Clinics, maintenance, fitness, bike handling, SLC, (801) 944-2456 or (801) 355-4376

May 15 — Cycle Salt Lake Bike to Work Day, ride with SLC Mayor Rocky Anderson, 7:30 a.m., N.E. Corner of Liberty Park to the City/County Building, free breakfast, (801) 535-7738

June 2 — National Trails Day

June 8-11 — IMBA Trail Building School, hands-on trail building workshop, Kamas, UT, mhargis@fs.fed.us, (435) 783-4338

July ? — Boise Bike Festival, booths, safety displays, raffles, and vendors for all to enjoy

Calendar of Events
is sponsored by



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Layton • Ogden
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Mountain Bike Racing

General Info

Intermountain Cup information (Utah) (801) 942-3498.

Wild Rockies Unplugged Series information (Idaho), (208) 342-3910.

USA Cycling, Mountain Region, (UT,AZ,NM,CO,WY,SD, Rogene Killen, (970) 587-4447.

Utah Races

April 4,11,18,25 — Canyon Park Mountain Bike Series, Provo Canyon, (801) 322-3788

April 21-22 — Tour of Canyonlands, Moab, UT, (303) 432-1519

May 2,9,16,23,30 — Canyon Park Mountain Bike Series, Provo Canyon, (801) 322-3788

May 5 — Aardvark's Showdown at Five Mile Pass, Intermountain Cup #3, Lehi, UT, XC - Ed Chauner, 801-942-3498

May 26-27 — Bordertown Challenge, Wild Rockies Series#3, Oasis, NV, (208) 342-3910

June 2 — Buffalo Challenge, mountain bike race or biathlon, Antelope Island, 801-626-7967

June 6,13,20,27 — Canyon Park Mountain Bike Series, Provo Canyon, (801) 322-3788

June 9 — Spin Cycle Pedalfest XC, Intermountain Cup #4, Deer Valley, UT - Ed Chauner, 801-942-3498

June 16 — Utah Summer Games, Intermountain Cup #4.5, Cedar City, (435)865-8421, (800)FOR-UTAH, (435) 586-2770

June 23 — Snowbird Mountain Bout, Intermountain Cup #5 14th Annual, Snowbird, (801)942-3498

June 28 - July 1 — NORBA National Championships Series Race #3, Deer Valley, Utah, 909-866-4565

July 4,11,18,25 — Canyon Park Mountain Bike Series, Provo Canyon, (801) 322-3788

July 7 — Brian Header, Intermountain Cup #6, Brian

Head, UT, XC and DH - Clark Krause, (435) 586-2770

July 8 — Brianhead Epic 100, qualifier for the 2001 World Solo Championships, Brian Head, (909) 866-4565

July 8 — Canyon to Canyon Pedal Cup, East Canyon Resort, (801)583-6281

July 14 — Chris Allaire Memorial, Intermountain Cup #7, Solitude, UT, XC - Ed Chauner, 801-942-3498

July 21 — Canyon Bicycles' Draper Dash, Intermountain Cup #8, Draper, UT, XC - Ed Chauner, 801-942-3498

July 28 — Pedal Powder, Intermountain Cup #9, Powder Mountain, (801) 479-5015

July 14 — Blue Mountain Bike Chase, 25 mile race, Monticello City Recreation, Monticello, UT, (435) 587-2029

August 1,8,15,22,29 — Canyon Park Mountain Bike Series, Provo Canyon, (801) 322-3788

August 18 — Wolverine Ridge XC Race, Intermountain Cup #11, Evanston, WY - Paul Knopf, 307-783-6470

August 25 — 8 or 4 Hours of Ogden, Powder Mountain, 801-479-5015

August 26 — Widowmaker Hill Climb 10 AM, Snowbird Resort, (801)583-6281

September ? — Deer Valley Rally, Utah State Mountain Bike Championships, Deer Valley, (801) 375-3231

October 15-17 — Huntsman World Senior Games. Must be 50 years or older. Four events: hill climb, time trial, criterium and road race. 800-562-1268 or hwsq@infowest.com

October 13 — 24 Hours of Moab, (304) 259-5533

October ? — Moab Rim Downhill, (801) 375-3231

Regional Races

April 22 — Barking Spider, Wild Rockies Series #1, Nampa, ID, (208) 342-3910

April 28 — The Vegetarian MTB Race, Spirit of the Rockies Mountain Bike Race Series #1, Fruita, CO, (970) 858-7220

May 12 — Lava Rama, Wild Rockies Series #2, Lava Hot Springs, ID (208) 342-3910

May 26-27 — Bordertown Challenge, Wild Rockies Series#3, Oasis, NV, (208) 342-3910

May 26-28 — Iron Horse Bicycle Classic, Road and Mountain Events, Durango, CO, (970)259-4621

June 2 — Revenge of the Singletrack, Wild Rockies Series #4, Twin Falls, ID, (208) 342-3910

June 16-17 — Idaho City Excellent Adventure, Wild Rockies Series #5, Idaho City, ID, (208) 342-3910

July 7 — Galena Grinder, Wild

Rockies Series #6, Sun Valley, ID, (208) 342-3910

July 14-15 — Bogus Bomber, Wild Rockies Series #7, Boise, ID, (208) 342-3910

August 4 — White Knob Challenge, Wild Rockies Series #8, Mackay, ID, (208) 342-3910

August 11 — Taming the Tetons, Intermountain Cup #10, Jackson Hole Mtn. Resort, WY, XC - Ed Chauner, (801) 942-3498

August 18-19 — Pomerelle Peaks, Wild Rockies Series #9, Albion, ID, (208) 342-3910

September 1-2 — Brundage Bike Festival, Wild Rockies Series #10, McCall, ID, (208) 342-3910

Mountain Bike Tours and Festivals



April 14 — Antelope Island Buffalo Bike Tour, (801) 272-1302 after

5 p.m.

April 26-29 — Fruita Fat Tire Festival, Fruita, CO, (800)873-3068

May 18-20 — San Rafael Swell Mountain Bike Festival, 14th Annual, Emery County, 435-381-5620

October 17-21 — Canyonlands Fat Tire Festival. Group rides, bicycle DemoExpo, fun competitions, evening entertainment. Moab City Park. (801) 375-3231

Road Racing



General Info

Utah Road Racing - USCF, Utah Cycling Association - Dirk Cowley, (801) 944-8488

USA Cycling, Mountain Region Road Racing (UT,AZ,NM,CO, WY,SD), Rogene Killen, (970) 587-4447.

Weekend Group Rides — Saturday and Sunday, 10 am meet at 9th and 9th in Salt Lake City.

Utah Road Races

April 3,10,17,24 — RMR Crit Series, Salt Lake, (801) 944-8488

April 4,11,18,25 — DMV Crit Series, Every Wednesday, Salt Lake, (801) 944-8488

April 5,19 — Salt Air TT Series, Every other Thurs, (801) 944-8488

April 7 — Antelope Isle RR, (801) 392-4019

April 14,28 — Women's Road Racing Cycling Clinics, racing skills and tactics, SLC, (801) 944-2456 or (801) 355-4376

April 21 — Earth Day Pedal Cup, 10:00 AM, City Creek Canyon, (801)583-6281

April 21-22 — 11th Annual Chums Classic, 3 stages, 2 days, Hurricane, UT, (801) 392-4019

April 29 — Up and Over Time Trial, 10 miles of fun!, (801) 278-6820

May 1,8,15,22,29 — RMR Crit Series, Salt Lake, 944-8488

The Mayor's Bicycle Advisory Committee, the leading bicycle advocacy group in Salt Lake and Utah, wants to encourage all cyclists to participate. There are monthly meetings on the second Wednesday of every month at 5 p.m. in the City & County Building, Rm. 326 or 335, 451 South State Street. For details, visit the Cycling Utah web site (www.cyclingutah.com) or call the Mayor's office at 535-7738 or Chris at 486-9002.



May 2,9,16,23,30 — DMV Crit Series, Every Wednesday, Salt Lake, 944-8488

May 3,10,24 — Salt Air TT Series, Every other Thurs, 944-8488

May 6 — East Canyon Road Race, 11 AM, East Canyon Resort, (801)583-6281

May 12 — RMCC Rhodes Criterium, Salt Lake City, (801) 313-1239

May 13 — Utah Premier Criterium, (801) 553-1065

May 20 — 5 Man Team Time Trial, (801) 944-8488

May 26-27 — Snake River Stage Race, (208) 465-6491

June 5,12,19,26 — RMR Crit Series, Salt Lake, (801) 944-8488

June 6,13,20,27 — DMV Crit Series, Every Wednesday, Salt Lake, (801) 944-8488

June 14,28 — Salt Air TT Series, Every other Thurs, (801) 944-8488

June 2-3 — Cache Classic, Logan, UT, (435) 752-5131

June 10 — Utah State Road Race Championships, (801) 944-8488

June 16-17 — High Uintas Classic Stage Race, Kamas, UT to Evanston, WY, 307-783-6458 or 800-328-9708

June 21-23 — Utah Summer Games, Cedar City, (435) 865-8421, (800) FOR-UTAH

July 3,10,17,24,31 — RMR Crit Series, Salt Lake, (801) 944-8488

July 4,11,18,25 — DMV Crit Series, Every Wednesday, Salt Lake, (801) 944-8488

July 12,26 — Salt Air TT Series, Every other Thurs, (801) 944-8488

July 7 — Sugarhouse Crit, Sugarhouse Park, sugarhousecrit.com, (801) 232-9756

July 8 — UVCC Crit, Utah County, (435) 649-4641

July 14-15 — Gate City Grind Stage Race, (208) 282-2503 or (208) 652-3532

July 21 — Up the Dam Hill Road Race, Hyrum, UT (435) 752-5131

July 28 — Utah State Time Trial Championships, (801) 944-8488

August 7,14,21,28 — RMR Crit Series, Salt Lake, (801) 944-8488

August 1,8,15,22,29 — DMV Crit Series, Every Wednesday, Salt Lake, (801) 944-8488

August 2,16,30 — Salt Air TT Series, Every other Thurs, (801) 944-8488

August 4 — Davis Crit, Davis County Technical Center, (801) 944-8488

August 5 — 2 Man Team Time Trial, (801) 944-8488

August 25 — Snowbird Hill Climb, 7:30 AM, 10.2 Miles from Shopko on 9400 S. 2000 E. to Snowbird, (801) 583-6281

September 1-3 — Platte Bridge Station Stage Race, 4 Stages, Casper, WY, (307) 234-5330

September 4,11,18,25 — RMR Crit Series, Salt Lake, (801) 944-8488

September 5,12,19,26 — DMV Crit Series, Every Wednesday, Salt Lake, (801) 944-8488

September 6,20 — Salt Air TT Series, Every other Thurs, (801) 944-8488

September 8 — Eureka RR, great road race through the Tintic Mining District, Eureka, UT (801) 553-1065

September 15 — LOTOJA, 203 miles from Logan, UT to Jackson, WY, (801)627-6200 or (800) 497-7335

October 9-12 — Huntsman World Senior Games. Must be 50 years or older. Four events: hill climb, time trial, criterium and road race. 800-562-1268 or hwsq@infowest.com

October 13 — City Creek Bike Sprint. 5 1/2 mile climb up City Creek Canyon in Salt Lake City. For road or mountain bikes, UCA Points Series Event. (801) 583-6281.

Regional Races

April 8 — Blacks Creek Road Race, Boise, ID, (208) 343-3782

April 12, 19, May 3, 10 — Snake River Criterium Series, 7 p.m., Nampa, (208) 465-6491

April 14, 21, 28, May 19 — Durance Spring Time Trial Series, Ketchum, ID, (208) 726-7693

April 29 — Road Race Round Three, Boise, ID, (208) 343-3782

May 22 — Idaho Cycling Enthusiasts Criterium Series, Pocatello, ID, Rob Van Kirk at (208) 282-2503

May 26-27 — Snake River Omnium, Nampa, ID, (208) 465-6491

May 26-28 — Iron Horse Bicycle Classic, Road and Mountain Events, Durango, CO, (970) 259-4621

May 26-28 — Ecology Center Classic, 4 stages, \$10,000 prize list, Missoula, MT, (406) 728-5733

May 20 — Eagle Hills Circuit Race, Boise, ID, (208) 343-9130

May 6 — Emmett-Roubaix Road Race, Boise, ID, (208) 343-3782

June 9 — Five Peaks, Ketchum, ID, (208) 726-7693

June 12 — Idaho Cycling Enthusiasts Criterium Series, Pocatello, ID, Rob Van Kirk at (208) 282-2503 June 13-24 — Hewlett Packard Women's Challenge, Idaho, (208) 345-7223

June 23 — River Spirit Circuit Race, Boise, (208) 343-3782

June 26 — Idaho Cycling Enthusiasts Criterium Series, Pocatello, ID, Rob Van Kirk at (208) 282-2503 June 30 — Idaho State Time Trial Championships, Bellevue, ID, 7am, (208) 726-7693

July 7-12 — USCF Master's National's, Spokane, WA, (509) 455-7657

July 14-15 — Gate City Grind Stage Race, (208) 282-2503 or (208) 652-3532

July 28 — Twilight Criterium, Boise, ID, (208) 343-3782

July 29 — The Morning After Criterium, Boise, ID, (208) 343-9130

August 18 — Seaman's Gulch Time Trial, Boise, ID, (208) 343-3782

August 25 — Hidden Springs Time Trial, Boise, ID, (208) 343-3782

September 15 — Bogus Basin Hill Climb, Boise, ID, (208) 343-3782

September 27 — Table Rock Hill Climb, Boise, ID, (208) 343-3782

Road Tours

Weekly Rides

Monday Ride — Wasatch Women's Cycling Club (WWCC) Weekly Ride: fun/easy -1 hr. ride, 6 pm, Spin Cycle, 4644 So. Holiday Blvd.. All welcome! Kirsten, 355-4376.

Saturday — House of Speed ride. 8 a.m. Fast paced. Call on after Thursday to see if Road or Mountain. Meet at 1453 S. 2300 E. 582-1541

Tuesday evening ride — Tour of Heber Valley, 6 p.m., meet at Heber Mountain Sports, 160 S. Main, Heber, 32 miles, medium paced ride (435) 657-1950

Wed evening ride — Tour of Heber Valley, 6 p.m., meet at Heber Mountain Sports, 160 S. Main, Heber, 32 miles, fast paced ride (435) 657-1950

Thurs evening ride — Tour of Heber Valley, 6 p.m., meet at Heber Mountain Sports, 160 S. Main, Heber, 32 miles, slow paced ride (435) 657-1950

Regional Tours

April 14 — Cactus Hugger Road Ride, St. George, (435) 635-5480 or (435) 635-5181

May 5-6 — The "X" Rides, 2 fun rides on and off Nevada's Extraterrestrial Highway, Rachel, NV, near Area 51, (800) 565-2704

May 12 — Great Salt Lake Bird Festival presents "Celebrating the flight of shorebirds and the human spirit" 2001 Fun Run/Walk Ride, start 7:00 A.M., check-in 6:30 A.M., Antelope Island State Park, Bikes will ride the new East Side Road, and/or Mountain View Trail, 11 miles round trip. This non-competitive ride is in conjunction with Great Salt Lake Bird Festival, Davis County FairPark in Farmington, Utah, Davis County Tourism, 801-451-3286

May 12 — Fun Raiser Ride, for Lutheran High School, 9 a.m. Coalville City Park, 25/50 miles, (801) 277-2626

May 12 — Yellowstone Spring Cycling Tour 2000, (406) 646-7701

May 13 — Salt Lake Historic

Tour, meet at the Issac Chase home at 10 a.m. in the center of Liberty Park (1050 S. 600 E.), Jon R. Smith (801) 596-8430, bbtc@qwest.net

May 19 — Cycle Salt Lake Century Ride, Salt Lake to Antelope Island and back, 30, 66, or 100 mile options. Benefits go to the Mayor's Bicycle Advisory Committee for trail and bike advocacy projects in the Salt Lake region and to the American Cancer Society, (801) 328-3332 or (801) 486-9002.

June 2 — Little Red Riding Hood, women-only ride, Cache Valley, (801) 272-1302

June 2 — Buffalo Challenge, mountain bike wellness ride, Antelope Island, 801-626-7967

June 2 — The Color Country Century. 100 mi, Cruise the Cedar Valley from New Harmony to Parowan, (435) 586-7567.

June 3 — America's Most Beautiful Bike Ride, 35, 72, 100 miles, benefit for the Leukemia Society, Lake Tahoe, NV, (800) 565-2704

June 23-24 — MS 150 Bike Tour, Benefits MS Society, Cache Valley, (801)493-0113

June 30 — The Killer Loop, 100k, The big ride up to Brianhead!, (435) 586-7567.

July 6 — Annual Antelope by Moonlight Bike Ride, 10:00 PM. start, check-in begins at 8:30 p.m., Davis County Causeway, Antelope Island State Park entrance This a popular non-competitive ride, held at night during the full-moon. Ride along the Great Salt Lake on the Davis County causeway and on to Antelope Island State Park. Views are spectacular, food is

delicious. Registration fee includes park entry, t-shirt and refreshments, 20 miles round trip, Neka Roundy, Davis County Tourism, 801-451-3286

July 15-21 — Bicycle Idaho, Melba to Ketchum to Melba, (541) 385-5257

July 21-22 — Fiberglass Idaho MS 150 Bike Tour, Glenn's Ferry, Boise, ID, www.idahohoms.org, (208) 388-1998

August 4 — Tour of Marsh Creek Valley, fully supported ride, options of 25, 62, or 100 miles on the lonely roads that traverse the lovely country between Pocatello and Malad Pass, (208) 282-2673

August 12 — Treasure Valley Century Ride, Boise, ID, (208) 343-3782

August 12 — Les Boise Tour Century Ride, Boise, ID, (208) 343-3782

August 12-17 — Spuds 7, ride across Idaho, Emmett to Island Park, Cyclevents, (888) 733-9615.

August 18 — ULCER, tour around Utah Lake, (801) 886-3272

August 19-24 — WCYC XII, ride across Wyoming, Pinedale to Buffalo, Cyclevents, (888) 733-9615.

September 9-15 — Southern Utah National Parks Tour, (801) 596-8430

September 16-21 — WCYC Fall Roundup, ride across Wyoming, the kinder, gentler version, Pinedale to Buffalo, Cyclevents, 1-888-733-9615

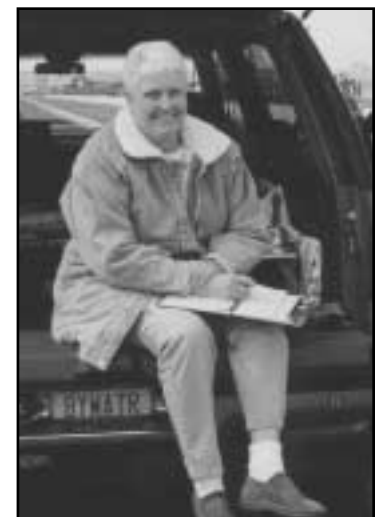
September 16-22 — OATBRAN, One Awesome Tour Bike Ride Across Nevada, following the Legendary Pony Express Trail on U.S. Hwy. 50 - America's Loneliest Road, 5 days of rid-

ing, 420 miles from Lake Tahoe to Great Basin National Park, (800) 565-2704

September 22 — Cycle For Life Benefit Ride, (801) 272-1302

October 6 — Yellowstone Fall Cycling Tour 2000, (406) 646-7701

October 21 — Tour Las Vegas - Ride of the Century, Las Vegas, Nevada, for the Leukemia Society of America's National Team in Training Fall fund raising program, 35, 50, 100 mile options, (800) 565-2704



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photo by Chuck Collins

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Racing

USA Cycling - USCF, NORBA, NBL, NCCA 719-578-4581
National Bicycle League(BMX) 614-777-1625

Advocacy

Int'l Mountain Bike Association 303-545-9011
League of American Bicyclists 202-822-1333

Utah

BMX Racing

Rad Canyon BMX Track 801-964-6502
9700 S. 5250 W., West Jordan

Harbor Bay BMX Track 801-253-3065

Lindon Boat Harbor, 2130 W. 600 S., Lindon

Mountain Bike Racing

Intermountain Cup Mountain Bike Series 801-942-3498

Road Racing

USCF Utah Representative - Dirk Cowley 801-944-8488

Utah Cycling Association 801-944-8488

USAC Regional Representative: Rogene Killen 970-587-4447

USAC,USCF Board Member: Chuck Collins 801-582-8332

USCF Board Member: Dave Iltis 801-328-2066

Touring

Bonneville Bicycle Touring Club 801-596-8430

Advocacy

Mayor's Bicycle Advisory Committee(SLC) 801-486-9002
or 801-535-7738

UDOT Bicycle/Pedestrian Coordinator- Sandy Weinrauch 801-965-3897

Wasatch Front Regional Council Bike Planner:

George Ramjoue 801-292-4469

Bonneville Shoreline Trail Committee 801- 816-0876

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RACE RESULTS

Red Rock Desert Rampage St. George, UT, March 3, 2001, Intermountain Cup Race #1

12 & Under

1. Derek Owen, 00:29:27
2. Jacob Thatcher, 00:29:28
3. Kevin Perry, 00:31:13
4. Jed Miller, 00:32:09
5. Patrick S. Beckwith, 00:32:43
6. Jed Harr, 00:34:42
7. Samuel Lee, 00:36:23
8. Scott Stybe, 00:40:19
9. Chet Norman, 00:42:46
10. Katie Ellingston, 00:45:34

9 & Under

1. Carsen Ware, 00:19:56
2. Konnor Hall, 00:24:15
3. Christian Treanor, 00:24:24
4. John Jensen, 00:24:49
5. Oliva Young, 00:25:23
6. Hannah Thatcher, 00:25:34
7. Kelci Simmons, 00:25:37
8. Hailey Mullins, 00:27:05
9. Eli Kimball, 00:39:35

Beg Men 13-15

1. Jeff Christiansen, 00:36:33
2. David J. Lund, 00:36:59
3. Rick Grahn, 00:37:00
4. Zane Freebairn, 00:43:15
5. Brandon C. Milbrandt, 00:44:53
6. Joshua Janda, 00:46:32

Beg Men 16-18

1. Michael Wilson, 00:59:03
2. Cody K. Flamm, 01:00:39
3. Allen Richards, 01:01:34
4. Gus Bateman, 01:02:00
5. Victor Murdock, 01:03:38
6. David Stokes, 01:06:00
7. Chris Kirkham, 01:06:59
8. David Young, 01:07:01
9. Kurt Christiansen, 01:10:28

Beg Men 19-29

1. Matt Baker, 00:57:32
2. Ian Farris, 01:01:14
3. Jonathan Updike, 01:03:50
4. Aaron Brooking, 01:04:16
5. Robert J. Bryant, 01:04:26
6. Joseph Russo, 01:04:40
7. Steven Parrish, 01:06:36
8. Brian V. Boyd, 01:07:22
9. Mark Layton, 01:07:32
10. Sam Thompson, 01:07:33

Beg Men 30-39

1. Dennis Potter, 00:59:04

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156 E. 200 S.
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2. Dave R. Jeppson, 00:59:27
3. John Wiegele, 01:00:49
4. Henry Cobb, 01:01:13
5. Troy Ence, 01:04:12
6. Ryan Merkley, 01:04:25
7. Chris L. Kunstadt, 01:04:27
8. Mike Walsh, 01:04:35
9. John Guillemette, 01:07:21
10. Bill Phillips, 01:13:24

Beg Men 40+

1. Marty Sheeran, 01:00:30
2. Jeff Pease, 01:00:31
3. Jeff Bulger, 01:05:11
4. Robert c. Dawson, 01:06:05
5. Russell W. Cook, 01:09:54
6. Patrick Burke, 01:11:21
7. Neil Krasnick, 01:11:49
8. Kendall Sullivan, 01:13:18
9. Lane Christiansen, 01:14:21
10. Kelly Jensen, 01:19:50

Beg Wmn 19+

1. Kate R. Davis, 00:39:35
2. Merideth Bruin, 00:42:15
3. Jennifer Shoemaker, 00:43:11
4. Jenna Paulsen, 00:43:56
5. Brittany Fischer, 01:05:30

Clydesdale

1. David Barnett, 01:38:07
2. John Miller, 01:40:16
3. Bryon Wright, 01:41:46
4. Quinn Pratt, 01:46:27
5. Aaron Mullins, 01:46:58
6. Brad Harr, 02:06:35

7. Patrick L. Beckwith, 02:10:00
8. Jason Lambert, 02:13:36

Exp Men 16-18

1. Sebastian Blanco, 01:41:55
2. Paul Clark, 01:44:53
3. Kyle Perry, 01:58:31

Exp Men 19-29

1. JJ Clark, 01:35:35
2. Kyle Wright, 01:35:38
3. Kevin Jeppson, 01:38:08
4. Travis Hughes, 01:38:57
5. Zep Titensor, 01:40:08
6. Alex Rock, 01:41:01
7. Stephen Fullmer, 01:41:15
8. Jeff C. Bates, 01:42:50
9. Rob Stone, 01:44:09
10. Zac Hardy, 01:45:13

Exp Men 30-39

1. Brian Jeppson, 01:39:39
2. John Martin, 01:42:19
3. Rob Fornataro, 01:45:17
4. Bart Adams, 01:45:38
5. Greg Freebairn, 01:46:12
6. John Whitehead, 01:46:33
7. Matthew Ohran, 01:47:38
8. Rob Wesemann, 01:47:45
9. Brian Hopkins, 01:50:51
10. Matt Wolf, 01:52:16

Exp Men 40+

1. Clinton Smith, 01:51:27
2. Gary Strabala, 01:53:31
3. Jay Griffin, 01:54:08
4. Robert Owen, 01:55:12
5. Steve Wimmer, 02:01:37
6. Wayne Douglas, 02:02:38

Men 50+

1. Jerry Simmons, 01:04:47
2. Craig Mojeske, 01:05:40
3. Gary Kartchner, 01:06:44
4. Jay Crosby, 01:09:43
5. Don Winsor, 01:11:17
6. Marv White, 01:12:49
7. Brent Peterson, 01:13:55
8. Dick Wimmer, 01:17:37
9. Mike Boyd, 01:19:10
10. Dick Shanks, 01:21:40

Pro/Exp Wmn

1. D.J. Morissette, 01:30:30
2. Lisa Peck Moynahan, 01:31:58
3. Jody Anderson, 01:37:35
4. Kristi Mcilmoil, 01:39:08
5. Julie Jay, 01:43:06

Pro/Semi Pro Men

1. Gabriel Blanco, 01:55:08
2. Bart Gillespie, 01:56:20
3. Cris Fox, 01:58:38
4. Jim Grubb, 02:05:37
5. Benjamim Souza, 02:08:33
6. Gene Hilton, 02:08:38
7. Aaron P. Jordin, 02:09:01
8. Brandon Sjoblom, 02:13:20
9. Paul Stone, 02:17:15
10. Bryson Perry, 02:21:55

Spt Men 16-18

1. Nick Rothacher, 01:30:28
2. Matt James, 01:30:37
3. Chris Clifford, 01:37:48
4. Tyler Turkington, 01:45:05
5. Trevor Lee, 01:46:36

Spt Men 19-29

1. Daniel T. Kam, 01:15:46
2. Aaron T. Phillips, 01:16:13
3. Greg Gibson, 01:17:13
4. Richard D. Abbott, 01:18:19
5. Schyler Montgomery, 01:20:56
6. David Deschamps, 01:21:05
7. Kent Carlsen, 01:21:21
8. Chris R. Christiansen, 01:21:50
9. Eric Anderson, 01:22:04
10. Doug Kast, 01:23:26

Spt Men 30-39

1. Jack Winger, 01:22:03
2. Joseph Czop, 01:23:11
3. Michael Paule, 01:23:48
4. Todd Boyer, 01:24:12
5. Karl Keller, 01:25:01
6. Ron Bakowski, 01:25:04
7. Brian Fife, 01:25:05
8. Kent Beckstead, 01:26:37

9. Doug Peterson, 01:27:25
10. Kelly Lee, 01:27:29

Spt Men 40+

1. Craig Egerton, 01:27:54
2. Blayn Corwin, 01:29:05
3. Byron Kosick, 01:29:06
4. Michael Martersteck, 01:31:00
5. Gary Henderson, 01:33:53
6. Joe Schoney, 01:33:54
7. Steve Wilcox, 01:34:42
8. Tracy Nielson, 01:34:47
9. Tim Hollingsed, 01:36:06
10. Brad Norman, 01:43:16

Spt Wmn 19+

1. Elena M. Fellin, 01:04:33
2. Michelle Keller, 01:04:34
3. Jessica Arbogast, 01:05:10
4. Chanda Jeppson, 01:05:32
5. Kathy Sherwin, 01:07:10
6. Brittney Liechty, 01:07:35
7. Stacy McClurg, 01:10:21
8. Hollie M. Boe, 01:10:22
9. Pamela Hanlon, 01:11:20
10. Cindi Miner, 01:14:30

Spt/Exp Men 13-15

1. Mitchell Morse, 01:07:02
2. Bryan Wimmer, 01:17:38

Wmn 13-18

1. Sidni Taylor, 00:40:41
2. Allison Lewis, 00:41:00
3. Lindsay Owen, 00:41:33
4. Melanie Perry, 00:41:34
5. Hilary Wright, 00:46:31
6. Christa Perry, 00:47:01
7. BrieAnne Ellingson, 01:03:51

Wmn 35+

1. Veda Bottomly, 00:39:04
2. Carma Owen, 00:41:46
3. Patricia K. Garcia, 00:45:13
4. Barb Clark, 00:46:57

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Alan Butler 25
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Bill Harris 18
Terry McGinnis 18
Tom Cooke 14
Jason Castor 14
Quincy Thomas 12
Travis Tenny 11
Eric Flynn 10
Christian Johnson 9
Billy Allen 7
Leo O'Connor 6
Chris Abbruzze 5
Marc Yap 4
Darrell Davis 4
Steve Scoville 4
Dirk Cowley 3
Paul Quinlan 3
Steve Scoville 2
Dave Wood 1
Jeff Sargent 1
Chris Quann 1

- B Flite
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Brain Kleffer 19
Chuck Turner 18
Dave Sharp 17
Sean Fessenden 14
Gary Powers 14
Chris Colgan 14
Zack Butterfield 12
Dave Blanco 10
Joe Punnhager 10
Dru Whitlock 10
? 9
Dan Murray 7
Daniel Left 6
Rob Furnato 5
Maikel Wise 4
Jose Grajeda 4
Tyler Putman 2
John McConnell 2
Stan Swallow 1
John Bridge 1

South America

continued from page 20

urine. So goes the daily search for food in Andean markets.

* * *

Coming off a long sabbatical from the bikes, it was nice not to have to hammer the hills straight off. In fact, we enjoyed some of the best riding of our trip on glorious new asphalt roads. The names of the towns we passed through however were more interesting than the towns themselves: Andahuaylas, Urcos, Quiquijana, Cusipata, Checacupe, Combapata, Racqui, Sicuani, Marangani, Ayaviri, Pucara, Juliaca.

From Cusco, we coasted downhill for half a day and then started what was mostly a barely detectable climb that continued for a couple days. Two days out the road was almost deserted. On the third day, after the town of Marangani, the road pitched and started its snaky ascent of Abra Raya, or Boundary Pass. Topping out at 4330 meters, or about 14,300 feet, it serves as a gate to the altiplano, or puna, an immense semiarid basin that stretches south through Bolivia and into Chile and Argentina. This "basin" actually varies from 3500 to over 4000 meters and includes cordilleras that range from 5000 to over 6000 meters. On the western fringe of the altiplano straddling the Chilean border is Nevado Sajama, weighing in at a respectable 6542 meters. The altiplano serves as home to vast herds of llamas and alpacas, lesser herds of fuzzy-hided vicuñas, as well as flamingos, condors, and viscachas, long-tailed rabbit like creatures.

After catching our breath at the pass, we descended to about 4000 meters and then hit the wide open plain. The first thing that struck us was the wind. Tail, head, and cross - we got it all. The second was the colors. Altiplano hues are surreal. Taken out of context, the brown sun-baked hills and dry yellow fields would become drab and indistinct. But under that immense blue sky and majestic high altitude light, the terrain assumes a magical glow. It's the kind of landscape that clears the cobwebs from your head and lets thoughts come easy. Pedaling becomes effortless. It's as if the landscape passes through your body and gets washed out in the eddies of your wake. It makes you want to go faster and faster and get more of it in you. The black ribbon you're riding becomes a thin line and promises never to end. And it doesn't. The day just closes with the sinking of the sun and in morning you get up and the ribbon is still there and you ride it until it becomes a line again.

* * *

continued on page 19

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South America
continued from page 18

In Puno, we took a rest day and decided to see Lake Titicaca by boat. First stop was the floating islands of Uros. Made entirely from buoyant bundles of totora reeds and anchored to stakes in the shallow water so as to not float too freely, these floating islands serve as home to the Uros, an Aymara people.

Nowadays subsisting on fishing and tourism, they are the descendants of a tribe that took to the lake to escape plunder. For them, the tall, slender totora reed is at once the ground they walk on, their primary and almost only building material (used for both houses and their famous canoes), a hangover cure (they suck the root), an upset stomach soother (orange flowers that blossom in the spring), and the key ingredient for making chocolate (the roots become sweet in the rainy season).

At 237km long and 97km wide, Lake Titicaca is South America's second largest lake, after Venezuela's Lake Maracaibo. Depending on which book you read or the pride of your informer, it's the (or "one of the") world's highest navigable

lakes at 3820m. Apart from the trivia, it's a gorgeous body of sapphire-blue water bounded by the parched, scrub covered hills of the altiplano. Being the biggest splash of water around, the lake serves as a sanctuary for waterfowl. A keen birdwatcher might spot Andean Avocets, Giant Coots, Pectoral Sandpipers, Lesser Yellow Legs, Andean Geese, Snowy Egrets, Yellow Billed Pintails, Puna Ibises, Common Gallinules, or Speckled Teals. Us, well, we spotted one of each in the museum.

The second stop of our tour was the island of Taquile. Also of Aymara heritage, the 2,000 inhabitants of Taquile also live a unique lifestyle. They primarily fish the lake and farm the terraced slopes of the island. They have their own form of self-government, their own dress, and their own customs.

Any self-respecting islander will proudly tell you they have no police and no crime. They're schools are taught in Spanish and Quechua and/or Aymara. Every Sunday each of the six distinct communities on the island meet and discuss issues. The men are seated in the chairs

and do all the talking. The women situate themselves on the floor and remain silent. Although according to the women, everything the men say they've instructed their men to say.

The men wear one of three kinds of hats which you can watch them knit as they walk around the island. The test of a good hat is if it holds water. A red hat with a thick white stripe means he's single, a mostly red hat with decorative bands means he's married, and a red hat with black bands means that he holds some social office. Lastly, if he wears an American baseball cap it means he's spent too much time showing gringos around the island. The women wear the traditional Andean full skirts and blouses, plus a shawl that either has a large pompom signifying she's available, or a small pompom signifying she doesn't need a large pompom. In addition, the women wear thick intricate belts woven from a combination of llama and human hair that also serve as their calendar which starts in August, or their sowing time.

After a hefty dose of cultural anthropology, our tourist launch chugged us back to Puno. By that time, our stomachs were grumbling. With the markets closed for the day, we went in search of... a restaurant.

* * *

Generally speaking, the gastronomical experience in Peru is one not easily forgotten. Every town worth being called

Peruvian has their pollo a la brasa and papas fritas district, where you can stroll the rows and rows of shops tendering identical plates. The choice is 1/2, 1/4, or 1/8 of a rotisserie chicken. All birds come pre-injected with a syringe of flavor-enhancing, finger-licking grease. 30-weight, we think. The French fries are the thick-cut kind that may have come from any one of Peru's 7,000 varieties of potatoes. Place the order and 30 seconds later we're on our way to getting topped-off. For reading material while you eat, you can peruse any of the countless posters of bare-breasted models coyly holding bottles of Cusqueña or Cristal lagers. Kinda like a small town Jiffy Lube, but different.

If we've already exhausted the chicken shop's reading material, we look for the street with sidewalk chalkboards listing menus of the day. Each eatery generally has one offering, or menu. Most come with a soup, an appetizer, a main dish, a juice of some sort, a dessert, and coffee or tea. At \$1 to \$2, they're always a bargain. The soup is often a caldo, or consommé of chicken that comes complete with floating claws. Other soups are made with quinoa, a local grain not unlike barley that Andinos make wide use of. If not warm enough, you can add heat to your soup with a spoonful of the ubiquitous aji that comes in small bowls and graces every table. The appetizer, or entrada, is usually something fried or a few slices of tomato or cucum-

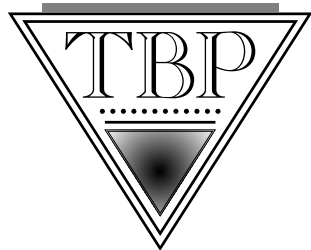
ber. The main dish, or segundo, can be anything from liver to a thin cut of alpaca to more chicken. As a rule, the drink never comes until after you're done eating. On the heels of the drink comes the sometimes tasty, always simple postre, or dessert. A frequent favorite of ours is a warm gelatin with suspended whole cloves that's made from mora, or purple maize.

That night off the main plaza in Puno, around the corner from Pollo Row, we were surprised to find good old fashioned hamburgers. Kinda like the American backyard BBQ'ed types, but different. Actually, they weren't cooked on a grill, but reheated in a microwave. Furthermore, we're fairly certain that they weren't all-beef patties, but crafted from yesterday's quinoa.

* * *

The following morning we were back in the saddle. It took two days to crank along the western shore of Lake Titicaca and reach the Bolivian border at Copacabana. During those last days in Peru the locals had told us that things weren't going so well in Bolivia. There were rumors of strikes and road-blocks. Sounded like the typical "the grass is way brown over there" syndrome one gets used to while traveling in South America. As it turned out, there was no grass.

You can read about the rest of their trip at www.easystreet.com/~deniston



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Couple Leaves Rat Race Behind on South American Tour

By Matt and Nicole Deniston

Matt and Nicole Deniston flew into Santiago, Chile on January 17, 1999. 11 months, 11,000 kilometers, and six countries later, they returned to their home in Ogden, Utah. What follows is an excerpt from their adventures.

For years we dreamed of traveling through South America. Its varied geography, people, and language appealed to us for different reasons. We knew that to experience the culture, see the countryside, and take part in the Latin American lifestyle, we would need at least six months. The original plan was to load up our backpacks and let planes, trains, and buses do the work. Later, Matt threw out the idea of bicycling the continent. Having never pedaled more than 50 miles or carried more than a water bottle, the idea struck me as a bit nuts but exciting.

Then the questions came...

Why do you want to go to South America when you live in such a great place? ...How about all your things?...Are you serious about riding your bikes? ...What are you going to do about your jobs?

These were all good questions but we had answers.

Why wouldn't two 28 year-olds want to spend a year learning Spanish and exploring the southern hemisphere? Why not sell our cars and house in Utah, put all our comfortable things into storage, and live out of our tent? Wasn't this a perfect time to escape the rat race and celebrate our 5th wedding anniversary in a foreign country? Considering that my second knee surgery this year had gone so well, why not ride our bikes through some of the toughest terrain on earth?

We were both enjoying our jobs, Matt as an engineering manager and me as an elementary school teacher, but we had a lifetime of work ahead of us. Why not take a year off? Hadn't we been saving our money with the hopes of traveling before we started a family? Why not go now?

And so we did.

- Nicole Deniston
San Augustin de Valle Fertil,
Argentina
November 17, 2000



Nicole cycling Chile's Camino Austral
31 August - 25 September, 2000
Cusco, Peru to Lake Titicaca (574km)

"Mamita, tengo naranjitas. Comprame, comprame..."
- "No gracias."

"Postales? Postales? Quieres postales?... Ya pues..."
- "No gracias."

"Carmelo! Carmelo!... Gringa, regaleme un carmelo!"
- "No gracias."

Walking through the market, Nicole holds her own against a steady stream of barks and pleas. Matronly senoras sell little oranges, grubby boys hawk postcards, and 2 year old girls beg for candies. To that melee add the robust scents of warm meat being slaughtered, near venomous hot peppers, fresh cilantro and garlic, greasy sausage smoke billowing from a gauntlet of hibachis, thick bouquets of medicinal herbs and whole tea, and the dull undertones from standing puddles of

Continued on page 18



Pedaling the altiplano from La Paz to Potosi

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Watersport & Climbing Equipment

Registration:	Fri. May 4	4:00 PM to 7:00 PM
	Sat. May 5	8:00 AM to 10:00 AM
Swap:	Sat. May 5	9:00 AM to 5:00 PM
Pickup:	Sat. May 5	4:00 PM to 7:00 PM

Wild Rose
702 Third Avenue
533-8671 800/750-7377