

cycling utah



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SPEAKING OF SPOKES

Utah's Weekday Race Series

By Dave Ward
Publisher

As I sat here looking at a blank computer screen, I realized that I am still "looking ahead to the coming cycling season". I know that most of you are not still "looking ahead". For you, the season is already here. Nevertheless, though I have come out of hibernation, I have not yet gotten in the cycling groove.

A part of my problem is that I love to ski. While most people look forward to the start of the cycling season, I dread the end of the ski year. So, you will usually find me at the ski areas at least till the end of March, and often through the middle of April. Still, in March I do start looking forward to the cycling year, and get serious about it around the middle of April.

As I have contemplated the cycling season, I am excited as I review *cycling utah's* calendar. As a road racer, I am pleased to see, though I did not expect otherwise, that the several mid-week race series are still in place. In the Salt Lake area, there are the Rocky Mountain Raceways ("RMR") Criterium Series, the Division of Motor Vehicle ("DMV") Criterium



Series and the Saltair Time Trial Series. On the mountain bike side, the Soldier Hollow Training Series is back again this year as well. Several years ago, we had the Decker Dash mountain bike series right in the heart of the Salt Lake valley. Unfortunately, that even was list, and I have greatly missed it.

I was glad to note that in Idaho there is the Snake River Criterium Series in the Boise area and the Idaho Cycling Enthusiasts Criterium Series in Pocatello. There may be other mid-week race series out there of which we at *cycling utah* have not received word. If so, please let us know so that we may include them in our calendar.

I am a great devotee of these series. With family, professional and other activities and obligations, it has become impossible for me to participate in a race every Saturday, or even every

other Saturday for that matter. A mid-week race series allows me to enjoy the thrill of competing every week in the space of a few evening hours. I recognize that these race series do not just magically occur, and I appreciate and laud the efforts of those who make them happen.

These race series are also great for beginning racers who want to get a little experience before tackling the "weekend" events. While the racing is just as intense, the racers tend to be more forgiving of those new to the sport, and usually quite free with their advice. (At times, in the heat of the race, that advice is sometimes loud and laced with a little profanity. But be patient. They are usually not personal attacks, and are often followed up with apologies at the end of the race.) In addition, the RMR Series includes a category specifically for beginner racers with several experienced racers riding the race not to compete, but to teach.

So, take advantage of these mid-week races. They are good training, intense, and yet great fun. I hope to see you there.



Above: The B Flite rounds corner one at the RMR on March 29.

Cover: Rodney Mena leads Bill Harris and the rest of the A Flite through the hairpin at the RMR with the Oquirrh Mountains in the background. Photos: Dave Iltis



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TRAIL OF THE MONTH

Sublime High Desert Miles: Cedar Mountains Loop

By **Gregg Bromka**

Just 10 kilometers short of a metric century, the Cedar Mountains loop is ideal for endurance junkies who want to spend all day in the saddle. The generally smooth dirt roads lend to a fast pace, but the rolling hills and the two passes you must climb add to the elevation gain quickly. Located in Utah's west desert, the land is bleak and utterly desolate at first glance, but what may seem to be a wasteland to nuclear power proponents bears intrinsic beauty. In spring, the desert's tenacious plants burst with verdant, or new green, and the nearby Stansbury Mountains, home to the Deseret Peak Wilderness, instill alpine beauty. All sorts of critters hop, scurry, and slither between the brush, while pronghorn antelope and wild horses romp among the namesake cedars. Distant salt flats flicker through the rising heat waves, and more mountains back up against the western skyline. Whether you view the Cedar Mountains as a land of monotony or a delicate balance, they define an inseparable part of Utah's varied landscape.

Just the Facts:

Location: 61 miles west of Salt Lake City
Length: 55.7 mile loop (90 kilometers)
Tread: Light-duty dirt roads throughout
Physical Difficulty: Extreme (long miles, rolling hills, two significant climbs)
Technical Difficulty: Low-moderate (smooth dirt & gravel roads w/ intermittent choppy sections)
Elevation gain: 4,000 feet

Details:

Head south from the Hastings Pass road junction, cruising at high speed on a gradual descent. After dipping through a gulch near Redlam Spring, the road strikes a beeline south. Deseret Peak (elevation 11,031 feet) arches above the ominously sounding Skull Valley. Less striking, but conspicuous just the same, is the "bathtub ring" on the low knolls next to your road. It tells the tale of how ancient Lake Bonneville made islands out of the Cedar and other nearby mountains.

You'll pedal swiftly for miles on end, downshifting periodically for brief terrain changes and clicking into granny gear for the steep pump over Black Knoll- so named for the tongue of chunky

lava spit from its side. Go right at a T-junction a few miles farther then right again at a three-way junction at the base of a knoll spotted with charred trees from a recent wildfire.

If your physical or mental endurance has faded, then turn around now and limp back home; otherwise, gear down for the steady 800-foot climb to Rydalch Pass. The last few hundred yards are the toughest. It's a full throttle descent off the top and onto the loop's "back nine," but don't pass up Browns Spring if you're low on water. The pipe-fed spring purportedly flows year round.

The westside road is baby-butt smooth at first. Good thing because you'll want to knock off these miles as quickly as possible, for the terrain is more hapless than ever. The Bonneville Salt Flats appear as a bleach-white mirage off to the west. If you cock your head left, you'll catch a fading glimpse of Ibapah Peak in the Deep Creek Range. It's the tallest peak in western Utah at 12,087 feet.

Struggle up a half-mile stretch of rough road, and resume cruising on smooth sand and dirt. There's not much visual stimulation out here other than an abandoned turn-of-the-century cabin and more charred junipers. Still, keep your eyes on the desert for pronghorn antelope and wild horses. Pronghorns are the sprint champions of the animal world; they can attain a speed of nearly 70 miles per hour for short durations. You'll reconnect with civilization after hours of nomadic wandering when the smoke-belching stacks of the Aragonite plant come into view. Go right at a T-junction to climb over Hastings Pass.

As you enter the canyon, you'll pass a metal post with an inscription that commemorates this route as the Hastings Cut-off. Lansford W. Hastings convinced many pioneer travelers to take this "shortcut" to California instead of sticking to the well-traveled Oregon Trail to the far north. The Donner-Reed party was one of his first converts in 1846. After suffering across the salt flats, they were caught in a freak early autumn blizzard in the Sierras, and members resorted to cannibalism to survive.

Like at Rydalch Pass, the last



Deseret Peak draw a weary biker home after rounding the Cedar Mountains. Photo by Gregg Bromka

hundred pedal strokes to the top of Hastings are the toughest. But then you're done, and gravity will pull you down at breakneck speeds to close the loop. The tall rocky cornice of Deseret Peak is a welcomed sight.

A word of caution: Be in shape for this ride, take a map, and don't sacrifice tools, water, or food for traveling light. If you get stuck in the rain (roads are impassable when wet), have a mechanical breakdown, or just plain "bonk," then you're buzzard meat!

Trailhead Access:

From Salt Lake City, drive 50 miles west on I-80 toward Reno, and take Exit 70 for Delle. Drive west from the gas station on the south Frontage Road (dirt), and fork left at an unsigned junction in 2 miles. Park at or near the unsigned junction for Hastings Pass 9.2 miles farther. All roads are impassable when wet.

Excerpted from Mountain Biking Utah's Wasatch Front, by Gregg Bromka (May 2003)

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ADVOCACY

The 2003 National Bike Summit Working for a Bigger Slice of Pie

By Charles Pekow

More than 300 bicycle advocates from all over the country came to the 2003 National Bike Summit in Washington, DC sponsored by the League of American Bicyclists in March to lobby Congress and plan strategy for reauthorization of surface transportation legislation that has funded bicycle projects since creation of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, reauthorized by the 1998 Transportation Equity Act for the 21st Century in 1998. Congress has to reauthorize the law again this year, tentatively titled TEA-3.

The law has provided more than \$2.4 billion for the Transportation Enhancements program, which has become the major source of federal funding for construction and maintenance of bicycle facilities. The law also provides \$50 million a year for the Recreational Trails Program (RTP), which funds bike trails and safety programs.

The effort this year will be on refining and improving bicycling's share of the federal transportation pie for the next six years or so. The bicycle lobby will be struggling not just to get more money to and strengthen bicycle provisions, but to ward off potential attacks on the provisions in existing legislation.

Summit attendees discussed the issues likely to come up. One possible way to dilute funding for bicycling: adding to the list of 12 permissible uses of Enhancement funding. One way to strengthen it: prohibiting states from transferring money from Enhancements to other programs. So far, several states have moved a total of \$15 million out of Enhancements. State governments, who like money with as few rules as possible, won't like

CYCLOTOON

BY NEAL SKORPEN



the idea, warns Martha Roskowski, executive director of America Bikes, a coalition formed to lobby for improved and expanded bicycling provisions in reauthorization. And powerful elements in Congress and industry want to increase limited transportation dollars for highway programs too, she added.

America Bikes also wants to strengthen the Congestion Mitigation & Air Quality (CMAQ) provisions of the legislation. CMAQ provides funds for

transportation projects that reduce air pollution in areas out of compliance or in danger of falling out of compliance with federal clean air standards. Though CMAQ gets about \$1.35 billion a year, only about three percent goes to bicycling and pedestrian projects.

America Bikes also will try to simply Enhancements and RTP so communities can build projects more rapidly. A possibility includes making Enhancements a grant program—rather than a reimburse-

ment program so that grantees can get funds upfront instead of getting reimbursed for expenses. But America Bikes doesn't want to ask for major changes. "We feel our best strategy is not to mess with Enhancements," Roskowski said. "We have to balance what we want with what we think is politically possible. There is a limited amount of

resources available. There is a lot of difference of opinion on how those resources get used. It is our job to be sure that bicycling and walking get a fair share of the resources.

Likewise, advocates aren't suggesting major changes to RTP. The Coalition for Recreational Trails suggests that funding be increased from \$50 million to \$143 million a year, half the federal excise tax for off-road fuel. It also suggests some improved oversight of and support for states' administration.

The new legislation should also clarify some ambiguities and silent points that have baffled state transportation officials. "State department of transportation officials may not be persuaded yet that National Highway System funds can be used for bicycle facilities. It is easy to think about bikes going through the corridor. It is harder for them to think about moving vehicles across the corridor," noted Andy Clarke of the Association of Pedestrian & Bicycle Professionals. They may think about building a bike path parallel to a highway but not think that they can fund a bicycle/pedestrian bridge across a highway, for instance, Clarke noted.

New legislation could also specifically spell out that it's OK for local governments to use federal transportation funding to pay salaries of bicycle coordinators and pay for Safe Routes to School (SRS) projects, Clarke added. Also, since bicyclists and pedestrians account for 13.3 percent of roadway fatalities, a bigger share of the Safety Set-aside and State & Community Traffic

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Safety programs should be earmarked for their safety, America Bikes opines. The legislation could require the U.S. Bureau of Transportation Statistics to collect more information on bicycling in its Intermodal Transportation Database.

Bicyclists also get shafted in safety programs because transportation officials look for clusters of accidents before erecting traffic calming devices, barriers, rumble strips stop signs, etc. The trouble is that unlike motorists "bicyclists don't die in clusters," Clarke noted.

Another desired boost for bicyclists: include "routine accommodation" language in the bill requiring bicycle and pedestrian traffic to be included in transportation plans. TEA-21 says that transportation departments should "consider" bicycling, a term they interpreted their own ways. "It didn't work. They considered it and didn't follow through in many cases," said League Executive Director Elissa Margolin.

While hoping to get some new money and refinements of existing programs, the bike lobby only plans to push for one new funding stream: a discrete appropriation for SRS. Historically, federal, state and local governments have been funding SRS out of discretionary accounts. "Everybody gets warm and fuzzy about SRS. The question is: is there money?" Roskowski said. America Bikes wants a \$250 million set-aside with a national clearinghouse and task force and block grant to states. "We decided to (ask for) what we thought it would take to put out an effective SRS. \$250 million a year sounds like a lot of money but it is \$5 million per state per year. It is just a start. We came to this figure from the California model," she explained.

Bicycle advocates need to remember that while the reauthorization bill may be the second costliest bill Congress passes this year (after defense), "this is a silent bill. It is never on the news. People have no idea where the transportation money comes from," Roskowski warned.

THE ADMINISTRATION'S PLAN

Don't expect the same funding boosts transportation got in the boom years of the '90s. Five and six years ago, Congress could increase authorization by about 40 percent. Current economic conditions simply won't allow for such large increases, warned Emil Frankel, U.S. Department of Transportation (DoT) assistant secretary for transportation policy. "Funding is an issue that will dominate the discussion," Frankel warned. Look for growth of about 20 percent, maybe slightly more, Frankel told summit attendees.

DoT has delayed releasing a proposal to Capitol Hill to get approval from the White House and other federal agencies - to make it the "President's bill" instead of DoT's bill. And that may require some changes, Frankel told summit attendees. DoT came up with a tentative name for the bill but withheld releasing it in case the President wants to change it.

The tentative plan involves a six-year reauthorization. DoT is also interested in increasing help to fight traffic congestion. Members of Congress may fight over states' shares. Small states get a guaranteed minimum and if funding goes up, they will want a larger minimum but legislators from larger states will

Continued on page 12

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Cycling Utah's 2003 Bicycle Club Guide Part II

Editor's note: For more clubs, see a copy of our March 2003 issue available online at www.cyclingutah.com

Autoliv

Sponsors - Autoliv
Contact - Kurt Gammill,
kurt.gammill@autolivasp.com

Type of Cycling - Road, Masters
Location - Ogden, UT

Club Statement - Our club is 8 yrs old. We have been a USCF club for the last 3 yrs. We have high intensity Tues/Thurs noon rides that start at 11:35. We are mostly oriented to fitness and recreation. We have a Masters racing program through LRC. We are very active in fund raising (more than \$15k last year). We are also the sponsoring club and only cash sponsor for LOTOJA.

Blue Rain

Contact - Tyler Moore, (801) 373-4325
Type of Cycling - Road
Location - Provo, UT

Cache Valley Veloists Bicycle Touring Club (CVV)

Sponsors - Club is self-sponsored except for various event sponsors.

Contact - Hal Cain, 435-713-0212,
hmc_veloist@yahoo.com

Website - www.cvveloists.org

Type of Cycling - All rides are non-competitive recreational -- mostly road touring, but several mountain bike rides are also found on the club's schedule.

Location - Logan, Utah

Club Statement - Cache Valley Veloists Bicycle Touring Club (CVV) was established in 1999 as a non-competitive recreation club. The general purpose of the club is to promote cycling as a safe, effective, and enjoyable means of transportation. CVV schedules cycling tours/rides accessible to persons with various ranges of cycling experience and abilities, including one day and multi-day tours. Membership is open to the general public upon completion of membership form and payment of dues.

Mad Dog Cycles

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Contact - Keith Payne, keith@maddogcycles.com, (801) 368-5321

Website - www.maddogcycles.com/team

Type of Cycling - Mountain Biking

Location - Mad Dog Cycles 736 S. State Street, Orem, Utah

Club Statement - The Mad Dog Race Team is dedicated to having fun. We are organized to promote the sport of mountain biking, represent our sponsors and enjoy the competition and camaraderie of mountain bike racing. We maintain and promote a diversified team of all ages, genders and ability levels. We have riders in Utah Valley, Salt Lake Valley, Summit County and Ogden.

MECCA

Sponsors - Decker's Bicycle
Contact - Danny Decker, (435) 637-0086

Website - none

Type of Cycling - MTB

Location - Price, UT

Northshore Cycling Club

Sponsors - Bingham Cyclery

Contact - Skylere Bingham, (801) 825-8632
mail@binghamcyclery.com

Website - www.binghamcyclery.com

Type of Cycling - Road Racing, Road Touring, Road Recreation, MTB Racing, MTB Recreational

Location - Bingham Cyclery, Sunset, UT

Club Statement - Northshore was established in the late 1970's with a range of 50-100 members per year. Membership dues are \$30.00, which always help support bicycle racing. Rides usually meet at one of the six Bingham Cyclery locations, so there is always a fun group ride nearby! The rides range from beginning to racing level. Contact your local Bingham's store for info! Members can purchase a club jersey for an additional \$50.00, and will receive a club card which gives you a 15% off discount on parts and accessories at all Bingham Cyclery locations. Come check us out!

Team Flowerchildren

Sponsors - Wild Rose, Gary Fisher, Smith, Gu
Contact - Jeff Bates, (801) 533-8671,
jcbates1@excite.com

Website - none

Type of Cycling - MTB Racing and Recreational

Location - Salt Lake City Avenues

Club Statement - TFC was founded in 1986 as the first local mountain bike race team. Many of its members have represented TFC in World and National events. Our goal is to ride bikes fast with good friends. Come join us for our Wednesday morning rides and get Wild Rosed. Call for ride time and location.

Y Cycling

Sponsors - BYU doesn't allow us to be sponsored, but Racer's Cycle Service is very kind to us.

Contact - Aaron Packard, (801) 224-0171,
ycycling@hotmail.com

Website - None

Type of Cycling - Collegiate Cycling, Road only

Location - Provo, Utah

Club Statement - The motto that our last president always used seems to sum up our mission statement pretty well, "live to ride, because isn't it the riding that it's all about." We would love to be able to compete collegiately on a regular basis as the BYU Cycling team but Brigham Young University does not desire, in the foreseeable future, to have a University sponsored cycling team. We are a departmental club and can function as such under the direction of our advisor. Ya, it sucks but what can you do, it's a private university.

Young Riders

Sponsors - Jans Mt Outfitters, SmithSport, Cliffbar


Contact - Barb Clark, (435) 655-2621, barbclark@sisna.com

Website - youngriders.com


Type of Cycling - Junior MTB

Location - Park City, UT

Club Statement - The Young Riders organization is dedicated to the promotion of mountain biking, for juniors ages 8 to 18, through a series of fun, safe and developmentally rewarding recreational and elite programs. Qualified instruction, training and coaching allows for a logical progression of aptitude and the pursuit of individual goals for the beginner to advanced and competitive rider. Technical skills, responsible riding, proper trail etiquette, and respect for the environment as well as for self and others, are impressed to ensure a future generation of respectful human beings. The successive training will prepare participants to challenge themselves as individuals through sport and enjoy all the advantages and inspirations that participation will afford them, now and through their future.



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ADVOCACY

Airport Bike Path Escapes Closure

By **Brian Price**

Perhaps you have seen the signs out at the airport notifying cyclists that the bike path will be closing on March 31st.

Thankfully those signs will be coming down soon. A compromise solution was reached between cycling advocates and airport security personnel on March 27th, keeping the path open for cyclists during daylight hours.

The Salt Lake City Department of Airports presented their proposal to close the popular bike path and observation area to the Mayor's Bicycle Advisory Committee at their March 12th meeting. Tim Campbell, Executive Director of the airport, along with other airport representatives explained that they believed the closure was necessary to "harden the airport perimeter" due to the current world situation. They felt that the bike path was just too close to the airfield and essential equipment and operations, and that this proximity constituted a threat to airport security. The cycling advocates present at the meeting balked at the proposal, noting that both the Wingpointe golf course and I-80 lie only a few yards to the south of the bike path, and constitute a greater or equal threat to security as the bike path, but neither of those facilities would be closed.

Cyclists also expressed their experiences using the bike path and the personal effects the proposed closure would have on them and the people they knew who used the facility. A few cyclists pointed out that bicycle commuters who work at the International Center on the west side of the airport would not be able to reach their jobs safely if the path were to be closed, that no other safe bicycle facility existed on the west side of the city.

After the airport representatives left, the cyclists expressed their frustration and outrage at what they felt was a nonsensical solution. And, as the meeting broke up, cyclists were encouraged to send out an alarm to any cyclists or interested parties they knew and to ask them to call or email the mayor's office or the airport to express their concerns about the proposed closure. After receiving numerous emails and phone calls, the airport representatives contacted Lisa Romney, the mayor's environmental coordinator, to set up a meeting on March 27th to discuss options. Lisa, Dan Bergenthal, with Salt Lake City Transportation, and cycling advocates Mark Smedley, Malcolm Campbell and I, all met with the airport representatives. Lisa began the meeting by revealing that the mayor had instructed her that his first prior-

ity was to keep the bike path open. The airport officials agreed that the bike path was to remain open, and were amenable to suggestions by the cycling advocates as ways of increasing security around the airport.

The airport wanted to limit access to daylight hours and a compromise solution was reached. The new hours of operation are 5 A.M. to 10 P.M. from April 1st to October 1st, and 7 A.M. to 7 P.M. from October 1st to April 1st. Signs will be posted at each end of the bike path notifying users about the new hours. New security gates and bollards will be installed along the path, along with a general increase in security presence. Also, if the airport goes to red security alert status, the bike path will be "locked down" with guards posted at either end. However, the airport officials agreed to work with bicycle commuters that have no other way to get to work, and issue security badges allowing access.

As it turns out, a construction project at the airport just north of the golf course necessitated keeping an access road open through the airport for trucks. The construction access road parallels the bike path and therefore also keeps the existing bike path open. When this construction project is completed in

October, the bike path will be moved and realigned further south, closer to I-80. The airport officials will be working with the Mayor's Bicycle Advisory Committee through Lisa Romney on the exact placement of the bike path, and many issues will need to be resolved before a final location will be determined. Tim Campbell agreed that safe bicycle access across the airport would be maintained throughout all construction, and that the current path will not be closed until the new path is finished.

A big thanks from this cyclist to all those who phoned in or emailed with concerns about this closure, and to the bicycle advocates and airport officials who helped to maintain this one of a kind facility.

Editor's note: Brian is vice-chair of the Salt Lake City Mayor's Bicycle Advisory Committee and a founding member of the Salt Lake City Bicycle Collective.

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Encore Sports has recently left its store location in downtown Salt Lake City due to a municipal code requirement change for the historic building where the store was located. Encore Sports is again an online outlet and consignment store only, and can be reached at gear@encore-sports.com.

Jemison Forms Touring Company

Utah native and former U.S. National champion (Amateur and Professional), and veteran Tour De France rider Marty Jemison has formed a new bicycle touring company. Jemison will be leading three separate cycling vacation tours through the countryside of his former home base in Girona, Spain. He will also be leading a number of 4, 5, and 8 day road and mountain tours in and around Park City. A Tour de France excursion is slated for 2004. Marty can be reached at tow-erhouse@springmail.com

REI Opens New Store

REI has opened a new store near South Towne Mall in Sandy. They can be reached at (801) 501-0850.

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Route 211

All Men Want to be Rich

by Greg Overton

All men want to be rich, Rich men want to be king, And a king ain't satisfied 'til he rules everything... Bruce Springsteen, Badlands

This line from the classic album and song by the Boss came to mind several months ago after a conversation I had with a "serious" bike collector who had called in search of a couple of trinkets for one of his bikes. The conversation began with the usual "feeling out" process to find out who had the most or best bikes, and came around to an inventory comparison of cool bikes. He won.

Now, don't get me wrong, I love to hear about the bikes that have been rescued or preserved by all those who are like-minded and appreciative of them. But as I ventured deeper into this "hobby" over the past few years, I found a group of folks who had let the gist of the great line from Springsteen rule their actions and attitudes. It's one matter to love bikes and craftsmanship, and have varied tastes that attract you to many different bikes and ephemera. I must admit to being guilty of this as well, but there are lines of common sense that require one to pull back the reins when something as wonderfully simple as a bicycle becomes somehow overly complicated and analyzed. Here are some examples that may explain why some have grown a bit disenchanting with the notion of being a "collector" of classic bikes.

I had a fit of practicality a couple of years ago, and offered for sale a wonderful bike from one of the acknowledged Masters of Italian craftsmanship.



This was a bike that came with its original sales receipt, early photos, and spare parts from the era. It had been raced for a few years, then ridden regularly after that for a few more. It was the venerated "attic find", and it had a wonderful patina, as they say, but no damage. As anticipated, there was considerable interest from the collector crowd. I had many requests for photos and detailed descriptions. But as the price rose, and the more serious collectors were left to bid against one another, I began receiving outlandish requests and critiques of the bike. For instance, one gentleman had me measure the distance from the lug tips to the decals, and the distance between the letters in the decals, then offered that it may be a repainted bike because *he* was sure that the decals were a centimeter low on the seat tube. What?! Do you really think that old Luigi the decal guy measured that back then? He could probably barely see it through his cigarette smoke!

Another's request followed that I have the frame's paint removed to reveal the type of brass used to braze it, and if it met his approval, he would purchase it. If not, then it was not worth his time, and he'd "of course, have to pass". Yeah, and

leave me with a bare frame and a pile of paint-stripped history on the floor. No thanks. Yet another asked if I would sign something attesting to the fact that I saw this bicycle when purchased, and could vouch for its history. Dude, this bike is older than me! It was thirty years old when I first heard the name of the builder, and a few years older than that when I saw my first actual frame from the guy! Next question, please!

I sold the bike to a gentleman in the Midwest who was recapturing his glory days, and had owned a bike just like it back then. He contacted me to ask if I would send him photos before I sold it, so he could save them with his old cycling shoes, gloves and hat and so forth. He was shocked at the value of the bike, and was losing steam for the notion that he'd be able to buy one. I made him an offer, and he paid me as he could. He still sends me an occasional note or photo. He rides the bike, and values it for more than just money. And he doesn't give a hoot how far down the seat tube the decal is placed.

Another adventure into the serious collector world came as I was an innocent bystander in a debate that lasted for more than an hour and a half in the aisle of the annual Velo Swap. The heated topic? Whether the pivot pins in a particular Nuovo Record rear derailleur were original or not. Now, everyone knows that early pivot pins had a rounded, protruded top, or end. Later ones had a more concave end. I mean, everyone knows this, right? Ah, but exactly which year, or better yet, which month did the boys at Campagnolo switch the tooling to create this change? There's

your issue, right there. I asked for the head of the scoundrel trying to pass of a '78 derailleur for a '72, or some unthinkable atrocity, but there wasn't one. Nope, just some guys thinking way too much about these things and disagreeing. I was eschewed from the debate when I suggested that it really didn't matter, and that Nuovo Record derailleurs were essentially the same from '70 to '84. I left with my hat in my hand, kicking pebbles. What was I thinking?

I was contacted by a gentleman who heard it through the grapevine that I had a particular Cinelli bike. I did, but it was not for sale. He began rattling off his list of over *sixty* Cinellis. All pre-78, of course. Again, it's common knowledge that any Cinelli after that should just as well be a Shogun or something. After I was duly impressed with his inventory -and I was- he suggested that maybe I didn't deserve the bike since *he* had the largest collection of them. ...and a king ain't satisfied 'til he rules everything...

I wonder if Faliero Masi, Ugo DeRosa, Ernesto Colnago or Sante Poliaghi were in their respective shops brazing together their wonderful frames, but thinking "Man. I hope nobody rides this thing so it is still pristine in thirty years." or yelled angrily at the decal guy, "You

idiot! You must never place the decal more than two and a half centimeters below the tip of the lug! These twenty frames are ruined! Melt them down immediately!" Anyone who is familiar with the paint and decal quality of a typical Italian frame from the seventies or eighties must laugh at this notion. A more likely scenario? "Send this pile with the bad decals to the American distributor."

I began to re-think some of the bikes in my gathering. I stopped calling it a collection. I still love classic and vintage bikes, or any bikes that feature craftsmanship for that matter. And I still have more than my share. I won't tell you how many because then you'll want to tell me how many you have, and then we'll compare them, and you know as well as I do that we'll only end up debating wall thicknesses of different Reynolds tubesets from the seventies. Before you know it, we'll forget to go for a ride while debating the shade of grey, or is it brown (depends on the year), of Campy Nuovo Record jockey wheels, and then it all breaks loose from there!

Editor's Note: Greg can be reached at: greg@encore-sports.com



Cycling Utah Contributor Justin Machus in Flight.
Photo: Brian Schiele

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September 7-13, 2003

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BIKE MONTH PREVIEW

May is Bike Month - Celebrate Your Inner Sprocket!

By Jon R Smith

April showers bring May flowers. But what does May bring? National Bicycle Month, of course. May is the time when cyclists from around the country celebrate their favorite pastime, riding a bike! Events of all types are organized in cities around the country; and here in Utah, it's no different.

On May 7 at 11 a.m., cyclists will convene at the Utah State Capitol Building in Salt Lake City for the official signing of a proclamation by Governor Michael Leavitt, declaring May as Bicycle Month in the State of Utah. The proclamation signing is just the beginning of many events, state and city wide, to celebrate bicycling. Cycle Salt Lake Week has become a tradition for Utah riders. Cycle Salt Lake Week 2003 is scheduled for May 10-17. This weeklong celebration is complete with rides, races and even bike

movies for the cyclist in all of us.

Saturday, May 10th, cranks the week up with the annual Rocky Mountain Cycling Club Downtown Criterium. This year's venue is Pioneer Park with bicycle racing on city streets surrounding the park. All classes of men's and women's racing will be held and Pioneer Park provides a 360° view of the action for spectators to enjoy.

On Monday the 12th, Liberty Park is the gathering point for a Historic Tour of Downtown Salt Lake and the Avenues. The tour is via bicycle and easy going for all ages and abilities.

Tuesday the 13th, join SLC Mayor Rocky Anderson for Mayor's Bike to Work Day.

Everyone is invited to this escorted ride from Liberty Park through city streets that ends with refreshments and prize drawings at the City - County Building.

Hump - day, May 14th, bicycle movies are back! The SLC Bike Collective is hosting a fundraiser at Brewvies with, yes, at least one bicycle in the movie. The title is yet to be determined but many classics are in the running.

Friday the 16th brings a new event to Cycle Salt Lake Week. The UTA Rideshare Bike Bonanza is presenting an evening downtown bicycle ride and festival with Mayor Rocky Anderson. The ride will start and finish at the Gallivan Center and

cover the newly marked Second South bike lane. Riders will enjoy live music, food and prize drawings courtesy of UTA Rideshare and SLC Corporation. This year's grand prize is a new bicycle!

Topping off the week, on Saturday, the 17th, it's the 18th Annual Cycle Salt Lake Century. The ride starts and finishes at the Utah State Fair Park. Riders of all ages and abilities will have 31, 67 and 100 mile route options. A well - marked, mostly flat course on rural roads with spectacular views of the Great Salt Lake, the surrounding mountains and rich farmlands awaits the riders. It's a great way to spend the day and finish a week of celebration with several

hundred of your closest friends.

Though April may not have many showers, May will still bring flowers and National Bicycle Month. So, with lots to do and many ways to enjoy the festivities around the country and here in Utah, check the full schedule of events, dates, times and contacts, in the Calendar of Events on page 14 or visit www.cyclesaltlakecentury.com.

Win Races, Read the Coach's Corner on p. 19

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So you're tackling the 100-mile Salt Lake Century? Then don't miss the UTA Bike Bonanza the night before. It's a celebration of cycling for everyone, starting with Mayor Rocky Anderson leading a downtown ride on Salt Lake's new 200 South bike lane, then ending with an evening at the Gallivan Center full of live music, free prizes and lots of carbohydrates. For more information log on to www.utarideshare.com.



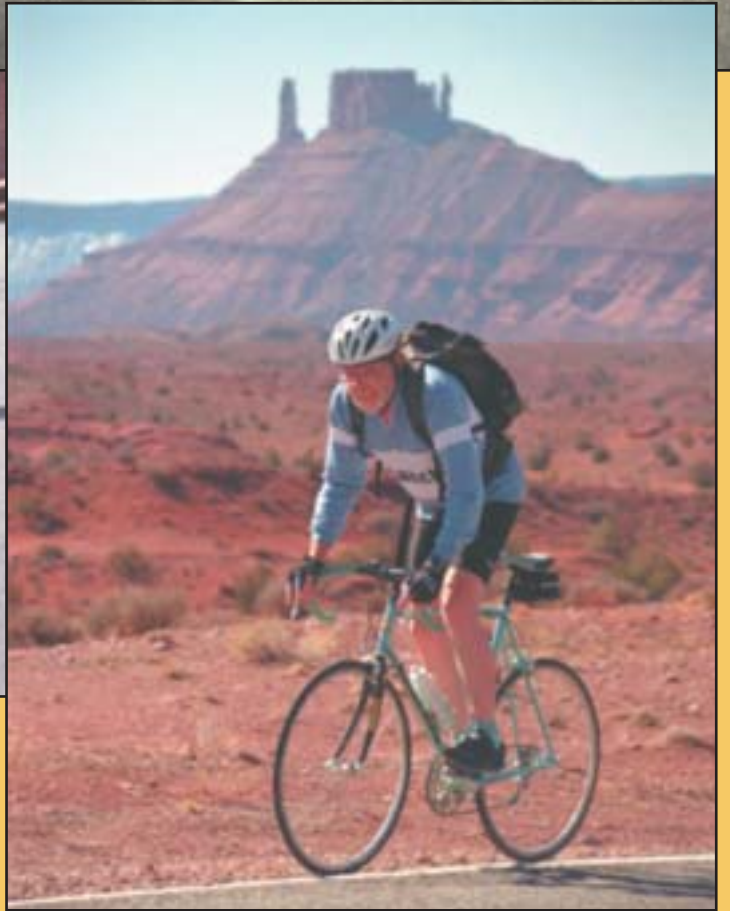
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ROAD TOURING

The Moab Skinny Tire Festival

March 7-10, 2003



Photos Courtesy of Moab Action Shots.
You can find them at www.moabactionshots.com

By Trudy Truss

Feb. 27- Friends call and say they need to rent skis March 11-16. They will be coming into SLC, after spending the weekend in Moab at the Skinny Tire

Festival. That sounded like fun - the weather had been perfect for early road riding - not that I had actually done any! Over the

Continued on page 18



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May 10, 2003

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April 1-17, 2003

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ROAD RACING

The Rocky Mountain Raceway Criterium Series Intimidated? Race Anyway...

March 28, 2003



By Cindi Hansen

Sure, if you've never done one, it can be terrifying, especially if you don't know anyone. You pull into the parking lot and unload your bike, you take a few laps around the cars to get warmed up and then pay your entrance fee. As you're pedaling up to the startline, the A and B flights are racing by. You ride up to the red blazer and wait. Wait with all the others until it's your turn. Again, a handful of racers speed by, only now there are just few. They must have



above: The B Flite with the Wasatch in the background.
top right: Master's National Champ Bill Harris winning the A Flite.
right: The A Flite in formation.

Photos: Dave Iltis

Continued on page 16

West Yellowstone Spring Cycle Tour

Sixth Annual Lakeside Ride May 10, 2003

- 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, turn-around points, snack breaks and sag wag-ons.
- Registration \$40 before May 3. \$45 late
Kids: \$30 early. \$35 late
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Bike Yellowstone Before the Traffic Hits April 1-17, 2003

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For more information call: West Yellowstone Chamber of Commerce
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Cycle Art Show



"Long Road Ahead" by Andrew Smith. For more of Andrew's work, visit andrewsmithart.com

Photo: Edward Whitney

Cycle Art Show in Downtown Salt Lake

The Salt Lake City Bicycle Collective is hosting their first annual Cycle Art exhibit this year at 222 South Main Street, right across from the Gallivan Center. Cycle Art can be anything from a rideable bicycle embellished to turn heads to an abstract sculpture constructed with bicycle parts. No entries will be turned away. The exhibit will be on display in the windowfront and on the sidewalk through May 17, the final day of Bike Week. Come downtown and view the zany pieces! Artists have the option to sell their pieces and to contribute any percentage of the sale to the non-profit Collective. For submission information or for raw materials (used bikes and bike parts) or to bid on the pieces in the silent auction, call Jason at 485-2906 or Brian at 328-BIKE or visit www.slcbikecollective.org

-Jason Bultman

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Bike Summit - Continued from page 5

object. Look for new initiatives in RTP and CMAQ, Frankel advised. He said the administration will not propose increasing the gas tax but also warned that the "Highway Trust Fund would go broke if spending continued to grow at the previous pace."

Watch for a debate over fuel taxes that fund these programs, suggested Janet Oakley, director of policy & government relations for the American Association of State Highway & Transportation Officials. On the plus side, the administration wants a 2.5 cents per gallon tax on gasohol to go to the fund – not to the general treasury. On the other hand, inflation will reduce the value of the 18.3 cents/gallon gas tax to 13.5 cents by 2009, which could significantly reduce the size of the fund, Oakley predicted.

But Congress always has to cope with more work than it can handle. So a possible scenario is that it simply won't finish a bill this year and will just extend the same law another year or two.

GOAL SET FOR FATALITY REDUCTION

Bicycling deaths can be reduced by 10 percent in the next two years. The National Highway Traffic Safety Administration (NHTSA) considers that a realistic goal and has included it in the U.S. Department of Transportation's strategic plan. In 2001 (the last year with compiled figures) about 730 bicyclists died from injuries suffered in transit, up about five percent from 2000. In two years, the NHTSA hopes to cut the figure to 679. NHTSA Administrator Jeffrey Runge outlined NHTSA's goals at the summit.

A factor in about a third of the deaths: alcohol. In 31 percent of cases, the bicyclist met the definition of being legally drunk. These include some problem drinkers who ride bicycles because they've lost their driver's licenses for drunken driving. In another five percent, autopsies showed the cyclist had been drinking some. And about a fifth of deaths were children.

A plan to reduce deaths will involve improving both technology and human behavior, Runge said. Outside of drinking and inexperience, lack of a helmet killed the most riders.

-Charles Pekow

BIKE COMMUTER ACT IS BACK

During the National Bike Summit®, Congressman Earl Blumenauer (D-OR) and Congressman Mark Foley (R-FL) re-introduced the Bike Commuter Act, legislation to allow employees who bike to work the same financial incentives available for parking and mass transit. The bill would change the Transportation Fringe Benefit of the tax code to include bike commuters. "It's time to level the playing field for bicycle commuters," said Blumenauer. "Bicycling is one of the cleanest, healthiest and environmentally friendly modes of transportation that exists today. People who bike to work should have the same financial incentives as those who use transit or participate in a qualified parking plan."

Currently, employers may offer a Transportation Fringe Benefit to employees for commuting to work. Employees who take advantage of this program may receive a tax exemption benefit totaling \$190 for participating in qualified parking plans or \$100 for transit and vanpool expenses. Employees may also opt to take cash compensation instead, which is subject to employment taxes. The Bike Commuter Act would extend these same Transportation Fringe Benefits to employees who choose to commute by bicycle.

-Courtesy of League of American Bicyclists



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8621 S Highland Drive
Sandy, UT 84092
(801) 944-8038
(877) SKI-PHAT
www.altacam.com

South Jordan

South Valley Cycles
10445 S. Redwood Road
South Jordan, UT 84095
(801) 446-1415

Taylorsville

Bike World
4974 South Redwood Rd.
Salt Lake City, UT 84123
(801) 968-2994

Utah County

Orem

Mad Dog Cycles
736 South State
Orem, UT 84058
(801) 222-9577
maddogcycles.com

Provo

Aardvark Cycles
936 E. 450 N.
Provo, UT 84606
(801) 356-7043
(877) 346-6098
www.aardvarkcycles.com

Bingham Cyclery

187 West Center
Provo, UT 84601
(801) 374-9890
www.binghamcyclery.com

Copeland's Sports

4801 N. University Ave.
Suite 210
Provo, UT 84604
(801) 852-2160
www.shopsports.com

Springville

Blayn's Cycling Service
1190 N. Main
Springville, UT 84663
(801) 489-5106
biknut@sisa.com

Weber County

Ogden

The Bike Shoppe
4390 Washington Blvd.
Ogden, UT 84403
(801) 476-1600
www.thebikeshoppe.com

Bingham Cyclery

3259 Washington Blvd.
Ogden, UT 84403
(801) 399-4981
www.binghamcyclery.com

Riverdale

Canyon Sports Outlet
705 W. Riverdale Road
Riverdale, UT 84405
(801) 621-4662
www.canyonsports.com

cycling utah

CALENDAR OF

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!

**Bicycle Motocross**

Battle Bay BMX — (801) 796-8889

Rad Canyon BMX — (801) 824-0095

For more track info, visit cyclingutah.com

Events

April 26 — Rad Canyon Bmx, Bicycle Motocross (BMX) Racing Membership Registration 12-4 pm. 9700 S. 5250 W., South Jordan, (801) 824-0095.

May 3 — Rad Canyon Bmx, Bicycle Motocross (BMX) Racing Membership Registration 12-4 pm, FREE BEGINNERS TRAINING CLINIC 1-4 pm. 9700 S. 5250 W., South Jordan, (801) 824-0095.

May 5, 12, 19 — Rad Canyon Bmx, Practice 6:30-8:30 pm. 9700 S. 5250 W., South Jordan, (801) 824-0095.

May 6, 8, 13, 15, 20, 22, 27, 29 — Rad Canyon Bmx, Single Point Races Tuesdays & Thursdays, Registration 6-7 pm, racing ASAP (8pm). 9700 S. 5250 W., South Jordan, (801) 824-0095.

June 2, 9, 16, 23, 30 — Rad Canyon Bmx, Practice 6:30-8:30 pm. 9700 S. 5250 W., South Jordan, (801) 824-0095.

June 3, 5, 10, 12, 17, 19, 24, 26 — Rad Canyon Bmx, Single Point Races Tuesdays & Thursdays, Registration 6-7 pm, racing ASAP (8pm). 9700 S. 5250 W., South Jordan, (801) 824-0095.

June 21 — Rad Canyon Bmx, Race For Life, Double Point Race. NO ABA MEMBERSHIP REQUIRED TO RACE. Saturday, Registration 4-5 pm, racing ASAP (6pm). 9700 S. 5250 W., South Jordan, (801) 824-0095.

July 18, 19, 20 — Rad Canyon Bmx, GREAT SALT LAKE NATIONAL. For registration and race times go to www.ababxm.com. 9700 S. 5250 W., South Jordan, (801) 824-0095.

**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.

Calendar of Events is sponsored by

Salt Lake City • Sunset
Layton • Ogden
Sandy • Midvale • Provo

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 Gullivan Center, 200 S. and State Street, SLC. For more info, if you have a bike to lend, etc.: email info@slccriticalmass.org

May 2-3 — GOTS, Bike and Outdoor Gear Swap, Wild Rose, 702 3rd Ave, SLC, (801) 533-8671

May 7 — Governor's Proclamation that May is Bike Month, 11a.m. Utah State Capitol Rotunda, (801)287-2066 or jbond@uta.cog.ut.us

May 10-17 — Cycle Salt Lake, weeklong festival with bike races, Bike Bonanza, Cycle Salt Lake Century Ride, Bike to Work day, and more!

May 10 — RMCC Downtown Criterium. Pioneer Park, 500 South 400 West. Come out and enjoy a day of racing with all classes of Men's and Women's events. Noon to 8:30 PM. Contact Barry Gardner (801) 523-9387

May 12 — Tailwinds Bicycle Touring Downtown Historic Tour, Meet in Liberty Park in front of the Jacob Chase Historic Home at 6:00 PM, Grant Aagard (801) 272-1302

May 13 — 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@ci.sl.c.ut.us, Meet at the northeast corner of Liberty Park

May 14 — Bicycle Movie at Brewvies presented by SLC Bike Collective. This is a fundraiser for the SLC Bike Collective. Movie will have bicycle theme with at least one bicycle. Brewvies is at 677 S. 200 W., SLC. Cost is \$6.00 and 21 years under your belt. Time is 7:00 PM. Brian Price (801) 328-2453 or info@slcbikecollective.org

May 16 — UTA Rideshare Bike Bonanza. Presented by UTA Rideshare and SLC Corporation. Join Mayor Anderson for an evening bike ride on the new 200 S. bike lanes. Live music, food and prize drawings. New bicycle

for Grand Prize. Bike Ride: 7:00 PM, Music at 7:30 PM. Gullivan Plaza, 239 S. Main St. in SLC. Free! Contact Julie Bond (801) 262-5625 or jbond@uta.cog.ut.us

May 17 — Cycle Salt Lake Century 31, 67 and 100 mile options. Utah State Fair Park, 155 N. 1000 W., SLC. 7:30 AM Mass start time. Registration opens at 6:30 AM. Online registration at www.cycle-saltlakecentury.com Contact Jon R Smith (801) 596-8430 or jonrsmith@mac.com

**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

Wednesdays — Soldier Hollow Training Series, 7 p.m., (801) 404-0946

April 5-6 — Tour of Canyonlands, DH, XC, Moab, UT, (303) 432-1519

May 3 — Canyon to Canyon Pedal Cup, 9 am, East Canyon Resort, (801) 583-6281

May 3 — Aardvark's Showdown at Five Mile Pass, Intermountain Cup #2, Lehi, UT, XC - Ed Chauner, 801-942-3498

May 17 — Hammerfest at the Hollow, Intermountain Cup #3, Soldier Hollow, Midway, UT, (801) 942-3498

May 24 — Bordertown Challenge, Wild Rockies Series #3, Oasis, NV, (208) 342-3910

May 31 — Cache Valley's Joyride, Intermountain Cup #4, Wellsville/Logan/Sardine Canyon, UT, (435) 245-6950

June 7 — Pedalfest XC, Intermountain Cup #5, Deer Valley, UT - Ed Chauner, 801-942-3498

June 8 — Bountiful Bomber Downhill Race, Bountiful, UT, (801) 375-3231

June 14 — Utah Summer Games, Intermountain Cup #6, Cedar City, (435)865-8421, (800)FOR-UTAH, (435) 586-2770

June 21 — Bald Mountain Challenge Downhill, Deer Valley, UT, (801) 375-3231

June 28 — Pedal Powder, Intermountain Cup #7, Powder Mountain, Ed Dilbeck, (801) 479-5015

July 5 — Brian Header, Intermountain Cup #8, Brian Head, UT, XC, Clark Krause, (435) 586-2770

July ? — King of the Wasatch Downhill, Park City Mtn. Resort, (801) 375-3231

July 12 — Chris Allaire Memorial, Intermountain Cup #9, Solitude, UT, XC - Ed Chauner, 801-942-3498

July 12 — Brianhead Epic 100, qualifier for the 2002 World Solo Championships, Brian Head, (909) 866-4565

July 12 — Blue Mountain Bike Chase, 25 mile race, Monticello City Recreation, Monticello, UT, (435) 587-2029

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.



August 2 — Snowbird Mountain Bout, Intermountain Cup #10, 15th Annual, Snowbird, (801)942-3498

August 9 — Wolverine Ridge XC Race, Intermountain Cup #11. Series Finals, Evanston, WY - Paul Knopf, (307) 783-6470

August 24 — Widowmaker Hill Climb 10 AM, Snowbird Resort, (801)583-6281

September 1 — Flyin' Brian Downhill Race, Brian Head, UT, (801) 375-3231

September 20 — Tour des Suds, Park City, (435) 649-6839

October 10-11 — Red Bull Rampage Free Ride Contest, 2nd Annual, Virgin, UT (435) 772-BIKE

October 13-14 — Huntsman World Senior Games. Must be 50 years or older. Four events: hill climb, time trial, criterium and road race. 800-562-1268 or hwsg@infowest.com

October 18-19 — 24 Hours of Moab, (304) 259-5533

October 26 — Moab Rim Downhill, (801) 375-3231

Get On Your Bike And Ride

Utah Summer Games - June 5-23

Cycling - June 19-21

Mountain Biking - June 14

Triathlon - June 20

www.utahsummergames.org

(435) 865-8421



Regional Races

April 12 — Barking Spider, Wild Rockies Series #1, Nampa, ID, (208) 342-3910

April 26 — Oregon Trail Classic, Wild Rockies Series #2, Baker, OR, (208) 342-3910

April 26 — The Vegetarian MTB Race, Spirit of the Rockies Mountain Bike Race Series #1, Fruita, CO, (970) 858-7220

May 10 — 1st Annual Coyote Classic, Boise, ID, (208) 338-1016

May 15-18 — NORBA NCS #1, Snow Summit Mountain Resort; (909) 866-4565

May 24 — Bordertown Challenge, Wild Rockies Series #3, Oasis, NV, (208) 342-3910

May 24-26 — Iron Horse Bicycle Classic, Road and Mountain Events, Durango, CO, (970) 259-4621

June 4 - July 2 — Wednesday Night MTB Series, ID, (208) 788-9184

June 7 — Revenge of the Singletrack, Wild Rockies Series #4, Twin Falls, ID, (208) 342-3910

June 28 — Idaho City Excellent Adventure, Wild Rockies Series #5, Idaho City, ID, (208) 342-3910

July 4 — 8th Annual WYDAHO Bike Race, Grand Targhee Ski and Summer Resort Alta, WY, Cara Woelk at 1-800-TARGHEE ext. 1313

July 5-6 — Pomerelle Peaks, XC on Sat, DH on Sun, Wild Rockies Series #6, Albion, ID, (208) 342-3910

July 5-6 — MTB World Cup, XC, DH, 4x5, Telluride, CO, (719) 866-4581

July 12 — Kelly Canyon MTB, Idaho Falls, ID (208) 336-5821

July 20 — State Short-Track XC, ID, (208) 788-9184

August 14-17 — NORBA NCS #4, Durango, CO, (970) 259-4621

August 2-3 — 19th White Knob

Challenge and MTB Stage Race, Mackay, ID, Kurt Holzer at (208) 890-3118

August 9-10 — 24 Hours of Boise, Bogus Basin, ID, (208) 367-1899

August 9-10 — Claim Jumpers Downhill and Cross Country, Nevada NORBA State Championships, XC, DH, Great races in the middle of Nevada on Hwy 50, Austin, NV, (775) 964-1212

August 23-24 — Brundage Bike Festival, Wild Rockies Series #7, McCall, ID, (208) 342-3910

September 6 — Galena Grinder, Galena Lodge, ID, (208) 788-9184

September ? — Pahrump NV, (775) 727-5284 or (702) 228-4076

September 20-21 — Lava Rama, Wild Rockies Series #8, XC, DH, Lava Hot Springs, ID (208) 342-3910



Mountain Bike

Tours and Festivals

April 24-27 — Fruita Fat Tire Festival, Fruita, CO, (800) 873-3068

May 16-18 — San Rafael Swell Mountain Bike Festival, 16th Annual, Emery County, (435) 637-0086

August 9-10 — Dinotrax Fat Tire Festival, Rides, Pasta Feed, Bluegrass Music, Flaming Gorge, (435) 781-2595

September 27 — Antelope Island Buffalo Bike Tour, (801) 947-0338

October 22-26 — 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.

April 8, 15, 22, 29 — RMR Crit Series, Salt Lake, (801) 944-8488

April 2, 9, 16, 23, 30 — DMV Crit Series, Every Wednesday, Salt Lake, (801) 944-8488

April 10, 24 — Salt Air TT Series, Every other Thurs, (801) 944-8488

April 5 — Weber State Circuit Race, Weber State, (801) 689-4754

April 12 — Buffalo Stampede Road Race on Antelope Island, (801) 731-8335 - tentative

April 12 — Antelope Island Road Race, (801) 392-4019 - tentative

April 19 — Earth Day Pedal Cup, 10:00 AM, City Creek Canyon, (801) 583-6281

April 19 — Up and Over Time Trial, 10 miles of fun!, (801) 363-3727

April 26-27 — Tour of the Storm, 3 stages, 2 days, Hurricane, UT, (801) 944-5042

May 6, 13, 20, 27 — RMR Crit Series, Salt Lake, (801) 944-8488

May 7, 14, 21, 28 — DMV Crit Series, Every Wednesday, Salt Lake, 944-8488

May 8, 22 — Salt Air TT Series, Every other Thurs, (801) 944-8488

May 3 — East Canyon Road Race, 11 AM, East Canyon Resort, (801) 583-6281

Calendar - Continued on page 17

Last Friday of EVERY Month.
CRITICAL MASS
slccriticalmass.org
5:30pm @ Gallivan Center

Women's Cycling Apparel



We offer a complete selection of women's cycling clothing, from more than 40 top brands: Castelli, Hind, NEMA, Primal Wear, Pearl Izumi, Shebeest, Sugoi, Terry, ZOIC and many more!



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Kamas, UT to Evanston, WY
 Bald Mountain Road Race - 80 miles
 "OVER THE TOP" 10,700'

SUNDAY, JUNE 22 - EVANSTON, WY

Charles Scrivner Memorial Time Trial - 7:30 a.m.
 Downtown Courthouse Criterium - 12:00 p.m.

FEES

Pro Men, I, II \$55; Pro Women, I, II, III \$50; other USCF \$45; Citizens \$35. Add \$5 for late registration on race day.

INFORMATION: TOLL FREE# (866) 783-6300

On-line Registration: www.sportsbaseonline.com

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RACE RESULTS

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3-8-03

A Flite

- Allan Butler Healthy Choice/Guru's 10
- Ryan Littlefield 1st Endurance/Contender 9
- Terry McGinnis X Men 8
- Cris Fox Guthries 7
- Bart Gillespie Active Source/Biogen 6
- Jason Castor 1st Endurance/Contender 5
- Jon Baddley New Moon Media 3
- Aaron Jordin Porcupine/Bicycle Ctr 2
- Todd Tanner Guthries 1

B Flite

- Scott Preston Team Fazolies 10
- Tyler Moore Blue Rain 9
- James Morgan 9th & 9th 8
- Tyler Harvey 9th & 9th 7
- Jeff Bland 1st Endurance/Contender 6
- Robert Kunz 5
- Dave Sharp 9th & 9th 4
- Mike Pratt Canyon Cycles 3
- Clark Mower 1st Endurance/Contender 2
- McKay Pollei 1st Endurance/Contender 1

C Flite

- Brad Pilling 10
- Kevin Rohwer Healthy Choice/Guru's 9
- Mike Franklin 8
- Steve Wilson RMCC 7
- Stephen Pudloch Ogden One 6
- Mike Gillette Ogden One 5
- Benjamin Dhulst 4
- Norman Bryner RMCC 3
- Andrew Cravens 2
- Carl Majors RMCC 1

RMR Criterion
3-15-03

A Flite

- Jeff Louder Navigators 10
- Bill Harris X Men 9
- Bryson Perry Healthy Choice/Guru's 8
- Allan Butler Healthy Choice/Guru's 7
- Gardie Jackson Healthy Choice/Guru's 6
- Aaron Jordin Porcupine/Bicycle Ctr 5
- Bart Gillespie Active Source/Biogen 4
- Daniel Adams Porcupine/Bicycle Ctr 3
- Andrew Lock X Men 2
- Thomas Meiser 1st Endurance/Contender 1

B Flite

- Brad Anderson RMCC 10
- Robert Crain Blue Rain 9
- Tyler Moore Blue Rain 8
- Jeff Bland 1st Endurance/Contender 7
- Tyler Harvey 9th & 9th 6
- James Morgan 9th & 9th 5

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- Tyler Woods 1st Endurance/Contender 4
- Mike Pratt Canyon Cycles 3
- David Harward Canyon Cycles 2
- Shawn Cheney X Men 1

C Flite

- Brad Pilling 10
- Mike Franklin 9
- Norman Bryner RMCC 8
- Micheal Preston Unattached 7
- Mike Gillette Ogden One 6
- Kevin Rohwer Healthy Choice/Guru's 5
- Andrew Cravens 4
- Darin Wilson RMCC 3
- Steve Wilson RMCC 2
- Bill Hockett Unattached 1

RMR Criterion
3-22-03

A Flite

- Jeff Louder Navigators 10
- Bill Harris X Men 9
- Dirk Cowley RMCC 8
- Daniel Adams Porcupine/Bicycle Ctr 7
- Aaron Jordin Porcupine/Bicycle Ctr 6
- Eric Flynn 1st Endurance/Contender 5
- Bart Gillespie Active Source/Biogen 4
- Darrell Davis 1st Endurance/Contender 3
- Brent Cannon New Moon Media 2
- Mitch McBeth 1

B Flite

- David Harward Canyon Cycles 10
- Tyler Woods 1st Endurance/Contender 9
- Tyler Harvey 9th & 9th 8
- Dave Sharp 9th & 9th 7
- Brad Anderson RMCC 6
- John Laney 1st Endurance/Contender 5
- Shawn Cheney X Men 4
- Jim Fearick 1st Endurance/Contender 2
- Robert Keller 9th & 9th 2

10 Mike Pratt Canyon Cycles 1

C Flite

- Ty Hansen New Moon Media 10
- Brad Pilling 9
- Benjamin Dhulst 8
- Greg Davis RMCC 7
- Mike Gillette Ogden One 6
- John Bercaw RMCC 6
- Kevin Rohwer Healthy Choice/Guru's 5
- Peter Hansen 3
- Ryan Christensen New Moon Media 3
- Ryan Christensen New Moon Media 2
- Andrew Cravens 1

RMR Criterion
3-29-03

A Flite

- Bill Harris X Men 10
- Jon Baddley New Moon Media 9
- Jody Harris 8
- Mitch McBeth 7
- Terry McGinnis X Men 6
- Eric Flynn 1st Endurance/Contender 5
- Jason Castor 1st Endurance/Contender 4
- Jason Travis Jans Park City 3
- Kevin Radzinski RMCC 2
- Brent Cannon New Moon Media 1

B Flite

- Tyler Moore Blue Rain 10
- Brandon Shepherd New Moon Media 9
- Scott Preston Team Fazolies 8
- David Harward Canyon Cycles 7
- Tyler Woods 1st Endurance/Contender 6
- Shawn Cheney X Men 5
- Dave Sharp 9th & 9th 4
- Mike Schmidt 1st Endurance/Contender 3
- Jim Fearick 1st Endurance/Contender 2
- Mike Pratt Canyon Cycles 1

C Flite

- Mike Franklin 10
- Ty Hansen New Moon Media 9
- BJ Leonard 8
- David Holding Unattached 7
- John Bercaw RMCC 6
- Bob Saffell Unattached 5
- Greg Davis RMCC 4
- Andrew Cravens 2

Team Standings as of 3-30-03

A Flite

- X Men 49
- 1st Endurance/Contender 32
- Healthy Choice/Guru's 31
- Porcupine/Bicycle Ctr 26
- Navigators 20
- New Moon Media 16
- Active Source/Biogen 14
- RMCC 12
- Guthries 8
- Jans Park City 3

B Flite

- 9th & 9th 51
- 1st Endurance/Contender 47
- Blue Rain 36
- Canyon Cycles 27
- Team Fazolies 18
- RMCC 16
- X Men 10
- New Moon Media 9

C Flite

- RMCC 47
- New Moon Media 24
- Ogden One 23
- Healthy Choice/Guru's 19

Individual Standings as of 3-30-03

A Flite

- Bill Harris, 28
- Jeff Louder, 20
- Allan Butler, 17
- Bart Gillespie, 14
- Terry McGinnis, 14
- Aaron Jordin, 13
- Daniel Adams, 13
- Jon Baddley, 12
- Dirk Cowley, 10
- Eric Flynn, 10

B Flite

- Tyler Moore, 27
- Tyler Harvey, 21
- Tyler Woods, 19
- David Harward, 19
- Scott Preston, 18
- Brad Anderson, 16
- Dave Sharp, 15
- James Morgan, 13
- Jeff Bland, 13
- Shawn Cheney, 10

C Flite

- Brad Pilling, 29
- Mike Franklin, 27
- Kevin Rohwer, 19
- Ty Hansen, 19
- Mike Gillette, 17
- Benjamin Dhulst, 12
- John Bercaw, 12
- Norman Bryner, 11
- Greg Davis, 11
- Andrew Cravens, 9

RMR Crits - continued from page 11

broken away from the pack somewhere on the back section of the course.

A man rings a bell, signaling the final lap. The rest of the pack flies by. The other racers near you begin to crowd the finishline hoping to get a good view of the final sprint. Instead of a bell, the man now has a megaphone and instructs everyone to back away from the finishline to give the sprinters some room. You look towards the East End of the track as the leaders rounds the final hair-pin turn. The small group rides together for about another 100 meters until someone breaks for the win. A racer from the rear of the pack sprints out around the other four like a bolt of lightning. He's planned it perfectly. As he crosses the line, he pushes his handlebars forward to seal his victory. After all of the other competitors finish, the man with the megaphone announces that the C flight can now lineup to the startline. The fun is about to begin.

I pick a spot as close to the front as I can. I am surrounded by men. A guy behind me says something like, "Oh great, I'll be drafting off the smallest person here". I'm so nervous. My breakfast is turning in my stomach. The race director announces the rules to the C flight finishing off with, "Get set, go". And just that like the race is underway.

Ten seconds into it, and all the nerves are gone. We round the first corner and there is already a surge in the pack. As I climb the small hill that rounds the backside of the course, the leaders slow down and everyone joins back together. We ride as a group until the straightway, and there is another increase in pace. The pack is strung out in single file down to the first turn. I sneak behind someone and catch their draft around and up the curve. I find myself in the middle of the bunch not having to peddle at all for a few seconds which gives my legs a chance to recover.

"Hold your line", I hear from up front. There is sudden movement from the right side as the road narrows into the "S" turns. Those of us riding in the middle get boxed in and have to hit our brakes. We caught up to the leaders just after the hairpin and sit into their slipstream.

With one lap to go, one of my teammates pulls about five feet away from the pack. I thought he was attacking and I wanted to help him get away. I rode up and around him and started pulling hard. As I round the turn towards the backside, I glanced back, and he wasn't coming with me. I freaked out. I knew that it wasn't smart to ride at the very front, so I slowed down. As I did, there was another surge in the pace, and the pack over took me. I had nothing let to catch back on. I finished the race about ten seconds back.

I was so mad at myself for wasting so much energy with half a lap to go. What a stupid mistake. But, now as I look back on that race, I'm so glad I did go out hard like that. I learned so much from that day.

After all, that's what the C flight is for, right? To learn.

INTERMOUNTAIN CUP
2003

Mountain Bike Racing Series

801-942-3498 or www.intermountaincup.com

March 1	Red Rock Desert Rampage, St. George, UT
May 3	Aardvark's Showdown at Five Mile Pass, Lehi, UT
May 17	Hammerfest at the Hollow, Soldier Hollow, Heber City, UT
May 31	The Joyride, Logan, UT
June 7	Deer Valley Pedalfest XC, Deer Valley Resort, UT
June 14	Utah Summer Games XC Race, Cedar City, UT
June 28	Pedal Powder, Powder Mountain, UT
July 5	Brian Header, Brian Head, UT
July 12	Chris Allaire Memorial/Utah State Open, Solitude, UT
August 2	The 16th Annual Mountain Bout, Snowbird, UT
August 9	Wolverine Ridge XC Race, Double Points!, Regional Finals, Evanston, WY

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Calendar - Continued from page 11

Utah Road Races Continued

May 10-11 — Women's Road Racing Cycling Clinics, racing skills and tactics, SLC, (801) 944-2456 or (801) 466-6312

May 10 — RMCC Rhodes Criterium, 12 noon, Pioneer Park, Salt Lake City, (801) 523-9387

May 24-25 — Snake River Stage Race, (208) 465-6491

May 31 — Antelope Island TT #1, Antelope Island, (801) 731-8335

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

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

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

June 7 — Sugarhouse Crit, (801) 944-8488

June 8 — International Center Criterium, (801) 944-8488

June 14 — Herriman Road Race, tentative date, Utah State Championships, LAJORS, (801) 280-8916

June 21-22 — High Uintas Classic Stage Race, Kamas, UT to Evanston, WY, 307-783-6458 or 800-328-9708

June 28 — Porcupine Hillclimb, Big Cottonwood Canyon, Salt Lake City, (801) 231-5335

June 19-21 — Utah Summer Games, Cedar City, (435)865-8421, (800)FOR-UTAH

July 1,8,15,22,29 — RMR Crit Series, Salt Lake, (801) 944-8488

July 2,9,16,23,30 — DMV Crit Series, Every Wednesday, Salt Lake, (801) 944-8488

July 3,17 — Salt Air TT Series, Every other Thurs, (801) 944-8488

July 12-13 — Gate City Grind Stage Race, (208) 282-2503 or (208) 652-3532

July 19 — Hill AFB Criterium, Ogden, UT, (801) 776-3917

July 26-27 — Leave it to Beaver Stage Race, UT, (801) 944-8488

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

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

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

August 2 — Snowbasin Earl Miller Hillclimb, 11 miles from Huntsville to Snowbasin, Huntsville, UT, (801) 620-1048

August 2 — Davis Crit (Rusty Shoemaker Memorial), Davis County Technical Center, (801) 944-8488

August 9 — Fazoli's Sundance Hillclimb, 8 mile climb from Hwy 189 (Provo Canyon) to the top of the Alpine Loop, Provo, UT, (801) 400-6130

August 16 — Antelope Island TT #2, Antelope Island, tentatively the Utah State Time Trial Championships, (801) 731-8335

August 23 — Snowbird Hill Climb, 7:30 AM, 10.2 Miles from Shopko on 9400 S. 2000 E. to Snowbird, (801) 583-6281

August 23-24 — Tour de Gap Stage Race, in conjunction with the Iron County Fair, Parawon, UT, (435) 677-2111

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

August 29 - September 1 — Cache Classic Stage Race, Logan, UT, (435) 752-5131 or (435) 787-2534

September 2,9,16,23,30 — RMR Crit Series, Salt Lake, (801) 944-8488

September 3,10,17,24 — DMV Crit Series, Every Wednesday, Salt Lake, (801) 944-8488

September 11,25 — Salt Air TT Series, Every other Thurs, (801) 944-8488

September 6 — Eureka RR, great road race through the Tintic Mining District, Eureka, UT (801) 553-1065

September 13 — LOTOJA, 203

miles from Logan, UT to Jackson, WY, (801) 627-6200 or (800) 497-7335

September 28 — Antelope Island TT #3, Antelope Island, (801) 731-8335

October 7-10 — 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 11 — City Creek Bike Sprint, 10 am, 5 1/2 mile climb up City Creek Canyon in Salt Lake City, road or mountain bikes, UCA Points Series Event, (801) 583-6281

Regional Road Races

April 6 — TT Training Series #2, Boise, ID, (208) 336-3854

April 10 — Snake River Criterium Series, Nampa, ID, (208) 465-6491

April 13 — Spring RR #3, Boise, ID, (208) 343-3782

April 16 — Snake River Criterium Series, Nampa, ID, (208) 465-6491

April 27 — TT Training Series #3, ID, (208) 336-3854

May 1 — Snake River Criterium Series, Nampa, ID, (208) 465-6491

May 4 — Spring RR #4, Boise, ID, (208) 343-3782

May 8 — Snake River Criterium Series, Nampa, ID, (208) 465-6491

May 17 — Galena Hill Climb, starts at the base of Galena, ID, (208) 726-7693

May 17 — Birds of Prey Road Race, Kuna, ID, (208) 389-7429

May 18 — Eagle Hills Circuit Race, Boise, ID, (208) 343-9130

May 20 — Idaho Cycling Enthusiasts Criterium Series, Pocatello, ID, Rob Van Kirk at 208-282-2503 or vankrobe@isu.edu

May 24-25 — Snake River Omnium, Nampa, ID, (208) 465-6491

May 24-26 — Iron Horse Bicycle Classic, Road and Mountain Events, Durango, CO, (970) 259-4621

May 23-26 — Ecology Center Classic, 4 stages, NRC Event, \$10,000 prize list, Missoula, MT, (406) 728-5733

May 24-26 — CANCELLED Platte Bridge Station Stage Race, 4 stages, Casper, WY, (307) 234-5330

June 1 — Lyle Pearson Classic/Roubaix Road Race - 75+ mi Boise, ID, (208) 343-3782

June 6-8 — Tour of Eagle, Eagle, ID, (208) 884-1925

June 10 — Idaho Cycling Enthusiasts Criterium Series, Pocatello, ID, Rob Van Kirk at 208-282-2503 or vankrobe@isu.edu

June 11 — Bogus Basin 'Tribute' Prologue, TT, Boise, ID, (208) 867-2488

June 13-23 — CANCELLED-ConAgra Food's Women's Challenge, Idaho, 208-672-7223

June 15 — 50/50 Team Time Trial, Lost River Cycling, Boise, ID, contact Kurt Holzer (208) 890-3118

June 17 — Idaho Cycling Enthusiasts Criterium Series, Pocatello, ID, Rob Van Kirk at 208-282-2503 or vankrobe@isu.edu

June 20-22 — Elkhorn Classic Stage Race, Baker City, OR, (503) 652-3763

June 24 — Summer Night at the Track #1, Road/Track, Boise, ID, (208) 343-3782

June 28 — River Spirit Circuit Race, Boise, ID, (208) 343-3782

June 28 — Idaho State Time Trial Championships, Bellevue, ID, 7am, (208) 726-7693

June 29 — Ketchum Criterium, Ketchum/Sun Valley, Idaho, Greg Stock (208) 726-0707

June 29 — Lyle Pearson Challenge (The Big Loop), Boise, ID, (208) 343-3782

July 1 — Idaho Cycling Enthusiasts Criterium Series, Pocatello, ID, Rob Van Kirk at 208-282-2503 or vankrobe@isu.edu

July 4 — Elko Jaietan Criterium, Part of the Elko Basque Festival, Elko, NV, (775) 738-5245

July 12-13 — Gate City Grind Stage Race, (208) 282-2503 or (208) 652-3532

July 15 — Idaho Cycling Enthusiasts Criterium Series, Pocatello, ID, Rob Van Kirk at 208-282-2503 or vankrobe@isu.edu

July 22 — Summer Night at the Track #2, Road/Track, Boise, ID, (208) 343-3782

July 26 — Twilight Criterium, Boise, ID, (208) 343-3782

July 27 — The Morning After Criterium, Boise, ID, (208) 343-9130

July 29 — Idaho Cycling Enthusiasts Criterium Series, Pocatello, ID, Rob Van Kirk at 208-282-2503 or vankrobe@isu.edu

August 4-9 — USCF Master's National's, Louisville, KY, (719) 866-4581

August 9 — Saturn Cycling Classic, "The Race", Boulder to Breckenridge, 140 miles, plus Nicole Reinhardt Criterium, (303) 443-7020

August 9 — Spectrum Festival of Speed Criterium, Boise, (208) 343-3782

August 12 — Idaho Cycling Enthusiasts Criterium Series, Pocatello, ID, Rob Van Kirk at 208-282-2503 or vankrobe@isu.edu

August 16 — Table Rock HC RR, Boise, ID, (208) 867-2488

August 17 — Day at the Track, Road/Track, Boise, ID, (208) 343-3782

August 23 — Stanley Challenge, Boise, ID, (208) 867-2488

September 6-7 — Intermountain Orthopaedics Idaho State RR and Criterium Championships, Boise, ID, Kurt Holzer at (208) 890-3118

September 13 — Race to the Angel, 17th Annual, Wells, NV, (775) 752-3540

September 13 — Bogus Basin Hill Climb, Boise, ID, (208) 343-3782

Weekly Rides

Mondays — April - September — Wasatch Women's Cycling Club (WWCC) Weekly Ride: fun/easy ~1 hr. ride, meeting at 6:00 p.m. at 1500 E 1500 S (by Einstein's). All welcome!, Melissa at (801) 466-6312.

Calendar - Continued on page 19

SPIN

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BOOK REVIEW

The Immortal Class: Bike Messengers and the Cult of Human Power

By Lou Melini

I have read several books during the winter season. The books that I have enjoyed the most have been well written works of literature, using a bicycle to help tell the story. Mr. Culley's book is one of those books.

Why do you wave and have a sense of comradeship to the cyclist traveling in the opposite direction, even if you do not personally know that person? Mr. Culley makes us think about values and what is important in our life, a philosophical approach similar to Zen and the Art of Motorcycle Maintenance (by Robert Pirsig, published by Bantam books). He does this through the subculture world of bicycle messengers and recreates himself as Steinbeck's Tom Joad in a Gen-X time. "The wheels, held tight by a matrix of metal spokes fixed to a hub, are pulled around a set of ball bearings by the torqued cog. Eighteen inches of rubber wheel crawls forward. I enjoy this quiet time when the city's rhythm is slow. I share the reflective awe that I see in the pious postures of people walking. Sincere people doing honest work will be driven into shouting matches, compelled to insult each other, tempted to quit right on the spot."

Travis Culley's accidental introduction to the bicycle may sound familiar; he simply needed transportation to his job. His degree in theater and his job at an art gallery left little after paying for rent and food, let alone a car in the city of Chicago. His becoming a bicycle messenger was equally primal; he needed a job. While going to work: "Doored.

She had opened the door in my path. The timing was so perfect that I never saw it happen. When the cop arrived, he took a glance at me and proceeded to the passenger in question. She was a PYT half his age. But the cop was just warming up to her, trying to get her number, talking about himself with these Al Green tones. The injuries seemed to have come from every angle. I could track them, counting, noting each millisecond of my progress across the pavement. Why were you riding a bicycle, the officer asked? Was I at fault for riding a bicycle? For not driving a car? For the first time in my so-called adult life, I couldn't feed myself and I couldn't work."

Throughout the book, Mr. Culley describes his life as a messenger, some tidbits of Chicago history and his comrades on 2 wheels. Mr. Culley also gives us his take on critical mass rides and transportation in general by saying: "None of the traffic disturbed us. Cars, pedestrians, and cyclists stood in amazement as far as the eye could see. This was the theater I had come to Chicago for. This was the point where theater could change the way people think and live."

I read this book while flying to and from Philadelphia. You will read through the 324 pages not wanting to put it down. And just don't read the book. Read the acknowledgements and introduction as well.

The Immortal Class: Bike Messengers and the Cult of Human Power

By Travis Hugh Culley, 2001
Random House, New York N.Y.

Skinny Tires - Continued from page 10

weekend they faxed and emailed all the info to me to see if I would be interested in joining them. Since opening T&T Bike and Ski my activity level has definitely taken a dive, (which is quite a bummer - oh, to work just 9-5!) Anyway, I'm not in that bad of shape, I love my bike and I love road riding, so I figure what the heck- I will throw responsibility away for the weekend and head down to Moab!

Late Thursday evening, Phil and Diane arrive from Philly - here I have 2 bikes ready to go, thinking I can take my new mountain bike (a Santa Cruz Blur), along for it's maiden voyage! No such luck - we were packed full, as they had also talked another couple from Philly into joining us. So it was just me and my magic carpet ride carbon-stay Torelli, and I snagged my husband's DuraAce race wheels just for a bit more speed, (I needed all I could get!)

On the way out of town we stopped for a quick snack, where I was to learn that I was with a group of cyclists whom had been competing in crits all winter back east, in the snow! Thought to myself- this ought to be humorous, with me - the daily cyclist - which I am not (at moment, anyway!) At this point, I am thinking - great I'll die by day 2. Ah, well, we have a pool where we are staying, plus I needed the break - just didn't want to get too serious!

Day 1- Potash Road

We arrived late Thursday night so we decided to sleep in a bit, make the first day casual.

It was a nice and easy warm-up ride winding along the Colorado River. We rode out to the end of the pavement, where (I guess) there was an aid/lunch station at one time! Seems as though we slept too late to make it to lunch, but there were still plenty of support vehicles out there, which was nice to see. As you came out from behind the rock walls the crosswinds were vicious, but we are in Utah land of wide, open windy spaces. Phil, Diane and the crew headed out to the time-trial at 4:00, while I enjoyed the hot tub and pool at the Moab Valley Inn - the "official" lodging for the festival.

Day 2- River Road

My group was starting to kick into to training mode, so I let them head out early, leaving me to take full advantage of my time away from work! Today we headed out toward Scenic Byway 128 which goes along the south side of the Colorado heading upstream. I have done this ride before and usually see some incredible birds and wildlife. There were some nice little climbs along which came with some great little descents! If you are a cyclist you have to love rolling hills and this ride has them! You go out past the Castle Valley and La Sal Mountain Loop turn off. The La Sal loop is a great ride for later in the summer when it's too warm at lower elevations. (It is also an ambitious

loop- so eat your Wheaties!) After the lunch stop, heading back, came neck and shoulder pain - UGH!!!! Two days of over 40 mile riding was killing me.

Was actually quite surprised my legs and butt felt fine, but holding my helmet up was hurting! After we got back into town I checked out the ladies and gentlemen from Suzette's (they were the massage outfit sponsoring the ride.) I think I got Suzette herself- all I know is whom ever she was - she was one of the best. After refueling thoroughly, the next morning I didn't feel my neck, shoulders, anything. Even my legs - still great!



Photo by Moab Action Shots

Day 3- Arches National Park

Today was easy day 3. Definitely needed the cup of coffee from Mountain Mudd in the parking lot! I cannot say enough about the luck they had with the festival this year - mid- 60 degree temperatures, hardly any wind, and as always beautiful scenery to make the early season miles go by easy. The first pitch on this ride always hurts me more just due to the fact you have to look at it a bit - not that tough mentally at the moment. If I remember right, this ride was 53 miles. Today was nice, found the right combo for breakfast. Then the massage from the night before - yes, everything was coming together. I was feeling so good I decided to keep it on a roll and blow my extra spending cash on another massage!

Day 4 - Dead Horse Point

This is actually my favorite ride. I knew it was a slight climb the whole way out, so when we got to the parking lot off 191, I went ahead - me being the type of person who needs a very long warm-up! A few miles into the ride you start climbing on a couple of big switchbacks then just slight upgrades some a little more than others. When you reach the overlook right before Dead Horse Point- that is where you must stop. You look down upon the White Rim Trail - you can see Potato Bottom and The Schaffer Trail, which looks much steeper than it is, I think. We stopped for a bit of lunch then headed back, for a 20mile downhill!

That's it folks! The festival ended that afternoon and we headed back to SLC in the morning. The organizers did an excellent job, but they can always use more vehicles for shuttles and there are never enough sponsors and volunteers. If part of the family wants to ride and some just want to come along you can contact them through their website: www.skinnytirefestival.com

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**Calendar - Continued  
from page 17**

**Weekly Rides Continued**

**Mondays** — Park City Social Ride, 6 pm, easy pace, meet at Cole Sport, Park City, (435) 649-5663

**Tuesdays** — 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.

**Wednesdays** — 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

**Wed MTB ride** — Women's Joyride, 5:30 p.m., meet at Joyride Bikes, 655 S. Main St., Logan, (435) 753-7175

**Thursdays** — 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

**Thursdays** — Park City Tempo Ride, 6 pm, fast paced, meet at Cole Sport, Park City, (435) 649-5663

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

**Sunday Group Ride** — 9 a.m., Canyon Bicycles in Draper, 762E., 12600 S., (801) 576-8844



**Road  
Tours**

**April 5** — Cactus Hugger Road Ride, 42, 72 or 100 miles, Xetava Gardens, Kayenta/Invins, St. George, (435) 656-2422 or (435) 635-5181

**April 26** — Color Country Century, 100 miles through Cedar Valley from New Harmony to Parowan, (435) 586 5210 or (435) 559-2925

**May 3-4** — The "X" Rides, 2 fun rides on and off Nevada's Extraterrestrial Highway, Rachel, NV, near Area 51, (800) 565-2704

**May 10** — Yellowstone Spring Cycling Tour 2003, (406) 646-7701

**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 17** — Cycle Salt Lake Century Ride, 31, 67, or 100 mile options. Sponsored by Cycle Salt Lake Century, Inc. a non-profit organization. Proceeds benefit local cycling organizations and advocacy groups. www.cyclesaltlake-century.com (801) 596-8430 or Fax (801) 322-5056 or jonr-smith@mac.com

**May 31 - June 1** — Tour de Cure, 40, 60 and 100-mile routes, raise money for the American Diabetes Association, Box Elder High School, Brigham City, UT, Nikki Whye at (888) 342- 2383 x7075

**June 1** — America's Most Beautiful Bike Ride, 35, 72, 100 miles, benefit for the Leukemia Society, Lake Tahoe, NV, (800) 565-2704

**June 7** — Little Red Riding Hood, women-only ride, Cache Valley, (801) 947-0338

**June 20** — 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 22-27** — Utah Border to Border Tour, (801) 556-3290

**June 28-29** — MS 150 Bike Tour, Benefits MS Society, Cache Valley Fairgrounds (400 South 500 West, Logan, Utah), (801) 493-0113

**June 28** — Comstock Silver Century Historical Tour, Genoa / Carson Valley, NV, (800) 565-2704

**June 28** — 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 28** — 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 4-6** — Northwest Tandem Rally, Eugene, OR, (541) 485-8643

**July 13-19** — Bicycle Idaho, Melba to Ketchum to Melba, (541) 385-5257

**July 19-20** — Idaho MS 150 Bike Tour, Three Island Crossing State Park, Glenn's Ferry, ID, (208) 388-1998 ext. 2 or (208) 342-2881

**August 3-8** — Bear Lake, Northern Utah & Southern Idaho Tour, (801) 556-3290

**August 10** — Blue Cross Century Ride, Boise, ID, (208) 343-3782

**August 16** — ULCER, Century Tour around Utah Lake, (801) 947-0338

**August 30** - Cache Valley Century Tour - 100 mi/100 km. Hosted by the Cache Valley Veloists Bicycle Touring Club. 6:30 AM 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. For information and forms 435-713-0212.

**August 31 - September 5** — SPUDS - Fall Harvest, Salmon to Rexburg, Idaho, 1-866-45-SPUDS

**August 31 - September 6** — BBTC Southern Utah Parks Tour, (801) 947-0338

**September 7** — Tour de Tahoe, ride around Lake Tahoe, 72 miles, Lake Tahoe, NV, (800) 565-2704

**September 7-13** — Southern Utah National Parks Tour, (801) 596-8430

**September 8-13** — WCYC XIV, ride across Wyoming, Jackson Hole to the Bighorns, Cyclevents, 1-888-733-9615.

**September 20** — Cycle For Life Benefit Ride, (801) 272-1302

**September 21-27** — 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

**September 28 - October 4** — CANYONS II - A Ride Across Southern Utah, Springdale to Blanding, 1-866-CycleUT

**October 4** — Yellowstone Fall Cycling Tour 2003, (406) 646-7701

**October 12-17** — Monument Valley & 4 Corners Tour, (801) 556-3290

*COACH'S CORNER*

**How to Survive Your First Race**

By Bill Harris

So you've decided to enter your first race? Now what?

Long before you enter your first race make sure you have some basic group riding skills and you feel comfortable and safe riding in a pack. Race day is not the day to learn these skills. The basic skills of group riding are best developed by going on large group rides on the weekends or joining a club that emphasizes group rides with mentors to help you develop the basic skills. The previous issue of Cycling Utah offers a good list of the local clubs and many bike shops host weekend rides. After you've completed several of these group rides (I suggest at least 10) you may feel ready to have a go at your first race.

1. Check out the calendar section on page 12 for the local race schedule and go to cyclingutah.com for more details and website links.
2. Start by racing in the Citizens or Beginners class. Here you will race against others that have little or no experience racing just like you, so there is no reason to be intimidated. Once you have done about five of these races you may be ready to upgrade to the next level and race some stiffer competition.
3. Arrive at the race at least an hour before the start. Allow yourself time to get registered, find out where the start/finish line is, check to see that things are running on time, pin on your numbers, pump up your tires, go to the bathroom and get a good 30min or so warm-up.
4. Be sure you have adequate water and food to go the distance. You should plan on at least 1 water bottle and a carbohydrate gel or a few bites of food for each hour you may be racing. For races over an hour use energy drink instead of plain water.
5. For criteriums, time trials and road races. Leave your bike pump and tool kit in the car. You don't want these things to accidentally fall off in a race and cause someone to crash. Most races will have spare wheels or a support crew to get you back to the start if you have a mishap. Of course if you're racing an MTB race, be sure you have a pump, tube and tools to fix your bike if needed.
6. Once the race is under way it's time to use those group riding skills you've learned: No sudden moves, be smooth, draft the rider in front of you, ride close side by side, warn of road hazards, use your brakes as little as possible, don't pull for long stretches at the front, don't overlap wheels, eat and drink when you're at the back of the group.
7. If, when in the race you bump another racer or touch wheels with another racer, stay relaxed and don't slam on the brakes. Most race accidents happen when a rider tenses up and starts swerving on the road.
8. Conserve your energy throughout the race, don't go to the front and ride as hard as you can, let others take turns at the front, don't let gaps open between you and the riders in front of you, keep close, practice your drafting.
9. Watch the other racers, try to figure out who the strong ones are and keep with them.
10. Race, race, race. After your first race analyze how it went and what you could have done better. Then at the next race apply what you learned. It may take a few races before you get the hang of it. That's OK. Don't give up. I didn't finish the first race I did. Keep racing until you get it. Racing is much more than your fitness. The strongest people do not always win or even finish. You must learn the tactics and strategies of racing by getting out there and doing it again and again, trying to improve with each race.

Have fun and see you at the races!

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 bill@yellowjersey.com or check out his website at www.yellowjersey.com

**October 18** — Las Vegas Century, 37, 62, or 100 miles, benefits Ronald McDonald House, (702) 407-3077

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Jeremy Bell in action at the Deseret Peak Track in Tooele, March 7-8, 2003. See our calendar on page 14 for some local events and cyclingutah.com for a Utah track directory. Photo by Quinn Jacobson - myeventshots.com

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ESSAY

**Salida**

By Ingrid Middleton

Salida means exit. Exit into the other world, the other realm. The place where nothing meets oneself, except the red of the dust and the road. Cycling in Utah after a long time away in places like Ankeny, Iowa, Maui, Hawaii and even Colorado Springs, bring one to listen to deeper places inside the self.

Not only are my feet on fire as they grip the straps attached to the Merckx, but my hands peak through Harbinger gloves leftover from late night gym workouts and the rest of me already senses the mood of the mountain both me and my bike are about to climb.

It is strange to not be able to see much further than a few feet. The hills give little indication that there is a respite ahead, and my body and I are together on the trek that beckons for it as well as my thoughts, my drive to climb it too as my breath rises and falls, hour upon hour, moment upon moment in the Zen-like fashion I trained in for meditation.

A hint of rain sends signals of sage, the smells I forgot living so long away. They say that biking in Utah and red rocks is like a re-summoning of the soul. For one who has long been in search again for it, the welcoming light at dawn, where just me and my bike are imagined through the eyes of a greater knowing that last night will not be like the first, and that anything can happen at any time to bring a sudden semblance or complete dissolution and much less wished for exit.

I think about the children, my own child, my parents, my future as the pressure in my calves builds to crescendo and equanimity is less about curing the world than fixing myself.

They say that it is both caring for others and loving the self that brings completion on the path- but perhaps today it is just faint sounds of falling rock, the sound of the crank, the lifting and lowering of my chest when for a few brief moments remember who I am of what I am supposed to be.

The soul lives in nature. Separate from it, we are separate from ourselves. Something about being here with just the wind and my bike and my thoughts that come and go..Something about being here after being everywhere else, tells me there is no greater God- anywhere.

Anywhere is here, cycling Utah.

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