

VOLUME 10 NUMBER 1

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M O U N T A I N W E S T C Y C L I N G J O U R N A L

cycling utah

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TUESDAY NIGHT WORLDCHAMPIONSHIPS

Reflections on 9-11, Bike Racing, and Life

By Thomas Cooke

I have this joke with a friend of mine who lives in Minnesota. We call our respective weekly training races the Tuesday Night Worlds. My friend's name is Tim, and much like myself, he is a thirty-something category 1 roadie. Tim and I met in 1989 at an Olympic Training Center camp. Back then we called it the Over Training Center, or OTC for short. It was a three-week "base mile camp" that sticks in my memory as the one and only three-week stage race I ever did. Names of other riders that were present that might ring a bell included Bobby Julich, Trent Klasna, Marc Gullickson and Tammy Jacques. Tim and I hit it off well with each other because we both came from winter climates and we kept each other company while getting squeezed off the roads at the tail end of the echelon on those "base mile" rides.

Ask any bike racer in the Salt Lake area and you will hear the same thing; it's no joke. Tuesday night criteriums at the Rocky Mountain Raceway are as important as any race on the weekends, anywhere. I have heard of category 1 racers skipping weekend races so they could rest up for Tuesday. How many of you pay a little extra attention to what you eat for lunch on Tuesdays? Leave

work a little early on Tuesdays? Have a feeling of absolute dread if heaven forbid Tuesday afternoon brings heavy thundershowers? I can think of several occasions when bike racers from other parts of the country were passing through town and thought they would show up at the RMR and show the locals a thing or two about real bike racing, only to get their asses handed to them. Haven't seen them since. We live for Tuesday nights. I used to think it was a strange phenomenon. Going crazy over a training race. Now I am one of the crazies. I think the reason for my mania was made perfectly clear one special Tuesday evening last September.

Every cliché has already been put forth in the media about how our world was changed forever on Tuesday, September 11th, 2001. That's right, it was a Tuesday. I remember getting up to watch the Vuelta coverage on the Outdoor Life Network. There was a huge crash in the field sprint, the most horrific thing I had seen all summer (but only slightly more horrific than the crash in the Boise Twilight). Then the phone rang. It was my father calling from southern Connecticut. "Are you watching this?" "Yeah, it's terrible, the whole field went down and I think Leipheimer lost some time". My Dad told me to get my head out of my ass and turn on the news. He

was on the roof of his office building in Connecticut watching the column of smoke in Manhattan rise up in the clear blue sky. I spent the rest of the day glued to the TV.

Burke Swindlehurst showed up at about three in the afternoon. We watched the surreal scenes for hours without saying more than two words to each other. You have to remember, at that time, there was not much information. About all that anyone knew for sure was some airplanes crashed into some buildings and a whole lot of people were dead. The thought of mustering up the energy to do a bike race in light of what was going on that day may seem silly in retrospect, but we both decided to pack up and drive down to Salt Lake. Meeting the gang at 9th and 9th and riding out to the race, there was a somber tone to the conversations. Everyone was speculating about this or that, regurgitating different bits of information and rumors picked up from the media. What I learned that night is that Burke and I didn't go to race, and I am not sure that anyone else did for that matter. The fact is we all showed up for the ritual because that's what we do on Tuesday nights. It wasn't an escape from reality or an attempt to ignore what was happening in the world, just an effort to get together with peers, friends and

members of the racing community.

I guess what I am trying to say here is if you wonder why some people consider the weekly races so important, it's because they are. There are a lot of darn good bike racers in this community and there are a lot of folks who want to become darn good bike racers. Above all, the local racing scene is a community. Maybe it's not the actual race itself that ends up being so important to all of us, but the lifestyle of racing. So you spend your whole day looking forward to blowing out of work at quarter to five, barely enough time to get dressed and not get left behind at 9th and 9th. You ride out to the RMR with fifty or sixty other cyclists. On the starting line, Gary Bywater tells you it's an hour plus three laps around the track and then it's all over. Seems to me there is a whole lot more to it than that.

Editor's note: This is the first edition of a new column by Thomas Cooke on observations within the road racing community. Thomas is a category 1 road racer and sales rep. in the bike industry.

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Idaho Retains Top Ranking in IMBA Mountain Bike Report Card

The state famous for its potatoes may need a new slogan. For the year 2001 and for the second straight year, Idaho received the top grade in the International Mountain Bicycling Association's Mountain Bike Access Report Card, solidifying its status as the best state for mountain biking.

Serpentine trails, expansive public lands and a low population are key components in Idaho's success. Idaho received the top grade in the inaugural 2000 IMBA Report Card, but that didn't make the local cyclists complacent. Riding opportunities improved this year around Boise, Idaho's largest city, as mountain bikers played a central role in creating new urban fringe trails.

The IMBA Report Card is designed to help mountain bike leaders chart their accomplishments and inspire new efforts.

Grades and comments from regional states are listed below.

Idaho: A
Phat: Endless public land and single-track
Flat: Population growth
Utah: B+
Phat: Slickrock and red rock
Flat: Lack of MB groups
Nevada: B+
Phat: Gambling = money for trails
Flat: Lack of riding info
Arizona: B
Phat: Urban trails, Arizona Trail
Flat: Developers versus trails
Montana: B
Phat: Progressive rec planning near cities
Flat: Bikers need to organize, long winter
Wyoming: B
Phat: Wide open for mountain biking
Flat: Ranch closes key Laramie connector



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TRAIL OF THE MONTH

Valley of the Gods - Solitude in the Four Corners

By Gregg Bromka

Unless you've been training all winter for the springtime races, now is the time to ease into the upcoming bike season by awakening your legs with longer weekly miles and by making your annual pilgrimage to southern Utah's canyon country. Moab never gets tiring, St. George is all the buzz, and our neighbor to the east - Fruita, Colorado - is a rage. But you won't be alone at any of these places, so plan on bringing along your best social manners. If solitude is what you crave, you might have to go farther than others are willing and to where amenities are whatever you can stuff in your car.

Valley of the Gods is a prelude to Monument Valley and the Four Corners Area, where space is open and endless, and where the air is filled with a lucid sense of remoteness. Dispersed throughout these perpetually hapless desert plains are rock features of positive relief that resemble imaginary animals, troops of soldiers displaced from their platoons, or statues of exalted deities. You'll ramble through a gallery of mesmerizing natural forms and wonder at what shapes erosion will liberate from the burnt-umber ramparts of Cedar Mesa over the next millennia.

As a side trip, you can pedal to the Goosenecks of the San Juan River overlook. Geologists consider this one of the finest examples of "entrenched meanders" in the world. The San Juan's looping pattern originated several million years ago when it



You'll find wide-open spaces and few other bikers in the Four Corners.

Photo by Gregg Bromka

flowed sluggishly over a relatively flat plain, much like the Mississippi River does today. When the Colorado Plateau was slowly uplifted, the San Juan followed its initial course, cutting downward 1,000 feet. Now, the river follows a circuitous 6-mile course to cover less than a mile "as the crow flies."

Ok, so you don't like your morning cup o' joe sweetened with drift sand? Then check into the Valley of the Gods Bed and Breakfast at the road's western trailhead. The rustic rock lodge is a veritable oasis in a land of nothingness: (970) 749-1164.

Location: 18 miles southwest of Bluff, 28 miles south of Natural Bridges National Monument, 8 miles north of Mexican Hat, 30 miles north of the Utah-Arizona border, or smack-dab in the middle of nowhere.

Distance: 27-mile loop with an optional but recommended 7-mile out-and-back spur.

Tread: 16.5 miles of light-duty dirt road mixed with sand and rock doubletrack, 10.5 miles of pavement. Tack on 7 miles more of pavement for the Goosenecks overlook.

Aerobic difficulty: Moderately strenuous. Lots of steady hills but no crushing climbs.

Technical difficulty: Low to moderate: sand, washboards, and pavement bedrock on the off-road segment.

Elevation change: Between 4,400 feet and 5,300 feet. Gain is about 1,600 feet. Add on 700 feet of vertical for the Goosenecks spur.

Season: Now! Autumn, too. June-August is a blast furnace and bugs can be a bother.

Notes on the trail:

You can ride this loop in either direction with little change in difficulty. In the counterclockwise direction, your highway miles are mostly downhill.

From the trailhead on US 163, pedal generally northward 7 miles toward looming orange-brown cliffs lining Cedar Mesa. It is slightly uphill and fairly easy pedaling to where the road bends southward at Castle Butte. About 5 miles of upbeat descending are followed by a 4-mile, shallow rise on a sandy and sometimes washboarded road to UT 261. Turn left/south and catch a tail wind (hopefully) down the highway. Turn right for the Goosenecks after 5.5 miles. An additional 7 miles of pavement (out-and-back) lead to the overlook.

Continue southward on UT 261 about a mile to its junction with US 163. Your vehicle is 4 miles to the north along the rolling highway.

Finding the trail:

The Valley of the Gods' eastern trailhead is located 18 miles southwest of Bluff along US 163 (milepost 29). Its western trailhead is 28 miles south of Natural Bridges National Monument on UT 261 (1 mile below the Moki Dugway switchbacks). Both ends of Valley of the Gods Road are signed. Park at your discretion.

Excerpted from Mountain Biking Utah, by Gregg Bromka.

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Downhill Practice 9a.m.-6p.m.

SATURDAY
Late packet pick-up for DH event 7-8a.m.
The Poison Spider Downhill 9a.m.
Ripstoke Trials Competition TBA

SUNDAY
Late registration and packet pick-up for XC event 7-8a.m.
The Clif Bar Cross Country 9a.m.
Shimano Kids Race 9:45a.m.

FOR MORE INFORMATION:
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ADVOCACY

Salt Lake City Master Plan is Ready for Final Review

By Brian Price

Salt Lake City is in the process of finalizing its Bicycle and Pedestrian Master Plan, currently in draft status. As an update to the Salt Lake City Corporation Bikeways Master Plan 1993-2000, the new plan includes new ideas for both facilities and pedestrian issues. The plan's stated vision is to "Enhance use of the bicycle for transportation and recreation, and walking for pleasure and mobility for people of all abilities, ages, and skill levels." By developing, adopting, and implementing this master plan, the city continues to show its commitment to supporting alternative modes of transportation like cycling and walking. This master plan will call on various city divisions and departments to share the responsibility of planning, implementing, and maintaining the bicycle and pedestrian facilities set forth.

The full draft master plan in Adobe pdf format can be viewed or downloaded from the city's website at: <http://www.slcgov.com/transportation/BicycleTraffic/master.htm>. A hard copy of the master plan and a full size color draft master plan map are also available for review at all six Salt Lake City public libraries. Additionally, there will be two open houses concerning the draft Salt Lake City Bicycle and Pedestrian Master Plan. The purpose of these open houses is to obtain additional input and comment from interested parties prior to finalizing the master plan. All citizens of Salt Lake City are welcome to attend. The open houses will be held:

Monday, March 18, 2002
Day Riverside Library
1575 West 1000 North
5 p.m. to 7 p.m.

Thursday, March 21, 2002
Forest Dale Golf Course
2375 South 900 East
5 p.m. to 7 p.m.

Using the Salt Lake City Bikeways Map 1999-2000 and Bikeways Master Plan 1992-2000 as a starting point, the master plan was expanded with input from a steering committee made up of members of city administration, community councils within the city, the Transportation Advisory Board (TAB), and from the Mayor's Bicycle Advisory Committee (MBAC). Additional input was gathered using two public open houses in June of last year. A variety of issues were identified, including the diversity of skills and abilities of cyclists and pedestrian, connections to other modes of transportation, maintenance of existing facilities, and public education. Salt Lake

CYCLOTOON

BY NEAL SKORPEN



City's existing bicycle and pedestrian facilities and their classifications were also reviewed for possible improvement or expansion.

From all the inputs, issues, and reviews, a series of goals were established. Some of the goals include improving the quality of the existing system, expansion of the pedestrian and cycling system, and the promotion of bicycle and pedestrian safety. Maps of the system and facilities are included within the draft Bicycle and Pedestrian Master Plan along with a program for the implementation of new facilities and the maintenance of existing ones. The implementation plan lists specific projects with their location, length, assumptions, items, and costs. Some of the projects are replacing dangerous drainage inlet gates with ones that are bicycle friendly, signing shared use roadways with

"Share the Road" signs, and striping designated bike lanes. This is an excellent place for input on specific issues you may have noticed while cycling or walking on our city streets. That hated storm drain, that nasty pothole, or that cracked and broken sidewalk on your way to work can be included in the plan, and finally alleviated.

Another feature of the Bicycle and Pedestrian Master Plan is comparing the city codes of Salt Lake City to the codes of other cities recognized for promoting bicycling and walking. Cities such as Portland, Oregon, Davis, California, and Denver, Colorado were chosen for comparison to Salt Lake City. Land use, site construction and design, and street patterns, on-site circulation and parking were used as categories for the comparison. A summary

evaluation was tabulated, and the cities were rated as very supportive, somewhat supportive, and not supportive. There is some good information and some surprises in this section of the plan. Salt Lake does some things to support

cycling and walking very well, while falling flat on others. For example, Salt Lake code provides for bicycle parking at a rate of 5% of required vehicle parking. Excellent. However, there is a provision for the property owner to ask the city to omit the bicycle parking if not used within one year.

The Plan also recognizes the need for the education and promotion of cycling and walking facilities. It lists the current programs in Salt Lake City and other cities, and suggestions for additional programs and initiatives. The annual Mayor's Bike to Work Day is an example of a fun way to promote cycling and educate the public about its' benefits.

The Plan discusses various federal, state, and other sources of potential funding. Programs created under the Intermodal Surface Transportation Efficiency Act (ISTEA) and the Transportation Efficiency Act for the 21st Century (TEA-21) can be used to fund bicycle and pedestrian facilities.

Whether you bicycle commute to work, ride with young ones on the Jordan River Park trail, or walk to the grocery store, safe and effective bicycle and pedestrian facilities are a necessary part of community space. Public involvement by those who need and use these facilities is a key part to gaining new and improved ones. Please join me at the open houses this month to discuss this draft master plan. And please, do not forget your red pen.

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Buffalo Mtn. Bike Ride	April 27
Cycle Salt Lake Century	May 18
Little Red Riding Hood	June 15
Willard Bay Overnighter	July 13-14
U.L.C.E.R.	August 17
So. Utah Nat'l Parks Tour	Sept. 8-14
White Rim Tour	Sept. 19-22
Cycle For Life	Sept. 21

***** New for 2002 is our *****
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*COACH'S CORNER***Ten Tips for Safe Group Riding**

By Bill Harris

The snow is melting, the sun is shining and the weather is warming up. What does all this mean? Group rides! No matter if you're an avid racer, weekend warrior, century chaser or total newbie, the group ride should be one of the cornerstones of your training regimen. Most clubs/teams will offer a weekly group ride and it is during these rides that we can develop the skills that make us a safe and effective member of the rolling party. Here is a list of ten tips to make your group ride experience safe, smooth and fun:

1. Always keep at least one hand on the handlebars. Riding with no hands is a circus trick and endangers the rest of the group. It's all fun and games until somebody wipes out and takes the rest of the pack down with them.
2. The lead riders have the responsibility of pointing out obstacles in the road such as potholes, railroad tracks, glass and debris. As the lead riders approach such obstacles, take one hand off the bars and point out the obstacle to those behind. Those behind should then continue to point out the obstacles to those behind them. Kind of like the "wave" at a football game.
3. On narrow roads the lead riders should yell out "car up" to warn those behind of approaching traffic. Those at the back of the group should yell out "car back" to warn those ahead of traffic wanting to pass from behind.
4. When making left or right turns the lead riders should use hand signals to inform the rest of the group. It is simply a matter of taking one hand off the bars and pointing in the direction of the turn. Those behind the leaders should continue to point out the direction of the turn to those behind them. The "wave" theory.
5. When riding in a group, maintain a constant pace. When it's your turn to ride at the front you should continue to ride at the same pace as those who were riding at the front before you. Avoid quick accelerations and sudden braking. Stay off the brakes by looking ahead and recognizing things that will change the speed of the group. Drift slightly to the side to catch more wind if you are running up on someone's rear wheel.
6. Do not overlap wheels. Your front wheel should be about 2 or more inches BEHIND the wheel in front of you. This will allow the rider in front of you make changes in direction without hitting your front wheel. If your front wheel gets hits you will mostly be hitting the pavement shortly thereafter.
7. Stay relaxed. Do not put a death grip on your handlebars. If another rider bumps you, DO NOT panic. Simply relax. If you tense up, the shock will go directly to your front wheel and you will swerve. Keep your elbows bent and relaxed to absorb contact so your steering isn't affected.
8. Practice looking several riders ahead and recognizing when changes in pace will occur. Staring directly at the wheel in front of you is a sure way to eventually run into it.
9. On descents, group riders should spread out a bit more. This allows more reaction time and a better view of what is coming up.
10. Ask questions. These are just a FEW tips to make your group ride experience safe and fun. Don't be afraid to ask more experienced riders for help. Most will be more than willing to offer helpful advice. Remember we were all new to the group thing at one time.

Bill Harris has coached regional, national, Olympic and World Champions in three different sports. To contact Bill about his cycling coaching services send e-mail to yelojersey@aol.com or check out his website at www.yellowjersey.com

BLM Trail Construction Near St. George

The BLM has constructed a new trail head off Mile marker 17 - Hwy 59. This accesses the top of the Jem Trail. The Jem has been rerouted around the cattle pond. The reroute added about an extra mile of single track to the trail. There are now picnic tables and a restroom at the Virgin Dam trail head for the Canal and Rim trails.

They are also constructing a new, advanced trail in the Red Cliffs desert reserve that should be finished in April. The trail can be ridden as a shuttle or a loop. The new trail will boast six miles of single track that starts at the forest service boundary off Cottonwood Road and follows the Broken Mesa rim before dropping down to Washington. From the trail riders can view the entire St. George Basin and back toward the Pine Valley Mountains. The upper part of the trail meanders in and out of Juniper and Cliff Rose. Combined with the trails along the base of Red Cliffs and Forest Service roads it should be possible to do an epic loop of over 30 miles. This loop would include the above mentioned Juniper and Cliff Rose and desert singletrack and plenty of slickrock.

-BLM and Quinn Pratt



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Olympics

Gold Medal Critical Mass

by Jeffrey Smith and Jason Bultman

On Friday February 22nd at 5:30pm we commenced our monthly Critical Mass bicycle ride in downtown Salt Lake City in front of thousands of Olympic pedestrians and hundreds of police.

Critical Mass has many faces and its size and personality vary from city to city. Here in Salt Lake City we have been active since 1998. A group in Provo has been active since 2000. The Salt Lake City Mass consists of a wide range of people from toddlers in bike carts to the elderly, from company professionals to anti-corporate and animal rights activists. In Salt Lake and Provo, the ride varies in size every month from ten or so in the winter to sixty or more in the warmer temps.

Our Olympic ride was meant to be a coming of age for us so to speak with the streets full of international pedestrians, the fax machines of the media alerted with a press release, and the planned participation of David Michael Anthony, the self-proclaimed Olympic athlete in training for the 2004 Olympics. But grassroots movements being what they are, nothing went as planned. The athlete and press didn't show, but we did end up with the Downtown Bike Patrol joining in. As part of the heightened Olympic security, other police officers in

SUV's showed up, our pictures were taken by various law enforcement cameramen, and a Provo rider who had a large anarchist flag strapped to his bike was cited or arrested (We still don't know what happened to him or what his name was).

The Downtown Bike Patrol arrived at the start, fully equipped and uniformed, pedaling synchronously and two abreast; parked in position in a formation reminis-



Approaching the City County Building - Photo by Jason Bultman

cent of a military marching brigade. The bike patrol insisted we stay on Main Street (closed to autos) in an obvious effort to keep us away from car traffic.

Someone said, "Let's ride!" A bicycle patrolman radioed ahead to have the "road-closed" condition opened to our thirty-some strong, pedal-powered Olympic Mass. We were greeted with waves, hoots and hollers from visitors from all over the world. Groups responding with a curious smile or a "What is this?" received a flyer commenting on the Critical Mass. We turned and headed south on Main Street. A real sense of community was felt as we cruised amongst the unbenounced cosmopolitan malaise of street vendors, venue-goers, ticket scalpers, Canada House flags, and live music from the sidewalk. For a

brief time, there were peaceful, festive, pedestrian and bicycle filled downtown streets - free from cars.

Before the planned Main Street U-turn, spontaneity was recovered by a group of younger riders leading the pack in a right turn off of the programmed Main Street. The police wisely abandoned any pursuit to hand out citations and just turned around, followed, and observed. As a retort to the (Earl "Of Parking Lot" Holdings') Olympic SUV fleet in stagnant gridlock around us, people in the Mass began vocal chants: "One Less Car", "Whose streets? Our streets!" and "Hey hey, Ho ho, Fossil fuels have got to go!"

Ironically, the bike police slowly disappeared from the Mass in an unfortunate maneuver possibly to disassociate themselves with a message many of them surely identify with. Easily over a thousand Olympic pedestrians witnessed or heard us as the bicycle patrol's colorful "yellow-jackets" embellished the ride visually and their physical presence added to the mass of riders before they conscientiously "took the fifth" and vaporized into the trailing night air. This undoubtedly was the largest demonstration put on by locals in downtown Salt Lake City during the Olympics. And many on foot agreed with our point that bicycles clearly do offer safer, cleaner, healthier, and more community building transit alternatives to the noisy, smelly, greenhouse emission belching autos that are perennially stuck in our downtown and valley areas. Please join us for some fun while exercising your rights as a bicyclist in your city. We meet at the north side of the Gallavan Center on the last Friday of each month at 5:30pm in downtown Salt Lake City.

IMBA's 2002 Advocacy Summit Heads to Moab

Mountain biking advocacy leaders, top federal land managers and key representatives of other trail and conservation groups from around the world will gather April 18-21, 2002, near Moab, Utah, for the 2002 IMBA Mountain Bike Advocacy Summit.

The summit will be held at the brand new Red Cliffs Adventure Lodge on the banks of the Colorado River in the majestic Castle Valley, 15 miles east of Moab.

By bringing together a dynamic, diverse group for four days of workshops, panel discussions and brainstorming, IMBA hopes to inspire advocacy that will produce better mountain biking opportunities worldwide.

The 2002 IMBA Mountain Bike Summit will feature seminars on:

- * The future of mountain biking on federal public land
- * Creative solutions to urban trail conflicts
- * Wilderness and mountain biking
- * Taking grassroots advocacy to a new level
- * Securing federal and state trail funding

Summit participants will also have the opportunity to ride the spectacular trails surrounding Moab.

"The last time IMBA held a major summit (in Arizona, 1996), we dramatically improved the effectiveness of our organization and work," said IMBA executive director Tim Blumenthal. "We're confident that the 2002 IMBA Mountain Bike Advocacy Summit will achieve even more for our sport."

For more info, contact: IMBA at (888) 442-4622.

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-Antelope Island Road Race-

Saturday, April 13, 2002

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A Utah Cycling Association Point Series Event. Held Under USCF Permit
Minimum of \$1000 cash plus merchandise prizes.

CATEGORY	DISTANCE	START	PRIZE	PLACES	PRE-ENTRY
Master 45 +	40 Miles	9:00 AM	Trophies*	5	\$25
Master 55+	40 Miles	9:00	Trophies*	5	\$25
Women Cat 1-3	40 Miles	9:02	\$500	5	\$25
Women Pub/Cat 4**	40 Miles	9:04	Trophies*	5	\$25
Men Pub/Cat 5**	40 Miles	9:06	Trophies*	5	\$25
Men Cat 1-3	60 Miles	11:00	\$500	5	\$25
Men Cat 4	40 Miles	11:02	Trophies*	5	\$25
Master 35+	40 Miles	11:04	Trophies*	5	\$25

* Trophies and quality merchandise from The Bike Shoppe ** Public women are category 4. **Public men are category 5. These are citizen classes for beginners only. ** Entry fee includes one day license. *** Entry fee cash only for Non-Utah Cycling Association members.

*Day of Race Entry is \$35 Cash Only.

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For More Information:

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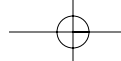
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Route 211

Stay Right on that Inside Groove

By Greg Overton

Welcome back for another season of cycling in Utah, and another season for Cycling Utah! The Route 211 crew is looking forward to another season of contributing our fair share of rumor milling, unsolicited opinions and commentary on the bike scene as we see it. Or sometimes as we hear about it, or if needs be, as we make it up!

We'll begin the season with a review of some of the goings-on in and around the bike world since we were last heard from following the Interbike show in Las Vegas. It took a while to recover from all the startling innovation we saw at Interbike, and just as we were beginning to remember that it really all boils down simply to riding a bike because it's fun, things pop up to remind us that some people in this industry continue to try to complicate it.

For instance, we received word over the winter that some of the up and coming leaders in component design are pushing for a new headset size standard. "Great", we say, "finally we'll settle on the 1 1/8" size as a standard and that'll be it. It's been going that way for a few years, and now we are there. Hooray!" Wrong! After all this time we've spent going from 1" to 1 1/4" to 1 1/8" to individualistic companies like Cannondale and Klein going out on the limb with 1 9/16", and 1 5/16" respectively, we now have a push for a new standard for headsets to be 1 1/2". What?!

The muscle behind this push, and for now it's intended for single crown long travel forks, is substantial. Industry heavyweights King Cycle Group (Chris King),

Answer (Manitou), Race Face and Cane Creek are the band of renegades on this one. As Matt O'Rourke of King Cycle Group explained in a recent trade journal "...a lack of consistency is our industry's biggest problem". Ten points for a correct answer! But we're going to have to penalize twenty points for your remedying the lack of consistency by created more inconsistencies! Next player. "Uh, can I change my category to integrated headsets or four bolt cranks?"

Moving on. Why is it that nearly every company in the bicycle industry that goes public and/or hires a CEO from a tissue company or a shoe company or wherever to improve profits ends up hitting the wall like a NASCAR driver "that done blowed a tarr and lost the groove own a inside"? Reference Schwinn, Schwinn again, Schwinn/GT, Scott, Serotta, Raleigh (Diamond Back, Univega), et al. The latest to lose its inside groove: Rock Shox.

After moving the company to Colorado from California, and moving a portion of production to Asia to cut costs (and a coincidental recall/warranty issue), Rock Shox lost that groove, and asked for relief from bankruptcy courts. And waiting outside the door with a new lease on life for what is maybe the most visible icon in the mountain bike world was Sram. That's right, those plastic derailleur boys have built themselves quite a little "compony" in recent years, and with the addition of Rock Shox may be able to challenge Shimano in the OEM leverage sweepstakes. "Hey, big bike makers, Sram here. Say, as you know we bought a little shock



company, and we were thinking that since you want shocks for your bikes, heck, you may just want our shifters and derailleurs too. Whattya say?" Go on Sram!

Someday, the realization may hit home that the bicycle "industry", and especially the mountain bike industry has its feet firmly planted in a foundation of enthusiasts and shorts wearing good guys who can't seem to get the full grasp of big business. Reference the above paragraph regarding headset sizing! We just like bikes and riding bikes and tinkering with bikes. Innovation is cool and all, but it can't be linked strictly to the profits column. Bikes are emotional items for those who make them, and for those who ride them. If you can mix in enough profit to not have to take a part time job, you're doing okay. Besides, a part time job will take away from riding time.

Watch with us in the coming year as Giant becomes a hip and cool bike brand. Look around at the number of local shops that carry Giant who did not at this time last year. Know why? A major reason is that Giant recently hired Skip Hess to run its US operations. Remember when Schwinn became really cool in the mid nineties? Cool ads, good racers, good product, an industry leader. Skip Hess was the man behind that climb up the charts after the company's first, or was it second financial fall. He under-

stands the customers, as well as the dealers in the bicycle industry, something Giant (which is the largest producer of bicycles, probably yours whatever brand it is) has never been able to grasp.

More tidbits from the psycho cycle path along Route 211. Everyone is curious and tense over what Pacific, new owner of Schwinn and GT, is going to do with those two powerhouse brand names. Don't know who Pacific is? Visit your local discount Mart and look at the cheap waterpipe bikes they have for sale. That's Pacific. Other companies are worried that Schwinn and GT brand names are going to end up on cheapo full suspension bikes for \$120, and their own dealers will have to sell Dad on the value of their full suspension bike for several hundred more. "A bike's a bike, right, why, my bikes were all Schwinn's, they make a good bike."? A few hundred shells stay in Dad's pocket, junior gets a POS, and Pacific and Junk-Mart make profits.

And another thing. What's this

we hear about a new disc brake mounting standard? Are you ready to buy new brakes yet? What about the 29 inch wheel mountain bike? Is this idea coming or going? Gary Fisher digs it, and Trek let his company build some, and Trek knows its stuff, so is it here to stay? There is a counter move from a couple companies to make 24 inch wheels standard for cross country mountain bikes. Did we miss something? Is there a moratorium on 26 inch wheels or something? Did OJ have his favorite pair of Crossmax wheels in the white Bronco, and now they're the scourge of society? Maybe these companies are just trying to help him find the "real" mountain bike wheels.

Here's a novel idea. Let's make the 1 1/8" headset standard. Let's keep 26 inch wheels, the just standardized disc mount, and handlebar diameters, chainring bolt patterns and cassette spacing standard for a bit. Let's relax, and enjoy the bikes that got us here. Let's "stay raht own nat insahd groove and run fawr a bit, and just enjawy it".

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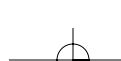
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Olympic Snapshots



When is a bike better than a car? Well, almost always. But especially when it comes to quick response in the midst of large public gatherings. The Salt Lake City Fire Department's Mobile Response Team (Bike Team) was out in force during the Olympics. During the Big Party, there were up to eight pairs of riders out at any given time handling up to 20 calls a day as well as keeping an eye out for hazards and having a lot of fun. The five-year old, sixty-strong Bike Team is part of a tiered system of response that works to alleviate the stress of getting fire apparatus or ambulances into high traffic areas and to improve response time. The maneuverable bicycles provide first response. Then, if necessary, a gator (golf cart) can move an individual to an ambulance. The Bike Team riders are all Emergency Medical Technicians or Paramedics. Each rider carries a radio, a portable defibrillator, a bag-valve-mask and oxygen, and minor bandaging supplies.

-Dave Iltis



Kade Ashley of UTO of Salt Lake pulls visitors through the Olympic crowds in downtown. UTO (Ultimate Transportation Options) is a new Salt Lake company that made their debut at the Olympics. "We promote transportation that is safe, healthy, and respectful to the land and the earth," said founder Mehrdad Samie. Their philosophy is "People Carrying People." You can find them on the web at www.utoslc.com.

-Dave Iltis

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Pre entry strongly encouraged. Entry is \$110 if postmarked after April 13.
Late Entry at the New Garden Cafe, Main St., Hurricane, 6-9 pm Friday.

Send Entries to: Del Brown, 1375 E. 4225 S., Ogden, UT 84403
Questions? contact Del at 801-392-4019 or delbrown@qwest.net

For more info, visit: www.chums.com or utahcycling.com

MOUNTAIN BIKE RACING

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Intermountain Cup #1



Above: Clydesdales' Start
Below: Six Year-Old Micah Thatcher
Complete results, page 14 photos by Bryce Thatcher

Red on Desert

Photo: Shawn Christiansen



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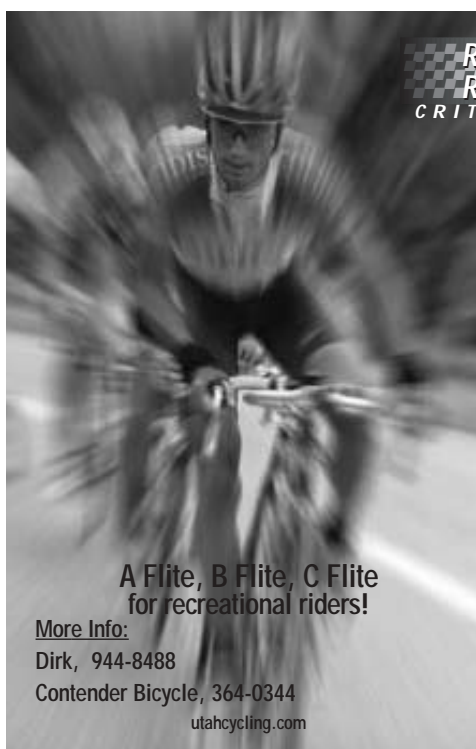
801-942-3498 or www.intermountaincup.com

- March 2 Red Rock Desert Rampage, St. George, UT
- March 23 Bike Fest 2001, St. George, UT
- May 4 Aardvark Showdown at Five Mile Pass, Lehi, UT
- May 25 Cache Valley's Joyride
- June 8 Pedalfest XC, Deer Valley, UT
- June 15 Utah Summer Games XC Race, Cedar City, UT
- June 29 The 15th Annual Mountain Bout, Snowbird, UT
- July 6 Brian Header, Brian Head, UT
- July 13 Chris Allaire Memorial/Utah State Open, Solitude, UT
- July 27 Pedal Powder, Ogden, Utah
- August 10 Taming the Tetons, Jackson Hole Mtn. Resort, WY
- August 24 Wolverine Ridge XC Race, Double Points!, Evanston, WY

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CALENDAR OF EVENTS

Calendar Guidelines:

Listings are free on a space available basis and at our discretion. Submit your event to: dave@cyclingutah.com with date, name of event, website, phone number and contact person and other appropriate information. Let us know about any corrections to existing listings!

Calendar of Events is sponsored by



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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

March 23 — Bike Fest 2002, Intermountain Cup #2, St. George, XC - Rees Weaver, 435-674-1402
April 20-21 — Tour of Canyonlands, DH, XC, Moab, UT, (303) 432-1519
April 27 — Buffalo Challenge, mountain bike race or biathlon, Antelope Island, 801-626-7967
May 4 — Aardvark's Showdown at Five Mile Pass, Intermountain Cup #3, Lehi, UT, XC - Ed Chauner, 801-942-3498
May 25-26 — Bordertown Challenge, Wild Rockies Series #3, Oasis, NV, (208) 342-3910
May 25 — Cache Valley's Joyride, Intermountain Cup #4, Wellsville/Logan/Sardine Canyon, UT, (435) 245-6950
June 8 — Pedalfest XC, Intermountain Cup #5, Deer Valley, UT - Ed Chauner, 801-942-3498
June 15 — Utah Summer Games, Intermountain Cup #6, Cedar City, (435) 865-8421, (800) FOR-UTAH, (435) 586-2770

June 29 — Snowbird Mountain Bout, Intermountain Cup #7, 15th Annual, Snowbird, (801) 942-3498
July 6 — Brian Header, Intermountain Cup #8, Brian Head, UT, XC, Clark Krause, (435) 586-2770
July 7 — King of the Wasatch Downhill, Park City Mtn. Resort, (801) 375-3231
July 13 — Canyon to Canyon Pedal Cup, 7 am, East Canyon Resort, (801) 583-6281
July 13 — Chris Allaire Memorial, Intermountain Cup #9, Solitude, UT, XC - Ed Chauner, 801-942-3498
July 20 — Brianhead Epic 100, qualifier for the 2002 World Solo Championships, Brian Head, (909) 866-4565
July 13 — Blue Mountain Bike Chase, 25 mile race, Monticello City Recreation, Monticello, UT, (435) 587-2029
July 27 — Pedal Powder, Intermountain Cup #10, Powder Mountain, Ed Dilbeck, (801) 479-5015
August 11 — Widowmaker Hill Climb 10 AM, Snowbird Resort, (801) 583-6281
August 24 — Wolverine Ridge XC Race, Intermountain Cup #12, Evanston, WY - Paul Knopf, (307) 783-6470
September 21 — Tour des Suds, Park City, (435) 649-6839
October 12-13 — 24 Hours of Moab, (304) 259-5533
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 20 — Moab Rim Downhill, (801) 375-3231

Mountain Bike Race Series #1, Fruita, CO, (970) 858-7220
May 9-12 — NORBA NCS #1, Snow Summit Mountain Resort; (909) 866-4565
May 11 — Lava Rama, Wild Rockies Series #2, Lava Hot Springs, ID (208) 342-3910
May 25-26 — Bordertown Challenge, Wild Rockies Series #3, Oasis, NV, (208) 342-3910
May 25-27 — Iron Horse Bicycle Classic, Road and Mountain Events, Durango, CO, (970) 259-4621
June 1 — Revenge of the Singletrack, Wild Rockies Series #4, Twin Falls, ID, (208) 342-3910
June 22-23 — Idaho City Excellent Adventure, Wild Rockies Series #5, Idaho City, ID, (208) 342-3910
July 6 — Pomerelle Peaks, Wild Rockies Series #6, Albion, ID, (208) 342-3910
July 13-14 — World Cup DH/4X5: Telluride, CO, (719) 578-4581
July 20-21 — Bogus Bomber, Wild Rockies Series #7, Boise, ID, (208) 342-3910
August 1-4 — NORBA NCS #4, Durango, Colo.; (970) 259-4621
August 3 — White Knob Challenge, Mackay, ID, (208) 854-1801
August 10 — Taming the Tetons, Intermountain Cup #10, Jackson Hole Mtn. Resort, WY, XC - Ed Chauner, (801) 942-3498
August 17-18 — Claim Jumpers Downhill and Cross Country, XC, DH, Great races in the middle of Nevada on Hwy 50, Austin, NV, (775) 964-1212
August 31 - September 1 — Brundage Bike Festival, Wild Rockies Series #8, McCall, ID, (208) 342-3910
September ? — NORBA Nevada State Mountain Bike Championships, Pahrump

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) 535-7939 or (801) 363-0304.
Weber County Pathways — Weber County's Advocacy Group, (801) 393-2304 or www.weberpathways.org
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 Gallivan Center, 200 S. and State Street, SLC. For more info, if you have a bike to lend, etc.: email slccriticalmass@yahoo.com
May 4 — G.O.T.S Bike and Gear Swap, Wild Rose, (801) 533-8671
May 16 — Mayor's Bike to Work Day presented by Salt Lake City Mayor's Office and MBAC, a mellow ride with Mayor Rocky Anderson under police escort from Liberty Park to the City/County Bldg, then free breakfast and raffle for all participants, Cost: free, 7:30 am, Liberty Park, Lisa Romney, 535-7939, lisa.romney@cl.sl.c.ut.us and Dennis Guy-Sell - dadufo@aol.com, Meet at the northeast corner of Liberty Park

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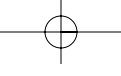
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The Mayor's Bicycle Advisory Committee, the leading bicycle advocacy group in Salt Lake and Utah, wants to encourage all cyclists to participate. There are monthly meetings on the second Wednesday of every month at 5 p.m. in the City & County Building, 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 535-7939 or Mark at 363-0304.



NV, (775) 727-5284 or (702) 228-4076
September 21-22 — 24 Hours of Boise, Bogus Basin, ID, (208) 367-1899
September 28-29 — First Annual Elko Rocks, Wild Rockies #9, (208) 342-3910
October — Red Bull Rampage Free Ride Contest, 2nd Annual, Virgin, UT (435) 772-BIKE

Mountain Bike Tours and Festivals

Wed evening ride — Women's Joyride, 5:30 p.m., meet at Joyride Bikes, 37 1/2 Center St., Logan, (435) 753-7175
March 22-24 — Bike Fest 2002, A Mountain Biking Festival for the Entire Family, rides, competitions, contests, clinics, St. George, UT, (435) 674-1402
April 27 — Antelope Island Buffalo Bike Tour, (801) 942-5293
April 25-28 — Fruita Fat Tire Festival, Fruita, CO, (800) 873-3068
May 17-19 — San Rafael Swell Mountain Bike Festival, 15th Annual, Emery County, 435-381-5620
August ? — Brian Head Bash Color Country Fat Tire Festival, Group Rides and more, (435) 586-2770

August 8-11 — Dinotrax Fat Tire Festival, Rides, Pasta Feed, Bluegrass Music, Flaming Gorge, (435) 781-2595
September ? — Pahrup Mountain Bike Fest, 13 mile Poker Run with prizes for high and low hands, Pahrup NV, (775) 727-5284 or (702) 228-4076.
October ? — Chet Peach Ride and B-B-Q, Fruita, CO, (800) 873-3068
October 16-20 — Canyonlands Fat Tire Festival. Group rides, bicycle DemoExpo, fun competitions, evening entertainment. Moab City Park. (801) 375-3231
November ? — 6th Annual Blue Diamond to Jean Mountain Bike Benefit. 33 mile non-competitive ride. Blue Diamond, NV, (702) 228-4076 or (775) 727-5284.



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.

RMR = Rocky Mountain Raceway

DMV = Dept. of Motor Vehicles Training Track

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

Utah Road Races

March 2,9,16,23,30 — RMR Crit Series, Salt Lake, (801) 944-8488 (Saturdays in March, Tuesdays starting April 4)
April 2,9,16,23,30 — RMR Crit Series, Salt Lake, (801) 944-8488
April 3,10,17,24 — DMV Crit Series, Every Wednesday, Salt Lake, (801) 944-8488
April 4,18 — Salt Air TT Series, Every other Thurs, (801) 944-8488

April 13 — Antelope Isle RR, (801) 392-4019
April 20 — Earth Day Pedal Cup, 10:00 AM, City Creek Canyon, (801)583-6281
April 20-21 — 11th Annual Chums Classic, 3 stages, 2 days, Hurricane, UT, (801) 392-4019
April 27 — Up and Over Time Trial, 10 miles of fun!, (801) 278-6820
May 7,14,21,28 — RMR Crit Series, Salt Lake, 944-8488
May 1,8,15,22,29 — DMV Crit Series, Every Wednesday, Salt Lake, 944-8488
May 2,16,30 — Salt Air TT Series, Every other Thurs, 944-8488
May 4 — East Canyon Road Race, 11 AM, East Canyon Resort, (801)583-6281
May 11 — RMCC Rhodes Criterium, Salt Lake City, (801) 313-1239
May 12 — Utah Premier Criterium, (801) 553-1065
May 18 — Weber State Crit
May 19 — 5 Man Team Time Trial, (801) 944-8488
May 25-26 — Snake River Stage Race, (208) 465-6491
May 25-27 — Cache Classic Stage Race, Logan, UT, (435) 752-5131
June 4,11,18,25 — RMR Crit Series, Salt Lake, (801) 944-8488
June 5,12,19,26 — DMV Crit Series, Every Wednesday, Salt Lake, (801) 944-8488
June 13,27 — Salt Air TT Series, Every other Thurs, (801) 944-8488
June 9 — Utah State Road Race Championships, (801) 944-8488
June 15-16 — 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 2,9,16,23,30 — RMR Crit Series, Salt Lake, (801) 944-8488
July 3,10,17,24,31 — DMV Crit Series, Every Wednesday, Salt Lake, (801) 944-8488
July 11,25 — Salt Air TT Series, Every other Thurs, (801) 944-8488
July 13 — Sugarhouse Crit
July 14 — UVSC Circuit Race, Utah County, (435) 649-4641
July 6-7 — Gate City Grind Stage Race, (208) 282-2503 or (208) 652-3532
July 16-21 — Utah Six Pac
July 28 — Utah State Time Trial Championships, (801) 944-8488
August 6,13,20,27 — RMR Crit Series, Salt Lake, (801) 944-8488
August 7,15,22,29 — DMV Crit Series, Every Wednesday, Salt Lake, (801) 944-8488
August 8,22 — Salt Air TT Series, Every other Thurs, (801) 944-8488
August 3 — Snowbasin Earl Miller Hillclimb, 7:30 AM, 11 miles from Huntsville to Snowbasin, Huntsville, UT, (801) 620-1048
August 4 — Davis Crit (Rusty Shoemaker Memorial), Davis County Technical Center, (801) 944-8488
August 10 — Snowbird Hill Climb, 7:30 AM, 10.2 Miles from Shopko on 9400 S. 2000 E. to Snowbird, (801) 583-6281
August 11 — 2 Man Team Time Trial, (801) 944-8488

September 3,10,17,24 — RMR Crit Series, Salt Lake, (801) 944-8488
September 4,11,18,25 — DMV Crit Series, Every Wednesday, Salt Lake, (801) 944-8488
September 5,19 — Salt Air TT Series, Every other Thurs, (801) 944-8488
September 2 — 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 8-12 — Huntsman World Senior Games. Must be 50 years or older. Four events: hill climb, time trial, criterium and road race. 800-562-1268 or hws@infowest.com
October 12 — 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 7 — OLA Valley Road Race #2, Boise, ID, (208) 343-3782
April 21 — Blacks Creek Road Race #3, Boise, ID, (208) 343-3782
May 4 — Emmett-Roubaix Road Race, Boise, ID, (208) 343-3782
May 19 — Eagle Hills Circuit Race, Boise, ID, (208) 343-9130
May 21 — Idaho Cycling Enthusiasts Criterium Series, Pocatello, ID, Rob Van Kirk at 208-282-2503 or vankrobe@isu.edu

Continued on page 15

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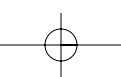
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cycling utah

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HELP WANTED

CONTRIBUTING WRITERS: *cycling utah* is always in need of writers and photographers to help cover the great cycling that happens in our region. Phone us at (801) 268-2652 or email dave@cyclingutah.com

MISCELLANEOUS

FOR RENT: Bicycle Cargo Case. TricoSports Ironcase. \$25 minimum (up to 3 days) and \$5/day for each additional day. Deposit required. Call David (801) 261-4121 (H) or 268-9868 (W).

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Continued from page 16

think, it's not painful. In fact, the endorphins released block out all sensations of pain. Yup. You end up falling down into a large snow bank and the physiological response is to laugh, and laugh, and laugh. Ha ha ha ha HA! I present the question again: Why race cyclocross? Who doesn't love to laugh? Like me, however, you want to make sure your broken ribs are fully healed before trying 'cross. Otherwise, the laughter can be mighty painful.

Finally, the suffering many Utah 'crossers endured all season paid off big at U.S. Cyclocross Nationals in Baltimore. Art O'Connor - 6th Master's 35-39, Darrell Davis - 13th Master's 40-44, Dirk Cowley - 9th Master's 45+, Bart Gillespie - 30th Men's Pro, Christine Iltis - 2nd Master's 30-34 and 17th Women's Pro. Congratulations everyone!

In truth, falls are almost always at slow speeds and don't often inflict damage. They are very often accompanied by stitches, however. You know, in your side, after laughing yourself silly!

-See the complete series point totals in our results section on page 14.

Editor's Note: Christine was the 2001 Series Winner.



Series Champ Bart Gillespie shows why he's ahead of you...Wheeler Farm CX #2 photo by Dave Iltis

Bicycling Phone Directory

National

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

IMBA Utah Representative - Jon Gallagher 435-655-7250

Useful Numbers

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Stop Smoking Cars (license#, model, location,date) 801-944-SMOG

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Specialized to Cut Production in Salt Lake

MORGAN HILL, CA, February 15th --

Specialized Bicycles will halt painting and assembly of production bikes at the company's Salt Lake City, Utah, facility at the end of April. The change will affect some twenty workers, who have been offered severance packages to assist in their transition.

"This is a painful decision for us", said Mike Sinyard, President and Founder of Specialized, "all the more so because the quality of work in our Salt Lake City plant was first-rate. But the logistics and cost issues in moving bikes among offshore fabrication, USA paint and assembly, and then warehousing facilities around the world have made it prohibitive for us to continue." Availability of offshore finishing and assembly at a newly developed facility dedicated solely to top-quality paint and finish will now permit Specialized to focus on its core strengths in product design and marketing, Sinyard said, while offering better product availability to customers at no change in cost.

Fabrication and paint of custom and team bikes will continue in the company's new R&D Center at their Morgan Hill, CA headquarters. Warehousing, Quality Assurance, and shipment of Specialized bicycles and equipment from Salt Lake City will not be affected.

Calendar - Continued from page 10

May 25-26 — Snake River Omnium, Nampa, ID, (208) 465-6491

May 25-27 — Iron Horse Bicycle Classic, Road and Mountain Events, Durango, CO, (970)259-4621

May 25-27 — Ecology Center Classic, 4 stages, \$10,000 prize list, Missoula, MT, (406) 728-5733

May 25-27 — Platte Bridge Station Stage Race, 4 stages, Casper, WY, (307) 234-5330

June 2 — Lyle Pearson Classic/Roubaix Road Race - 75+ mi Boise, ID, (208) 343-3782

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

June 4 — Idaho Cycling Enthusiasts Criterium Series, Pocatello, ID, Rob Van Kirk at 208-282-2503 or vankrobe@isu.edu

June 7-9 — Elkhorn Classic Stage Race, Baker City, OR, (503) 652-3763

June 15-23 — Hewlett Packard Women's Challenge, Idaho, 208-672-7223

June 22 — River Spirit Circuit Race, Boise, ID, (208) 343-3782

June 18 — Idaho Cycling Enthusiasts Criterium Series, Pocatello, ID, Rob Van Kirk at 208-282-2503 or vankrobe@isu.edu

June ? — Idaho State Time Trial Championships, Bellevue, ID, 7am, (208) 726-7693

June 30 — Ketchum Criterium, Ketchum/Sun Valley, Idaho, Greg Stock (208)726-0707 or gstock@svidaho.net

July 9-14 — USCF Master's National's, Bakersfield, CA, (719) 578-4581

July 6-7 — Gate City Grind Stage Race, (208) 282-2503 or (208) 652-3532

July 21 — 5 Person Team Time

Trial Team Time Trial, Boise

July 27 — Twilight Criterium, Boise, ID, (208) 343-3782

July 28 — The Morning After Criterium, Boise, ID, (208) 343-9130

September 7-8 — Idaho State Road Race and Criterium Championships, RR 7th, Crit 8th, (208) 854-1801

September 14 — Race to the Angel, 16th Annual, Wells, NV, (775) 752-3540

September 14 — Bogus Basin Hill Climb, Boise, ID, (208) 343-3782



Weekly Rides

Monday Ride — Wasatch Women's Cycling Club (WWCC) Weekly Ride: fun/easy ~1 hr. ride, 6 pm, Spin Cycle, 4644 So. Holladay Blvd.. All welcome!, Kirsten, (801) 355-4376.

Tuesday Evening Rides — Weekly Tour of Heber Valley, meet at Heber Mountain Sports, 160 S Main St., Heber. 32 miles at a medium pace (Avg. 16-18 mph). Perfect for learning pace lines. (435) 657-1950.

Wednesday Evening Rides -- Weekly Tour of Heber Valley, meet at Heber Mountain Sports, 160 S Main St., Heber. 20 miles at a leisurely pace (Avg 10-14 mph) (435) 657-1950

Thursday Evening Rides -- Weekly Race around Heber Valley, meet at Heber Mountain Sports, 160 S Main St., Heber. 34 miles at a crisp pace with sprint zones (Avg 19-24 mph). Great for fine tuning the legs. (435) 657-1950

Saturday — Wasatch Women's Cycling Club intermediate weekly road ride, 10 am, 15th S. 15th E. (in front of Einstein's). ~2 hrs, www.wcccutah.org or Melissa at (801) 466-6312.

Tours

April 6 — Cactus Hugger Road Ride, St. George, (435) 635-5480 or (435) 635-5181

May 4-5 — The "X" Rides, 2 fun rides on and off Nevada's Extraterrestrial Highway, Rachel, NV, near Area 51, (800) 565-2704

May 11 — Yellowstone Spring Cycling Tour 2002, (406) 646-7701

May 11 — Color Country Century, 100 miles through Cedar Valley from New Harmony to Parowan, (435) 586-5210

May 18 — Great Salt Lake Bird Festival presents "Celebrating the flight of shorebirds and the human spirit" 2002 Fun Run/Walk Ride, start 7:30 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, Proceeds benefit the Shorebird Sister Schools, 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 18 — 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) 596-8430 or Fax (801) 322-5056 or jonrsmith@mac.com

May 25-27 — Northwest Tandem Rally, Boise, ID, (208) 336-9102

June 1 — Little Red Riding Hood, women-only ride, Cache Valley, (801)272-1302

June 2 — America's Most Beautiful Bike Ride, 35, 72, 100 miles, benefit for the Leukemia Society, Lake Tahoe, NV, (800) 565-2704

June ? — 16th Annual Countryside Classic - "Bike for

Breath", benefit for asthma research and to support a children's asthma camp, prizes for raising the most money, 25 or 60 mile bike ride, 9 a.m., Coalville Park, Coalville, UT, (801) 484-4456

June 21 — Annual Antelope by Moonlight Bike Ride, 10:00 P.M. 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

June 22-23 — MS 150 Bike Tour, Benefits MS Society, Cache Valley Fairgrounds (400 South 500 West, Logan, Utah), (801) 493-0113

June 29 — Killer Loop, a 66 or 100 mile loop from Cedar City through Brianhead and Back to Cedar. This ride features 8000 plus feet of climbing at altitudes up to 10,400 feet. (435) 586-7567

June 22 — 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, Rob Van Kirk at 208-282-2503 or vankrobe@isu.edu

July 14-20 — Bicycle Idaho, Melba to Ketchum to Melba, (541) 385-5257

August 11 — Treasure Valley Century Ride, Boise, ID, (208) 343-3782

August 11-16 — Spuds 8, ride across Idaho, Emmett to Island Park, Cyclevents, 1-888-733-9615.

August ? — MS 150 Bike Tour Comstock Sierra Challenge, 2 days of fun moderate to challenging rides, Carson City, Nevada, (800) 565-2704

August 17 — ULCER, Century Tour around Utah Lake, (801)886-3272

August 19-24 — WYCYC XIII, ride across Wyoming, Pinedale to Buffalo, Cyclevents, 1-888-733-9615.

August 31 — Cache Valley Century Tour - 100 mi/100 km. Hosted by the Cache Valley Veloists Bicycle Touring Club. 7AM registration/check in at Richmond City Park, 12 mi north of Logan on Hwy 91. Registration fee for members \$12 (early) \$15 day of ride; non-members \$15 (early), \$18 day of ride. Fee includes rest stops, lunch and t-shirt. For information and forms 435-713-0212.

September 8-14 — Southern Utah National Parks Tour, (801)596-8430

September 8 - 13 — SPUDS - Fall Harvest, Salmon to Rexburg, Idaho, 1-866-45-SPUDS

September ? — Idaho MS 150 Bike Tour, Boise, ID, (208) 388-1998

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

September 21 — Cycle For Life, (801)272-1302

September 22-28 — 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 riding, 420 miles from Lake Tahoe to Great Basin National Park, (800) 565-2704

October 5 — Yellowstone Fall Cycling Tour 2000, (406) 646-7701

October 6 - 12 — CANYONS - A Ride Across Southern Utah, Springdale to Blanding, 1-866-CycleUT

October ? — 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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CYCLOCROSS RACING

2001 Utah Cyclocross Series Wrap-up

by Christine Iltis

Late August 2001. It had been almost two months since my run-in with the Buick Park Avenue that left me with a few broken ribs and a messed up shoulder (you guessed it – the car made a sudden right turn out of the left lane). Luckily it was my left shoulder that was weakened by the experience. I needed the right one for shouldering my bicycle as soon as THE racing season began. You got it, baby. Bring on cyclocross! I said to my friends, "It's a good thing I'm mostly healed up. I'd die if I couldn't race cyclocross." This comment was greeted with looks of utter amazement and replies that went something like, "You are healed and you want to race cyclocross???" Most people think of cyclocross as a dangerous sport (lots of falling down)*. Outsiders (those not yet baptized

into the all-consuming religion that is cx) could not understand why someone would supposedly risk wrecking a body that was freshly healed. Why? Why not? Fun! Friends! Excitement! Why on earth would anyone not want to race cyclocross?

The races were ON. The 2001 Utah Cyclocross Series had an even greater diversity of venues than the previous year. Old reliable favorites such as Wheeler Farm and Seven Peaks, and last year's new venue at Trailside Park were maintained. In addition, a brand-new course at Park City Mountain Resort (PCMR) was added. As usual, an excellent web site was maintained and updated regularly throughout the season by Christian Johnson. The site contained course descriptions, training tips, photos, and results (Check it out: www.utahcyclocross.com). To the bane of our hard-working

promoters, Matt Ohran and Jon Gallagher, PCMR was a tough one to pull-off due to last minute contingencies imposed by SLOC (Here ye! Here ye! The Olympics are no longer about promotion of "amateur sports." Not that any of us had any doubts before our experiences last fall. . .). In any event, the promoters always pulled something off and every last race was great! My own personal favorites, largely due to the addition of the extra technical challenges, were the second PCMR race with the long, but-gusting stair climb, and the Trailside Park race that included a sand pit. However, I'd have to say the one snow-packed Wheeler Farm race was particularly challenging. Ever try pushing a bike through a foot of snow? Contrary to what you might

Continued on page 12



45+ Champ Dirk Cowley at the State Championships at Wheeler Farm, Nov. 10, 2001 photo by Dave Iltis

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