

MOUNTAIN WEST CYCLING JOURNAL

cycling utah

2005 BIKE CLUB GUIDE INSIDE

DIRT
PAVEMENT
ADVOCACY
RACING
TOURING

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MOUNTAIN BIKE RACING

Frozen in Time Throws Icy Curves



Priya Noronha took the Sport Women's Race.
 Photo courtesy of Cutthroat Racing.
 See more photos at cutthroatracing.org

By Jana Lee Koyle

It's 7:00 AM Saturday morning; my alarm clock is going off, "Am I really getting up at this time to go race in the snow? What am I crazy"? According to the race poster that's why we were doing it. That and to raise money for the trails. A good cause none the less. I sure the hell wasn't getting up at this hour and race in the snow because I thought I was going to win or something. It just sounded like a fun race and anyone that knows me knows I am always up for some fun!

I arrived in Park City with approximately five minutes 'til race time. One of my traits. I run on what my friends call, Jana time. Shortly after starting, I was quickly reminded of the 10 + pounds that I have gained this winter. I was also reminded that I have done NO cardio in several months. What was I thinking? Oh yeah, I remember. I was thinking I would start exercising again on Monday. The race was done in a time trial style. The course started out nice and groomed. A little ice in some spots but for the most it was like

riding in hard sand. However, on my third lap it was quickly turning to slush in certain areas. Making it quite challenging. I was passed by many racers, and I emphasize the word many, all of which were encouraging and told me what a good job I was doing. Thanks for stretching truth guys and girls. I think the first person who passed me was the super fast Pro rider Cindy Hansen. I didn't feel so bad when she zipped past and yelled good job Jana. Heck, she is a pro rider. I am a sport rider doing this for fun. I'm 35 years old. I'm not planning on turning pro or anything. After Cindy passed, many other riders flew on by. Mostly men, since there were only five women total racing. On the third lap as I was rounding the start/finish to begin my fourth lap I hear someone yell out "watch the turn". Too late. I went down. Due to the number of riders squeezing into the narrow left turn we had made quite a rut. If you hit it just right with your front tire it sent you over the bars. To make matters worse my cleat broke on the bottom of my shoe and I couldn't get unclipped. I'm lying there in

front of everyone stuck! Finally after what seemed like ten minutes I was able to free myself and get back on course. I would like to say things went better but that would be a lie. One thing I can say is that crashing in the snow is softer than crashing on dirt. I think the real blow was getting passed by my ex-husband's wife on my last lap. I have got to get my ass back in shape! Despite what it may sound the race was awesome. The weather was beautiful! We had lots of sunshine and a lot of fun! After the race followed the awards ceremony and raffle. It was a great success thanks to sponsors: Spin Cycle, PCTV, Pit Bull Extreme Gear and Uinta Brewery. Many thanks to Charlie Sturgis for grooming the course and for putting his butt on the line for getting us the race site. Ryan Miller and the guys from The Cutthroat Racing team did an excellent job preparing the 1st annual Frozen in Time Race. Can't wait 'til next year!

See results on page 18.

Cover Photo: Mitchell Peterson leads the Junior Expert Class at the Desert Rampage on March 5, 2005.
 Photo: Joaquim Hailer
 See more photos of his at joaquimhailer.com

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TRAIL OF THE MONTH

Showdown at Fivemile Pass Course is a Great Ride

By Gregg Bromka

If you were amping out in spin classes or suffering on cold, damp road rides all winter while your buddies were carving up the fresh powder, then put the hurt on them at the Showdown at Fivemile Pass Mountain Bike Race. This springtime tradition, to be held this year on April 30th, has become a proving ground to sort out who has been putting miles on their bike and who was putting pounds on their gut during the off-season. Even if you're not hellbent on making the podium, the racecourse's rolling desert doubletracks are perfect for logging quality early-season miles.

The first half of the racecourse is a navigational nightmare because roads go every which way. Your goal is to reach the Sevenmile Pass road, which dissects the Thorpe Hills about 4.5 miles south of the trailhead, so you can make the loop back. Just keep the Thorpe Hills on your left, stay on the flats and don't climb anything significant, and most importantly, don't go wandering across the desert or you'll end up as buzzard meat. If you've raced the Showdown, then you've had first hand experience on the little hike-a-bike section that the race promoter tossed in, just for grins, prior to the Sevenmile Pass road (he was grinning while you were suffering). You can easily bypass "hoof-it hill," unless you want to punish yourself under real-time race conditions.

Details:

Head south from the Fivemile Pass staging area on the rutted doubletrack and go straight through a four-way junction after 0.7 mile. (The left fork is your return route, and the right fork is a widow maker hillclimb



Couch potatoes need not apply.

Photo by Gregg Bromka

that few can conquer.) Veer right at a big Y-junction and head southwest with the hapless Rush Valley Desert and foreboding Sheep Mountains in your sights. (The racecourse takes the left fork.) But don't cross the desert, remember? Take a south bearing thereafter and ride through more junctions with more dirt roads, and aim for the gravel pit about a half-mile away. Are you with me? You're on track if you pass BLM signs stating that you're entering a safety zone where shooting is not allowed, so you better holster that pistol you're packing, cowboy.

Stay left of the gravel pit and go around a knoll that juts out from the mountains. (If you're getting primed for the race, then aim for the saddle to the left of the knoll. That's where you'll find the "fun" part of the racecourse. The climb is brutal and the ensuing descent is downright

scary.) Go left at a prominent Y-junction on the south side of the knoll, and climb gradually up the Sevenmile Pass road for 2 miles to the broad saddle at, uh, Sevenmile Pass, where else? Far away in the Wasatch Range, Lone Peak's chiseled granite cornice rises like a Gothic castle.

The road drops into a broad canyon that narrows to a rock and sand-filled gulch, and now you're heading onto the "back nine" of the racecourse. Surf's up, so catch a wave. If you go with the flow and float through the sand, rather than fighting it, then you'll maintain your momentum. Exit the canyon to the edge of Cedar Valley, and fade left on a smooth, sandy doubletrack, heading north toward the distant Oquirrh Mountains. The jeep road bends northwest gradually and follows what has been dubbed the "Dipsy Doodle Highway." Here,

a series of short ups and downs and quick turns wind across the juniper and pinyon foothills. Finally, with the trailhead in sight, kick into high gear and sprint to the finish—or take another lap. Better yet, take three more laps; that's what pro men racers have to do, and the winners are clocking in at two hours thirty minutes. Whoa!

Location: 23 miles southwest of Lehi, 29 miles southeast of Tooele

Length: 11.8 miles, loop

Tread: Doubletracks throughout
Physical difficulty: Moderately easy, unless you get lost, then it

could be the hardest ride of your life.

Technical difficulty: Moderate, unless you stay true to the racecourse, then there are some "tricky bits."

Gain: 550 feet (Take four laps like the pro men and you'll climb over two grand.)

Notes: This area is designated open to OHVs, so keep your head up for traffic. Want to race? Contact Intermountain Cup Race Series at intermountaincup.com

Trailhead Access: From I-15, take Exit 282 for Lehi, and travel 23 miles on UT 73 from the center of town to Fivemile Pass. From Tooele, drive 12 miles south on UT 36 then 15.5 miles southeast on UT 73 to Fivemile Pass. Park on the south side of the pass.

Excerpted from *Mountain Biking Utah's Wasatch Front*. For other Utah trails, get a copy of *Mountain Biking Utah* by Gregg Bromka at your favorite bike shop or at cyclingutah.com.

New Bike Shop in Lehi

Lehi has a new bike shop. The Bike Barn recently opened at 201 E. State Street. They carry a full line of bikes from cruisers and BMX to custom road and mountain bikes. You can reach them at (801) 768-0660.

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May 14	Soldier Hollow Hammerfest, Heber City, UT
May 21	The Sundance Spin, Sundance, UT
May 28	Cache Valley's Joyride, Logan, UT
June 4	Deer Valley Pedalfest, Deer Valley Resort, UT
June 11	Utah Summer Games XC Race, Cedar City, UT
July 9	Chris Allaire Memorial/Utah Open State Championship, Solitude, UT
July 16	The 18th Annual Mountain Bout, Snowbird, UT
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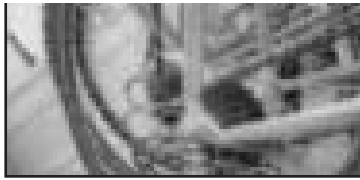
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SPEAKING OF SPOKES

The Greatest Experiences

By Dave Ward
Publisher

I often sense that life is a series of great experiences waiting to happen, and I have to live aggressively to get through them before life is over. Having now spent more than a half century in this pursuit, I have realized that the best experiences are those shared with the people I care for and love.



though being my daughter, Marinda certainly had many more hours on a bike than Ruth. So, in retrospect, I should have thought through the equipment a little more thoroughly. I, of course, had



Dave, Marinda, and Ruth in Moab.

End of term was coming up last November for my 15-year-old daughter and youngest child, Marinda, and I decided to offer to take her and some friends to Moab and introduce them to the best and most beautiful mountain biking I know of. In the end, it was Marinda, and her friend, Ruth, who took up my offer.

So, early Friday morning, we piled in the 4Runner, bikes loaded on top, and headed south. I drove while they slept, and about 11:00 a.m., we arrived at the gas station located near the turn-off to Dead Horse State Park. After changing clothes and stocking up on fluid and goodies, we drove to the Klondike Bluffs parking area.

Neither Marinda nor Ruth had done any serious mountain biking,

my double suspension machine, a Jamis Dakar Pro. I am over 50, after all. Marinda was on a nice, front suspended Trek 7000 bike I had purchased a few years ago for use by the shorter females of the family. That left for Ruth, who had no bike of her own, and pretty much a novice to mountain biking, a suspension-less, heavy (though quality for its time . . . 15 years ago) Terry mountain bike.

Forethought, or the lack thereof, aside, we mounted our bikes and headed out on the trail to the bluffs. I had picked the Klondike Bluffs ride because it is a relatively short and easy ride, and I felt it would be a good ride for the first

Continued on page 21

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BIKE ADVOCACY

Bike Summit Offers Chance to Lobby Congress

By Travis Jensen

The annual National Bike Summit was held in Washington D.C. from March 16-18. Two representatives from Utah – Grant Aagard (Holladay) and Travis Jensen (Provo) – attended the Summit along with about 300 others from across the country. The first and third days of the Summit were spent primarily in breakout sessions where various "best practices" were presented on a wide variety of subjects such as Safe Routes to Schools programs; statewide bicycle coalition building; getting elected to public office; community bike programs; and how the bike industry is getting involved in advocacy.

On the second day of the Summit, attendees met with their respective Congressional offices to lobby for five specific items that the broad cycling constituency wants. These items are described below.

Item #1: Safe Routes to School program. Congress is currently formulating the federal transportation bill, which sets forth funding allotments for the various transportation modes for the next five years. As of this writing, it looks like both the House and Senate are going to support funding for the Safe Routes to School program. This program would provide money for infrastructure improvements and education to make it safer for children to walk or bicy-

cle to school. With all of the reports that keep coming out in regard to childhood obesity, the climate for this program has improved over the past year. The House currently is supporting about \$850 million per year, while the Senate has about half of that amount in their version of the bill.

Item #2: The Bicycle Commuter Act. This act would extend the transportation tax benefit to cyclists. Currently, employers have the option of getting a tax write off to buy transit passes (e.g. UTA EcoPass/EdPass) or provide vanpools for their employees. The justification for the subsidy is that transit passes encourage employees to use transit rather than drive and thereby reduce traffic and pollution. Since cyclists provide all of the same benefits that accrue from transit, we believe that it makes sense to also provide incentives to cycle. The language of the bill is such that employers would pay cyclists a monthly stipend to cover costs associated with commuter cycling and the employer would be able to take a tax write-off on the amount.

Item #3: Complete Streets Language in federal transportation bill. This language would instruct states using federal money for a road project (except freeways of course) that they must accommodate cyclists and pedestrians unless there are unusual circumstances involved. The guidance from the U.S. Department of Transportation and the Federal Highway Administration already states that bikes and pedestrians should be accommodated. However, this language has often been ignored at the state level in years past. It is unclear at this time how good of a chance this provision has of making it into the federal bill.

Item #4: Strengthen and protect existing programs. The last two federal transportation bills have had some good programs in them, particularly the Enhancements, Recreational Trails, and Congestion Mitigation/Air Quality (CM/AQ) programs. The Enhancements and CM/AQ programs have been used along the Wasatch Front in the past to fund urban trail systems, such as the Parley's Crossing, Jordan River Parkway, College Connector, and Provo River Parkway trails. Protecting these programs is critical for the future if we want to have more of these facilities in our communities. Right now it looks like the funding for these programs stands a good chance of being continued.

Item #5: Fair Share for Safety. A certain amount of the funds from the federal transportation bill is set aside to address safety concerns. In the past it has been up to each state to allocate these funds as they see fit. Currently, UDOT

COMMUTER OF THE MONTH

Commuter Racer



By Lou Melini

This month's profile will feature category one racer Ryan Barrett from Provo, Utah. Ryan is a program coordinator for the Injury Free Coalition for Kids of Salt Lake City, based out of Primary Children's and the University of Utah.

Cycling Utah: Coming from Provo, what are some of the logistics involved in getting to your job?

Ryan Barrett: I ride to the bus from my home, about 15 miles. One day a week I ride home which is about 60 miles. I ride throughout the year, unless it is wet during the winter months. Wet and dark is a bit too dangerous, though I've ridden in some nasty conditions. I've been on the road a few times down to single digits.

C.U.: Do you drive?

R.B.: I recently had to jump the batteries in 2 of my cars, as they are not used enough.

C.U.: Do you incorporate commuting as part of training or is commuting simply extra miles. Junk miles as some may say. Does commuting lead to over-training or burnout?

R.B.: Commuting is a huge part of my training. I won 4 races last year, the commuting miles being almost all of my training. Commuting miles do not need to be junk miles. Over-training is a perception that may be different for many people. Being tired of riding the bike may not equate to over-training. I look forward to getting on my bike.

C.U.: Racers are sometimes finicky about position on the bike. Do you have a commuter bike set up similar to the bike you race on?

R.B.: I ride my race bike most of the time for commuting so as to not screw up my position. I use my cyclocross bike when the weather is nasty. I simply switch wheels for racing.

C.U.: Any other tips for racers who wish to incorporate commuting in their training program.

R.B.: Just do it. I perfected the art of ghetto intervals while in Long Beach, which are simply sprints from one traffic light to the next. I still do them.

C.U.: Can you compare Utah vs. Salt Lake County for riding conditions, traffic, and air quality?

R.B.: I love riding in Utah County. Orem has a bit of suburban-superhighway-strip mall hell, but over the riding is great. The roads are similar but traffic is a bit lighter in Utah County. The air is a bit better and it is a little warm in Utah County, but not a huge difference.

C.U.: Given your employment position, what safety issues need emphasizing to kids?

R.B.: The most important, but hardest, is convincing kids to wear a helmet and when wearing a helmet, to do it properly. Getting children to ride on the right side of the road is also a challenge.

C.U.: What does your wife think of your commuting?

R.B.: She worries in the winter but knows that I am in a waay better mood when I get home.

C.U.: Given the miles you put in, do you do any routine preventive maintenance such as replacing parts every so many miles or months?

R.B.: I err on the side of ride it until it is destroyed.

C.U.: Any last statements?

R.B.: I commute because I like riding and I have to work, so commuting saves a lot of time and is a huge savings in gas. It feels good.



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Continued on page 23

COACH'S CORNER

You Can't Win if You Can't Sprint

By Tommy Murphy

The ability to sprint swiftly and effectively is critical to cycling success. It is a fact that the majority of the races a cyclist enters will come down to a sprint of some kind, whether it's a breakaway with a few riders or a huge field sprint at the end of a criterium. In order to improve your sprinting, you need to take some time to examine all the components that make up a successful sprint. Sprinting well involves constant practice as both the physical and tactical elements need to be developed.

Quickness and explosive power are the key elements of a sprint. Generally, finishing sprints in the amateur ranks are shorter and require less top end speed than compared to their counterparts in the elite fields. Finishing sprints at the elite and professional levels are conducted at much higher speeds. The teams that have sprinters begin winding it up from as far out as 5-10 miles and even 20-30 miles in top professional events. It is not uncommon that with one mile to go, the peloton is already hitting speeds of 40+mph with the sprint yet to begin.

There are a number of components involved in sprinting. Top end speed for example, is a measurement of the highest attainable speed that can be reached during a sprint. A strong top end is critical in keeping your opponents at bay while they try to come around you

during the last few meters of a sprint. But top end speed does not guarantee sprinting success, explosive power to accelerate quickly must also be considered. An athlete that lacks explosive power can easily be left behind as a sprint starts. Quickness refers to your ability to perform specific movements in the shortest possible time. It is the ability of the nervous system to process and produce rapid muscle contractions, which occur at the start of the sprint or the accelerating phases of sprinting.

Adding Sprints to Your Training Program

You should consider adding one to two sprint sessions weekly to your training program. Sprint training is not interval training. Full recovery between sprints is very important to clear the built lactate out of your system. If lactate remains in the muscles, then your peak power output is reduced. The key with sprint training is peak power output: muscles adapt to peak power, just like lifting weights, so the heavier the weight is or in this case, the higher the wattage, the stronger your muscles become. Normally, 5-20 minutes allows for adequate recovery before adding another sprint to your workout. You should have a good aerobic base before trying these workouts – these are max efforts and you run the risk of injury if you try them 'off the couch.' If you let your sprint lay

dormant, it will decline, and if you never had one, you will need to develop a sprint for your arsenal. Here are five steps to follow for improved sprinting:

Basic Conditioning: Begin sprint training once you have a solid base of fitness and miles in your legs in which you have built upon each successive training step. You should have strongly developed your strength, endurance and aerobic conditioning before heading into sprint training.

Phase I Sprint Development: These sprints develop strength and explosive power against medium-heavy to very-heavy pedal resistances. It is important to first develop your functional strength and power before advancing to quicker and faster sprint workouts.

Drill (Stomps): Start on a flat road at about 10-15 mph in a large gear (53x13, 53x12) and remaining in the saddle, begin stomping on the pedals as hard as possible. Concentrate on smooth, circular pedal strokes. Keep the sprint short, 10-20 seconds in length with 5-20 minutes of recovery between efforts.

Drill (Powerstarts): Slow your bike to a near stop on flat terrain while in a large gear (53x15, 53x14). Explode out of the saddle, pulling on the handlebars and driving the pedals down as hard as possible with each pedal stroke. You will struggle in the large gear and the resistance will

be high. Keep the sprint very short, 10-15 seconds in length. Give yourself 5-20 minutes recovery between efforts.

Phase II Sprint Development:

These sprints focus on high-speed pedaling at a moderate resistance. **Drill:** On flat terrain, you should be rolling along at a moderate speed (18-22 mph) in a light gear. Jump out of the saddle, accelerating the entire time, return to the saddle after a few seconds, focus on maintaining high pedal speed in a smooth and efficient form for the entire sprint. These sprints should be 10-15 seconds in length and performed once to twice during the week.

Phase III Sprint Development:

These sprints focus on developing the same sprint intensity you face while in competition. **Drill:** On flat terrain with a tail wind, roll up to a quick pace (22-25 mph), attack out of the saddle in a large gear but be careful not to be over-gear. Once in the saddle, maintain your speed, shifting gears as necessary, focus on keeping your speed high but 'floating' ever so slightly during the middle portion of your sprint and kicking hard during the last 3-5 seconds of the sprint. These sprints should be 12-18 seconds in length, with 3-6 total sprints per-session and performed twice a week.

Phase IV Sprint Development:

This is the final step in improving your sprint speed. This workout aims to improve your sprint by applying over-speed techniques, pedaling and reaction time. **Drill:** On a slight

downhill road while at high speed (25-30+ mph), jump out of the saddle in a moderate gear, accelerate as hard as possible, keeping leg speed high while returning to the saddle. Shift gears as needed to keep your speed accelerating for the entire downhill sprint. These sprints should be longer in length with full recovery between sprints. Focus on maintaining your top end speed for the entire interval. Developing your sprint is a year-round process and shouldn't be neglected. Rotate between each of these five sprint workouts throughout your yearly periodized training program. Add either more explosive power sprints or top end speed sprints based on the current state of your training and sprinting ability. Although the five-step model presented here is designed to improve both your speed and quickness, examining the exact demands and skills needed for your own races will yield greater returns.

-Next month's column will focus on Sprint Tactics in Race Situations.

Tommy Murphy is a coach with Carmichael Training Systems. He works with a wide variety of athletes from the beginner to the professional athlete. For more information about CTS services and coaching, email Tommy at Tmurphy@trainright.com or call 435-787-8556 (www.trainright.com).

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Biker's Edge Cycling Club/Race Team

Sponsors - Biker's Edge, Cannondale, Gu, Oakley, Alpine Orthopedic Specialists, Institute of Sports Excellence, DJ Ortho.
 Contact - Jake Pantone or Zach Chatelain, (801) 294-4433, info@bebikes.com
 Website - www.bebikes.com
 Type of Cycling - Mountain Bike racing, Road racing, Mountain bike recreational, Road recreational including weekly group rides, and cycling in general.
 Location - Bountiful, Utah
 Club Statement - Biker's Edge Cycling Club is focused on the cyclist and advocacy. The club was formed in order to provide more opportunities for cyclists in Bountiful and the surrounding areas to ride together, race together, learn together and overall enjoy the great sport of cycling.

Blue Rain

Sponsors - Blue Rain Gallery, LynTron Inc, Wingate Studios
 Contact - Kyrk Wright, kyrk@blueraincycling.org
 Website - www.blueraincycling.org (we are currently revamping the site but it will be done by the time you publish this info)
 Type of Cycling - Road Racing
 Location - Provo, Utah
 Club Statement - The Blue Rain Cycling Team is dedicated to enhance the sport of cycling by promoting good sportsmanship, exercise, and comradery. We demonstrate unparalleled etiquette and courtesy to other cyclists, motorists, and pedestrians both in races and training rides.

Bonneville Bicycle Touring Club (BBTC)

Sponsors - Bingham's Cyclery
 Contact - Raleigh Fehr, (801) 943-2117, president@bbtc.net
 Website - www.bbtc.net
 Type of Cycling - Road touring, Mountain, recreational
 Location - Salt Lake City, Utah

Club Statement - BBTC is Utah's oldest and largest club of recreational cyclists. During the cycling season we schedule multiple rides every day of the week from Springville to Ogden. Weekend rides extend to the Logan area in the north and Nephi in the south. We also put on the ULCER (Utah Lake Century Epic Ride), Little Red Riding Hood, a Southern Utah National Parks multi-day tour, and a week long Mountain bike tour along White Rim. Check our website for ride schedule.

Cole Sport

Sponsors - Cole Sport, Smith, Bell Helmets, Deer Valley Resort
 Contact - Scott Ford, 435-649-4800
 Website - None
 Type of Cycling - Road, Mountain and Cyclocross Racing, recreational riding in and around Park City
 Location - Park City
 Club Statement - The Cole Sport cycling team supports road, mountain and cyclocross racing while running social and training rides in and around Park City for locals and tourists.

Color Country Cycling Club

Sponsors - Cedar Cycle, Brian Head, Team Big Bear, Panguitch City
 Contact - Quinn Pratt, quinnpratt@infowest.com
 Website - www.colorcountrycycling.org
 Type of Cycling - If it has two wheels and no motor we've done it.
 Location - Southern Utah
 Club Statement - Founded in 1996. We've come a long way. If it has two wheels and no motor we're into it. Cycling Utah's Touring club of the year in 2002 and Mountain bike Club of the Year 2003. Recently we've been putting a lot of effort into advocacy both road and mountain.

Cutthroat Racing

Sponsors - Uinta, Spin Cycle, Fetish Cycles
 Contact - Ryan Miller, 801-661-1947, cutthroatracing@gmail.com
 Website - www.cutthroatracing.org

Type of Cycling - Road Racing, Mtb racing, road touring, mtb recreational
 Location - Salt Lake City, Utah
 Club Statement - Cutthroat Racing is a non-profit cycling club dedicated to promoting and sponsoring amateur cycling and racing. We have members in Salt Lake and Park City and are looking to expand in other regions. If you love the sport of cycling, whether mountain, road, triathlon, downhill or cyclocross, come join us for a ride and a beer sometime.

Evanston, Wyoming Cycling Club - Team Evanston

Sponsors - All West Communications; Bear River Lodge; Bootworks of Park City; City of Evanston, Wyoming; Cook-Sanders & Associates, Inc.; Evanston Regional Hospital; GoEndurance.com; JB's Restaurants; Kamas City, Utah; KEVA Country 1240 AM; KOTB/KNYN FM; Uinta Count
 Contact - Rick Slagowski, President, rickski2345@yahoo.com; Paul Knopf, City of Evanston, 307-783-6458, planning@mail.evanstonwy.org.
 Website - www.evanstoncycling.org
 Type of Cycling - Road Racing, Road Touring and Mountain Bike Racing, Mountain Recreational
 Location - Evanston, Wyoming
 Club Statement - The Evanston Cycling Club is a 501(c)(3) charitable non-profit corporation. A primary purpose of the Cycling Club is to promote community education of bicycle related issues. Club members promote bicycle education and safety through community programs such as Helmets for Heather and Safe Kids Coalition. The Club participates in other community education activities and events. An annual \$500 PEDAL (Promoting Educational Development and Learning) scholarship is offered to a graduating Evanston High School senior. The Club strives to expand interest in bicycle riding in the community and to promote the sport as healthy outdoor recreation. In partnership with the City of Evanston, businesses, community groups and volunteers, the Cycling Club helps coordinate the High Uintas Classic Stage Race and the Wolverine Ridge XC Mountain Bike Race.

Idaho Cycling Enthusiasts

Contact - Rob Van Kirk 208-282-2503 vankrobe@isu.edu
 Website - www.idahocycling.com
 Type of Cycling - Primarily road racing, road touring and commuting/advocacy. However, all types of

cycling interests are represented in the club, and all cyclists are welcome.

Location - Pocatello, Idaho
 Club Statement - Idaho Cycling Enthusiasts (ICE) was founded in 1998 to promote all types of cycling in southeastern Idaho. Cycling advocacy and promotion of bicycle commuting and have been important components of the club since its inception. ICE events include local criterium and time trial series, the Tour of Marsh Valley, and the Gate City Grind Stage Race.

Jan's Mountain Outfitters

Sponsors - Jan's Mountain Outfitters, Smith, Trek, Giro
 Contact - Jason Travis, 435-655-5588, jtravis@ethus.jnj.com
 Website - www.jansmountainoutfitters.com
 Type of Cycling - Mtb Racing, Road Racing
 Location - Park City, Utah

Mad Dog Cycles

Sponsors - Mad Dog Cycles, Jamba Juice, PowerBar, Sundance, Maxxis, Tifosi, C&A Construction, Batley Plumbing, CPF, Jones Paint & Glass, Timpanogos Regional Hospital, and Doug Smith Autoplex
 Contact - Mad Dog Cycles, (801) 222-9577
 Website - maddogcycles.com
 Type of Cycling - Mountain and Road
 Location - Orem and Provo, Utah
 Club Statement - Mad Dog Cycles is the three-time winner of the Intermountain Cup Race Series. As a team, we are trying to promote the sport we love and share our passion with others in the community, through weekly community rides, trail building projects, and racing.

No Limits Cycling

Sponsors - Bingham Cyclery, Diabetes Specialty Center, Utah Diabetes Center, Smith's Medical, Mike Thompson, Bistro 258, T and T Medical I.D.
 Contact - Peter Hoogenboom or Kim Hale at 801-927-7133
 Website - www.nolimitscycling.org
 Type of Cycling - Road bike club, beginners to advanced
 Location - Ogden and Salt Lake City, Utah
 Club Statement - No Limits was founded to promote exercise for people with diabetes. All of our riders either have diabetes, are friends or family members of someone with diabetes. Our mission is to "promote, educate and inspire as active healthy lifestyle for all people with diabetes." We ride in both Ogden and Salt Lake City on alternating Monday nights with speeds varying on ability of riders.

ers. We would love to have you come and join us no matter how, what or when you rode last!

Park City Cycling Academy

Sponsors - Cole Sports, Spiuk, Giant, First Endurance, Probar, Yakima, Elele Water, Veltec, Look, Sidi, Vredestein, Easton, Cateye, Park City Ice Water, Align Spa
 Contact - Todd Hageman, 435-513-0432, info@parkcitycycling.com
 Website - www.parkcitycycling.com
 Type of Cycling - Road Racing
 Location - Park City, Utah
 Club Statement - PCCA is a developmental program housed in a 16 room facility in Park City, Utah, that provides a foundation for young riders to move to the mountains of the west and race fully supported in a professional team environment at some of the largest races in the western United States, including the US Nationals which starts 1K from the Academy. PCCA is designed for riders that are looking to travel to some of the biggest races in the western US as well as the rider that wants to move to the mountains for the summer and race locally in Utah. The Park City Cycling Academy provides housing, uniforms, entry fees, educational seminars, full race day support, race travel and lodging, summer job placement assistance and trainings with professional cyclists.

Park City Young Riders

Sponsors - Jan's, Wells Fargo, Private Client Services, Silver Mountain Sports, Club TOSH, Park City, Body Coach Fitness, Park City Mountain Trails, Foundation Clifbar, DT Swiss
 Contact - Tom Noaker, 435-901-1766, tnoaker@allwest.net
 Website - www.youngriders.com
 Type of Cycling - Road racing, MTB XC/DH, MTB Recreation for youth
 Location - Park City, Utah
 Club Statement - The Young Riders offers an expanded program with a road and downhill racing segment for 2005. Our Recreation program for ages 8 and up features two 1-week camps along with regular 1-day drop-in rides June through August. Our race team participates in local, regional and national events including Junior Nationals in Park City, and NORBA Nationals in Deer Valley, Brian Head, and Snowmass.

P.A.S.S. (the Price Area Singletrack Society)

Sponsors - Decker's Bicycle & Velvet Freeze restaurant
 Contact - Fuzzy at (435)637-0086, FuzzyTheBikeGuy@msn.com

"I'm Not Lance ..."

Don't just train...train right.

Coach Tommy Murphy
435-787-8556
tmurphy@trainright.com

Coach Darcie Murphy
435-787-8556
dmurphy@trainright.com

Women's MTB Clinics

Team Sugar will hold three mountain bike maintenance clinics this summer for women only. The first on May 11 will focus on spring cleaning your bike and bike fit. The June 8 clinic features all you need to know about your wheels including changing flat tires. And on July 13, clinic goers will learn a lot about their drive train including how to repair a broken chain. Space is limited. Cost is \$20. For more info, call Jean at 435-513-2271.

Pro MTB Racing Tip

Todd Tanner, Scott USA
 "I think it's really easy to over-exert yourself riding up the washes, trying to push the pace on technical climbs like that can really drain your energy so I would say to back off a bit and be smooth rather than trying to hammer up them. Other than that, have fun and enjoy the experience...same with any other race, it's about your experience more than anything."
 -Todd Tanner, Scott USA

Cyclingutah.com
 for trails, event links, our forum section, and Free Classified Ads

Pick up a copy of cycling utah at your favorite bike shop!

Website - club website to be completed summer '05
 Type of Cycling - Mountain/Freeride & Trail-building
 Location - Price, Utah
 Club Statement - P.A.S.S. was founded in Sept '02 with the intent to develop, maintain, and ride killer technical singletrack systems in the Price/Scofield/Book Cliffs area. Saturday group-rides and members-only Fourth-o'-July Ride & Barbecue, as well as trail-crew outings. Group-ride schedule posted at Decker's Bicycle in Price.

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!

Pereira Cycles Racing Team

Sponsors - Pereira Cycles, Wild Rose
 Contact - Tony Pereira, 801-209-9301, tony@pereiracycles.com
 Website - www.pereiracycles.com
 Type of Cycling - Mtb Racing, Endurance Racing
 Location - Salt Lake City, Utah
 Club Statement - Debuting in 2005, Pereira Cycles Racing team consists of racers riding custom Pereira bicycles, handcrafted in Salt Lake City. We strive to promote the craft of building custom steel bicycle frames by hand; their smooth ride, perfect fit and refined, traditional construction. Our primary focus for 2005 will be the Intermountain Cup series where we plan on many podium finishes in the Singlespeed class. We live to ride and have fun. Keepin' it real y'all!

Racer's Cycle Service/Utah Valley Cycling

Sponsors - Racer's Cycle Service, Pharmanex, Bontrager, Kenny's Photo
 Contact - Racer Gibson, 801-375-5873, team@utahvalleycycling.com

Website - www.utahvalleycycling.com, www.racerscycleservice.com
 Type of Cycling - Road, Mountain and Cyclocross Racing Recreational Road Riding
 Location - Provo, Utah Valley
 Club Statement - Our goal is to have fun riding and racing bicycles. We want others to do the same. We realize that very few people get to make a living riding bikes, we try and remember that on every group ride or race we do. This is supposed to be fun. It is ok to be serious, and work hard at it, even to win, just have fun doing it. We welcome anyone who shares these ideas. Come see what great riding Utah County has to offer. Join our email list by sending a message to uvycling-subscribe@topica.com.

Southwestern Utah Bicycle Touring Association

Sponsors - None
 Contact - Lucy Ormond, President, 435-229-1404, clucygo@skyview-mail.com
 Website - www.SWUBTA.com
 Type of Cycling - We schedule a road ride every Saturday year round. Yes, we ride all winter unless it is raining. (What is snow?) We also sponsor a great spring ride, The Cactus Huger Century
 Location - St. George, Utah
 Club Statement - The focus of SWUBTA is to promote recreational road cycling for riders of all abilities (tortoises and hares). Scheduled rides frequently include distance and pace to accommodate slow, intermediate and fast riders. Many of our members live out of state or "up north," but join us when they are in town. Since many of our members are retire, we have an club e-mail to announce weekday rides.

Sports Den / Love Sac

Sponsors - Sports Den, Love Sac, Smith Optics, Nate Wade Subaru, C.T. Brock & Co. Juhl Haus
 Contact - Jonathan Cracroft, jlcrafcroft@comcast.net, (801) 631-5635 or J.J. Stocking at (801) 652-8933 or Jason at (801) 582-5611
 Website - www.sportsdencycling.com
 Type of Cycling - Road, Mountain, Free-ride
 Location - Salt Lake City/East Bench, Utah
 Club Statement - Our club is a small and slow growing group of athletes who love what they do. Our team, like our shop is focused on differentiation. We have formed three small teams in the road, mtn, and free-ride categories. Our mission is to grow a solid team of athletes and support them in all the ways we can. Last year you could often find our mem-

bers riding, racing, traveling, eating, and playing together!

Team Gumby

Sponsors - Mailit LLC, PlanetQuirky.com
 Contact - Michael Wolfe, mike@planetquirky.com
 Website - www.planetquirky.com
 Type of Cycling - Road Racing, Mtb racing, road touring, mtn recreational
 Location - Salt Lake City, Utah
 Club Statement - We are a group of cycling misfits dedicated to total cycling Slack and the art of bicycle Satyriology. Membership is open to racers and non-racers alike.

Team Joyride! Bikes

Sponsors - Joyride! Bikes at 65 South Main Street, Logan, Utah 84321
 Contact - Jim or Michelle Clonts, Joyride Bikes, 435-753-7175
 Website - www.joyridebikes.com link to team page
 Type of Cycling - Cat 3 Road, Cat 4-5 Road, ICUP MTB, MTB Endurance/ 24 hour
 Location - Logan, Utah
 Club Statement - Team Joyride! Bikes came to be in order to give back to several of our valued customers who desired to road race but had yet to find a team that provided them with the level of involvement and team atmosphere they desired...so we started our own. The team started with the following goals: a. To promote cycling in our community and increase bike awareness. b. To be ambassadors for our sport and share our passion for cycling. c. To present a new level of team cooperation, sportsmanship and gratitude. d. To look really good. (As well as keep it fun and in focus) e. To get chicks. (An afterthought of several single male team members)

Team Joyride Bikes gave back to their community in 2004 by participating in several local bike rodeos for grade school and middle school

students. For 2005, we will continue with those programs as well as organize a local bike swap and party and work towards implementing a juvenile bike repair and donation program.

Team Novara Utah

Sponsors - REI (Recreational Equipment Inc.)
 Contact - David Fulghum, 495-3495 home, 486-2100 work, Fulghumdavid@aol.com
 Website - www.velowasatch.homestead.com/index.html
 Type of Cycling - All
 Location - Salt Lake City, Utah
 Club Statement - Team Novara Utah is comprised of cyclist of all disciplines and ability levels, from novice tourist to seasoned competitors. We welcome all those who love cycling in all it's forms, the only qualification for membership in Team Novara Utah is a love of cycling. Roadie or Mountain Biker, casual or competitive, young or old, all are welcome. Team Novara Utah is solely sponsored by REI. We hold regular monthly meetings at the Salt Lake City REI, 3285 E. 3300 South. Please visit our webpage for meeting times, events and dates.

Team Revolution Mountain Sports

Sponsors - Revolution Mtn Sports in Sandy; Cannondale; Crank Brothers; Sigma Sport; Guadalhonky's; T2 Performance Training; CTX Mortgage; Desert Point Builders; Cogent; NorthFace Solutions; Motion Motor Replacement; Noodles & Company
 Contact - Bob Saffell 801-901-5345, bsaffell@ovid.com
 Website - teamrevolution.tblog.com
 Type of Cycling - Mountain is our focus, we dabble a bit in the road and cross
 Location - Sandy, Utah
 Club Statement - Team Revolution is focused on spreading the word of cycling in a positive manner, we are looking to develop riders so they can

move on to the national level and succeed. We also are involved at different levels in cycling advocacy. Most of all we want to ride fast and have fun.

Team Sugar

Sponsors - White Pine Touring, Rocky Mountain Bikes, US Bank, Timberland, Silver Mountain Spa
 Contact - Jean Carlan, teamsugarutah@hotmail.com
 Website - www.teamsugarutah.com
 Type of Cycling - Women's Mtb racing and recreational
 Location - Park City, Utah
 Club Statement - Team Sugar is a dedicated group of women mtb racers devoted to introducing as many women as possible to the sport as well as to promote the fun of competitive racing. New for 2005 is Club Sugar where women can begin racing with the support of a large group of experienced racers. The 10 members of Club Sugar are required to compete in at least one race whereas the 9 Race Sugar members must race over 8 mt. bike events. Our racers and club members lead free Tuesday night rides for women of all abilities. Meet at White Pine at 5:30pm on Tuesdays between Memorial Day & Labor Day. We'll also be hosting 3 women's mtb clinics this spring/summer. See you on the trails!!

Team UTA

Sponsors - UTA Rideshare
 Contact - Julie Bond, 287-2066, jbond@uta.cog.ut.us
 Website - www.utarideshare.com
 Type of Cycling - Road touring and group training rides
 Location - Salt Lake City, Utah
 Club Statement - Team UTA members include UTA employees and their friends and family. The club was formed to promote cycling as a

Continued on page 10

\$8,000 Cash Purse

17th annual All West Communications
High Uintas Classic Bicycle Stage Race
 Evanston, Wyoming
June 18th - 19th, 2005

KAMAS TO EVANSTON BALD MOUNTAIN ROAD RACE, "Over the Top" 10,700' Saturday, June 18, start time 9 am at Kamas City Hall. **Finish at North Slope Road, 50 miles for all racers.** Next year, the classic 80 mile road race returns to its regular finish at the Wyoming State Hospital in Evanston.

CHARLES SCRIVNER MEMORIAL TIME TRIAL
 Sunday, June 19, start time 7:30 am in Evanston. Flat 10 mile out and back.

DOWNTOWN COURTHOUSE CRITERIUM
 Sunday, June 19, start time 12:15 pm in Downtown Evanston.

Race Hotline (866) 783-6300 ext. 459



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For complete race information, please visit

www.evanstoncycling.org

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Last Friday of EVERY Month
CRITICAL MASS
[sicriticalmass.org](http://www.sicriticalmass.org)
5:30pm @ Gallivan Center

**Bicycle Club Guide
(continued from page 9)**

healthy alternative to driving. The club offers weekly group training rides and participates in century rides and other cycling events.

Utah Premier Cycling Club / New Moon Cycling Team

Sponsors - New Moon Media / Vanguard Media Group, Spin Cycle, Also, Nate Wade Subaru, Squatters Pub Brewery, Millcreek Coffee Roasters, Kunstadt Design, Wired Energy Drink
Contact - Bill Cutting 801-949-4080, bcutting@vanmedia.com
Website - www.newmooncycling.com
Type of Cycling - 144 fully paid members, including road and mountain.
Location - Salt Lake City, Utah
Club Statement - We are a group of over 100 road and mountain cycling enthusiasts. Most of us race--some more seriously, some less--but we count fitness riders, long-distance tourers and connoisseurs of class jerseys among our ranks, too. Whether you are 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 New Moon Cycling Team/Utah

Premier Cycling Club atmosphere will enrich your cycling experience.

Utah State University Cycling

Sponsors - Utah State University / Electrical Wholesale Supply / Carmichael Training Systems
Contact - President-Brad Buccambuso / Advisor-Lynn Dudley / Head Coach-Tommy Murphy
Phone: 435-232-3907 / 435-797-PLAY / 435-787-8556 Email: MPower81@gmail.com / LDUD@mendel.usu.edu / TMurph@cc.usu.edu
Website - www.usu.edu/cycling
Type of Cycling - Road, Mtn, Cyclo-X, BMX, Freeride, NCCA; NCCA Conference: Southwest
Location - Utah State University - Logan, Utah
Club Statement - The USU Cycling Club was established in 2000 to offer USU students the opportunity to race under the governing body of the National Collegiate Cycling Association (NCCA). The USU Cycling Club competes in the Southwest Collegiate Cycling Conference against schools from Utah, Arizona, Colorado, New Mexico and Nevada. There are over 12 schools that compete in the Southwest Conference including local rivals Weber State University and University of Utah. In order to race with an NCCA team, individuals must be an enrolled student of the sponsoring university, purchase a

USAC collegiate racing permit, fulfill all NCCA eligibility guidelines and sponsoring club and university guidelines. The USU Cycling Club also offers regular club memberships for students and alumni.

Utah Velo Club

Sponsors - The Bike Peddler, Gold's Gym, Cold Stone Creamery
Contact - Stan Swallow, 801-763-8364, stanswallow@att.net
Website - www.utahveloclub.com
Type of cycling - Casual to Serious riding with some racing. Mostly road cycling
Location - American Fork, Utah
Club Statement - 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 -
Contact - Audrey Rindfleisch, (801) 647-0756, audreyrin@juno.com
Website - www.wasatchmountainclub.org - follow biking link
Type of Cycling - mountain biking and road touring
Location - Salt Lake City and Park City
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. Publication- The Rambler (issued monthly).

Wasatch Women's Cycling Club

Sponsors - Otopexy Records, PriceWaterhouseCoopers, JR Smith Coaching, Golsan Cycles, Clif Bar, Aros.net
Contact - Jill Wilkerson-Smith, President, 801-809-2570, consultjr@msn.com; Daphne Perry, Vice-President, 801-694-1714, daphneaw@usa.net; Darcie Strong, Secretary/Treasurer, 801-815-4847, darciestrong@hotmail.com
Website - www.wasatchwomenscycling.org
Type of Cycling - Road racing, Recreational riding
Location - Salt Lake City, Utah
Club Statement - WWCC was founded in 1990 by Jill Wilkerson-Smith and Daphne Perry. The purpose of our club is to provide an educational and encouraging environment for women to achieve their racing or recreational cycling goals. WWCC fields a strong race team this year and aims to continue bringing more new women into the sport. Elite Race Team members: Margaret Douglass, Cynthia Martin, Lisa Milkavich, Daphne Perry, Benita

Pulins, Kathy Robinson, Darcie Strong, Jen Ward, Jill Wilkerson-Smith. Developmental Team members: Lauren Barros, Shawna Niles, Melanie Helm, Debbie Chiquito.

White Pine Race Team

Sponsors - White Pine Touring
Contact - Chris Peters at 435.649.8710
Website - www.whitepinetouring.com
Type of Cycling - Road & Mountain Bike Racing
Location - Park City
Club Statement - We are just a few shop guys, guides and significant others that love the mountains and roads around Park City and like to go fast and have fun. Join us at 5:30 pm on Thursday nights this summer for one of our guided mountain bike rides through the trails of Park City. All ability levels welcome.

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.

April 14th, @ Brewvies
Thursday doors open at 8:00 pm (21 & older)

April 15th, @ UofU Orson Spencer Hall
Friday doors open at 7:00 pm (all ages)

DISORDERLY CONDUCT

Call Spin Cycle for Details & Advance Tickets

April 16th, KONA DIRT DEMO
Saturday @ Red Butte

April 18th-23rd, DISORDERLY SALE
Dont miss Spin Cycle's

SPIN CYCLE
4644 S. HOLLADAY BLVD 801.277.2626

No Contact in March Photo

Due to the two-dimensional nature of photography, readers may have received the impression that the bicycle shown in front of a petroglyph panel in our March issue was leaning on the artwork. Writer Ron Georg assures us that the bike was, in fact, balanced in front of the panel. It is held up by friction between the rear tire and a large rock, it is leaning gently on its inside toeclip, and its wheels are chocked with small rocks. The writer acknowledges that, despite the careful placement, the photo was ill-considered if it gives the impression that a petroglyph panel is a fine bike rack.

"I was a guide for years," Georg said. "I can't tell you how many times I've given people a speech about resource protection which begins, 'Anywhere else on the planet this art, or these artifacts, would be behind a velvet rope in a museum. Treat them that way here as well.' I hope my lousy photography skills haven't done anything to diminish that message."

Cycling Utah would like to emphasize that petroglyphs are fragile archaeological treasures that provide insight into our past and stand on their own as art. We should not have run the photo without indicating that the bike was deliberately placed so as to avoid contact with the petroglyph panel, and no one outside of archaeologists or restoration experts should ever touch this type of resource.

-Cycling Utah

Nevada Bicycle/Pedestrian Conference

The conference will take place March 29-30 in Lake Tahoe and cover issues including bicycle, pedestrian and ADA design, safety and education, planning, enforcement, maintenance, advocacy, event planning, bike tourism, trails, and a wide range of other issues of importance to bicyclists and pedestrians in Nevada. See www.bicyclenevada.com for more information.

-League of American Bicyclists

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ROUTE 211

La Primavera



By Greg Overton

As I'm sitting here thinking about this month's Route 211, I am watching La Primavera, the Milan-San Remo classic, on television. It set me to thinking how terrific it would be to be in Italy this spring. Milan-San Remo is the first traditional one day classic of the season, the kickoff of the new ProTour points schedule and 290km (182 miles) of Italian cycling fans' nirvana. The Italian cycling community goes wild for cycling events, and is always eager for the start of the season. The name La Primavera, given to the Milan-San Remo race, almost literally means spring in Italian. It's the kickoff to the season and the signal that it's time for Italian fans to rev up their passion, keeping it on the boil until the Tour of Lombardy (Race of the Falling Leaves) closes the season in late fall. In between, Italy is bicicletta crazy!

It's this passion that enamored me nearly three decades ago, as I was a young rider out to see the local countryside and build fitness. I encountered a group of older, serious riders who took me into their group and taught me the old ways of doing things. I learned to glue sewups, shellac handlebar tape, break in a Brooks leather saddle and change freewheel cogs for different terrain. I also learned how to ride pacelines and echelons, how and where to attack and many of the old traditions of cycling etiquette. But most of all, I learned that Italy is the motherland of cycling. Their stories of Coppi, Bartali and Gimondi, along with their reverence for bikes from Masi, Cinelli, and Bianchi drove the notion deep into my psyche. And it's a lesson I've never forgotten.

When I could finally afford a real race bike, I bought a celeste Bianchi with Campagnolo Nuovo Record components and Vittoria tires. My first pair of real shorts was all wool with real leather chamois Bergamos. A knit jersey with buttons on the rear pockets to hold a banana and a few Fig Newtons (early Powerbars) and everyone's first pair of shoes, Detto Pietro with no padding, just leather with round holes all over. All Italian, baby! I still have those shorts and the Dettos, celeste Bianchis are still magic to me and the lore of Italian cycling has never faded. The images of Milan San Remo, even on the television, still give me goose bumps.

Perhaps one of the best illustrations I have ever encountered to convey the idealistic view that Italians hold for the bicycle is a

piece that was written in 1949 by Dino Buzzati. Buzzati was a general news writer for the Corriere Della Serra newspaper, but because of a shortage of writers he was given the assignment of writing a report on the Giro D' Italia race that June. Buzzati knew little of the race, and less of the main players, and instead

of a traditional race report, he wrote the following 'Fable of the Bicycle' as a tribute to the tifosi's (Italian fans) admiration of the machine:

'And next year, the start will once again take place, and yet again the year after, from spring to spring...Until (but will we still be

living?) reasonable people will say that it's absurd to continue; in those times bicycles will have become rare, almost comical junk, used by a few nostalgic maniacs, and voices will be raised, saying that it's time to put the Giro to rest.

No, don't give up, bicycle. At a cost of appearing ridiculous, set sail once again on a fresh May morning, off along the ancient byways of Italy. We will travel for the most part by rocket train then, atomic energy will save us even a minimum effort; we will be very powerful and

civilized. Pay us no mind, bicycle. Fly, with your little energies, through mountains and valleys, sweat, toil, and suffer. The woodcutter will still descend from his isolated mountain hut to cry "Evviva!" fishermen will come up from the beach, clerks will abandon their ledgers, the blacksmith will let his flame die out to come to celebrate you, the poets, the dreamers, the

Continued on page 23

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\$35 USCF Categories / \$10 Juniors / \$25 Citizens – online pre-registration

Packet Pick-up Pasta Party (\$8 = Adults; \$3 kids) – Fri., May 20, 5:00 – 8:00 PM – LIVE BAND
Pancake Breakfast (\$6 = Adults; \$3 = Kids) - Sat., May 21, May 21 & 22, 6:00 – 8:00 AM

Sunday, May 22, 2005 – New for 2005! 8:45 AM - TTT; 10:00 AM Tour

3-man time trial- Cat. Class's. (Non-UCA Points) – once around – 52 miles \$30/team

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AWARDS PARTY: Following Sat. race – approx 2:00 PM – Lunch served on the beach!
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LODGING: Blue Water Resort – 1-800-756-0795 – Condo's, Hotel & Camping

FOR MORE INFO: Kevin Rohwer, Race Director, krohwer@bearlake.com or call 1-435-770-9852

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MOUNTAIN BIKE RACING

Tanner Goes On Rampage, Takes St. George



changed hands several times due to mechanicals and flat tires, but after all the sweat and lactic acid, Charlie Gibson, Racer's Cycle Service and Kevin Day, Stein Eriksen Sports, clinched the final podium spots.

The pro women's race wasn't nearly that exciting, as there was just one girl, me! Come on ladies, get out here!

By Cindi Hansen

Well, it's that time of year again, and ready or not, the racing season is upon us. Over 200 knobby tire junkies hit the dirt for the first Intermountain Cup Series race of 2005, The Red Rock Desert Rampage, held in St. George on March 5, 2005.

Recent flooding in the area had many of us questioning whether or not the trails would still be intact, but the course was fun and better ever. "This is a great early season race. The downhill was fast and a little technical, the climbs weren't that steep and riding through the wet washes made for good traction. The course was in great condition," said Jen Hanks, mtbchick.com. Although rain was in the forecast, the partly cloudy skies made for ideal temperatures as racers battled it out

for the top spot in their category.

The single-speed class was 13 strong at the startline, the biggest the group has been since its birth to the IMCS last season, welcoming both men and women. Jon Gallagher, Cole Sport, rode his way to victory using a 34-18 gear over the seven mile course, "Keeping your momentum climbing and descending is the most important thing when riding a single speed bike, as well as choosing the proper gearing for the course," said Gallagher.

Todd Tanner, Scott USA, had no problem choosing his gears. He led the Pro Men's field from the gun and never looked back. "I felt pretty good and I was able to start fast which is something I've been working on," commented Tanner. The rest of the field behind him diced it out for second and third place, which

Pro Men:
Todd Tanner, Scott USA,
1:58:43
Charlie Gibson, Racer's Cycle Service, 2:01:14
Kevin Day, Stein Eriksen Sports, 2:03:15

Pro Woman:
Cindi Hansen, mtbchick.com,
1:54:18

For more information on single-speed riding or how to convert your ride to a single-speed, go online to www.cyclingutah.com and check out the June 2004 issue.

For a complete list of race results and race photos go to www.intermountaincup.com.

See Results on page 22.

Left: Amy Klepetar leads Women's Expert Winner Chanda Jeppson
Middle: Sierra Perez looks determined in the 9 and Under class.
Above: Todd Tanner shows how it's done.

Photos: Joaquim Hailer (see more photos at joaquinhailer.com)



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ROAD RIDING

Moab Skinny Tire Festival Raises \$87,000

By Ron Georg

If you're thinking that Moab is probably immune to the Lance Effect, that the rugged town would react to road cycling's smooth civility like a trucker faced with a demitasse of espresso, then you must not have attended the fifth annual Moab Skinny Tire Festival, which was held March 4 to March 7.

When the event began five years ago, with a dozen riders gathering to raise a little money for the Lance Armstrong Foundation, not even the most hopeful visionary would have imagined the 550 riders who visited Moab for four days of road riding this year. And this isn't just a boon to Moab's off-season tourist economy—these riders also raised \$87,000 for the Lance Armstrong Foundation.

While the number of riders in the event was similar to the previous year, the donations to the LAF more than doubled. Weeks after the festival, Event Coordinator Colette Johnston is still effusive: "It was fantastic; I'm still walking on clouds," she said.

Talking to Johnston, it would be easy to assume she's got a vested interest in the festival's growth. Actually, she's the event's most devoted volunteer, and she epitomizes the spirit which all of the



riders and volunteers bring to the Skinny Tire Festival. These people have energy to spare, and they want to bring it to bear on a specific purpose, in this case fighting cancer.

Founder and lead organizer Mark Griffith shares a common motivation with Johnston. Both lost older brothers to cancer, and they have devoted themselves to helping others understand and, ideally, prevent cancer. Johnston was already volunteering with a number of cancer outreach and research projects when Griffith signed up as a member of the LAF's Peloton Project, which is the LAF's grassroots outreach and fundraising effort.

Peloton Project members aren't

locked into any particular process to accomplish their task. They are simply encouraged to help however they can. For Griffith, that meant sharing a ride with some friends, and memorializing the group ride with a donation. From there the event grew organically, with loads of nurturing from Griffith, Johnston, and their team of local volunteers.

"It started out as a personal goal," Griffith remembers. "But I found a lot of people want to be involved, because it means something to them as well. Now I feel like I make a difference, and I'd like for all the people who participate to share that."

That's where the carbon-rein-



Above: On the road to Dead Horse Point. Left: Gorgeous Scenery.

Photos: Travis Kelly

forced tread compound meets the road. Johnston describes the Moab Skinny Tire Festival as "a multi-purpose event", one which can raise spirits, awareness and money at the same time. "This year, it just all came together with such a deep sense of camaraderie, I just knew everyone got it. They got the whole thing, from the beauty of the riding to the purpose of the effort. It was empowering."

That could help explain how a group of people with so dire a purpose could be so upbeat. As Johnston notes, "You're hard-pressed to meet anyone who has-

n't been touched by it. One in three of us is." Events like the Skinny Tire Festival help people learn to face this reality.

"Road cyclists want to put meaning behind what they do," Johnston said. "There's something about the nature of the person who loves to suffer, it's in their personalities to say, 'while I'm pounding out that last 20 miles, I want it to be for something; I want to feel that it mattered.'"

Add to that the fact that, as

Continued on page 20



UTA RIDESHARE BIKE BONANZA May 20, 2005 ■ Gallivan Center

It's time to get your legs and adrenalin pumping at UTA Rideshare's annual Bike Bonanza. From 4:00 to 8:00 p.m., there'll be free Papa John's pizza, drinks, booths, kids' race, bike decorating, free bike tune-ups and all kinds of prizes (including a cruiser donated by Contender Bicycles). Then at 7:00 p.m. join Mayor Rocky Anderson for an escorted bike ride around the city. And while you're partying, be sure to register and pick up packets for the Cycle Salt Lake Century Ride on Saturday.

For more information about this and other Cycle Salt Lake Week activities, log on to www.utarideshare.com or call 287-2066.



CYCLE SALT LAKE WEEK

Saturday, May 14
Live Green Festival
Guided Bike Tours,
10:30 and 1:30 p.m.
Pierpont Ave. (West Temple
to 200 West)

Sunday, May 15
Mountain Bike Ride
Popperton Park, 2:00 p.m.
11th Ave. and Virginia St.

Monday, May 16
Historic Tour of the City
Popperton Park, 6:00 p.m.
11th Ave. and Virginia St.

Tuesday, May 17
Mayor's Bike to Work Day
Liberty Park, 7:30 a.m.
900 South 700 East

Tuesday, May 17
UTA Bike to Work Day
Riders can stop at one of
our stations for free bagels,
7:30 to 9:00 a.m.
Go to www.utarideshare.com
for station locations.

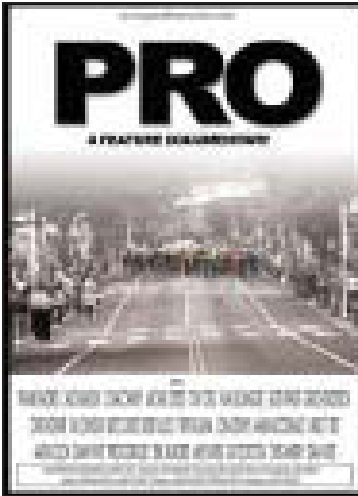
Wednesday, May 18
Movie Night
Tower Theatre, 7:00 p.m.
876 East 900 South

Friday, May 20
UTA Rideshare Bike Bonanza
Gallivan Plaza,
4:00 to 8:00 p.m.
239 South Main Street

Saturday, May 21
Cycle Salt Lake Century Ride
Utah State Fair Park, 7:30 a.m.
155 North 100 West

DVD REVIEW

PRO: The Movie



By Terry McGinnis

In the August 2004 issue of cycling utah, I reviewed Jamie Paolinetti's first film, *The Hard Road*, and if you read it you know that I liked it but longed for something with more... I don't know, panache? Well I may have got what I asked for, or something close.

Jamie's sophomore effort, *PRO*, is technically superior to *The Hard Road*. Paolinetti used eight cameras for *PRO* and only one for *The Hard Road*. The difference is evident from the start. With a larger crew and access to a multitude of top teams, this film is far superior to the first in terms of production quality and details.

While *Hard Road* followed a low-level Continental team through an entire US race season, *PRO* focuses solely on one week of the US pro calendar, "Philly Week", culminating in the USPRO Road Championships held in Philadelphia every June. The USPRO is the biggest race of the year for every American bike racer in the world whether he is racing in the US or Europe. The winner of this event is crowned US Professional Road Champion and wearing the "Stars and Stripes" is a badge of honor for any US cyclist. Utah's own Marty Jemison of Park City, won the right to wear this revered jersey in 1999. *PRO* delivers an incredible inside look within the context of "Philly Week" - the Wachovia Invitational in Lancaster, Pennsylvania, the Wachovia Classic in Trenton, New Jersey, and the Wachovia US PRO Championship in Philadelphia, Pennsylvania.

Jamie interviews several top contenders and the teams that are competing for the USPRO title during this movie and follows their preparation in the weeks prior to this June event. You see the rider hierarchy within the teams, the larger hierarchy of peloton, the race strategies and sacrifices, who will work and who will win. It takes you onto the racecourse, into the team meetings, to riders' homes and through frank conversations with these incredible athletes,

you will see how they think and how they feel about their sport.

These interviews range from fantastic to silly, depending on the subject. The best include Chris Horner, John Lieswyn and Fred Rodriguez. I found Fred's to be particularly good, providing insight not normally seen of a champion his caliber. And John explains in detail just how deep riders must go to succeed at this race. I was fascinated by his description of racing up the "Wall". He talked about how sometimes he has to go so hard that he loses feeling in his fingers and toes and gets tunnel vision. How many times have YOU gone that hard? Horner is at his arrogant best, describing in depth how difficult racing in the US is for a rider of his dominant character. Conversely, Erik Saunders comes across as a complete idiot during his "lock-box" tirade. And as much as I respect Mike Sayers, his speech to teammates prior to the big event is loaded with hypocrisy as his team, including Sayers himself, proceed to execute the plan he denounces during the meeting.

All in all this is good viewing for any bike racer. After the first run through, I was thinking maybe our sport is just plain boring. While *The Hard Road* provided some real emotional background to entering the sport at this level, *PRO* lacked some of this grass-roots "hope he makes it" story line but provided the viewer with another angle, that of the "yea, I've made it, look what I have to do now to make a living". And frankly, each time I watch it, I appreciated even more how tough that can be.

I really don't think our sport is boring, and neither will you after watching this DVD a few

times. The photography is excellent; especially the segment at Lancaster when Bobby Julich is off the front and a very selective peloton is chasing HARD. And the coverage of USPRO is great, Jamie's access to eight cameras is never more evident than during this event. This DVD is an excellent addition to any cyclist's collection. And friends have told me that both of these DVDs are great tools to educate the spouse or significant other on the intricacies of the sport.

More information is available at www.prothemovie.com.

Bluffdale Trail Corridor in Jeopardy

Planning for the proposed Mountain View Corridor freeway along the West Side of the Salt Lake Valley has been under way for several years. The conceptual planning phases for the freeway have always shown a grade-separated bike/pedestrian trail alongside the freeway corridor. However, now that the planning is entering the actual design phase, UDOT has apparently decided to drop the trail corridor from its plans, citing concerns about the additional costs, the corridor would be too wide, etc. The City Engineer in Bluffdale and others along the route are trying to get UDOT to put the trail back into the design. If you have opinions about any of this, then contact UDOT's project manager, Teri Newell, at 975-4807 or email her at tnewell@utah.gov. Please be courteous and polite in your messages.

-Travis Jensen

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cycling utah

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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!



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For more BMX track info, visit cyclingutah.com

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**Home of the Bike
and Wife Swap!**



**Cycling
Events**

Advocacy Groups

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) 328-2453.

Salt Lake County Bicycle Advisory Committee — Meetings are the second Monday of each month from 5-7 p.m. in suite N-4010 of the Salt Lake County

Government Center, 2001 S. State, SLC, (801) 485-2906

Weber County Pathways — Weber County's Advocacy Group, (801) 393-2304 or www.weberpathways.org

Provo Bike Committee — Meetings are the first Wednesday of each month, 5:00 p.m. in the City Council office, 351 West Center Street, Provo, (801) 374-2033 or tjensen@korve.com

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

Events

Critical Mass — Last Friday of every month, 5:30 pm, meet at the Gallivan Center, 200 S. and State Street, SLC. For more info, if you have a bike to lend, etc.: email info@slccriticalmass.org

April 1-3 — Moab MUni Fest (a mountain unicycling event), Moab, UT, zadig@engineer.com or Rolf Thompson at (801) 870-5949

April 14 -15 — Disorderly Conduct V, freeride movie!, Kona exposition, April 14th at Brewvies and April 15th at the U of U, contact Spin Cycle at (801) 277-2626 for tickets and info.

April 16 — 4-H Bike Rodeo, 10 a.m. - 2 p.m., youth ages 6-13, rain or shine, Bicycle Skills Test, Road Hazards, Helmet Check, Bike Maintenance, Road Signs, Salt Lake County Government Center - Southeast Employee Parking Lot, 2001 S State Street, 468-3179

May 7 — GOTS, Bike and Outdoor Toy Swap, Wild Rose, 702 3rd Ave, SLC, (801) 533-8671

May 7-8 — Young Riders Bike Swap, Annual White Pine Touring swap to benefit The Young Riders youth based mountain bike program, great time with food and raffles, White Pine Touring, 1790 Bonaza Dr., Park City, (435) 655-2621 or visit www.youngriders.com

May 14 — Canyon Sports Bike and Wife Swap, Ogden Store, 705 W. Riverdale Road, and Cottonwood Store, 1844 E. Fort Union, (801) 621-4662 or (801) 942-3100

May 14-21 — Cycle Salt Lake Week, weeklong festival with bike races, Bike Bonanza, Cycle Salt Lake Century Ride, Bike to Work day, and more!

May 15 — Cycle Salt Lake Mountain Bike Tour, 2-5 pm, Meet at Popperton Park at 11th Ave & Virginia St. in SLC, Brian Price, (801) 328-0499 or brian@slcbikecollective.org

May 16 — Tailwinds Bicycle Touring Downtown Historic Tour, Meet at Popperton Park at 11th Ave & Virginia St. in SLC at 6:00 PM, Grant Aagard (801) 272-1302

May 17 — 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 17 — UTA Rideshare Bike to Work Day, riders can stop at one of our stations for free bagels and cream cheese 7:30 a.m. to 9:00 a.m. 900 South and 900 East, Contender Bicycles, 3600 South 700 West, UTA Administrative

Offices, 2100 South 200 West, Salt Lake County Complex, 500 Chipeta Way, ARUP at Research Park

May 18 — Bicycle Movie Night presented by SLC Bike Collective. This is a fundraiser for the SLC Bike Collective. Prizes! Movie will have bicycle theme with at least one bicycle. Location Tower Theatre, 9th East and 9th South, SLC. Cost: \$5 suggested donation. Time is 7:00 PM. Brian Price at (801) 328-2453 or brian@slcbikecollective.org

May ? — Provo Bike to Work Day, Location TBA, start at 7:30 a.m. Events include a group ride with the Mayor, food, giveaways, etc., sponsored by UTA, (801) 852-6120

May TBA — The Ride Home, SLC Bike Collective will tune bikes for the Road Home Shelter, 5-7 pm, 210 S. Rio Grande, (801) 328-2453

May 20 — UTA Rideshare Bike Bonanza, 4-8 pm, Presented by UTA Rideshare, Salt Lake City, SLC Bike Collective, and Cycle Salt Lake Century. Join Mayor Anderson for an evening guided downtown SLC bike ride. Music, pasta dinner, prize drawings, bike tune ups, kids criterium, bike rodeo, movies and much more. Pick up your registration packet for the Salt Lake Century Ride at the event. Decorate your bike and then ride with the Mayor at 7 p.m. Location: Gallivan Plaza, 239 South Main Street, in SLC. For more information contact Julie Bond at 801-287-2066 or jbond@uta.cog.ut.us. Visit www.utarideshare.com for event updates.

May 21 — 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 6:00 AM. Online registration at www.cycle-sallakecentury.com Contact Jon R Smith (801) 596-8430 or jonrsmith@mac.com

May 26 — Utah County UTA Rideshare Bike Bonanza, food and drink, free prizes, free bike tune-ups, 6 pm bike ride with the Mayor, kids bike rodeo, registration for the Tour of Utah, and bike trail information, 5:00 - 8:00 p.m. in front of the Historic County Courthouse (southeast corner of the University Avenue/Center Street intersection), Provo. For more information contact Julie Bond at 801-287-2066 or jbond@uta.cog.ut.us. Visit www.utarideshare.com for event updates.

May 28 — Tour of Utah Cycling Festival at Thanksgiving Point, Free kids race, free bike safety clinics, live band on site, free swag, cool vendors and a BMX show, Held in conjunction with

the Tour of Utah, Thanksgiving Point, Lehi, UT, tourofutah.com, (801) 400-6130

June 4 — National Trails Day, Volunteer on Trail Projects, call Eric Spreng at REI, (801) 486-2100 for info.

November ? — Utah Trails and Pathways Conference, planning, design, construction, funding and more, www.stateparks.utah.gov, (435) 229-8310



**Mountain
Bike**

Tours and Festivals

April 1-3 — Moab MUni Fest (a mountain unicycling event), Moab, UT, zadig@engineer.com or Rolf Thompson at (801) 870-5949

April 29-May 7 — Fruita Fat Tire Festival, Endurance Race, Clunker Crit, Prizes, Fun, Fruita, CO, (970) 858-7220

May 13-15 — San Rafael Swell Mountain Bike Festival, 17th Annual, Emery County, (435) 637-0086

June 18 — Night Owl Ride, Cottonwood Valley, Las Vegas, NV, procyclery.com, (702) 452-9367 or (702) 228-9460

July 16 — Brian Head Bash Fat Tire Festival, Group Rides and more, (435) 677-3101

August 5-7 — Dinotrax Fat Tire Festival, Rides, Pasta Feed, Bluegrass Music, Flaming Gorge, (435) 781-2595

September 3-5 — Brian Head Fall Colors Fat Tire Festival, Group Rides and more, (435) 677-3101

Sep 22 - Sep 25 — IMBA Trail School, Friends of Pathways, Jackson, WY, David Vandenberg, fop@wyoming.com

Sep 29 - Oct 2 — IMBA Trail School, Bureau of Land Management, Vernal, UT, Daniel Gilfillan, daniel_gilfillan@blm.gov

Oct 6 - Oct 9 — IMBA Trail School, Moab Trails Alliance, Moab, UT, Kim Schappert, kschappe@hotmail.com

Oct 13 - Oct 16 — IMBA Trail School, Dixie National Forest, Cedar City, UT, Nick Glidden, nnglidden@fs.fed.us

October 27-30 — Moab Fat Tire Festival. Group rides, bicycle DemoExpo, fun competitions, evening entertainment. Moab, UT, (435) 260-1182

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November 5 — 10th Annual Blue Diamond to Jean Mountain Bike Benefit. 33 mile non-competitive ride. Blue Diamond, NV, (702) 228-4076 or (702) 837-6522 or (775) 727-5284.



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), USA Cycling (719) 866-4581

Weekly Series Races

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

Wednesdays — starting May ? and every other Wed. until August ?, Sundance Weekly MTB series, 6:30 pm, alternates with Soldier Hollow Training Series, Sundance Resort, (801) 223-4849

Utah MTB Races

April 23-24 — Tour of Canyonlands, TT, HC, Moab, UT, (303) 432-1519

April 30 — Showdown at Five Mile Pass, Intermountain Cup #2, Lehi, UT, XC, Ed Chauner at (801) 942-3498

May 7 — Bordertown Challenge, 14th Annual, Wild Rockies Series #3, Oasis, NV, (208) 342-3910

May 14 — Hammerfest at the Hollow, Intermountain Cup #3, Soldier Hollow, Midway, UT, Ed Chauner at (801) 942-3498

May 21 — The Sundance Spin, Intermountain Cup #4, Sundance Resort, Sundance, UT, Ed Chauner at (801) 942-3498

May 28 — Cache Valley's Joyride, Intermountain Cup #5, Sherwood Hills Resort, Logan, UT, (435) 245-3628

May ? — Sundance Super-D Downhill Race, 9 am, Sundance Resort, (801) 223-4849

June 4 — Deer Valley Pedalfest, Intermountain Cup #6, Deer Valley, UT - Ed Chauner, 801-942-3498

June 4-5 — Bountiful Bomber Downhill Race, Utah DH Series, Bountiful, UT, (801) 375-3231

June 11 — Utah Summer Games, Intermountain Cup #7, Three Peaks Recreation Area, Cedar City, (435)865-8421, (800) FOR-UTAH, (435) 586-5125

June 16-19 — NORBA NMBS #3, Deer Valley, UT, XC/ST/DH/MTNX/Super-D, (719) 866-4581

July 2 — The 12 Hours of Endurance, 12 hour endurance race to benefit National Ability Center, Individual and Team Categories, Park City, (435) 649-2129

July ? — Sundance Super-D Downhill Race, 9 am, Sundance Resort, (801) 223-4849

July 9 — Chris Allaire Memorial, Utah State Open Championship, Intermountain Cup #8, Solitude, UT, XC - Ed Chauner, 801-942-3498

July 9 — Blue Mountain Bike Chase, 25 mile race, Monticello City Recreation, Monticello, UT, (435) 587-2029

July 9-10 — Bald Mountain Challenge Downhill, DH and Super-D, Utah DH Series, Deer Valley, UT, (801) 375-3231

July 16 — Snowbird Mountain Bout, 18th Annual, Intermountain Cup #9, Snowbird, Ed Chauner at (801)942-3498

July 23 — Taming the Tetons, Intermountain Cup #10, Jackson Hole, WY, Ed Chauner at (801)942-3498

July 23 — The Endurance 100/Mind Over Mountains, 100 mile team relay, 50 mile individual, Park City, (435) 649-2129

July 30 — Brian Head Epic 100, qualifier for the 2005 World Solo Championships, Brian Head, (909) 866-4565

August 4-7 — NORBA NMBS #7, XC/ST/DH/MTNX/SuperD/Marathon, Brian Head Resort, Brian Head, UT, (719) 866-4581

August 6 — Durango MTB 100, Durango, CO, (970) 259-7771

August 13 — All West Communications Wolverine Ridge XC Race, 12th Annual, Intermountain Cup #11, Series Finals, Evanston, WY - contact Paul Knopf or Amanda Wanner at planning@mail.evanstonwy.org or (307) 783-6470 or (866) 783-6300 ext. 459, or evanstoncycling.org

August ? — Sundance Super-D Downhill Race, 9 am, Sundance Resort, (801) 223-4849

August TBA — Utah DH Series, (801) 375-3231

August 21 — Widowmaker Hill Climb 10 AM, Ride to the top of the TramSnowbird Resort, (801) 583-6281

August 27 — The Endurance

100/Mind Over Mountains, 100 mile and 50 mile individual race, Park City, (435) 649-2129

September 3-5 — Flyin' Brian Downhill Race, DH and Super-D, Utah DH Series, Brian Head, UT, (801) 375-3231

September ? — Sundance Super-D Downhill Race, 9 am, Sundance Resort, (801) 223-4849

September ? — 24 Hours of Soldier Hollow, Heber, UT, (435) 615-8220

September 17 — Tour des Suds, 25th Anniversary, Park City, (435) 649-6839

October ? —Utah State Singlespeed Championship, 10 am start, Sundance Resort, SundanceResort.com or 801-223-4121

October 10-11 — Huntsman World Senior Games. Must be 50 years or older. three events: hill climb, downhill, and cross country. 800-562-1268 or hwsg@infowest.com

October 15-16 — 24 Hours of Moab, 10th Annual, (304) 259-5533

Idaho and Regional Mountain Bike Races

April 10 — Desert Sol Cup #3, Mountain Bike Racing, Boulder City, Nevada, 702-277-6536

April 10 — Barking Spider, Wild Rockies Series #1, Nampa, ID, (208) 587-9530

April 29-30 — 18 Hours of Fruita, Fruita Fat Tire Festival, Fruita, CO, (970) 858-7220

April 30 — Oregon Trail Classic, Wild Rockies Series #2, Baker, OR, (208) 587-9530

May 7 — Bordertown Challenge, Wild Rockies Series #3, Oasis, UT, (208) 587-9530

May 22 — 5th Annual Coyote Classic, Boise, ID, (208) 338-1016

May 28-30 — Iron Horse Bicycle Classic, Road and Mountain Events, Durango, CO, (970) 259-4621

June 4 — Kelly Canyon Knobby Challenge XC, Knobby Tire Series, Kelly Canyon Ski Resort, (Rhire), Idaho Falls, ID (208) 338-1016

June 11 — Revenge of the Singletrack, Wild Rockies Series #4, Twin Falls, ID, (208) 587-9530

June 1, 8, 15, 22, 29 — Wednesday Night MTB Series/Wood River Cup #1-4, ID, (208) 481-0300

June 15 — Teton Village Short Track XC #1, 6 pm, Teton Village, WY, (307) 733-5228

June 18 — Idaho City Excellent Adventure, Wild Rockies Series #5, Idaho City, ID, (208) 587-9530

June 25-26 — Soldier Mountain XC and DH, Knobby Tire Series, Soldier Mtn. Ski Resort, Fairfield, ID (208) 338-1016

June 22 — Cache to Game XC Race, Mike Yokel Park, Jackson, WY, 12 mile MTB XC, Call (307) 739-9025

July 3 — Urban Assault, Knobby Tire Series, Downtown Boise, ID, (208) 338-1016

July 4 — 10th Annual WYDAHO Bike Race, Grand Targhee Ski and Summer Resort Alta, WY, 1-800-TARGHEE ext. 1313 or 307-353-2300

July 6 — Teton Village Short Track XC #2, 6 pm, Teton Village, WY, (307) 733-5228

July 20 — Teton Village Short Track XC #3, 6 pm, Teton Village, WY, (307) 733-5228

July 14-17 — NORBA NMBS #5, Schweitzer Mountain Resort, ID, XC / ST / DH / MTNX / Super-D/Marathon, (719) 866-4581

July 23 — Taming the Tetons, Intermountain Cup #10, Jackson Hole, WY, (801) 942-3498

July 21-24 — NORBA NMBS #6, Snowmass, CO, XC / ST / DH / MTNX / Super-

D/Marathon, (719) 866-4581

July 20 — Teton Village Short Track XC #3, 6 pm, Teton Village, WY, (307) 733-5228

July 31 — Laramie Enduro, 111 K mountain bike race, Happy Jack, Laramie, WY, 307-745-4499

July 31 — Pomerelle Pounder DH, Wild Rockies Series #7, Albion, ID, (208) 587-9530

August 7-8 — 21st White Knob Challenge, Knobby Tire Series, Mackay, ID, Kurt Holzer at (208) 890-3118

August 20 — Rendezvous Hill Climb, Teton Village, WY, 6.1 miles, 4139 vertical feet, (307) 733-5335

August 20-21 — Tamarack Twister

Continued on Page 18

Tour of the Storm
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September 4 — Quail Hollow Hillclimb, Boise, ID, (208) 343-3782
September 10 — Race to the Angel, 20th Annual, 2800' climb, Wells, NV, (775) 752-3540

September 10 — Bogus Basin Hill Climb, Boise, ID, (208) 343-3782

September 17-18 — Lava Rama, Wild Rockies Series #8, XC, DH, Road Criterium, Lava Hot Springs, ID (208) 587-9530

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!, Jill at (801) 809-2570.

Mondays — Show and go road ride from Canyon Sports, 1844 East Ft. Union Blvd. at 6:00 p.m. Faster pace ride with emphasis on pacelining and sprinting. No drop format but come ready to fly! Any questions, Canyon Sports @ 942-3100.

Wednesdays — Show and go mountain ride from Canyon Sports, 1844 East Ft. Union Blvd. at 5:30 p.m. 10-15 mile off road, intermediate pace. Any questions, Canyon Sports @ 942-3100.

Thursdays — Show and go road ride from Canyon Sports, 1844 East Ft. Union Blvd. at 5:30 p.m. Intermediate ride for those looking to put some miles on. Any questions, Canyon Sports @ 942-3100.

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 9 — Cactus Hugger Century, 5th Annual, 46, 76, or 100 mile options, Xetava Gardens, Kayenta/Ivins, St. George, (435) 656-2422 or (435) 635-5181

April ? — Tour de Summerlin, Las Vegas, NV, (702) 791-4275

April 16 — Willard Bay 100, BBTC Super Series ride, Bountiful to

Willard Bay, (801) 485-6720

April 23 — Salt Lake City Marathon Ken Garff Volvo Bike Tour, 25 miles without stoplights through the streets of Salt Lake on the SLC Marathon course, start: 6:00 a.m. at the Olympic Legacy Bridge near the Fort Douglas TRAX stop, saltlakecitymarathon.com or email biketour@devinerace.com or call (801) 412-6060

April 30 — Ghost Town Riders Century, Deseret Peaks Complex, 2930 West Hwy 112, Tooele, UT, (801) 677-0134

April 30 - May 1 — The "X" Rides, 8th Annual, 2 fun rides on and off Nevada's Extraterrestrial Highway, Rachel, NV, near Area 51, (800) 565-2704

May 7 — Yellowstone Spring Cycling Tour 2005, Lakeside Ride, West Yellowstone, MT, (406) 646-7701

May 7 — Color Country Century, 100 miles from Cedar City through Cedar Valley to New Harmony to Parowan, (435) 586 5210 or (435) 559-2925

May 8-13 — Monument Valley & 4 Corners Tour, (801) 556-3290

May 7 — Nephi 100, BBTC Super Series ride, Nephi, UT, (801) 943-2117

May 7 — Tour de Fire, metric double century, Las Vegas, NV, 702-228-9460

May 15 — Santa Fe Century, Santa Fe, NM, (505) 982-1282

May 21 — 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 — Bear Lake Classic Tour, 54 miles, one lap around Bear Lake, flat on the west side and north, great rollers that are a blast on the east side, start at Blue Water Resort, Bear Lake/Garden City, Kevin Rohwer, (435) 770-9852

May 15 — In The Valley 100, BBTC Super Series Ride, circles Salt Lake Valley, starts in Draper Park, (801) 943-2117

May 29 - June 8 — Utah Parks Tour, Southern Utah, Adv. Cycling Association, (800) 755-2453

June 4 — Little Red Riding Hood, women's only metric century

ride, 35, 63, and 100 mile options, Wellsville, Cache Valley, (801) 486-8140

June 4-5 — Idaho MS 150 Bike Tour, Eagle, ID, (208) 388-1998 ext. 2 or (208) 342-2881

June 4-5 — 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, (888) 342- 2383 x7075

June 5 — America's Most Beautiful Bike Ride, 35, 72, 100 miles, 14th Annual, benefit for the Leukemia Society, Lake Tahoe, NV, (800) 565-2704

June 11 — Bob LeBow Bike Tour - "Health Care for All.", routes from 3-100 miles, Nampa, Idaho, asandven@trhs.org or 208-467-4431

June 11 — Up and Over 100, bottom of Emigration Canyon to Park City, Coalville, and back, (801) 943-2117

June 12-18 — Utah Border to Border Tour, Kanab to Cornish (near Logan), 479 miles, (801) 556-3290

June 17 — 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, the beach, and visitor center. Registration fee includes park entry, t-shirt and refreshments, about 20 miles round trip, contact Neka Roundy, Davis County Tourism, (801) 451-3286 or tour@co.davis.ut.us

June 25 — 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. Rob Van Kirk at (208) 282-2503 or (208) 652-3532

June 25-26 — 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, 13th Annual, Genoa / Carson Valley, NV, (800) 565-2704

July 1-4 — Northwest Tandem Rally, Bend, OR, nwtr2005@nwtr.org

July 2 — 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

July 10 — Mt. Nebo Loop, start in

Nephi to Springville to the Mt. Nebo loop, (801) 943-2117

July 23 — 3rd Annual Tri County Tour, Boise, ID, Linda Laky, (208) 336-1070 x 106 (linda@united-waytv.org)

July 23 - August 1 — Great Divide Wind River, Jackson to Lander, WY, dirt and road, Adv. Cycling Association, (800) 755-2453

July 31 - August 5 — Bicycle Idaho, Coeur d'Alene to Wallace to Coeur d'Alene, (541) 385-5257

August 31 — Chalk Creek 100, Park City to Coalville to Chalk Creek and back, (801) 943-2117

July 31 — Stanley Challenge, Boise, ID, (208) 867-2488

August 13 — ULCER, Century Tour around Utah Lake, 100, 74, and 46 mile options, (801) 947-0338

August 14 — Blue Cruise Wheels for Wellness, Meridian, ID, (208) 387-6817

August tba — Cycle For Life, benefit ride for injured cyclists, 8, 30, 66, and 100 mile options, Eden Park, Eden, UT, (801) 272-1302

August 20 — Promontory Point 125, Brigham City to Promontory, (801) 943-2117

August 20 — Moonshadows in Moab, benefits Tyler Hamilton Foundation, 435-259-2698

August 27 — Desperado Dual, 200 mile double century in Southern Utah, 100 mile option, Panguitch, (435) 586-7567

August 28 — The Big Ride, 164 miles, Mt. Green over Monte Cristo, to Evanston and back, (801) 943-2117

August 28 - September 3 — BBTC Southern Utah Parks Tour, (801) 486-8140

August 28 - September 2 — SPUDS 10 - Gooding to Salmon, Idaho, 1-866-45-SPUDS

August 27 — 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 \$18 (early), \$20 day of ride. Fee includes rest stops, lunch. For information and forms call 435-752-2253.

September 5-10 — WCYC XV, ride across Wyoming, Lander to Dubois, Cyclevents, 1-888-733-9615.

September 3-9 — Cycle Utah Tour, Southern Utah, Adv. Cycling Association, (800) 755-2453

September 5 — Hooper Horizontal 100, State Agriculture Building to Hooper and Back, (801) 943-2117

September 11 — Tour de Tahoe, ride around Lake Tahoe, 72 miles, Lake Tahoe, NV, (800) 565-2704

September ? — Galena Tour, Galena Lodge, ID, (208) 788-9184

September 11-17 — Southern Utah

National Parks Tour, (801) 596-8430

September 18-24 — 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 24 — Josie Johnson Memorial Ride, this memorial ride is being dedicated in Josie's honor to bring the community together to raise awareness for bicycle safety, meet at the corner of 500 South and Guardsman's Way (1580 E) at 11:30 am, ride will start at 12 noon, www.slcbac.org or call Jason at (801) 485-2906 eve. or (801) 565-6163 day

September 24 — Heber Valley Olympic Century, 50 & 70 mile options. Enjoy scenic Heber Valley during its autumn finest during this fun and challenging ride that visits the Olympic venues. Contact Bob @ 801.677.0134, bike2bike.biz

September 25 - October 1 — LAG-BRAU (Legacy Annual Great Bike Ride Across Utah), Blanding to St. George, 400 miles on scenic highways and through National Parks, fundraiser for young Native American education, (801) 278-6220

September 25 - October 1 — CANYONS III - A Ride Across Southern Utah, Springdale to Lake Powell, 1-866-CycleUT

October 7-9 — Moab Century Ride, Moab to La Sals and back, 45, 65, 100 mile options, Tour benefits the Lance Armstrong Foundation, 435-259-2698

October 2-7 — Monument Valley & 4 Corners Tour, (801) 556-3290

October 8 — Yellowstone Fall Old Faithful Cycling Tour 2005, West Yellowstone, MT, (406) 646-7701

October 15 (tba) — Las Vegas Century, 22,37,55,80 and 110 miles, benefits Ronald McDonald House. (702) 252-4663 ext 4

Multi-Sport Races

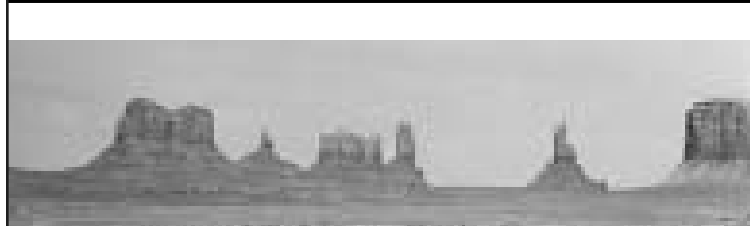
May 7, June 4, July 2, July 30, September 24, October 29 — Twisted 10K, 20K & 30K competitions, events include running, mountain biking or paddling, call for location, (801) 597-5177

May 28 — Timpanogos RUMBLE, 3-5 hr Sprint Race Bike, Trek, Ropes, O-course, 5 pm, Provo, Utah, (801) 597-5177

June 18 — Jackson THROW DOWN, 6-8 hrs Full Day Race, Bike, Trek, Ropes, O-course, Paddle (class 1+ - 2), Jackson Hole, WY, (801) 597-5177

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Pickup: Sat. May 7 4:00 PM to 6:00 PM

Wild Rose
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 801 533-8671
wildrosesports.com

Skinny Tire - Continued from page 13

Johnston notes, "they like to suffer together," and you can account for the positive vibration around Moab that first week of March. Sure, the event is organized because cancer exists. But the riders participate to show their support, not their grief.

Even the direct reminders of cancer's specter are inspiring at the Skinny Tire Festival. This year's keynote speaker was Alex Oden, a 16-year-old Arizonan who's been fighting cancer for half his life. Still, he's found the inner strength to share his experience publicly, and, as Griffith said, "articulate how you live in the moment, how you embrace life."

After the '04 festival, the LAF awarded Griffith the Messenger Award for his volunteer efforts. The award recognizes the Peloton Project member who has organized the most successful outreach program. While other members may have raised more money, it's usually from a few large, corporate donors. Griffith raises the money one rider at a time, while returning to each rider more value in spirit than any could ever donate in cash.

That is how this all-volunteer effort is structured, in a way that

embraces the LAF's "Live Strong" motto. The Moab Skinny Tire Festival is a celebration of life, and organizers are more concerned with raising awareness than money. Johnston says she hopes to reach a particular quality in the riders: "It's not affluence; it's heart."

Of course, fundraising is a festival goal, and Griffith has high hopes. "Our goal has always been for this to be a limited ride. We're asking what we can do to reach 1,000 riders, not how we can manage 5,000. Still, even with a cap, we believe this can be a \$1,000,000 fundraiser."

That may sound like an unreasonable goal, but five years ago it would have sounded nuts to hope for 550 people to come to Moab to ride road bikes in the off-season. Since then, Griffith and Johnston have both earned a little face time with Lance himself, and they're hounding him to visit for this most successful Peloton Project effort.

If that happens, this little festival could end up with more affluence and heart than anyone imagined.

For more information on the Moab Skinny Tire Festival, and its associated events (a moonlight ride benefiting the Tyler Hamilton Foundation in August, and an LAF fundraiser century ride in October), check out the website at www.skinnytirefestival.com.

BIKE ADVOCACY

Transportation Bill Still Not Reauthorized in Congress

By Charles Pekow

Is the federal budget for bicycling finally going to be increased? Congress is trying to do what it failed to do in the last two sessions and pass a surface transportation reauthorization law. The nation has been operating on temporary extensions of the old law for a year and a half. Proponents are striving to get a bill signed into law before the current temporary extension expires on May 31.

The House approved the Transportation Equity Act: A Legacy for Users (H.R. 3), which includes a variety of updates to existing programs and some new ones to support bicycling facilities.

RECREATIONAL TRAILS

The bill includes several provisions designed to improve the Recreational Trails program, under which the Federal Highway Administration gives money to states to build and maintain bike paths and other trails.

First, it would expand uses of the money to allow grantees to assess trail conditions. It would also allow grantees to count as a match "pre-approval planning and environmental compliance costs." The law requires states to come up with at least 20 percent of overall project costs with non-federal funds or in-kind contributions (such as labor). But grantees can't count costs spent before they get a grant. The bill would also make funding easier on grantees by allowing them to count Recreational Trails funding as a match for other federal programs.

But the bill would also require that if states build new trails on federal lands, they must be part of a comprehensive statewide outdoor recreation plan.

The bill would also up the authorization – currently \$50 million a year – to \$80 million next year, \$90 million in FY 07, \$100 million in FY 08 and \$110 million in FY 09. In other words, think about doubling the ability to build and maintain bike trails.

SAFE ROUTES TO SCHOOL

The bill would provide for the first time a steady source of funds to states for Safe Routes to Schools to make walking and biking to school safe and for elementary and middle school students. State transportation departments would get the money, which they could spend or give to other governments and non-profits. The House would authorize \$175 million for each of the next three years and \$200 million in FY 09 and would guarantee that each state get at least \$2 million every year. States would have to use between 10 and 30 percent of their allotment on "non-infrastructure" activities such as education, while they could use the rest for reducing air pollution, rerouting traffic, etc.

States should set up a coordinator to run the program and the U.S. Department of Transportation (DoT) would contract with a non-profit to run a clearinghouse to monitor the program, develop educational materials and provide technical assistance.

The bill would also create a \$25 million Nonmotorized Transportation Pilot Program that would choose four communities across the country to serve as models to try to increase bicycling and walking as a transportation mode. The communities could set up bike route networks and monitor their effect on traffic, energy, clean air and health. Only local governments could get the money, though they could sub-contract with non-profits.

DoT would report in 2007 and 2010 on how the projects worked.

NEW PROVISIONS FOR BICYCLING

The bill would also establish a few new provisions for cyclists:

- A Transit in the Parks Pilot Program. The departments of Interior and Transportation would get 90 days to jointly start systems to develop methods of access to national parks that "improve visitor mobility and enjoyment, reduce pollution and congestion and enhance resource protection..." The federal government could pay all of construction costs and up to half of operating costs, which could include installing bike lanes and bike racks, as well as arranging bike tours.

- Bicycle eligibility for Highways. Notice the "High Occupancy Vehicle (HOV)" lanes on highways designed to encourage carpooling by allowing autos with passengers? They're generally not the most desirable places to bike and generally bikes aren't even allowed there. But the legislation would give states the option to allow bikes in these lanes.

- A bicycle and pedestrian clearinghouse. A national non-profit would receive \$500,000 a year to publicize ways to improve bicycle and pedestrian safety and to educate the public safe biking and walking.

- The Congestion Mitigation & Air Quality Improvement Program (CMAQ) could get \$1.544257 billion in FY 06, \$1.582863 billion in FY 07, \$1.622435 billion in FY 08 and \$1.662996 billion in FY 09. Grant activities can encourage bicycling to reduce traffic and pollution.

"We are very happy with the House bill," said Melé Williams, government relations director for the League of American Bicyclists.

DIFFERENCES IN SENATE

Meanwhile, the Senate Committee on Environment & Public Works passed a bill with some differences. The Senate version, for instance would not increase Recreational Trails funding, leaving it at \$54,154,424 every year. And it would mandate that states give at least 10 percent of the money to youth conservation or service corps. The House version merely recommends using them.

The Senate bill also would not allow bicycles in HOV lanes. And it includes slightly less money (\$446,541) for the bicycle & pedestrian clearinghouse and does not include the Transit in the Parks provision.

But the Senate bill would provide more funding for CMAQ: \$2,049,058,323 next year, \$2,054,941,629 in FY 07, \$2,157,424,382 in FY 08 and \$2,188,954,810 in FY 09.

Salt Lake City Marathon Bike Tour April 23rd

The Salt Lake City Marathon has added a bike tour. Participants in the tour will ride the Marathon course for 25 miles through the streets of Salt Lake with no stoplights or traffic. Wouldn't it be great if you could do that everyday? The tour will start promptly at 6:00 a.m. at the Olympic Legacy Bridge near the Fort Douglas TRAX stop and wind through the Salt Lake Valley in a non-stop thrill ride through town. The cost to participate is \$35 before April 15, \$45 after April 15. Participants can sign up online and learn more at www.saltlakecitymarathon.com or by calling (801) 412-6060.

Trial Date in Josie Johnson Death

The trial for Elizabeth DeSeelhorst, the driver that hit and killed Josie Johnson on September 18, 2004, will be held starting August 2 in the Third District Court in Sandy in front of Judge Royal Hansen. DeSeelhorst was charged with negligent homicide. A pre-trial conference will be held on July 5th.



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Rachel, NV - 8th annual. Does Area 51 exist? Join in the fun 40-mile night road ride and 27-mile mountain bike ride to Area 51.

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Stateline, South Shore Lake Tahoe, NV - 14th Annual. A great Century Ride around beautiful Lake Tahoe in conjunction with the Leukemia & Lymphoma Society's Team in Training program.

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Genoa/Carson Valley, NV - 13th Annual - Challenging Century combining the rich western history of Nevada and the beauty of Lake Tahoe.

Tour De Tahoe - Bike Big Blue • September 11, 2005

Lake Tahoe, NV - 3rd Annual. Another opportunity to enjoy the end of summer and ride around Tahoe's 72-mile shoreline.

OATBRAN • September 18-24, 2005

14th Annual "One Awesome Tour Bike Ride Across Nevada" - Fully supported multi-day tour across the Silver State on US Hwy 50 - America's Loneliest Road, from Lake Tahoe to the Great Basin National Park.

For More Info call 1-800-565-2704
or go to bikethewest.com

**Speaking of Spokes -
from page 4**

day. Marinda had a pretty decent time of it starting out, but Ruth and I both quickly recognized Ruth's lack of experience. Still, with a little instruction, patience and encouragement from me, and determination and a good nature from Ruth, we were soon all moving toward the upper end of the trail. Aside from a missed turn by Marinda and Ruth (caused by a poor ride leader who failed to make certain they saw the turn) which took them a quarter-mile downhill when they should have gone uphill, the ride progressed well. We arrived at the end of the bike trail, and then made the hike out to the bluffs where Ruth and Marinda were enthralled by, and enjoyed lunch in the midst of, the beauty of the bluffs. The fun and fast ride back down to our vehicle, a relaxing dip in the motel pool and hot tub, and dinner at the renowned Eddie McStiff's put the final touches on a grand day. We slept well that night.

In fact, Marinda and Ruth slept so well, I could hardly rouse them for Saturday's challenge. Had they known what they were in for, they may very well have stayed in bed. But finally, I got them moving and after a continental breakfast at the motel, we headed to Subway for sandwiches for our lunch, and the grocery store for fluids and treats.

I had decided to take them to the famous Slickrock Trail, and let them give that a try. My thinking, which is sometimes not too clear it seems, was to just try it out, and if seemed too much, to load up and go to an easier trail. Well, even the first quarter-mile at Slickrock is enough to give a glimpse of what you are in for, and sweet Ruth was in tears. To my credit, I did offer for us to go elsewhere, but she chose to go on and see if things improved.

Ruth and Marinda are quick studies, and pretty soon they were pretty much in the groove. In fact, Marinda proved quite adept on Slickrock, to the extent that she was making it a point to stay on her bike on the steepest downhills and some of the more difficult and challenging uphill. Also, given that Ruth's bike had no suspension, I was pleased with how well she was doing. Looking back, I would have been much wiser to rent a suitable (as in lighter, with suspension) bike from a local shop. It was later, from Ruth's mother, that I learned she was in tears several times during this difficult ride, and often rode a little behind Marinda and me until she had her tears and fears in control.

Though Slickrock was a bit ambitious on my part for my riding partners, it certainly is in my mind the most magnificent ride in the Moab repertoire. The effort and energy, both physically and psychologically, demanded by its rolling, hardened sand dunes and terrain, is more than rewarded by the grandeur of its views of Moab, the Colorado River, Arches

National Park and the LaSalle Mountains, the intensity of its natural and rugged beauty, and the sense of achievement when the ride is completed.

When we finally made it back to the trailhead, Ruth put her final stamp on the ride by doing an endo off a fairly steep section of slickrock onto some sand. At this point, though, there were no tears. She just smiled, got up, got on and rode into the parking lot. I could tell, from the exuberance of their demeanor, that both Marinda and Ruth felt the pride of their accomplishment.

Not to waste a minute of our excursion, we still did not call it a day. Or at least, I did not call it a day, and they pretty much had to follow along. So, we drove into Arches National Park and hiked up to Delicate Arch. The sense of awe I experience when I suddenly arrive and take in the view of this delicately majestic natural creation is a feeling I always anticipate and desire to share with others. So what if we had to hike out (and, truth be disclosed, to a large extent hike in) in the dark? In my mind, it was worth it, and I made sure Marinda and Ruth agreed.

After that, it was dinner back in Moab, and then a long drive back to Salt Lake, arriving home after midnight. It was quite a trip, one that I will remember and cherish, and I think Ruth and Marinda will, too.

I was proud of Marinda. She proved to be quite adept and aggressive on the bike. I was proud of Ruth. She had to summon up some inner reserve and fortitude that she maybe did not realize she had for the challenge I had foisted upon her. Both of them had to reach beyond their experience and comfort levels, and did so successfully. They were great riding partners, and it gave me a feeling of joy and the exuberance of youth to share this particular experience with them. It was one of the more satisfying and joyful experiences of my life.

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Get Ready for the Tour de Cure

On June 4-5 the American Diabetes Association Utah chapter presents the Tour de Cure, a two-day cycling event in beautiful Northern Utah. Beginning and ending at Box Elder High School in Brigham City, the Tour is a ride, not a race, with routes designed for everyone from the occasional rider to the experienced cyclist including 60- and 100- mile routes on Saturday and a 40-mile route on Sunday. Riders are supported from start to finish with rest stops, food, and fans to cheer

you on! Saturday evening festivities include dinner, awards ceremony and prize drawings. Early bird on-line registration is \$15. Riders need to obtain at least \$100 in pledges. Fundraising tips and resources are available on-line.

The Tour de Cure is a series of cycling events held in more than 80 cities nationwide to benefit the American Diabetes Association. Since 1991 thousands of individual riders and teams have participated to support the Association's mission: to

prevent and cure diabetes and to improve the lives of all people affected by diabetes.

To register visit www.diabetes.org/tour, call 1-888-DIABETES, or look for registration brochures at many local bicycle shops.

STOLEN BIKE

A one-of-a-kind Pereira Cycles Singlespeed was stolen from "The One and Only" pub in St. George after the Desert Rampage race on March 5. For pictures and details see www.pereiracycles.com or call Tony at 801-209-9301.

Annual White Pine Bike Swap!

To Benefit the Young Riders Mountain Bike Program

SAT. & SUN.

MAY 7 & 8 9AM - 5PM

White Pine Touring - 1790 Bonanza Dr.
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Come Out Enjoy a Great Time, Learn More about the Recreation and Race Programs and Make Money Off Your Old Bikes!

Bikes accepted for the sale on,

Sunday, May 1 from 2 PM - 5 PM
Thursday, May 5 from 3 PM - 7 PM
Friday, May 6 from 10 AM - 6 PM

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For details call 655-2621

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Visit Our Rec. & Race Open House May 4th, 6:00 p.m. @ the Jim Santy Auditorium on Park Ave. and Find Out About our Camps, DH, Pee Wee and Girl Programs and Drop Off Your Old Bike For the Swap

cycling utah

RACE RESULTS



Mega-Pro's Classic Desert Rampage
March 5, 2005 - St. George, Utah
2005 INTERMOUNTAIN CUP MOUNTAIN BIKE RACING SERIES - Race #1

- 9 & Under**
 1. Hunter Tolbert 12:09:00
 2. Justin Griffin; UtahMountainBiking.com, 12:09:01
 3. Zach Nielson 12:09:37
 4. Daniel Brown; Bountiful Mazda 12:11:13
 5. Tanner Allen; Revolution 12:11:18
 6. Sierra Perez; Gunthries 12:11:35
 7. Chloe Tucker 12:11:39
 8. Jordan R. Fonger 12:11:59
 9. Samuel Tanner; Revolution 12:12:07
 10. Jameson Ames; Ames Promoting 12:13:24
 11. Cassidi Hughes 12:13:45
 12. Livingston Young; Pura Vida 12:15:23
 13. Daniel Welsh 12:15:44
 14. Katelyn Johnson; Mad Dog Cycles 12:18:25
 15. Jordan Christensen; Team Red Rock 12:19:14
- 12 & Under**
 1. Merrick Taylor 12:22:29
 2. Rhet Povey 12:23:46
 3. Zoe Gregaric; Sol Foods 12:24:08
 4. Zachary Edwards; Nova 12:24:15
 5. Eric Eastman; Team Evanston 12:25:03
 6. Joe Johnson; Mad Dog Cycles 12:26:09
 7. Winston Farr; Bountiful Mazda 12:27:11
 8. Emerson Farr; Bountiful Mazda 12:30:30
 9. Sara Denton 12:35:03
- Beg Men 13-15**
 1. Dave Larsen 12:38:27
 2. Corey Denton 12:39:00
 3. Robby Kiser 12:40:40

4. Joshua Brown; Bountiful Mazda 12:42:32
 5. Jed Miller 12:42:45
 6. Bryce Bullock 12:44:28
 7. Stuart Povey 12:45:44
 8. Casey Nye; bikeman.com 12:45:49
 9. Tucker Ferwerda 12:53:08
 10. Chad Graham; Desert Cyclery 12:57:04
 11. Brandon Perez; Gunthries 1:08:52
 12. Eric M. Mabom 1:23:45
- Beg Men 16-18**
 1. Taylor Herzog Desert Cyclery 12:45:05
 2. Brent Wilde 12:47:46
- Beg Men 19-29**
 1. Barry Gates 12:36:20
 2. Alan R. Stettler 12:36:30
 3. Justin Smith 12:38:29
 4. Rion Crouch 12:39:20
 5. Scott LaBass 12:39:36
 6. Graham LaBass 12:40:10
 7. Jordan Robert 12:41:29
 8. Brian Prusse; Sapper 12:42:09
 9. Dace Mowry 12:42:35
 10. Trent Bauer 12:42:44
 11. Jeff Ludlow 12:43:25
 12. Kyle Poll; bikeman.com 12:44:37
 13. Nate M. Mabom 12:44:59
 14. Nick Cook 12:47:43
 15. Zachary R. Hancock 12:51:18
- Beg Men 30-39**
 1. Mark J. Muir 12:36:09
 2. Justin Jensen 12:37:58
 3. Dennis Larkin 12:38:38
 4. Gavin Cook; Cook-Sanders Eng 12:38:40
 5. Travis Buzzard 12:44:39
 6. Justin Allred 12:46:47
 7. Richard Blanchard 12:48:29
 8. Josh Hamer 12:55:24
 9. Jonathan Parris; Indecisive 1:00:05
 10. Kelly Panaloni 1:03:27
- Beg Men 40+**
 1. Jon Denton 12:37:39
 2. Ray Svanuskas 12:38:13
 3. Marc M. Schaefer 12:41:35
 4. Mark K. (13) Crosby; Taylor's Bike Shop 12:41:36
 5. Mike Gull 12:42:25
 6. Cam Smith; Revolution Mtn. Sports 12:44:35
 7. Kendall Sullivan; Rococo Steakhouse & Inn 12:45:48
 8. Leroy Howell 12:48:54
 9. Tracy Ence; Ence Homes 12:49:56

10. Dom Bria; UtahMountainBiking.com 12:51:21
 11. Lyle Castle 12:56:02
 12. George Pursler; Purservance Racing 1:07:32
 13. Craig Bruin 1:15:15
- Beginner Women**
 1. Chrystal Smith; Bicycles Unlimited 12:42:06
 2. Amy Campbell-Titmus 12:43:18
 3. Jaimey Bates 12:45:00
 4. Michiko Lizarazo; Ogden One 12:46:30
 5. Kellie D. Williams; UtahMountainBiking.com 12:47:12
 6. Meghan Buzzard 12:47:27
 7. Heather Hales; Revolution 12:50:30
 8. Amber Mowry 12:51:38
 9. Christa Jensen 12:55:18
 10. Kim Christensen; Team Red Rock 12:58:12
 11. Karina Baird 1:14:50
 12. Julianne Hunter 1:18:31
- Clydesdale**
 1. Bryce Perkins; Team Putz 1:17:52
 2. Cory Marler; bikeman.com 1:18:17
 3. Aaron Mullins; Taylor's Bike Shop 1:18:26
 4. Robert Cummins; New Moon Media/Spin Cycle 1:19:05
 5. Mark Ney; Highland Cyclery 1:20:27
 6. Michael J. VanHook 1:21:03
 7. Christopher Williams; UtahMountainBiking.com 1:21:44
 8. Greg Johnson 1:23:32
 9. Jonathan J. Kolon; Stein Erikson Sport 1:29:16
 10. John Miller 1:41:53
- Exp Men 16-18**
 1. Mitchell(4) Peterson; Balance Bar/Devo 1:39:54
 2. Brock Olson; Bingham 1:45:22
 3. Chris W(16) Peterson; Balance Bar/Devo 1:52:15
 4. Bryan Harrison; Revolution 1:52:48
- Exp Men 19-29**
 1. Taylor Foss; Bingham Cyclery 1:34:12
 2. Brad Buccambuso; Joyride 1:35:36
 3. Jake M. Pantone; Biker's Edge/DJ Ortho 1:37:37
 4. Wil Wood; BikersEdge/DJ Ortho 1:41:18
 5. Jerry Bowers; Revolution Mountain Sports 1:41:43
 6. Karl Jarvis; Racers Cycle Service 1:42:16

- BikersEdge/DJ Ortho 1:43:08
 9. Phillip Wood 1:45:59
 10. Nate L. Stowers; BikersEdge/DJ Ortho 1:47:10
 11. Paul Parkinson; Fat Head 1:47:20
 12. Justin Humphreys; USU Cycling 1:58:07
 13. Timothy Hodnett; Mad Dog 1:59:23
- Exp Men 30-39**
 1. Brian Jeppson; Cedar Cycle/Color Country 1:32:13
 2. Jonathan T. Finnoff; BikersEdge/DJ Ortho 1:32:58
 3. Scott Allen; Canyon Bicycles 1:32:59
 4. Richard Abbott; Revolution Mountain Sports 1:33:36
 5. Chris A. Holley; Mad Dog Cycles 1:35:00
 6. Chad B.(3) Wassmer; Cole Sport 1:36:33
 7. Benjamin Allen 1:39:35
 8. Bob (10) Saffell; Revolution Mtn. Sports 1:40:40
 9. Brad W. Pilling; Revolution 1:41:43
 10. Ed Warr; New Moon Media/Spin Cycle 1:41:47
 11. Jared Nelson; Flag Velo 1:42:13
 12. Brad Newby; Team Red Rock 1:42:58
 13. Adam Pace; Nu Vision Cyclery 1:45:19
 14. Archie Yamada; Revolution 1:46:31
 15. Joel Davis 1:47:50
- Exp Men 40+**
 1. Kenny Jones; Racers Cycle Service 1:35:17
 2. Greg Freebaim; Canyon Bicycles 1:38:20
 3. Bob McCall; Nu Vision Cyclery 1:39:14
 4. Curt Bates; X-Men 1:41:30
 5. Dana Harrison; Revolution 1:43:30
 6. Bruce Lyman; Mad Dog Cycles 1:46:57
 7. Bob Dawson; New Moon Media/Spin Cycle 1:51:45
 8. Curt Morlock; Broken Spoke Cycle 2:03:14
- Expert Women**
 1. Chanda Jeppson; Cedar Cycle 1:50:28
 2. Jennifer Hanks; mtbchick.com/Cannondale 1:55:22
 3. Amy Campbell 1:57:06
 4. Sue Abbene; Team Biogen-Idee 1:58:44
 5. Amy Klepetar; Sugar/White Pine Touring 2:00:56
 6. Cyndi Schwandt; Sugar/White Pine Touring 2:07:37
 7. Keren Carley 2:09:20
 8. Laynee Jones; Pedros 2:19:17
- Men 50+**
 1. Gary Strabala; Nu Vision Cyclery 1:07:04
 2. Steve Wimmer; Wimmers Ultimate 1:10:12
 3. Bill(20) Peterson; Revolution 1:12:20
 4. Jim Westenskow; OgdenOne 1:12:41
 5. Steve Wilcox; Canyon Bicycles 1:12:54
 6. Tom Perry 1:13:12
 7. Gary Kartchner; Golsans 1:14:21
 8. Dennis McCormick; Team Flower Children 1:14:24
 9. Byron Kosick 1:18:42
 10. Dave Roth; New Moon Media/Spin Cycle 1:18:43

11. Bruce R.(14) Argyle; UtahMountainBiking.com 1:19:29
 12. Dick Newson; New Moon Media/Spin Cycle 1:21:07
 13. Jim Pitkin; New Moon Media/Spin Cycle 1:21:57
 14. Craig Williams; New Moon Media/Spin Cycle 1:22:21
 15. Dean Huber; Team Flower Children 1:30:54
- Pro Men**
 1. Todd Tanner; Scott USA 1:58:43
 2. Charlie Gibson; Racers Cycle Service 2:01:14
 3. Kevin(6) Day; Stein Erikson Sports 2:03:15
 4. Shannon Boffeli; Revolution Mountain Sports 2:04:28
 5. Lance R. Runyan; Stein Erikson Sport 2:04:39
 6. Gregy Gibson; Racers Cycle Service 2:05:05
 7. Zeppelin Tittensor; Revolution 2:11:33
 8. Kyle Wright; Bikers Edge/DJ Ortho 2:13:19
 9. Brandon Firth 2:15:24
 10. Ty Hansen; Cannondale/Revolution 2:19:46
 11. Chris Christensen; Revolution 2:22:31
- Pro Women**
 1. Cindi Hansen; mtbchick.com/Cannondale 1:50:18
- Single-Speed**
 1. Jon(11) Gallagher; Cole Sport 1:05:17
 2. Brad Keyes; Racers Cycle Service 1:05:58
 3. Jeff Bates; Pereira 1:06:33
 4. Racer Gibson; Racers Cycle Service 1:08:59
 5. David Kelsey; Spin Cycle 1:09:00
 6. Guy Smith; Bicycles Unlimited 1:09:41
 7. Tony Pereira; Pereira Racing 1:09:55
 8. Tom Warr; Canyon Sports 1:12:34
 9. Ryan Miller; Cutthroat Racing 1:13:57
 10. Steve Hales; Revolution 1:13:58
 11. Troy J. Nye; bikeman.com 1:17:05
 12. Alex Hamory; Periera racing 1:18:05
 13. Maren Gibson; Racers Cycle Service 1:35:46
 14. Chad D. Hunter; UtahMountainBiking.com 1:49:08
- Sport Women**
 1. Lisel Robert 1:14:36
 2. Kara C. Holley; Mad Dog Cycles 1:15:31
 3. Janet Munro; Wild Mtn Honey 1:20:06
 4. Lisa Richmond; Sugar/White Pine Touring 1:20:58
 5. Linda Kopp Ellsworth 1:20:59
 6. Stacy Wooley; Team Sugar 1:22:39
 7. Cathy Morton; Team Sugar/White Pine Touring 1:23:10
 8. Karen Ortiz; New Moon Media/Spin Cycle 1:23:54
 9. Sarah Jarvis; Racers Cycle Service 1:25:13
 10. Erin Collins; Racers Cycle Service 1:25:57
 11. Karen Imwold; Revolution 1:26:47
 12. Keli Jo Beard 1:29:19
 13. Kari Gillette; Sugar/White Pine Touring 1:29:42
 14. Beth Neilson; Logan Race Club 1:34:58
 15. Cynthia Sugden; Team Sugar 1:38:05
- Spt Men 16-18**
 1. Todd Graham; Desert Cyclery 1:21:53
 2. Kevin Perry 1:29:29
 3. Nathan King; Joyride! Bikes 1:47:03
- Spt Men 19-29**
 1. Reed Abbott; Mad Dog Cycles 1:02:48
 2. Ryan M. Blaney; Bike Peddler 1:03:41
 3. Britt Hawke 1:03:42
 4. Rick Washburn; Mad Dog 1:09:13
 5. Ryan Gunnell; USU Racing 1:11:34

6. Danny Christensen; Team Red Rock 1:11:54
 7. Ryan Bradshaw; Team Red Rock 1:13:02
 8. Darryl R. Spencer; Cutthroat Racing 1:14:51
 9. Walt Sorenson; Dukes of Despair 1:17:26
 10. Zac Freestone 1:17:35
 11. David Welsh 1:18:22
 12. Brandon Wilde; Dukes of Despair 1:19:06
 13. Josiah Halverson 1:19:52
 14. Stephen Brown; Revolution 1:22:01
 15. Jake Garrett 1:26:45
- Spt Men 30-39**
 1. Doug Rock; Team Red Rock 1:07:14
 2. Mark W. Esplin 1:07:38
 3. Andrew Nielson; Logan Race Club 1:07:59
 4. Leif Johansson; Joyride! Bikes 1:08:00
 5. Eric T. Johnson; Mad Dog Cycles 1:08:37
 6. BJ Leonard; Porcupine/Contender 1:08:38
 7. Chad Harris; Racers Cycle Service 1:08:39
 8. Joseph Harmon 1:09:40
 9. Tim White; bikeman.com 1:10:16
 10. Tyler R. Knudsen; UNLV Geoscience 1:10:26
 11. Kent Pursler; Purservance Racing 1:10:34
 12. Craig L. Pierson 1:10:46
 13. Gardner Brown; Bountiful Mazda 1:12:03
 14. Alex Lizarazo; Ogden One 1:12:49
 15. Chad Elmer 1:12:50
- Spt Men 40+**
 1. Chad Hughes 1:05:45
 2. Ricky Maddox; Racers Cycle Service 1:10:04
 3. Craig Egerton; Cedar Cycle 1:12:17
 4. Thomas L. Henning 1:12:40
 5. Stephen Washburn; Mad Dog Cycles 1:12:46
 6. George Klonizos; Bikers Edge 1:14:24
 7. Jim Harper; Peak Fastner 1:14:28
 8. Wayne Douglass 1:14:41
 9. Dave Smith; Mega-Pro 1:15:08
 10. Lane Christianson 1:15:41
 11. Eric D. Johnson; Mad Dog Cycles 1:16:52
 12. Mike Meldrum; Porcupine 1:19:54
 13. Max Gregaric; Sol Foods 1:20:13
 14. David Oka; Revolution 1:21:55
 15. Vincent Jones; bikeman.com 1:22:13
- Spt/Exp Men 13-15**
 1. Carson Ware; Bicycles Unlimited 1:16:15
 2. Nic Castle 1:22:08
 3. Tyler Wall; Team Evanston 1:32:15
 4. Doug W. Johnson; Mad Dog Cycles 1:59:35
- Women 35+**
 1. Julie Gregaric; Sol Foods 12:42:44
 2. Ranae Poelman; Autoliv 12:49:29
 3. Robin Kirker 12:51:11
 4. Kris Bates 12:54:30
 5. Tanya Beard 1:03:27
 6. JanaLee Koyle; New Moon Media 1:06:07

2. Joanna Miller 1:06:00
- Male Sport (6 laps)**
 1. Derryl Spencer 12:38:56
 2. Brad Koyle 12:40:23
 3. Paz Ortiz 12:41:30
 4. Ken Boyer 12:43:18
 5. James Andrews 12:43:24
 6. Ronald Moore 12:48:06
 7. Patrick McKnight 12:49:10
- Female Sport (6 laps)**
 1. Priya Noronha 12:43:56
 2. Elizabeth Koyle 12:52:09
 3. Jenna Koyle 12:58:59
- Male Beginner (4 laps)**
 1. Tom Stoltman 12:27:00
 2. Jonathon Constance 12:27:24
 3. Nathan Lystrup 12:28:00
 4. Brian Price 12:31:17
 5. Doug Kach 12:50:15
 6. Scott Wetzel 12:50:54
 7. Stephen Wasmund 12:50:57



- RMR Criterium, 3/5/2005**
- A Flite**
 1. David Harward; Canyon Squadra Elite
 2. Jon Baddley; New Moon Media
 3. Ryan Littlefield; Porcupine/Contender
 4. Aaron Jordin; Porcupine/Contender
 5. Christian Johnson; Park City Cycling Academy
 6. Daniel Adams
 7. Robert Lofgren
 8. Jody Harris; Ogden One
 9. Mitch McBeth; Canyon Squadra Elite
 10. Terry McGinnis; Canyon Squadra Elite
- B Flite**
 1. Mark Miller; Canyon Bicycles
 2. Jason Houchin
 3. Gavin Storie; Porcupine/Contender
 4. Eric Thompson; New Moon Media
 5. Pete Kuennemann
 6. John Reeh; Mi Duole
 7. Michael Bush
 8. Rayn Harward; Unattache
 9. John McConnell; Canyon Bicycles
 10. Steve Conlin; Ogden One
- C Flite**
 1. Eric Rasmussen
 2. Alvin Stewart; Blue Rain
 3. Mark Seltnerich
 4. Dave Sellers; Rocky Mountain Cycling Club
 5. Shanin Miller
 6. Daren Cottle; Porcupine/Contender
 7. Jason Hendrickson; Mi Duole
 8. Gary Dastrup
 9. Barbra Sherwood

- RMR Criterium, 3/12/2005**
- A Flite**
 1. David Harward; Canyon Squadra Elite
 2. Jon Baddley; New Moon Media
 3. Cameron Hoffman; Ogden One
 4. Jesse Gordon; Park City Cycling Academy
 5. Jody Harris; Ogden One
 6. Terry McGinnis; Canyon Squadra Elite
- Male Expert (8 laps)**
 1. Gregy Gibson 12:43:00
 2. Ty Hansen 12:44:35
 3. Jesse Gora 12:45:20
 4. Sam Moore 12:46:46
 5. Clemens Muller-Landau 12:48:12
 6. Chris Sherwin 12:49:37
 7. Dennis McCormick 12:50:04
- Female Expert (8 laps)**
 1. Cindy Hansen 12:56:20

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RESULTS: CONTINUED

7 Todd Tanner, Bingham
9 Todd Posselli, New Moon Media
10 Christian Johnson, Park City Cycling Academy

B Flite

1 Eric Thompson, New Moon Media
2 Will Macfarlane, Canyon Bicycles
3 Gavin Storie, Porcupine/Contender
4 Jeff Stenquist, New Moon Media
5 Brian Boudreau, Team Dare
6 Cameron Candelarid, Ogden One
7 Michael Somm, Bingham
8 Greg Freebrain, Canyon Bicycles
9 Scott Allen
10 Sean Hoover, New Moon Media

C Flite

1 Eric Rasmussen
2 Graig Farnsworth
3 John Pos
4 Vern Filch, Ogden One
5 Greg Bergmann
6 Mike Haddley
7 Barbra Sherwood
8 Michael Brant, Rocky Mountain Cycling Club
9 Alvin Stewart, Blue Rain
10 Daren Cottle, Porcupine/Contender

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 Brian at 328-2453.

**Bike Summit - Continued from Page 6**

does not use any of these funds to specifically target bicycle or pedestrian safety, despite the fact that about 10% of roadway fatalities in Utah consist of cyclists or pedestrians (some of the money may have been spent of projects that indirectly helped make cyclists safer by fixing a danger spot for motorists, but none has been used specifically to address bike/ped concerns). The "Fair Share for Safety" idea is to put language into the federal bill that instructs states to spend an amount of money on bike/ped safety in proportion to the state's fatality rate.

We were able to meet with staff from four of the five Congressional offices. It was a busy time for the legislature (the MLB steroid hearing was going on in the same building where Rep. Matheson's office is located while we were there) so we were not actually able to meet directly with any of the Congressmen. Meeting with staffers generally makes it very difficult to gauge support for any of the specific items. We were able to articulate our agenda, but did not get much response other than a "Thank You". If you wish to send your thoughts and opinions on any of these matters, you may do so by emailing the staffer that handles transportation issues for each Congressman. The names and emails are listed below.

Senator Hatch: Matthew Sandgren (matthew_sandgren@hatch.senate.gov)
Senator Bennett: Shaun Parkin (shaun_parkin@bennett.senate.gov)
Representative Bishop: Justin Harding (justin.harding@mail.house.gov)
Representative Matheson: Amy Boyle (amy.boyle@mail.house.gov)
Representative Cannon: Rachel Dresen (rachel.dresen@mail.house.gov)

HB49 - Continued from Page 24

First of all, we have the symbolic victory of putting in Utah law that a motorist should pass a bicycle by a minimum of three feet. That alone, given the environment of our legislature, is a significant achievement. We can use that term as an educational device for billboards, bumper stickers, highway signs, driver's education, etc. to encourage motorists to consider the distance between their car and the cyclist worthy of measure: "Give me three feet".

Second, this process generated considerable publicity about the plight of cyclists on the roads and highways of Utah. As I stated above the education component of this bill is what is critical, not the naïve hope that "passing traps" will be established to ensnare motorists only passing with a 2 1/2 foot margin. The money allocated to UHP is a start from which we can expand our education efforts to the motoring public.

And third, this entire episode has created the momentum to create a new Utah wide bicycle advocacy group, the Utah Bicycle Coalition, to create new regional advocacy groups such as the Mooseknuckler group in St George, and to help focus our diverse cycling community on safety issues. (We need an equivalent Moab group!). We have built up an email tree that makes us the cycling equivalent of the Eagle Forum. The many emails, phone calls and personal letters that readers of Cycling Utah sent were invaluable and instrumental in the passage of the law. This email tree will be a resource in the future. Thanks to everyone who participated: every voice did count.

I would be remiss, however, if I did not point out the fact that we cyclists have a bad reputation within many quadrants of Capitol

Hill. One would think a three-foot law would generate little controversy as its protection would reach across all political, age, gender, and religious demographics. However, one inconsiderate knucklehead bicycle rider can cause a driver to forget about the other 1,000 law-abiding cyclists that they have recently encountered. By running red lights, darting through traffic, impeding the flow of traffic, riding on the wrong side of the road, and just generally being a pain in the ass, we have created a backlash amongst some of the more politically important people of the state such that they have little to no desire to protect our rights on the streets. If we expect traffic laws to protect us, then we must obey such laws in the first place. If you do not know the rules in Utah for bicycle riding, go to <http://www.udot.utah.gov/index.php/m=c/tid=1020>, download the file and read about them.

The fledgling Utah Bicycle Coalition has a number of ideas for the future of Utah cycling that we will be presenting to local and state government officials. This coalition is a big tent: all who wish to participate are welcome. These pages will contain more information about the coalition in future issues. And we need to plan the second annual Josie Johnson Memorial Bicycle ride for sometime in late September so keep your riding calendar open. And again, thanks to all who reached out to their elected officials. They know we are out here, that we are a united force, and that we vote!

Note: The bill becomes law on May 5, 2005.

La Primavera - from page 7

creatures humble and good will still line the roadsides, forgetting, to your merit, their troubles and hardships.

And girls will cover you with flowers.'

They don't write this stuff elsewhere. Why? Passion. Heritage. A sense for tradition and history. And a truly heartfelt attachment to the simple genius of the bicycle. At the 2005 edition of La Primavera, I'm quite certain Alessandro Petacchi was overcome with at least three of these four when he burst into tears as he crossed the finish line ahead of all others. Still in tears minutes later, after having received hugs and congratulations from teary teammates and friends, he declared it the happiest day of his life. He later became teary again at the post race press conference as he tried to tell the reporters gathered there what the race means to him, and that he had dreamed of winning it his whole life. He assured them that the only day to surpass it will surely be his upcoming wedding "in the church".

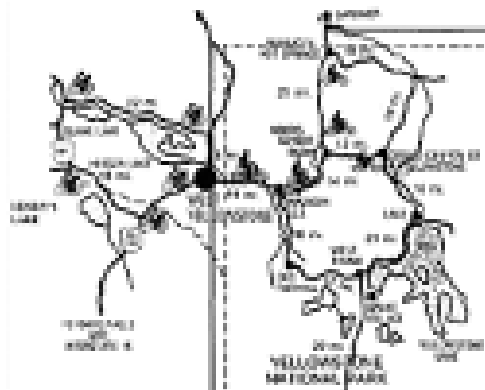
Religion is the only thing that compares. He spoke of the Cipressa and the Poggio, the race's two important climbs. Those same roads were discussed by the likes of Coppi and Bartali, Magni and Binda before them. And likely, Italians such as Petacchi heard about them from fathers and grandfathers while growing up.

This connection to the bike and to the history of the sport leads riders like Alessandro Petacchi to break down and cry in this, the first race of a long season. It's a season that has seen him flying, winning ten races already in the smaller warm ups to the ProTour schedule and placing himself squarely in the fast lane that Mario Cipollini has owned for the past 17 years as the fastest sprinter in the group. But this is also the legendary Milan-San Remo, and an Italian has won it. That's all that matters to the tifosi, and that's all it takes to get the passion at fever pitch as the Tour of Romandie and the Giro loom next on the calendar for Italy. And somewhere in Italy, another ode to the bicycle is probably being written.

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LEGISLATION

HB49: Josie's Bill Signed into Law

Governor Huntsman signs HB 49 into law while Roz McGee (with Josie sign), John Weis (in plaid), Ted Wilson (far right), and others that worked for the bill's passage look on.

Photo: Dave Iltis

By John Weis

During the past legislative session, a Bicycle safety bill, House Bill 49, was passed. This bill and the process to see it into law started out as a simple process but, as the Grateful Dead immortalized; what a long strange trip it's been.

HB 49 started its journey sitting around a conference table in an architect's office as we planned the Josie Johnson memorial bike ride. Josie, like William Fails of Beaver, Utah, was killed last year as she was struck from behind while cycling. As we discussed the ride, its significance and purpose, we toyed with a variety of slogans to express our sadness and outrage. One of these slogans was "Give me three feet" as a request for motorists to pass bicycles with a safe buffer between their car and our bodies.

Orchestrating and participating in Josie's memorial ride was a remarkably meaningful experience for all of the organizers. We expected a few hundred riders and nearly 1,000 showed up! When it

was over, the immediate question was what to do next. A natural response was to try to pass a law that would hopefully prevent future accidents such as theirs from occurring. Such a bill would be a tribute to all cyclists who have been hurt or killed by being struck from behind. We entered into this process with a certain Pollyanna perspective of the legislative process but also with a jaundiced eye to the real benefit of such a law: education. Passing a law such as we envisioned would create a rule with no real legal teeth but would serve to educate the motoring public that they need to leave three feet between their outside mirror and my shoulder. It's the law, dammit!

A quick survey of other states laws showed that Wisconsin, Minnesota and Arizona varied from the other states by specifying that when a motorist passes a bicycle, it must do so with at least a three foot margin. All other states, including Utah, had a "safe distance" language that specifies when a car passes another vehicle

on the left (in Utah a bicycle is a vehicle) it had to do so with a safe distance. Of course any cyclist who has been on Utah roads knows that safe passing distance can be interpreted by the driving public to be 6 inches or 6 feet depending upon the mood of the motorist.

Rep. Roz McGee of Salt Lake City was approached and asked if she would sponsor such a bill. She readily agreed and quickly became the best non-cycling friend us cyclists have. Rep. McGee worked with the legislative assistants and co-sponsor Rep. Ross Romero to ensure a bicycle three-foot rule would mesh with the Utah traffic code. The bill, and its progress, was also aided by the politically adroit hands of Ted Wilson, past mayor of Salt Lake City. The bill first went before the Law Enforcement Committee of the House where it was generally well received but was forced to take on a couple of amendments that denuded the law of any backbone. The interesting thing, though, about the legislative process, is that you never know who your friends and adversaries will be. And if there is anything to be learned from the legislative process of HB 49, you need lots of the former, and can count on numerous of the latter.

HB 49 was probably saved in the House by the introduction of a substitute bill (thus negating the original bill and the onerous amendments) that carried the endorsement and considerable enthusiasm of Rep. Scott Wyatt of Logan. Rep. Wyatt is a Republican (where the other two co-sponsors are not), a former country prosecutor and a rail thin cyclist. He felt strongly that this bill was worth fighting for, and thus enrolled considerable assistance from the other side of the aisle to coax the substitute bill into the passed column. On the floor a number of Representatives spoke in support including Rep. Kiser who spoke from his own experience of being a hood ornament on a car. A number of rural Representatives spoke against the bill, providing colorful anecdotes of cyclists blocking traffic for 15 miles on rural highways by inconsiderate riding (not to mention taking a nap in the middle of the road!). However, the substitute bill passed and it went to the Senate.

In the Senate the bill was held in Rules for two weeks while back room negotiations fluctuated between killing the bill or pushing it forward. While the process in the House actually seemed to make sense, the same cannot be said for the Senate. The bill seemed to languish in Rules for reasons that had nothing to do with the law itself. As Bismarck reputedly wrote "The people sleep better at night not knowing how their sausage and politics are

made". I did not sleep well for those two weeks because, presumably, I knew too much! The bill finally did pass out of Rules, after some wrangling that we can thank Senator Mayne for, in a second substitute form. This second substitute had additional language meant to soften the three-foot law, a financial tag of \$20,000 for a UHP bicycle awareness campaign, and a new Senate champion, Republican Curtis Bramble. Senator Bramble had been struck and seriously injured while riding a bike and he was sympathetic to the purpose of the bill. However, he, and others, were also concerned that cyclists could abuse the law by aggressive riding and thus place them and motorists at physical and judicial risk.

This second substitute bill passed the Senate without a dissenting vote, moved back through the House and was signed into law on Friday, March 18. This bill is not exactly what we would have wanted, but it contains the gist of what is important. The bill reads as follows: "An operator of a motor vehicle may not knowingly, intentionally, or recklessly operate a motor vehicle within three feet of a moving bicycle, unless the operator of the motor vehicle operates the motor vehicle within a reasonable and safe distance of the bicycle." What does this circuitous and tortured sentence mean?

Continued on Page 23

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