

cycling utah

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CYCLE SALT LAKE CENTURY

May 15, 2004  AT 7:30 A.M.

THREE RIDE LENGTHS: 31 MILES, 67 MILES and 100 MILES

STARTS AT THE UTAH STATE FAIR PARK 155 N. 1000 W.

FOR MORE INFORMATION GO TO

WWW.CYCLESALTLAKECENTURY.COM OR CALL JON R. SMITH 801.596.8430



NATIONAL BIKE MONTH

Cycle Salt Lake Week May 8-15

May is National Bike Month and Cycle Salt Lake offers a week filled with activities. Cyclists of all abilities can participate in a variety of guided rides, free bike tune-ups and licensing, and even a "bicycle themed" movie night. This year the week runs from May 8-15.

Cycle Salt Lake week was created in 2001 through a partnership with business, government, local community and bicycle advocacy groups. The partners believe that cycling is part of the solution for traffic congestion, air pollution and the growing problem of obesity in our nation. The week has inspired many to get their bikes tuned up and enjoy a week of cycling as an alternative to driving.

During the week, cyclists will

have the opportunity to ride with Mayor Rocky Anderson during the Mayor's Bike to Work day and then again for an evening ride kicking off the Bike Bonanza. The week ends with the popular Cycle Salt Lake Century Ride that follows a scenic route from the State Fair Grounds to Antelope Island and back. The Century Ride is a non-competitive ride and a great start for a first time century rider.

Mark your calendar and start making plans to celebrate National Bike Month during Cycle Salt Lake week. For a detailed schedule of Cycle Salt Lake week events see the calendar on page 14 of this issue or visit www.utarideshare.com or call UTA Rideshare at 801-287-2066.

Cover Photo: Guy Benson's 1949 Schwinn Hornet (part of the Spitfire line). All parts but the tires are original. Photo: Polaroid transfer by Eric Schramm. Fine art prints are available. Contact Eric at eschrammphoto@aol.com.

cycling utah

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TRAIL OF THE MONTH

Velvet Ridge - A Quick, Fun Ride in Torrey

By Gregg Bromka

If your travels take you to Capitol Reef National Park, then be sure to spend half a day outside the park and just west of Torrey exploring Velvet Ridge. This is a quick, fun ride that clips the edge of the Torrey Breaks where a beautiful complex of canyons, cliffs, ledges, buttes, and mesas wrap the shoulder of Thousand Lake Mountain.

The route takes you along the fertile Fremont River and through the Red Gate where the Fremont has carved a valley passageway between Thousand Lake Mountain to the north and Boulder Mountain (Aquarius Plateau) to the south. Although Thousand Lake Mountain's crown is trimmed with alpine timber, its midriff is rimmed with glowing sedimentary strata that is more typical of southern Utah's canyon country.

Beneath it all and containing the river valley, hummocky calico-striped mounds of bentonite clay called the Velvet Ridge cap chocolate-brown, Grecian-like columns of stone the Fluted Wall. The combination of verdant forests, terra cotta strata, and fanciful forms make the Velvet Ridge loop seem surreal.

Torrey, the Fremont River valley, and the Capitol Reef area were some of the last regions in Utah to be discovered and settled. It wasn't until the 1870s, more than 25 years after the Mormons arrived in Utah, that settlers took hold of the fertile valley and found the weather and soil ideal for fruit trees. Small orchards still bear luscious fruit near the entrance to Capitol Reef National Park at the old town site of Fruita. Like most small towns throughout Utah, Torrey has gone by many previous names, including Central, Poverty Flat, and Bonita. Its current name honors Colonel Torrey who fought in the Spanish American War.

Notes on the trail: From Torrey, pedal west on UT 24 and pass Sand Creek Road to the right after .5 mile — the loop's last leg (or park at the Great Western Trail trailhead up the dirt road). Spin up



The Fluted Wall guards over green pastures and a historic gristmill in the Fremont River Valley. Photo by Gregg Bromka

the highway through the Fremont River valley for 5 miles to a trailhead kiosk, passing a historic two-story gristmill along the way.

Leave the highway, and take the doubletrack veering right up a rough and tough hill. This short grind stings like a cold slap in the face. Once you're on top, the going is much easier. Here, you'll pass the Velvet Ridge. It's rounded humps, striped in gray, maroon, and light green, are part of the Chinle Formation, which was formed along the shore of a fluctuating seashore about 200 million years ago. Keep an eye out for pebbles of silica and petrified wood; they make great paper weights.

About 3 miles out the ridge, a series of signed right turns take you up to a scenic overlook of the Fremont River valley. The Fremont River was named for Captain John C. Fremont who led several expeditions through Utah between 1840-1853. His colorful accounts and detailed maps had a major influence on the Mormon's quest to colonize Utah. The Fremont Indians, who occupied central Utah from 700 AD to 1300

AD, also share the explorer's name.

Return from the overlook, and head north for Sand Creek, or fork right again to visit another equally stunning viewpoint of the valley, plateaus, and national park; otherwise, stay on a northerly course toward Thousand Lake Mountain. Surf, s up as you plow through deep drift sand and dip through a gully. Stay right at several junctions, hang ten again, and round

the western tip of the Fluted Wall to return to the highway on Sand Creek Road.

General location: Just northwest of Torrey.

Distance: 14 mile-loop: 5.5 miles of pavement and 8.5 miles of variably sandy doubletrack.

Aerobic level: Moderate. The road work is easy. The initial climb to Velvet Ridge is tough but

short. The remainder is rolling hills, drift sand, and a generous descent.

Technical difficulty: Moderate. Doubletracks can have some ruts, drift sand, and scattered rocks.

Elevation gain: 700 feet.

Precautions: Do not attempt this route when wet. The bentonite clays of Velvet Ridge turn even the knobby tires to smooth, concrete doughnuts and shoes to cement slippers. The Catch-22 is that after prolonged dry spells, the clay breaks down to powdery silt; but at least you can pedal through the silt.

Finding the trail: Start this ride from anywhere in Torrey; otherwise, travel west out of Torrey .5 mile and turn right/north on Sand Creek Road. Park about 1 mile up the gravel road at the Great Western Trail information board.

Excerpted from *Mountain Biking Utah* by Gregg Bromka. Available at your favorite bike shop or at cyclingutah.com.

MTB Book Signing

Gregg Bromka will discuss and sign copies of his books including *Mountain Biking Utah's Wasatch Front* on April 24 at 12 noon at the REI in Sandy, 230 W., 10600 S. For more information, call (801) 501-0850.

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ADVOCACY

House and Senate Pass Transportation Bill

By Charles Pekow

States may soon have to develop highway safety plans that consider bicyclists' needs. The Senate voted to require them to.

The Senate passed its version of the Safe, Accountable, Flexible & Efficient Transportation Equity Act (SAFETEA, S. 1072), which would upgrade most federal support of bicycling programs for six years previously funded under the Transportation Equity Act for the 21st Century. Utah Sens. Orrin Hatch and Bob Bennett voted for of the bill, as did Idaho's Mike Crapo. But Idaho Sen. Larry Craig voted against it.

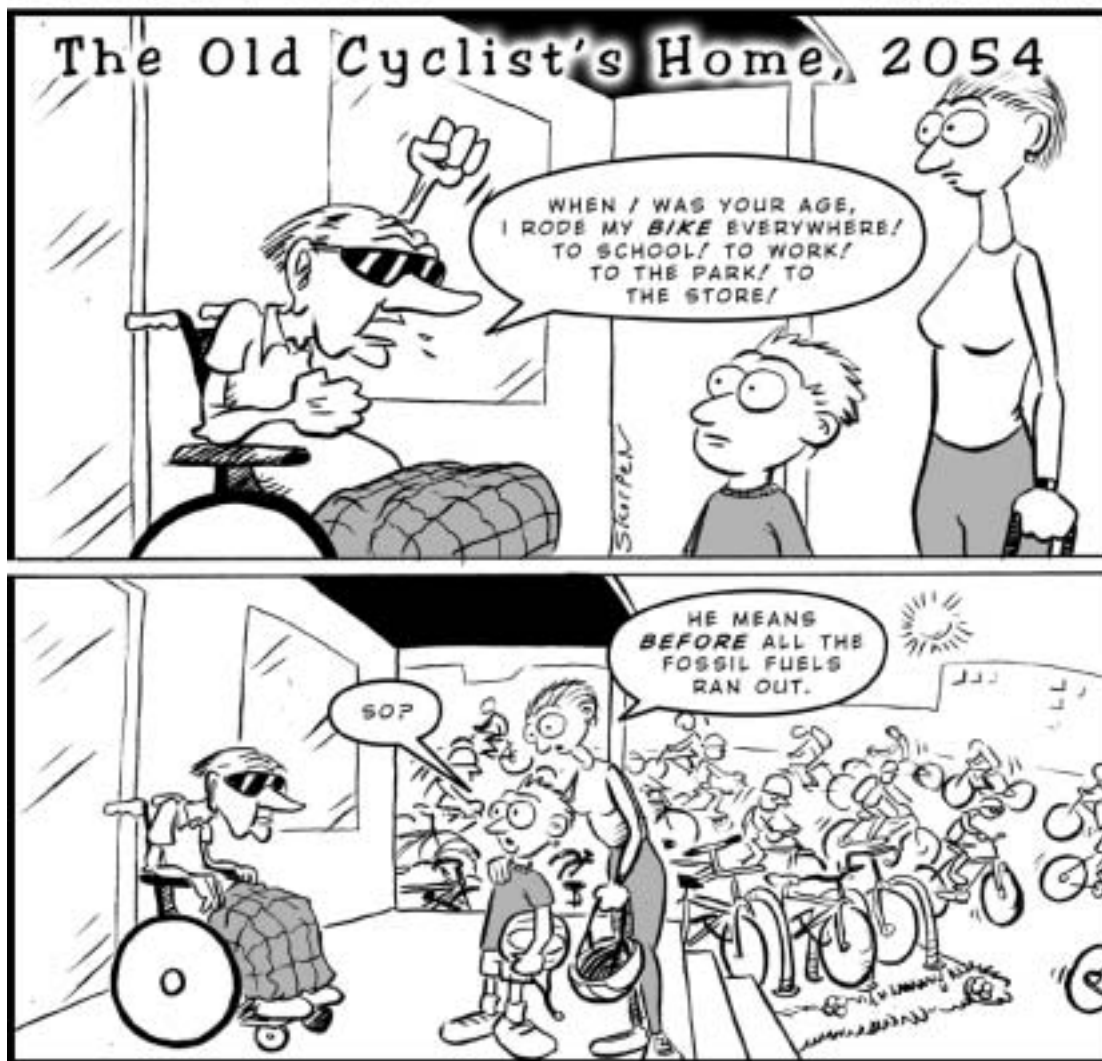
The House, meanwhile, passed a smaller version that it calls the Transportation Equity Act: A Legacy for Users (TEALU, H.R. 3550). The Senate bill funds a mammoth collection of transit programs with a \$318 billion price tag. The House Transportation & Infrastructure Committee wanted to pass a \$375 billion bill. But President George W. Bush threatened to veto a bill larger than the \$256 billion one he proposed. So the House whittled its bill down to \$275 billion. Here's the catch: the House remained vague on where the \$100 million in cuts will come. It'll figure that out later in conference. But while their funding levels may be lower, the House-passed bill includes all bicycle-related program in the earlier draft.

The Senate legislation would consolidate federal highway safety funding into a Highway Safety Improvement Program. As long as states develop and implement plans to improve traffic safety, they could get a share of at least \$200 million a year for improvements to enact the plans. States would have to put up a 10 percent match.

Plans must identify hazards to bicyclists. States could use the money for improving on- and off-road bikepath safety, bike crossing signs and other bike

CYCLOTOON

BY NEAL SKORPEN



safety measures. And if they install rumble strips or other warning devices for drivers, they would have to ensure that they don't impede cyclists.

S. 1072 also would provide a \$70 million a year earmark for Safe Routes to Schools, the first time the program would get dedicated funding – until now Safe Routes had to borrow money from other sources. The House bill specifically sets aside \$1 billion over six years for Safe Routes.

And the Senate bill would authorize funding at the following levels, which may be cut in a conference with the unclear House levels:

- Congestion Mitigation & Air

Quality: \$1.96 billion in FY 04, \$2.156 billion in FY 05, and \$2.25 billion in each of the next four years. States can use the money for projects to promote bicycling to relieve air pollution or lessen traffic jams.

- Recreational Trails: \$60 million a year.

- Transportation Enhancements: \$695 million in FY 04, \$795 million in FY 05, \$825 million in the outyears. Historically, states have gotten about \$620 million/year. The bill also includes an amendment encouraging states to "give priority to pedestrian and bicycle projects that include a coordinated physical activity or healthy lifestyles

program," as an effort to fight a nationwide obesity epidemic. In other words, applicants for Enhancement grants would stand a better chance if they included exercise programs in their plans or put exercise trails along the bike routes.

- A new Alternative Transportation in Parks & Public Lands program would provide funds to promote non-polluting forms of transportation such as cycling in national parks and other federal lands. Funding would range from about \$7.2

million this year to about \$11.43 million FY 09.

Meanwhile, Congress passed a second temporary extension of previous law through April and may have to extend it again. Congress was supposed to have completed work by last October when the Transportation Equity Act for the 21st Century was set to expire.

Point of the Mountain Update

In the short run, the news is not good for cycling on the east frontage road around the Point of the Mountain in Draper.

Construction is underway at POM to build a water treatment plant and pipeline to deliver water from Deer Creek Reservoir to residents in Sandy and Salt Lake City. This pipeline is to be built directly underneath the east I-15 frontage road which will require the road to be completely closing the road in both directions between the Draper/Bluffdale and Highland/Alpine exits. A temporary gravel road will be built east of the railroad tracks to provide truck access to the gravel pits. As a result, cyclists will be forced to use the west frontage road for the construction years of 2005-2006.

The silver lining in this is that plans and funding are already in place to build in improved cyclist access when the road is replaced and reopened in 2007.

-Jeff Stenquist

Send your feedback and letters to the editor to: dave@cyclingutah.com



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Route 211

Car, Bike, Car, Bike...

By Greg Overton



Sometimes in life you face dilemmas that have no real effect on the world at large, or even the important things in your own world, but these little agonizing demons can cause consternation, confusion, and sleep loss. I had one of these recently as the Route 211 household had cause to downsize, and I had to make a hard choice – one that didn't really matter in the grand scheme of things, but was a tough one nonetheless.

At issue was the decision to keep bikes or an old, non-running car. One or the other had to go, and I had an unhealthy attachment to both. The bikes are my "keepers", older Italian things of grace and beauty that make me smile when I ride them, and in my rationalization process, could keep me healthy if I ever create the time to ride consistently again.

The car? The car was an old British roadster. A project in every sense of the word. It doesn't run, so is not a driver. It just sits in the garage with its top down, wooden dashboard and old world charm, looking like a lot of fun – someday. My unexplainable and wholly impractical emotional attachment to both sides caused a terribly painful decision process, and one that others here at Route 211 (spouse) tried to ignore and refuse participation in.

You see, a new SUV would not cause this sort of agony. Would I prefer two-wheeled Italian craftsmanship and wonderful freedom on self propelled rides along leafy lanes, where a bagel can take you fifty miles, or frequent trips to the gas station and insurance payments equaling the cost of a new Campy group? That would be such an easy decision. But this is a car that, as cars go, occupies the same space in my heart as those

bicycles. I'm talking about similar freedom on the open road, just faster and more maintenance intensive, not some \$15,000 pickup truck with \$20,000 of roof and naugahyde glued on top!

Then there is the ecological aspect of the whole decision. I am of the belief that bicycles could save the world, well, unless they all get ploughed over by SUV's. Given the bicycle's inherent goodness as a machine, including the benefits given the one propelling it, how can any other mode of transport even qualify in the decision process? Did I mention it was an old British roadster? I mean, two seated, skinny tired, top down motoring like the fathers intended. The smell of various viscous fluids as they leak from every possible seam in the mechanicals; and when that stuff gets heated by the always overheating engine, ahh, the aroma. That's priceless. Anyone out there reading this who has had the pleasure of owning a British car from the sixties or seventies knows exactly what I am talking about. And if you also own a great Italian bike, you surely feel my pain.

Then a few of you may know the weight of a decision like this. Even a Pros and Cons list didn't clear the matter. They are both top down, both wind in your hair, both require a little push to get going. The bicycle can be carried on one's back in case of breakdown

on the road, but then because of its simplicity and purity, that rarely happens. The British car, on the other hand.....should have been designed for carrying on one's back in times of internal combustion lost. Relative value was compared, but given the plummeting values of lugged, steel bicycles in this age of non-craftsmanship, the car, even as a non-runner wins this point hands down. Even from a standpoint of space requirement and cost of ownership, things are pretty equal. I mean, tires for the bike are more expensive than for the car in many cases. And given that the car doesn't even run, things were not swayed by fuel costs or maintenance. No, a non-runner is pretty comparable to a bicycle's cost to operate. Now you see how these things can be rationalized so distant from logic that there is even a decision to be made.

So there I sat, in the garage, the fog of quandary surrounding me. I floated the proposal to the Route 211 powers that be (spouse again) of keeping both. The proposal was reviewed and given consideration, then voted down, one vote to zero. The stockholders had spoken, and directed that action be taken. This garage could no longer house two activities, er, capital and time outflow streams with little or no return on investment. Even my encouragement for participation on the part of the younger inhabitants of the house gained no clear path to a decision. One announced that votes were certainly for sale, at a price. My little politician-in-the-making. Another asked if the car would be driving by the time she was. My little insurance claim-in-the-making. I didn't bother ask the third one for fear of a worse glimpse into the future.

No, this was my decision. To be made alone. In the darkness of my garage, where emotions could be expressed freely, so long as no one watched. I thought of taking my little politician or insurance claim on long drives in the hills with the car. But then, it could only be one of them at a time. Then I thought of great bike rides to be shared with all of them, and how fun that would be. But what if they didn't share my enthusiasm for sweaty, hot bicycle rides? I even thought of ridding the household of all these things, and taking up golf as a family activity. But then I thought of my lack of enthusiasm for being confined to a 20 square acre tract of earth for hours, and how far either the bike or the car could take me in the same timeframe.

I sat in the car. I rode a couple of the bikes. I did both again. I enjoyed both, so didn't bother

with a third round. I have owned and driven many old British cars similar to this one, and I have owned and ridden many cool bikes. Without fail, I have loved them all, but one lesson I have learned over the years is that there is always another cool bike, always another cool car, to capture my admiration and desire. This is what I tried to convince myself. But I didn't buy it, the decision still weighed heavy.

In the end, I did what everyone seems to do in this day and age. I went to ebay. I found many cool British cars. Some that I would prefer to my own! I also looked for DeRosas and Masis, Bassos and Bianchis. I found all colors of fat tubed, aluminum, made wherever by whomever, bikes there. But it seemed to me that all the

folks out there who own chrome lugged, steel, handcrafted Italian bikes that look and ride great, were not selling. There is a reason, I surmised, to keep these beauties. Availability of suitable replacement would rule the decision.

I was resolute as I watched the car being trailered down my street, on its way to a new home in California and the restoration it had been awaiting for so long. The buyer wasn't a cyclist, and so was clear-minded about his decision to purchase the car. I even sold a couple of nice bike frames to my pal Kenny; but of course, they were sold under the standard terms and conditions that they come back to papa should he ever tire of them. I felt all right about all of it once I was through the process. I laughed at myself for making it so hard. It was easy and painless in the end! Now if that MG on ebay stays at its current price for a couple more days.....

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Cycling Utah's 2004 Bicycle Club Guide

Biker's Edge

Sponsors -Biker's Edge
Contact - Jake Pantone, thebikersedge@yahoo.com or jmpantone@hotmail.com, 801-294-4433
Website - none
Type of Cycling - Mountain and Road
Location -Bountiful
Club Statement -Our goal is to create a club where riders can come to learn more about the sport of cycling. Riders will learn to ride with a group in a recreational and race situation. We want cyclist to become excited about cycling and its competitive side to energize and revitalize the race scene in Utah. Road rides meet at The Biker's Edge Wed. 5:30pm 390 N. 500 W.

Bonneville Bicycle Touring Club

Sponsors -Bingham's Cyclery
Contact - Raleigh Fehr President, (801) 943-2117, president@bbtc.net
Website - www.bbtc.net
Type of Cycling - Road and Mtb recreational
Location -Primarily Salt Lake with rides from Logan down to Nephi
Club Statement -The BBTC is celebrating over 25 years as the Salt Lake Valley's premier recreational hub for recreational road biking enthusiasts. Club members put on dailey rides including Mtb rides. The club also organizes major support rides such as the Utah Lake Century Epic Ride (celebrating it's 20th anniversary this year), Little Red Riding Hood Women's only century, and major tours like the BBTC Southern Utah Parks Tour and the White Rim Tour.

Canyon Bicycles Cycling Club

Sponsors -Canyon Bicycles
Contact - Mike Pratt or Shawn Cheney, 801-576-8844, mikep@arosnet.com or shawncheney@hotmail.com
Website - www.canyonbicycles.com
Type of Cycling - Road Racing, MTN Bike Racing, BMX Racing, and Road Touring.
Location -Canyon Bicycles, Draper
Club Statement -The Canyon Bicycles Cycling Club is a cycling organization with the sole purpose of developing cycling in the local community. The CBCC is comprised of cycling enthusiasts of all abilities ranging from weekend warriors to elite level racers. So if you are looking for riding partner, a wild card spot in the Tour De France, then the CBCC is for you.

Cole Sport

Sponsors -Cole Sport, Park City Jazz Festival, Smith, Giro, High Country Health, Espresso Brothers
Contact - Jon Gallagher, 435/901.8872, teamcsr@msn.com
Website - none
Type of Cycling - Road, Mountain and Cyclocross Racing
Location - Park City, Utah
Club Statement -To continue developing multi-discipline cycling in and around Park City through racing and race promotion. Currently running the Royal Street Hill Climb, a twice monthly Thursday night training race beginning May 20th and running through the end of September.

Color Country Cycling Club

Sponsors -Cedar Cycle, Bikes Unlimited, Red Rock Bicycle Co.
Contact - Lonnie Wolff, 435-586-7567, wolff@cedarcity.net
Website - www.colorcountrycycling.org
Type of Cycling - road, mountain, racing, touring, trail advocacy
Location -Cedar City and St. George, UT
Club Statement -We are the Color Country Cycling Club, located here in Southern Utah, home of some of the best year-round riding on the planet! Our members are active in many aspects of cycling including both road and mountain biking, from touring to racing, as well as trail maintenance and local access issues. We support an IMBA affiliated National Mountain Bike Patrol group and we have adopted and maintain many miles of trails in our area. If it involves cycling in Southern Utah, you can bet the CCCC is there. We have something to offer most cyclists and their interests, so come and join us! You'll have a great time!

D.O.D Racing

Sponsors -Lizard Skins, Marzocchi, Azonic
Contact - Judge Leverich, (801) 261-4454, Psycho_Downhill_Racer@yahoo.com
Website - groups.yahoo.com/group/DODRACING/
Type of Cycling - Downhill Racing/Riding, Freeriding, Trials/Urban, Trail.
Location - Salt Lake City
Club Statement - Our team is all about having fun on our bikes and promoting the sport and our sponsors. We are also focused on developing junior racers and getting more people involved in the sport. The club side of our team is for those not fully into the racing scene.

Fazoli's Cycling Club (Utah Valley Racing)

Sponsors -Fazoli's, Mad Dog Bike Shop
Contact - Mike at (801) 836-5373
Website - www.utahvalleyracing.com
Type of Cycling - Developmental Road and Mountain Racing
Location -Orem, UT
Club Statement -The focus of the FAZOLI'S Cycling Club (Utah Valley Racing) is the advancement of cycling as an enjoyable and healthy sport. We are primarily involved in grassroots, developmental cycling in both road racing and some mountain bike racing. Through our group rides, club events, and promotion of sanctioned bicycle races (Thanksgiving point stage race, Sundance Hill Climb) Fazoli's Cycling intends to create higher visibility for bicycle racing and attract more people into the sport of bicycle racing. The Fazoli's Cycling Club is

open to any cyclist who participates in competitive cycling, as well as recreational riders. Non-members and visitors are cordially invited to join us on any scheduled rides, however, after three rides, we expect that you will join the club.

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Sponsors - none
Contact - (801) 619-RACE or race-jones@comcast.net
Website - none
Type of Cycling - The club is open to everyone. Our focus is on Jr development.
Location -Salt Lake City
Club Statement - We will be working on skills of riding and racing. So if you just starting this is the place to learn: bike handling, training, pacelines, cornering, etc. Training ride will be Saturday at 9am and Mon, Wed and Thur at 6pm after daylight saving. Club dues are 20 dollars for the year.

Jans MTB Team

Sponsors -Jans Mountain Outfitters, Trek, XL-1
Contact - Todd Henneman, 435-649-4949 or Jason Travis, 435-655-5588, JTravis@ETHUS.JNJ.com
Website - www.jans.com
Type of Cycling - MTB Racing, Road Racing
Location -Park City, UT
Club Statement -Our goal is to race the intermountain region race schedule as well as the crit and TT series. We plan to have two top ten UCA overall placings and two top ten Crit series overall placings.

Logan Race Club

Sponsors -GlobalPhoneSales and Healthy Choice Foods, Alpine Orthopedic Specialists and DJ Ortho, Multimedia Data Services Corporation (MDSC)
Events -Anniversary Inn Cache Classic Stage Race (Labor Day Weekend) and the Aquafina Bear Lake Classic (weekend before Memorial Day)
Contact - Marc Yap, President, 435.755.0134, lrc-cycling@comcast.net
Website - www.loganraceclub.org
Type of Cycling - Road and Mountain (competitive and recreational)
Location -Logan, Utah
Club Statement -The Logan Race Club is an amateur grass-roots racing club of over 125 members dedicated to the development of local riders of all abilities and interests, from recreational to competitive, and from novice to national caliber. Aiming to create opportunities for its members to improve their cycling skills and knowledge, the club educates, mentors, and provides the means by which individuals may achieve their personal goals through their involvement with other club riders. The Logan Race Club is also committed to community and charity involvement and to the development of its sponsors.

Mad Dog Cycles Race Team

Sponsors -Mad Dog Cycles, Powerbar Elite, Maxxis Tires, Trek, Dr. Crofts MD, Summit Graphics, Tobler Dentistry, Doug Smith Subaru, Synergy Fitness Systems
Contact - Keith Payne, keith@maddogcycles.com, (801) 368-5321
Website - www.maddogcycles.com
Type of Cycling - Mountain Biking racing, Road riding
Location -Mad Dog Cycles 736 S. State Street, Orem, Utah
Club Statement -The Mad Dog Cycles 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



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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. Many of our team participate in major road events as well; such as the ULCER and LOTOJA.

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Sponsors -Cancun Café, Uinta Brewing, Total Body Pilates, MAXXIS, Vigor, Sun Ringle, Hayes, Light and Motion, COVE Bikes, ProLink Chain Lube, Accelerade/Endurox, Source Hydrations Systems, Price Point, JogMate
Contact - Ryan Miller, 801-661-1947, rmiller@azteca.com
Website - www.missinglinkracing.org
Type of Cycling - All
Location -Salt Lake City
Club Statement -MLR is a grass roots team dedicated to promoting the sport of cycling and having a great time while doing it. Since its inception in the mid nineties, MLR has encouraged riders of all levels to strive to be the best that they can, but not to loose focus of why they started cycling in the first place, to have fun. MLR assists in several fundraising and grass roots cycling events to support local and national charities as well as attending racing events all over the West.

New Moon Cycling Team/Utah Premier Cycling Club

Sponsors -New Moon Media, Spin Cycle,AlSCO, Salt Lake Pizza & Pasta/Fiddler's Elbow, Nate Wade Subaru
Contact - Steve Lordon 801-487-5635, splordon@aol.com / Bill Cutting, 801-983-9310, bcutting@newmoon-media.com
Website - www.newmooncycling.com
Type of Cycling - Road racing, mtb racing, road touring, recreational mtb, cyclocross
Location -Salt Lake City, UT
Club Statement -We are a group of 100 cycling fanatics that traces roots to the mid-80s, when the Utah Premier Cycling Club was originally established. Today, most of our members race--some more seriously than others. But we count fitness riders, long-distance tourers, mountain racers and riders and 'crossers among our ranks. Whether you're an aggressive competitor looking for teammates and support, a newcomer hoping to try racing for the first time, or a weekender in search of riding partners, the Utah Premier/New Moon atmosphere will enrich your cycling experience.

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!

Ogden One Cycling Club

Sponsors -Utah Transit Authority (UTA), Harristone, Sun Valley Mortgage, The Bike Shoppe, Skank Aggressive Sportswear
Contact - Shawna Rowley, Club Secretary, srowley@weber.edu, (801) 393-9061, Matt Howard, matt@thebikeshoppe.com, (801) 476-1600
Website - www.OgdenOne.com
Type of Cycling - Mainly road, but we welcome everyone!
Location -Ogden, Utah
Club Statement -The Ogden One Cycling Club was created in 2002 as a non-profit organization to support cycling in the Ogden community. It is a friendly encouraging club which promotes cycling at all levels and categories, from the serious racer to the recreational rider.

While the most active members are involved in the Utah racing scene, they remain committed to making the club, the community and the state as cycling friendly as possible. We welcome folks who are new to cycling, whether they strive to race on a national level or just work up to their first century. Please check the website for information on club ride and the focus and skill level of the rides.

We welcome folks who are new to cycling, whether they strive to race on a national level or just work up to their first century. Please check the website for information on club ride and the focus and skill level of the rides.

Pedro's Grassroots

Sponsors -Pedro's & Canyon Bicycles
Contact - Doug Peterson, MTNDoug@moderntele.com, 801-523-6010
Website - www.pedrosslc.com
Type of Cycling - Mountain, Road, Endurance
Location -Salt Lake City, Utah
Club Statement -Our team consists of 25 everyday people with professional careers ranging from doctors to general contractors. Our focus is simple - positive ambassadors for Pedro's to the cycling community. Our program is about getting people excited to ride their bikes and to drink a few beers when it is all done. Traveling throughout Utah and the surrounding states, our team competes in a variety of road, mountain and endurance bike events. Our program attracts all skill levels and consists of both men and women competing in beginner to expert class. For the last two seasons we have coordinated weekly Tuesday night rides where mountain bikers gather to learn local trails and make new friends. We've love for you to join us, just bring a cooler!

Racer's Cycle Service

Sponsors -Racer's Cycle Service, Endurance Works, Bontrager Wheelworks & Components, Kennys One Hour Photo, It's Yoga Utah, Pharmanex.
Contact - Gabe Williams, gamy-williams@mac.com or Jared Gibson, racer@racercycleservice.com, 801-375-5873
Website - www.racercycleservice.com, www.uvcycling.com
Type of Cycling - MTB Racing & Road Racing/Training
Location -Provo, UT, 163 N University Ave.
Club Statement -Our goal is to have fun racing bikes. We are a diverse group with all classes from pro to beginner. We have group rides all year, and invite everyone to attend. We also maintain the Utah Valley Cycling website uvcycling.com and email list at topica.com. Come Ride our Utah County roads and see what you're missing.

Revolution Mountain Sports

Sponsors -Shimano, Crank Brothers, Cannondale, Barbacoa Mexican Grill, Sigma Sport, Giro Helmets
Contact - Matt Happe, (801) 233-1400, matt@revolutionutah.com
Website - www.revolutionutah.com
Type of Cycling - All
Location -Revolution Cycles, Sandy
Club Statement -The Revolution Cycling Team has hit the bicycling scene in 2004 with full force. Attracting men and women of all different abilities and ages from up and down the Wasatch front. Our team consists of approximately 30 riders who can be found riding the local mountain bike trails, competing in criterium races, or traveling around the state competing in the Intermountain Cup Mtn. Bike Race Series. The Revolution Bicycle shop is the nucleus of the team, and is centrally located in Sandy UT. Our members understand that the person comes before the bike, and you will find a friendly atmosphere among all of our riders. Whether you are a seasoned racer, or a beginner with a desire to share bicycling experiences, and camaraderie with others. Looking for a training partner, or just have a question regarding the local bicycling scene in Utah. Stop by the shop, or bring your bike by our neutral support tent at one of the InterMountain Cup Mtn. Bike races and talk with some of our team members. You will be greeted

with a firm handshake, a friendly smile, and a warm invite to come ride and race with us.

Southwestern Utah Bicycle Touring Association (SWUBTA)

Sponsors -None
Contact - Lucy Ormond, 435-635-6181, clucygo@earthlink.net
Website - www.swubta.com
Type of Cycling - Recreational road touring
Location -St. George, UT
Club Statement -Organized 4 years ago, the focus of SWUBTA is to meet the needs of recreational cyclists who enjoy touring the beautiful quiet back roads of Southern Utah. We also sponsor a great century the first weekend of April annually. We schedule a ride every Saturday and Sunday year round. Many of our members also do day rides during the week. If you are ever in the area for a weekend, join us for a ride. Our main event is The Cactus Hugger Century which is scheduled for the first Saturday in April.

Team Euclid Outdoors

Sponsors -Euclid Outdoors, L.C., Fuji Bikes
Contact - Josey Apostol, (801) 404-0946, Mark Nelson, (801) 358-1145 or bike@euclidf.com
Website - none
Type of Cycling - Mountain and Road
Location -Wasatch Front
Club Statement -Euclid Outdoors has promoted the Soldier Hollow

race series for the last two years and teamed with Sundance last year to promote the Sundance / Soldier Hollow Wednesday MTB Race series. Club members are active in Mountain and Road Recreational Riding and Racing. We support triathletes. Members receive discount pricing on equipment, and clothing. We take it serious enough to throw away the training wheels, but not so serious that we fail to see the scenery around us. Riders and characters of all ages and abilities are welcome to join us.

Team Sugar

Sponsors -none
Contact - Brook Shinsky, 435-901-0224, bshinsky@whitepinetouring.com
Website - n/a
Type of Cycling - mountain bike racing
Location -Park City
Club Statement -Team Sugar is a group of 9 women based in Park City, Utah and Our goals go way beyond kicking butt! We hope to bring the fun back to racing, as well as to get as many women as possible into mountain biking. We host free learn to ride clinics based out of White Pine Touring every Tuesday at 6:00 pm. We welcome women of all ages and abilities, and rentals are available. Call 435-649-8710 for more information.

Continued on page 9



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COACH'S CORNER

Planning Your Season

By Tommy Murphy

This is the second issue of Cycling Utah and the beginning of a long season here in Utah. It has always amazed me that so many different events and races are available here. If you flip to the back of this issue you'll find page after page of race and event listings. Utah has an incredible cycling scene thanks to the Utah Cycling Association, the Intermountain Cup Series, Sports Am, and the numerous other event organizers and sponsors. If you are based in Salt Lake City you could truly race 5 days a week. There are weekly RMR crits, DMV crits, the Salt Air time trials and on weekends a choice of UCA and ICUP races as well as various centuries and local events. It's crazy! With so much going on it's very important to plan your season and training needs.

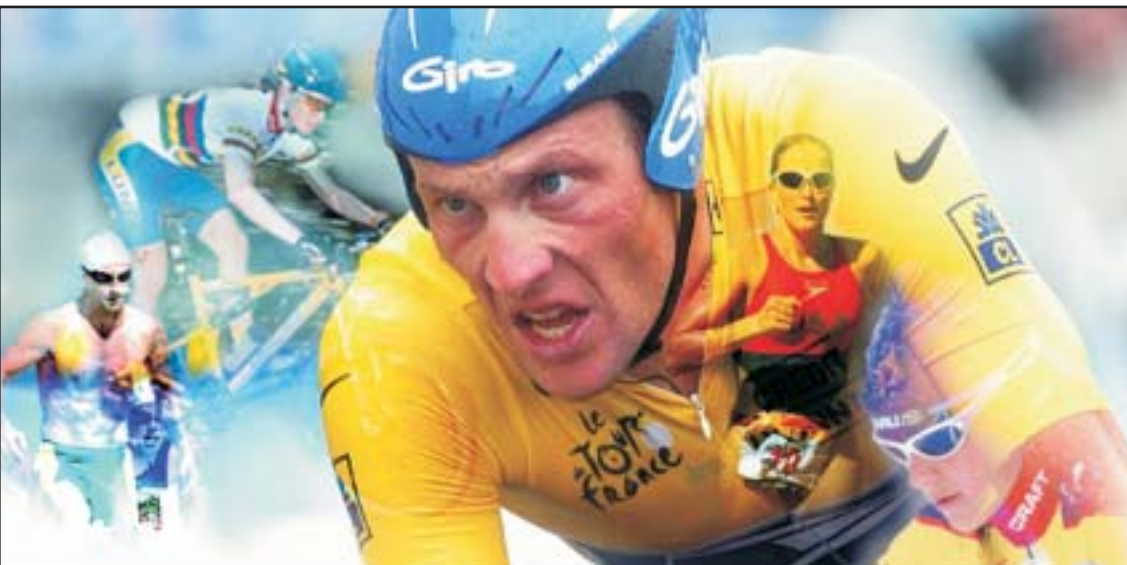
In order to plan your season and training, you first need to look at your competition calendar. Look at what's available, not just in April or May, but for the entire season. Go through and pick out the races and events you know you want to do as well as others that you are interested in. From there, label them as an A, B or C event with "A" races being of highest priority. This will help you delineate which events you need to be in form for and which ones you can use as part of your training. Here in Utah the season usually begins in March with the RMR crits and the Red Rock Rampage and begins to wind down in October after 24 hours of Moab and City Creek. This is a big calendar spanning 8 months of the year and doesn't even include the cyclo-cross season, which begins in October. If you incorporate CX, then you're easily looking at racing 10 of the 12 months of the year--that's longer than the NBA or NFL season! It is crucial to look at the big picture when planning your season.

After you explore all of your options and determine your A, B and C races, the next step is to plan your training for these events. The first thing you need to know when setting up a training program and planning your season is that your performance is going to vary throughout the year. You are NOT going to be able to maintain peak race shape for 8 months. Your results are going to vary from month to month as well as your form. It's more like a roller coaster ride with highs and lows, so the goal is to align these highs, otherwise known as peaks, with your "A" races. A highly trained athlete can usually hold a peak for 4-7 weeks before they begin to experience the low. This is why you find athletes such as Lance Armstrong, Jan Ullrich, and Tyler Hamilton focusing on one race a year, the Tour de France. Their whole season is built around preparing for the Tour. With this in mind you need to develop your training program, so you'll be ready for your goal events. This can be a very difficult and daunting task, and you need to consider all possible factors of training. How do you incorporate all these elements into a useful training program? The answer lies in periodization. Periodization is the long-term planning and scheduling of training. Each period builds on the next, more advanced training period to prepare you for the most important competitions of the year. (Look for more on periodization and training in future issues of Cycling Utah.)

An organized, planned training program eliminates the random, aimless approach used by many athletes. A well-structured plan gives guidance, direction, and scope to everything done. If you find yourself on the same weekly rides (Tuesday Night Worlds) or doing the same weekly workouts (throttling fellow teammates) then that's probably a sign that it's time to rethink your training.

Planning your season is the foundation of a structured training program. "In training nothing happens by accident, but by design." -*Tudor Bompa*. Don't just train, train right!!!

Tommy Murphy is an expert coach with Carmichael Training System. He works with a wide variety of athletes from the beginner to the professional athlete and serves as an assistant coach with the US Paralympic Cycling Team. For more information about CTS services and coaching email Tommy at Tmurphy@trainright.com or check out www.trainright.com.



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COMMENTARY

Earning Your Stripes

By Bill Harris

Becoming a Cat 1 road cyclist isn't what it used to be. Used to be there were only about 200 Cat 1's in the whole of the USA. Now it seems they are a dime a dozen. Used to be you had to earn a certain amount of points, from races that met certain criteria, all in a 12 month period before you could join the elite club. Back when Ryan Littlefield and I did it we had to jet set around the country like Euro road stars, we went to BIG races in Arizona, California, Wisconsin, Colorado and Vermont. Way back then the only race in Utah that even qualified for any upgrade points was the Tour of St George. I carried a list of my results with me and after each race it had to be signed by the chief race referee and once I had earned the points I had to have two local Cat 1's sign the sheet as a recommendation (thank you Mike Hanseen and Skylere Bingham). Littlefield earned his by winning the Cat 2 National Crit Championships with the prize being an automatic upgrade. The rules for upgrading are spelled out in plain English in your USCF rule book. Used to be the people that approve the upgrades followed these rules. But oh how times have changed. Seems nowadays you just have to be on the good side of the right people. There are plenty of Cat 2's and Cat 1's that have not truly earned their stripes. What happens when you throw together a bunch of true Cat 1's and 2's with some not so true Cat 1's and 2's? If you're me you end up with a grade 3 shoulder separation one week, weaving through carnage the next week, and coming to a complete stop on the road the week after that. I don't blame the racers themselves. Everybody wants to be the highest category they can be. But I do blame the system for not following the rules that are in place to protect the racers. I also blame teammates for encouraging such racers to upgrade for their own benefit before the racer has earned it. It's one thing to be strong as hell on a group ride or to drop the local Cat 1's on a hill climb, but it's a whole different story when you're on the rivet at 35mph with 50 other guys swarming around you and your heading for the final 90 degree corner before the finish. The category system is in place first and foremost to make racing as safe as possible for everyone and second to recognize those with good results. If you have earned your stripes and paid your dues you will be a better and safer racer. That's not to say that the good guys don't make mistakes or cause crashes, we just make less of them. I encourage everyone to read the USCF rule book in regards to upgrading and everything else for that matter. Be your own judge and jury and send in your upgrade request when you truly have earned it. The rule book does not say you have to win a race in a certain category before you upgrade, but with those that I coach I do not encourage them to upgrade before they have earned the points and not until they have won at least one race. "Winning is a skill best learned by repetition"- V. Lombardi

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**Club Guide -
Continued from page 7**

ULTRA (Utah League of Tandem Riding Addicts)

Sponsors -none
Contact - Ken Bertran, webmaster@ultra-tc.org, (801-322-0510)
Website - www.ultra-tc.org
Type of Cycling - Social Tandem Riding
Location -Wasatch Front
Club Statement -We organize informal social tandem rides and exchange information about tandems and tandeming.Scheduled rides are once a month with more frequent show and goes.We put on a ride for visually impaired riders once a year.

Utah Velo Club

Sponsors -The Bike Peddler, Gold's Gym, MONY Group, Cold Stone Creamery
Contact - Stan Swallow, 801-763-8364, stanswallow@att.net
Website - www.utahveloclub.com/
Type of Cycling - Group rides, Road Racing, Mountain biking groups.
Location -American Fork
Club Statement -The Utah Velo Club was started in November 2003 by The Bike Peddler in American Fork for the purpose of organizing group rides and informal races. Cyclists of all abilities and fitness levels are invited to participate in the club without a membership fee. There is no mandatory level of participation required to remain in the club.

Wasatch Mountain Club

Sponsors -none
Contact - Heidi Schubert, (801) 792-7765, heidi@biochem.utah.edu
Website - www.wasatchmountainclub.org - follow biking link
Type of Cycling - mountain biking and road touring.
Location -Salt Lake City and Park City, Utah
Club Statement -The Wasatch Mountain Club is a recreational outdoor club for adults. Members organize local rides several times a week in the local Salt Lake and Park City environs and occasional weekend trips to Moab, and nearby states. Rides are organized at various biking abilities from Not To Difficult (NTD) through MOD to MoSt Difficult (MSD). Join us for social, spirited climbs.

Wasatch Women's Cycling Club (WWCC)

Sponsors -Golsan Cycles, Pricewaterhouse Cooper, Clif Bar, Rudy Project, Louis Garneau, Aros.net, Loco Lizard Cantina
Contact - Daphne Perry, daphneaw@usa.net, 801-485-4558
Website - www.wasatchwomenscycling.org
Type of Cycling - Road racing and recreational road riding
Location -Salt Lake City
Club Statement -Wasatch Women's Cycling Club (WWCC) was created to encourage growth in women's recreational and competitive road cycling in Utah. WWCC offers a nurturing environment for women by offering education, encouragement and support to its members to achieve their cycling goals.

X-Men

Sponsors -Canyon Bicycles in Holladay
Contact - Paul Quinlan (801) 244-4287, pcquinlan@hotmail.com or Mike Hanseen, 278-1500, inahurry@canyonbicycles.com
Website - www.x-mencyclingteam.com
Type of Cycling - Road and mountain racing, cyclocross and recreational
Location -Park City
Club Statement -Now in it's tenth year, the X-Men Cycling Team continues for 2004 with a change in emphasis.Begun last year under the guidance of former professional

mountain bike racer Teresa Eggertson, the Junior X-Men is a group of junior high and high school age riders in the Park City area who compete in both road and mountain bike races.With the Junior Nationals coming to our town, the Junior X-Men will be focused and primed for a strong showing in August, while continuing to emphasize that riding and racing bikes is pure fun.And while the senior squad has seen the defections of a number of top riders, those who remain will continue to mix it up in the Crit Series and UCA events.

Young Riders

Sponsors -Jans, Smith, Trek, TOSH, ClifBar, Wells Fargo, Silver Mountain Sports Club, Body Coach
Contact - Tom Noaker, 435-783-5709,info@youngriders.com
Website - www.youngriders.com
Type of Cycling - MTB racing and recreational
Location -Park City, UT
Club Statement -Started in 1992, the Young Riders is a non-profit organization that offers a full range of programs providing youth with the opportunity to develop the skills and fitness they need to enjoy the sport of mountain biking. Whether a child is interested in cycling as a hobby or

competing at the highest level, the Young Riders enables them to achieve their goals.

Editor's Note: If you missed getting your club listed, you have a second chance. We will publish part 2 of the club guide next issue. If you would like your club listed, please email dave@cyclingutah.com for details.



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Finish: At the Golf Course in Garden City
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Start Time – 9:00 AM, staggered starts at 10-minute intervals with Pro1/2s off first.
REGISTRATION: 7 AM TO 8:45.
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REGISTER BY MAIL: Send check/money order with standard athlete s release form postmarked by **May 15th** to: Bear Lake Classic, c/o Kevin Rohwer, 2126 South Bear Lake Blvd. (P.O. Box 298), Garden City, UT 84028

REGISTRATION / RACE START: Blue Water Resort, 2126 South Bear Lake Blvd, Garden City, UT
AWARDS PARTY: Following the race — approx 1:00 PM — Lunch served on the beach! DJ-style music! Buffalo or beef burgers and brats, chips, salads & treats / Cost: \$5 — adults / \$3 — children

LODGING: **Blue Water Resort:** Condos (Sleep 4 — 10) - \$129/night, *Luxury rooms* (Two-queen beds) - \$69/night, *Campground* Camping with showers - \$10/person — kids under 12 sleep free
Motor Lodge Motel: \$39 (single queen) & \$49 (two queen) per night (Reg. \$69/\$79night)

FOR MORE INFO: Kevin Rohwer, Race Director, krohwer@bearlake.com or call 1-800-756-0795

FAMILY ACTIVITIES:

- Children 5 – 9 years of age: 9-hole putt-putt competition on the practice green – and driving range golf lessons.
- Children 3 – 9 years of age, weather permitting: sandcastle building on the beach.
- Spouses and children 10 years and older: family golf tournament. 4-person best ball, shotgun start
- Activity center ages 3 + indoor art & craft center

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MOUNTAIN BIKE RACING

Rampage and Cholla Kick Off MTB Season

By Cindi Hansen

Red Rock Desert Rampage
March 6, 2004

For the 2004 Red Rock Rampage, racers enjoyed clear skies, warm temperatures and a fast, hard-packed race course instead of the unwelcome blizzard for the 2003 spring opener. Kathy Sherwin, Cannondale, who races in the Pro Women's class said, "This race course is great for all abilities. The downhills are fun with only a few technical sections and the technical sections on the uphill are hard to beat, being one of a kind and testing your skills. It is a great way to start the season."

It was rumored that there were a hundred additional people that registered the night before and morning of the race. Judging by the numbers in the classes, aside from the three Pro Women, I'd say that rumor wasn't really a rumor at all. Many of the racers took advantage of the neutral support that Revolution, Sandy UT, offered or a demo bike courtesy of Yeti Cycles.

The Pro Men had a great turnout, but there could be only one first place, Cody Peterson, 3D Racing/Easton/LFP & Co., finished with a time of 1:53:01. Finishing a close second was Bart Gillespie, Biogen-Idec, 1:56:43, and rounding out the podium with third was Todd "T2" Tanner, Cannondale, 1:56:44.

As I mentioned above, the Pro Women's class was fairly small with just three racers. However, the competition was on no small scale. Sherwin, drove the pace, eventually relying on the men as her prey with a winning time of 1:47:58, leaving DJ Morisette, Ellsworth/Copperchase Condos, and myself, Cindi Hansen, Mtbchick.com/Cannondale, to follow, and eventually race only each other. Morisette fought and won by a knife's edge on the finishline to take second place with a time of 1:53:08, while I fin-

ished one second behind her at 1:53:09 for third.

Cholla Challenge
March 27, 2004

What a great day to race, mid 70's maybe, perfect racing weather. I think that one of the first things that people noticed was the race support team in yellow t-shirts. Many thanks to those from Triumph Expeditions Youth Program who helped make this race fun and organized.

Despite the 11 mile laps, the sand, wind, and lack of climbing, when you're in the "zone" any course is a fun one. Bart Gillespie, Biogen-Idec, remarked, "Any course suits you when you feel good, I like more climbing, but the single track was fun. Road riding trains you how to turn a big gear; with a course this long, being smooth on the bike helps to be efficient and save energy".

The Pro men had their work cut out for them with most of the states top riders showing up.



But, it was Gillespie who came out on top, winning his class with a time of 2:06:27. Kyle Wright, AOS/DJ Ortho, finished

second at 2:09:32, and Eric Jones, Biogen-Idec, placed third with a time of 2:10:53.

Again, the Pro Women's class consisted of just three racers, Kathy Sherwin, Cannondale, DJ Morisette, Ellsworth/Copperchase Condos, and Cindi Hansen, Mtbchicks.com/Cannondale. With such few women, it made for a very mellow start off the line, which wasn't necessarily a good thing. Sherwin lead the whole way, leaving Morisette and myself to follow once more. Sherwin finished in first place with a time of 2:32:32, I placed second five minutes behind, 2:37:36, with Morisette third, at 2:49:24. See Results on page 16.



Upper Left: Cody Peterson, 3D Racing/Easton/LFP & Co., on his way to victory in the Desert Rampage.
Top Right: Bart Gillespie, Biogen-Idec, racks up first place points in the Pro Men's category in the Cholla Challenge.
Left: DJ Morisette took second at the Rampage.
Photos: Courtesy JoaquimHailer.com. See more event photos on his website.
Above: Jason LeGraff (161) leads Tres Wilson (170). Photo: Sherise Crosby.

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March 6	The Desert Rampage, St. George, UT
March 27	The Cholla Challenge, Hurricane, UT
May 1	Aardvark's Showdown at Five Mile Pass, Lehi, UT
May 15	Soldier Hollow Hammerfest, Heber City, UT
May 29	The Joyride, Logan, UT
June 5	Deer Valley Pedalfest, Deer Valley Resort, UT
June 12	Utah Summer Games XC Race, Cedar City, UT
June 19	Pedal Powder, Powder Mountain, UT
June 26	Chris Allaire Memorial/Utah Open State Championship, Solitude, UT
July 3	Brian Header, Brian Head, UT
July 17	The 17th Annual Mountain Bout, Snowbird, UT
August 14	Wolverine Ridge XC Race, Double Points!, Regional Finals, Evanston, WY

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ROAD RIDING

Rolling with the Moab Skinny Tire Festival



By Ron Georg

My assignment was to smile and wave. It wasn't much of a stretch, since the rest of the job description was driving a support

van for day one of the four-day Moab Skinny Tire Festival. Sharing the road with hundreds of happy cyclists, I was just naturally waving and grinning. I was also supposed to help stranded riders,

but this was a flat ride on a perfect day over relatively good pavement. No one even thought about sagging.

I was almost happy to see a few bikes pulled carefully to the side of the road. My legs needed to move, and it would be nice to chat with a few of the riders I'd been envying. Plus, I'm always intrigued by innovative bicycle engineering, and this was a trio of recumbents. Then I saw tire levers out, I thought of the box of 700c tubes I was carrying, and I noted these three bikes seemed to have about six different sized wheels. None was a 700c.

It didn't matter. One rider was already digging through a collection of tubes, and four hands were working on one quick release. I couldn't offer much more, except a floor pump. While they joked their way through an excessively complicated flat repair, I went back to my smiling and waving, now from the shoulder of the road.

Like most fundraisers, this benefit for Lance Armstrong Foundation attracts a cross-section of the bicycle cult. These are the truly faithful, the ones who understand you can generate tremendous karmic energy spinning a crankset, and you can either waste it shooting death rays at arrogant drivers, or you can beam it straight to where it's needed. Of course, you can also write a big



Above: On the ride to Dead Horse Point. March 7, 2004
Left: Riding on the Colorado River Road. March 6, 2004
Photos: Courtesy MoabActionShots.com. See more event photos on their website.

check to help the foundation in further cancer awareness and understanding.

Small pelotons passed, buzzing with purpose beyond pulling the group; gaggles of hybrids and tourers drifted by, as though they'd be just as comfy on the other side of the Tamarisk brush, floating down the Colorado river; couples ambled along, those riding abreast seeming to share the load just as the tandem riders.

I saw a rider who I'd met that morning by the profitable coffee

wagon. A burly, bearded guy in an old cycling cap, a threadbare t-shirt and old running shorts, he stood out even in this eclectic bunch. A reserved sort, he was probably trying more to blend in, but between his personal stature and his weather-beaten, Campy-equipped, lugged-steel Italian bike with decades of wear, that wasn't going to happen. I stopped to admire his bike, but I didn't ask

Continued on page 12



AND FOR THE SECOND COURSE, ROAD DUST.

UTA RIDESHARE BIKE BONANZA MAY 14, 2004 • GALLIVAN CENTER

Tackling the 100-mile Salt Lake Century? Or just want to have fun? Either way, don't miss the UTA Bike Bonanza. It's a celebration of cycling for everyone, starting with Mayor Rocky Anderson leading a downtown ride through scenic Salt Lake City, then ending with an evening at the Gallivan Center full of music, free prizes and lots of carbohydrates. The first 100 kids who complete the on-site safety course even get a free bike helmet. Bike decorating begins at 5:30 p.m., and the Mayor's Ride starts at 5:45 p.m. For more information log on to www.utarideshare.com or call 287-2066.



CYCLE SALT LAKE WEEK

<p>SATURDAY, MAY 8 RMCC Downtown Criterium Place: Pioneer Park www.rmcconline.com</p>	<p>MONDAY, MAY 10 Historic Tour of the City Place: Popperton Park, 11th Ave. & Virginia Time: 6:00 PM</p>	<p>WEDNESDAY, MAY 12 Bicycle Movie Night Place: Brewvies, 677 South 200 West Time: 7:00 PM</p>	<p>FRIDAY, MAY 14 UTA Rideshare Bike Bonanza Place: Gallivan Center, 239 South Main Street Time: 5:30 PM</p>
<p>SUNDAY, MAY 9 Mountain Bike Tour Place: Popperton Park, 11th Ave. & Virginia Time: 2:00 - 5:00 PM</p>	<p>TUESDAY, MAY 11 Mayor's Bike to Work Day Place: Northeast corner of Liberty Park Time: 7:30 AM</p>	<p>THURSDAY, MAY 13 The Ride Home SLC Bicycle Collective will tune bikes for The Road Home Shelter Time: 5:00 - 7:00 PM</p>	<p>SATURDAY, MAY 15 Cycle Salt Lake Century Place: Utah State Fair Park Time: 7:30 AM</p>



ROAD RACING

Hell of the North, April 3, 2004



The first annual Hell of the North Road Race raised close to \$2000 for the Help to Heal Foundation to help cure cancer. The 5 mile circuit featured a 1.75 miles of dirt and a few flat tires. Results on page 16.

Top: Bart Gillespie, Biogen-Idec, took the sprint in the Pro/1/2's. Bottom: Burke Swindlehurst, Navigators, on point.

Photos: Dave Iltis

See more photos at cyclingutah.photorelect.com

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- BBTC Southern Utah National Parks Tour August 29th - September 4th

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BOOK REVIEW

Want to know what it's like to ride the Tour? Read The Race

By Marty Jemison

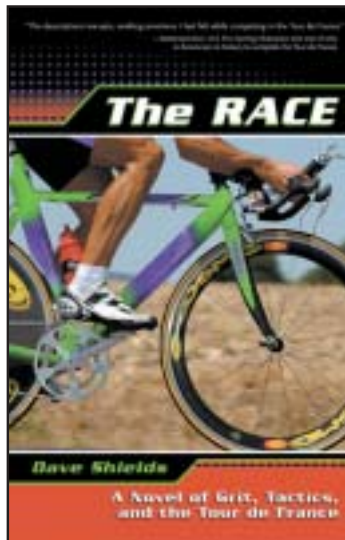
The Race - A Novel of Grit, Tactics, and the Tour de France by Dave Shields

People often ask me about how it felt to ride in the Tour de France. I love to answer their questions, and I do my best to share the experience. The Tour is an incredible event, and finishing it twice is an accomplishment I'll always treasure. But my conversations on this topic don't always go perfectly.

It's tough to help the uninitiated understand what professional cyclists put their bodies and minds through. It's nearly impossible to explain the teamwork and intricate strategies that make the sport so compelling. Bicycle races are complex and ever-changing beasts. So I'd resigned myself to the fact that no matter how hard I tried to explain things, some people were never going to understand.

That's why when Dave Shields contacted me a few years ago and asked if I'd consult with him on a novel he wanted to write about the Tour de France I didn't have high expectations. He described his concept and asked me a lot of questions, then he disappeared for a long time.

A year later I heard from him again. He asked if I'd read his first draft and comment. I read the first page and thought, "Hmm. Better than I'd expected." By the end of the first chapter I was thinking, "Hey. This guy gets it." As the book progressed vivid experiences



of the Tour began rushing back on me. Never before had I read anything that so accurately captured the essence of pro cycling. I'm not the kind of guy who picks up a book and reads through it in one sitting, but I did this time. I couldn't help myself. Dave's descriptive abilities stunned me. It was actually an emotional read for me.

We met a second time to talk about nuance and detail. He told me about some of the critical input he'd received from his writing friends and how he intended to disassemble the story and put it together in what he believed would be a more compelling way. I was worried that he would lose what was pure and real and succumb to pressures from the literary world.

A couple of months later he sent me a new manuscript. I figured I'd be able to read through this one with a more critical eye

now that the developments wouldn't be such cliff-hanging surprises. But again the descriptions in the book stunned me.


We met once more just before Dave headed to the 2003 Tour de France. His goal was to gather atmosphere and anecdotes to perfect the story before his next rewrite. Dave rode the climbs depicted in his book and watched the pro attack and suffer on the very same.

Not only did Dave nail the atmosphere, but he added layers of dimension to the characters while increasing the realism. It's incredible! One day someone will be on the podium of a Grand Tour and think back to how their career ever started; the answer will be, I fell in love with cycling after reading The Race.

Now, when someone asks me what it's like to ride in the Tour de France I can say, "Read this, then we'll talk." That ought to make for great conversation. There is something in this book for everyone, cyclists and non-cyclist alike. If you want someone to understand the passion you have for the sport, pass along a copy of this book.


The Race – A Novel of Grit, Tactics, and the Tour de France by Dave Shields
 Publication date: May 15, 2004
www.DaveShields.com
 Price: \$14.95

Editor's Note: Marty Jemison completed the Tour de France in 1997 and 1998.

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Calendar of Events - Continued from Page 15.

Regional Road Races

- May 25 — Tuesday Nighter #7, Pleasant Valley/Ten Mile Creek Rd., Boise, ID
- May 29-30 — Snake River Omnium, Nampa, ID, (208) 465-6491
- May 29-31 — Iron Horse Bicycle Classic, Road and Mountain Events, Durango, CO, (970) 259-4621
- May 28-31 — Ecology Center Classic, 4 stages, NRC Event, \$10,000 prize list, Missoula, MT, (406) 728-5733
- June 1 — Tuesday Nighter #8, Pleasant Valley/Ten Mile Creek Rd., Boise, ID
- June 4-6 — Tour of Eagle, Eagle, ID, (208) 884-1925
- June 8 — Summer Night at the Track #2, Road/Track, Boise, ID, (208) 343-3782
- June 12 — Sam Boyd Circuit Race and Criterium, Las Vegas, NV, 702-228-9460
- June 12 — Grand Targhee Ski Hill Road Time Trial, 9 a.m., Alta, WY, (307) 353-2252
- June 15 — Tuesday Nighter #9, Bogus Hillclimb, Boise, ID
- June 15 — Idaho Cycling Enthusiasts Criterium Series, Pocatello, ID, 208-282-5426
- June 20 — 50/50 Team Time Trial, Lost River Cycling, Boise, ID, contact Kurt Holzer (208) 890-3118
- June 22-24 — Lyle Pearson Classic Stage Race, evenings, Boise, ID, (208) 343-3782
- June 25-27 — Elkhorn Classic Stage Race, Baker City, OR, (503) 652-3763
- June 26-27 — Dead Dog Classic Stage Race, round two of the High Uintas-Dead Dog Stage Race Series, Wyoming State Championships, Laramie, WY, (307) 745-4499
- June 26 — Idaho State Time Trial Championships, Bellevue, ID, 7am, (208) 726-7693
- June 26-27 — Ketchum Circuit Race and Criterium, Ketchum/Sun Valley, Idaho, Greg Stock (208) 726-0707
- June 29 — Idaho Cycling Enthusiasts Criterium Series, Pocatello, ID, 208-282-5426
- June 29 — Summer Night at the Track #3, Road/Track, Boise, ID, (208) 343-3782
- July 6 — Idaho Cycling Enthusiasts Criterium Series, Pocatello, ID, 208-282-5426
- July 3 — North Las Vegas Criterium, Las Vegas, NV, 702-228-9460
- July 4 — Elko Jaietan Criterium, Part of the Elko Basque Festival, Elko, NV, (775) 738-5245
- July 10-11 — Gate City Grind Stage Race, (208) 282-2503 or (208) 652-3532
- July 13 — Tuesday Nighter #12, Pleasant Valley/Ten Mile Creek Rd., Boise, ID
- July 20 — Idaho Cycling Enthusiasts Criterium Series, Pocatello, ID, 208-282-5426
- July 24 — Teton Pass Hill Climb, Wilson, WY, 8:30 road race, 10:30 mountain bike race - points for each Race, (307) 733-5228
- July 20 — Summer Night at the Track #4, Road/Track, Boise, ID, (208) 343-3782
- July 24 — Well's Fargo Twilight Criterium, Boise, ID, (208) 343-3782
- July 25 — The Morning After Criterium, Boise, ID, (208) 343-9130
- July 27 — Summer Night at the Track #5, Road/Track, Boise, ID, (208) 343-3782
- July 31 — Mt. Harrison Hill Climb, Boise, ID, (208) 336-3854
- August 1 — Day at the Track, series final, Road/Track, Boise, ID, (208) 343-3782
- August 22 — Table Rock HC RR,

- Boise, ID, (208) 867-2488
- August 26 — Lindsay's Thursday Night TT Series Final, Nampa, ID, (208) 465-6491
- August 28 — Magic Valley Senior Games, Bill Hart (208) 543-4451
- August 28-29 — Intermountain Orthopaedics Idaho State RR and Criterium Championships, Boise, ID, Kurt Holzer at (208) 890-3118
- September 4 — Mt. Charleston Hill Climb, Las Vegas, NV, 702-228-9460
- September 5 — Quail Hollow Hillclimb, Boise, ID, (208) 343-3782
- September 11 — Race to the Angel, 17th Annual, Wells, NV, (775) 752-3540
- September 11 — Bogus Basin Hill Climb, Boise, ID, (208) 343-3782
- September 18-19 — Lava Rama, Wild Rockies Series #8, XC, DH, Road Criterium, Lava Hot Springs, ID (208) 342-3910

- May 15 — Cycle Salt Lake Century Ride, Salt Lake to Antelope Island and back, 31, 67, or 100 mile options. Utah State Fair Park, 155 N. 1000 W., SLC. 7:30 AM Mass start time. Registration opens at 6:00 AM., (801) 596-8430 or Fax (801) 322-5056 or jonrsmith@mac.com
- May 22 — Color Country Century, 100 miles from Cedar City through Cedar Valley Eto New Harmony to Parowan, E (435) 586 5210 or (435) 559-2925
- May 23 — In The Valley 100, BBTC Super Series Ride, circles Salt Lake Valley, starts in Draper Park, (801) 943-2117
- May 28-31 — Northwest Tandem Rally, Eugene, OR, (206) 781-3858
- June 5 — Little Red Riding Hood, women's only metric century ride, Wellsville, Cache Valley, (801) 943-2117
- June 5-6 — Idaho MS 150 Bike Tour, Meridian, Boise, ID, (208) 388-1998 ext. 2 or (208) 342-2881
- June 5-11 — Cycle Utah Tour, Southern Utah, Adv. Cycling Association, (800) 755-2453
- June 6 — America's Most Beautiful Bike Ride, 35, 72, 100 miles, benefit for the Leukemia Society, Lake Tahoe, NV, (800) 565-2704
- June 12-13 — Tour de Cure, Golden Spike Century, 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 12 — Bob LeBow Bike Tour - "Health Care for All.", routes from 3-100 miles, Nampa, Idaho, asandven@trhs.org or 208-467-4431
- June 19 — 2nd Annual Tri County Tour, Boise, ID, Linda Laky, (208) 336-1070 x 106 (linda@united-waytv.org)
- June 19 — Up and Over 100, bottom of Emigration Canyon to Park City, Coalville, and back, (801) 943-2117
- June 20-26 — Utah Border to Border Tour, (801) 556-3290
- June 26-27 — MS 150 Bike Tour, Benefits MS Society and multiple sclerosis research, Cache Valley Fairgrounds (400 South 500 West, Logan, Utah), (801) 493-0113
- June 26 — Comstock Silver Century Historical Tour, Genoa / Carson Valley, NV, (800) 565-2704
- June 26 — Killer Loop, a 66 or 100 mile loop from Cedar City through Brianhead and Back to Cedar. This brevet style ride features 8500+ feet of climbing at

- altitudes up to 10,400 feet. (435) 586-7567
- June 26 — Tour of Marsh Creek Valley, fully supported ride presented in conjunction with the Pocatello Riverfest! Options of 25, 62, or 100 miles on the lonely roads that traverse the lovely country between Pocatello and Malad Pass, then enjoy food, fun, and music at the Riverfest. Mitch White at 208-241-5322 or jmwhite@nicoh.com
- July 2 — Antelope by Moonlight Bike Ride, 11th Annual, 10:00 P.M. start, check-in begins at 8:30 p.m., at the Antelope Island State Park entrance This a popular non-competitive ride, held at night during the full-moon. Views are spectacular, food is delicious. Ride along the Great Salt Lake on the Davis County causeway and on to Antelope Island State Park. Registration fee includes park entry, t-shirt and refreshments, about 20 miles round trip, contact Neka Roundy, Davis County Tourism, (801) 451-3286
- July 18 — Mt. Nebo Loop, start in Nephi to Springville to the Mt. Nebo loop, (801) 943-2117
- July 25-31 — Bicycle Idaho, Melba to Ketchum to Melba, (541) 385-5257
- July 31 - August 7 — Great Divide Wind River, Jackson to Lander, WY, dirt and road, Adv. Cycling Association, (800) 755-2453
- August 1 — Chalk Creek 100, Park City to Coalville to Chalk Creek and back, (801) 943-2117
- August 3, 10, 17, 24, 31 — Half-Bogus Ride, Bogus Basin, (208) 343-3782
- August 7 — ULCER Training Ride, 75 miles, location TBD, (801) 943-2117
- August 8 — Stanley Challenge, Boise, ID, (208) 867-2488
- August 14 — ULCER, Century Tour around Utah Lake, 100, 74, and 46 mile options, (801) 947-0338
- August 15 — Blue Cruise Wheels for Wellness, Meridian, ID, (208) 387-6817
- August 21 — Promontory Point 125, Brigham City to Promontory, (801) 943-2117
- August 23-28 — Bear Lake, Northern Utah & Southern Idaho Tour, (801) 556-3290
- August 28 — Desperado Dual, 200 mile double century in Southern Utah, 100 mile option, Panguitch, (435) 586-7567
- August 29 - September 4 — BBTC Southern Utah Parks Tour, (801) 486-8140
- August 29 — The Big Ride, 164 miles, Mt. Green over Monte

- Cristo, to Evanston and back, (801) 943-2117
- August 30 - September 4 — SPUDS 10 - Boise to Salmon, Idaho, 1-866-45-SPUDS
- September 4 - Cache Valley Century Tour - 100 mi/100 km/40mile options. Hosted by Cache Valley Veloists Bicycle Touring Club. 7AM registration/check in, 12 mi north of Logan on Hwy 91. Registration fee \$17 (early), \$20 day of ride. Fee includes rest stops, lunch. For information and forms call 435-752-2253.
- September 6-11 — WCYC XV, ride across Wyoming, Jackson Hole to the Bighorns, Cyclevents, 1-888-733-9615.
- September 7 — Half-Bogus Ride, Bogus Basin, (208) 343-3782
- September 4-10 — Cycle Utah Tour, Southern Utah, Adv. Cycling Association, (800) 755-2453
- September 11 — Hooper Horizontal 100, State Agriculture Building to Hooper and Back, (801) 943-2117
- September 12 — Tour de Tahoe, ride around Lake Tahoe, 72 miles, Lake Tahoe, NV, (800) 565-2704
- September 12 — Galena Tour, Galena Lodge, ID, (208) 788-9184
- September 12-18 — Southern Utah National Parks Tour, (801) 596-8430
- September 25 — Cycle For Life, benefit ride for injured cyclists, (801) 272-1302
- September 26 - October 2 — 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 26 - October 2 — CANYONS III - A Ride Across Southern Utah, Springdale to Blanding, 1-866-CycleUT
- Oct 1-3 — Moab Century Ride, Moab to La Sals and back, Tour benefits the Lance Armstrong Foundation, 435-259-2698
- October 3-8 — Monument Valley & 4 Corners Tour, (801) 556-3290
- October 9 — Yellowstone Fall Old Faithful Cycling Tour 2004, (406) 646-7701
- October 16 — Las Vegas Century, 37, 62, or 100 miles, benefits Ronald McDonald House, (702) 407-3077

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.

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 17 — Tour de Summerlin, Las Vegas, NV, (702) 791-4275
- April 24 — Willard Bay 100, BBTC Super Series ride, Bountiful to Willard Bay, (801) 943-2117
- May 1-2 — The "X" Rides, 2 fun rides on and off Nevada's Extraterrestrial Highway, Rachel, NV, near Area 51, (800) 565-2704
- May 8 — Yellowstone Spring Cycling Tour 2004, (406) 646-7701
- May 8 — Nephi 100, BBTC Super Series ride, Nephi, UT, (801) 943-2117
- May 15 — Tour de Fire, Las Vegas, NV, 702-228-9460



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Stateline, South Shore Lake Tahoe, NV - 13th Annual. Join the Leukemia & Lymphoma Society of America as they ride this Century around Lake Tahoe.

**Comstock Silver Century Historical Tour
June 26, 2004**
Genoa / Carson Valley, NV - 11th Annual. A challenging ride featuring the rich western history of Nevada and the beauty of Lake Tahoe.

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or go to bikethewest.com

Skinny Tire - Continued from page 11

why he'd carry panniers on a supported ride.

As he came toward me on the road, his right hand was trailing off the bar, facing away. I thought he was preparing a low-five salute, and I held my hand, palm out, toward him. At the last second, he flipped his hand around and slapped a beer into my hand. With a little wobble, he flashed a grin over his shoulder. The beer was cold.

Of course, this was the easy day for the Moab Skinny Tire

Festival. At just 43 miles with very little elevation change, the Potash Road is a glorious road ride. It meanders through some stunning topography, with cliffs rising hundreds of feet straight up from the road, and the miles roll away effortlessly following the river's slow descent. On the return leg of this out and back, a gentle breeze often blows upstream, giving the illusion of perpetual downhill.

That changes the very next day as riders head the other way, upstream along The River Road, Highway 128. By some quirk of geology, the terrain on that side of the Moab Valley is entirely differ-

ent. This road rolls up and down beside the river, adding up to a couple of thousand feet of elevation gain on the festival's 57 mile route. The wind still blows upstream—which means riding home is like fighting a bully who can hold you at arm's length with a palm to the forehead.

So the support vehicles did start to get a little more use by day two, but many of the riders pushed beyond their usual limits. Sitting in town that afternoon, I watched quite a few riders pedal into town wearing signs dedicating their rides to particular friends or relatives who are fighting cancer. They rode knowing someone close

was suffering more, someone who'd be overjoyed to be able to push through the pain to see a safe and comfortable end. That knowledge showed as they rode through town on little but hope and determination.

Certainly, there were quite a few riders in the festival who scoffed at a 200-mile, four-day event as a recovery weekend. Sure, 70 riders raced up the Sandflats Road in a 5-mile hillclimb that includes about fifty percent packed dirt. But the big accomplishment of this weekend wasn't represented by individual cycling prowess—it was that about 450 people traveled to the desert at the tail end of win-

ter to raise over \$60,000 to help end unwanted suffering.

The Moab Skinny Tire Festival is an annual event, and you can learn more at their website, www.skinnytirefestival.com. Information for next year's event isn't posted yet, but there is a related, one-day event in the fall. While riders are encouraged to raise money from outside sources in order to spread the word about the foundation, there are no pledge requirements to participate, just a base-level donation in addition to registration fees.

New Salt Lake County Bicycle Advisory Committee (SLCBAC) Launched

By Jason Bultman

A new bicycle and pedestrian advocacy group has been formed to serve Salt Lake County. The Salt Lake County Bicycle Advisory Committee (SLCBAC) mission is providing safe bicycling accommodations on our roads, to educate our community residents and leaders at the federal, state and local levels, and to promote bicycling and walking for more vibrant, healthy communities. Activities of this volunteer organization will include creating

ped/bike-friendly ordinances, educational resources, and events such as Bicycle Rodeos for kids and their families.

The county is in need of a voice for bicycle commuters and pedestrians who navigate daily through heavy traffic. Schools are twice a day a congested mob of automobiles where safe routes for bikes and walking are needed. Our beautiful mountain valley is unhealthy to breathe too many days of the year. These issues are being addressed by volunteer members of groups such as the Salt Lake City Mayors Bicycle Advisory Committee (MBAC) and the Provo Bike Committee. Included now in Salt Lake County are dedicated bicycle advocates who see immeasurable value in making our community more bicy-

cle and pedestrian friendly.

The SLCBAC is actually being revived from the early 90's. The previous group hosted three Luna Trek Night Rides - attracting hundreds of riders - and finishing the series with the Antelope Island ride. The current group consists of 4 members, including 2002 bicycle commuter of the year Lou Melini and Bonneville Bicycle Touring Club president Raleigh Fehr. County planner David White and transportation engineer Jenna Walker have helped kick-start group efforts by providing their ideas and resources. And UDOT's bicycle and pedestrian coordinator Sharon Briggs is on board to extend her current work with the MBAC.

Anyone interested in joining the SLCBAC is invited and

encouraged to attend monthly meetings and pursue making Salt Lake County a better place for bicycling in 2004.

I would like to personally thank County Councilman Steve Harmsen and Mayor Nancy Workman for their support. The committee has received a generous pledge of financial assistance and resources from the county building thanks to Councilman Harmsen's assistant Elly Muth.

SLCBAC meetings are held the second Monday of every month from 5-7pm in Room 4010 of the Government Center North Building, on the NE corner of 2100 South State Street. For additional information contact Jason at 485-2906 or jason_bultman@hotmail.com.

Antelope Causeway Season Pass

Antelope Island State Park has a new pass available EXCLUSIVELY for cyclists. Cost is \$40/yr. In previous years, the park charged an \$85 pass which applied to vehicles AND bicycles. This annual pass allows for TWO riders to enter, not just one at a time. This is really a great deal for those who frequently ride the causeway and island, since the normal cost is 4 bucks per rider, per ride.

-Kevin Seager

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Above: Geoff Roes near Steelville, MO in the Ozarks.
Below: Jill Homer climbing to Daniel's Summit just east of Heber.

Statistics:

Distance: 3,209.7 miles
Days: 65
Average: 49.3 miles/day
States: Eleven
Flat Tires: At least two dozen
Longest Day: 83.6 miles
Shortest Day: 16.9 miles
Days Off: 2
Percent Camping: 84.6 %
Percent Cooking: 82 %
Average Cost: \$12/day each
Hottest daytime temp: 96 F
Coollest daytime temp: 30 F

Tour - continued from page 20

of the Snowy Range Mountains in Wyoming, the rolling emptiness of the Sand Hills in Nebraska, the satisfying comfort of Midwestern city parks. And because I traveled in the slow lane, a self-contained unit in a world becoming more dependent every day, I was rewarded with perspective and understanding.

So, my cyclist friends asked me, what do I now understand? I understand that calories, rather than an enemy, are a necessity, and I cherish them. I understand the excess of modern novelties such as iceberg lettuce, which, at 45 calories per pound and nearly no nutrients, won't get you very far. After two dozen flat tires and one broken spoke, I have a new understanding of bike mechanics. I understand the how to gage weather and time by looking at the sky. I understand the contours of land. I understand how to trust my instincts.

And I understand that this country is big. Really big. And I'm small. Really small. And such a huge amount of space separates the entities of this world, but they're held together by a constant motion that binds even the smallest and slowest of us, and it never stops.

This is the energy that kept me going when I was pushing against a 50-mph headwind in Nebraska, or trying to outrun angry pitbulls in Kentucky. I wasn't just out for a bike ride. I was going somewhere.

So what does one need to get started on a cycle tour? That depends entirely on the kind of touring the cyclist wants to do. There are a few companies, including Montana-based Adventure Cycling, that sponsor vehicle-supported guided tours to almost anywhere. They also provide gear and maps for self-guided tours. If you want to get started on your own, though, all a beginning cycle tourist really needs is a good, solid bike, some thick spare tires, a few panniers and/or bike trailer, sturdy weather-proof camping gear, and an insatiable will to explore.

And what do you do on these extended journeys? Well, a lot of that depends on how much you

want to spend. We were traveling on the cheap, averaging about \$11 per person per day. This means you're going to spend a little less

believe that the slower you go, the more you see.

And what fuels cyclists traveling on the cheap? My personal favorite food is pasta - simple to



time pedaling, and a little more time cooking, resting in libraries, and seeking out campsites. Credit card tourists who stay in hotels every night and eat out every meal find can find enough time to pedal 100 miles each day. We averaged 50 and were fine with that. I still

carry, quick to cook, and packed with carbs. Stir fry and burritos also work well for dinner. Oatmeal, cereal and granola bars make up the majority of breakfasts, while veggie sandwiches dominate lunch. Snacks are generally anything you can get on the

Yellowstone Spring Cycle Tour 2004

Bike Yellowstone
(Without any public cars and no entrance fees) April 1-15, 2004

Lakeside Ride
(A 65-mile Scenic Loop) May 8, 2004

Enjoy Spring Cycling in Yellowstone Country!
Call Today to Reserve Your Cycling Adventure!
 Join us for a fun-filled cycling weekend May 8-9 in West Yellowstone, MT. Saturday, May 8, 2004 is the 7th Annual Lakeside Ride - There will be prizes, snacks, a cyclists' banquet and entertainment. Relax on Sunday with a casual ride into Old Faithful. We're offering a fantastic cycling package. Call for more information or visit our web sites!

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road - from fresh sweet rolls oozing with cinnamon from a local bakery to stale corn chips from a rural truck stop. On the road, you take what you can get.

But cycle touring isn't all about sacrifice. When I think of my cross-country bike trip, I think of a frigid morning in early September, reaching the cloud-drenched summit of Snowy Range

Pass. I think of that descent, my gloved fingers frozen to my handlebars, the icy wind tearing at my face. In a blur of granite and blacktop I remember the sheer power of elevation thrust downward. Even with the crazed pitbulls, reckless Missouri drivers and endless hill climbs, I would do it again in a heartbeat.



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BICYCLE TOURING

"You're going to ride your bike *where?*"

By Jill Homer
Photos by Jill Homer and
Geoff Roes

Self-supported cycle touring. These four simple words strike fear in the eyes of most of my cyclist friends. These are the same people that ride centuries around the Oquirrh Mountains. They barrel down jagged sandstone single-tracks in Washington County. They drool at the mention of Lotoja, a 200-mile pedaling marathon. But strap a few panniers to their road bike, and they suddenly lose all interest.

Not that I blame them entire-

ly. After all, the hard part of cycle touring isn't the pedaling, despite the challenges of pushing an 80-pound behemoth on 23cc tires up 12 percent grade hills and then trying to keep that same bike in control on the inevitable downhill. No, the hard part is searching for a campsite in a sprawling metropolis; cooking a complete meal on a single burner stove; carrying water across the vast deserts of the west; waking up in the morning to a thick, biting frost; coming to the realization, one day in the lonely hills of the northern Appalachians, that you are on a bike, and you are thousands of

miles from home.

No, cycle touring isn't easy. But, as my Lotoja friends should understand all too well, the difficulty is what makes the experience sublime.

My friend, Geoff Roes and I recently completed our first "cross-country" tour, a 3,200-mile jaunt from Salt Lake City to Syracuse, New York. Our trip ran 65 days, from August to October, crossed 11 states, dealt with elevations ranging from 11,000 feet to near sea level, and experienced all the wind, rain, frost, snow, hills, near-misses,

jeering locals, flat tires and bad dinners that all good bike trips should.

Our route was self-planned, and many days began with the question, "So, where are we riding to today?" We'd pull out a highway map and chart our day's mileage and destination. This uncertainty fueled our adventurous attitudes but also created some problems. Some evenings we found ourselves riding late in search of a place to bed down for the night. Many of the highways we chose brought unexpected hills, lack of resources or

heavy traffic. If I could do it again, I'd skip the state of Missouri altogether. But I can't imagine cycle touring any other way.

See, there's no greater outlet for exploration than an open-ended tour. Many regions so easily glazed over in a car become vivid and alive at 10 mph. Crawling over the country on my IBEX Corrida, I became intimately connected (on many different levels) with the granite spires

Trip Highlights:

We left our doorstep in Salt Lake City on the afternoon of Aug. 20, 2003 and headed east up I-80. Our original, planned route continued along the Interstate to Evanston, Wyo. However, after sharing a shoulder with slow-moving semis for 15 miles, we decided to turn at Highway 40 and head into Colorado. This kind of last-minute decision-making dominated our trip, but led us to some of the most breathtaking scenery in the country.

Some of the more interesting points along the way:

Aug. 21: Daniel's Summit, Utah: Sweeping views of the Wasatch and Uinta Mountains.

Aug. 24: Dinosaur, Colo.: A town park with free camping and showers sometimes monitored by the hilarious county sheriff.

Aug. 27: Savery, Wyo.: The Little Snake River Museum contains a surprisingly huge collection of old west artifacts for a town of 25.

Aug. 28: Cross the continental divide at Battle Pass, 9,955 feet.

Aug. 30: Reach the highest point of our trip, 10,857 feet, at Snowy Range Pass.

Sept. 2: Guernsey, Wyo: Mormon Pioneer landmarks and the last glimpse of the Rocky Mountains.

Sept. 6: Cody, Neb.: An immaculate town park and friendly residents.

Sept. 13: Dreshler, Neb.: A small town still recovering from a recent devastating tornado.

Sept. 18: Atchison, Kan.: Along the historic Louis and Clark Route of the Missouri River.

Sept. 20: Alma, Missouri: A friendly small town at the Edge of the Ozarks.

Sept. 26: Chester, Ill.: Home of Popeye

Sept. 30: Sebree, Ken.: The First Baptist Church has created a luxury inn for cyclists in its basement, free of charge.

Oct. 3: Bardstown, Ken.: Tons of historic landmarks, from civil war museums to the boyhood home of Abraham Lincoln.

Oct. 12: Tappan Lake, Ohio: A beautiful, remote lake.

Oct. 17: Allegheny National Forest, Penn.: Stunning fall colors in an endless landscape of maple, oak and sycamore.

Oct. 19: Letchworth State Park, New York: The most beautiful canyon gorge this side of Utah.

Oct. 22: Arrive at our destination, the front door of Geoff's parents' house in Cleveland, New York.

Continued on page 19

West Yellowstone Spring Cycle Tour

Seventh Annual Lakeside Ride May 8, 2004

➤ This 65-mile tour (30-mile option) will start in West Yellowstone, MT then take you around Henry's, Quake and Hebgren Lakes.

➤ A family event with fun stops, turn-around points, snack breaks and sag wagons.

➤ Registration \$40 before May 3. \$45 late
Kids: \$30 early. \$35 late

➤ Dinner, Raffles, Prizes, Music and T-shirts



Bike Yellowstone Before the Traffic Hits April 1-15, 2004

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