

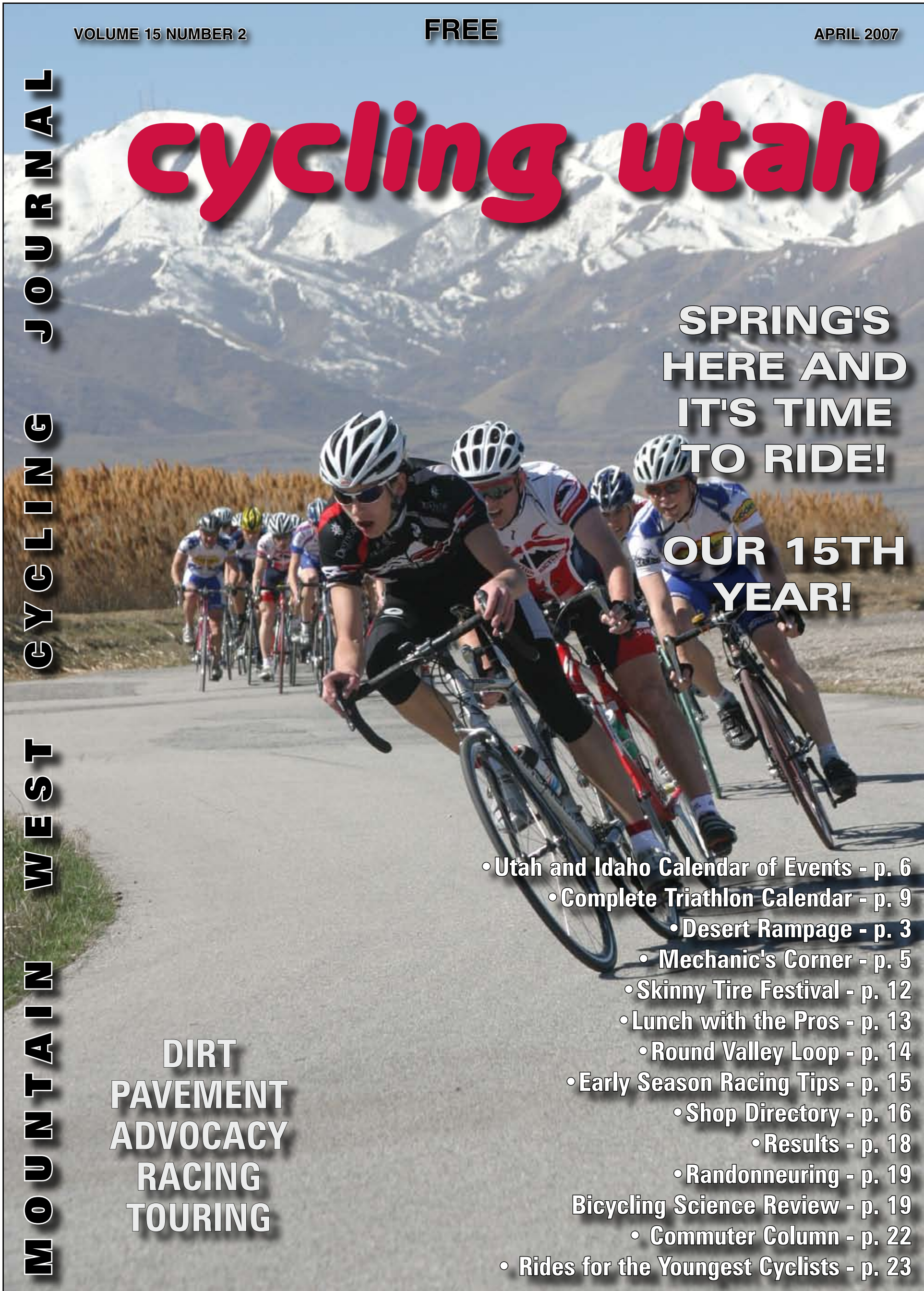
cycling utah

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SPEAKING OF SPOKES

An Ill-fated Ride

By David Ward
Publisher

My wife, Karma, and I went to Phoenix the last weekend of October to visit with our daughter, Marielle, her husband and their baby. As our children have become adults and moved from our house, I find that I miss them and the excitement and mischievousness that was always brewing and bubbling around our home.

I especially find myself longing for those who are far away: Marielle in Phoenix, and our oldest daughter, Jessica, who works in the U. S. Embassy in distant Bangladesh. Email and modern, instant communication are wonderful tools to help bridge the distances, but nothing substitutes for being together. So I look forward to when Marielle and Jessica come home to visit, or we go to visit them.

Thus, I was excited and looking forward to our trip to Phoenix. Besides, it had been cold around here, and since I usually arrange to have a bike with me or available when I travel, it was an opportunity to ride in warmer weather and to tool around and explore some of the Phoenix environs.

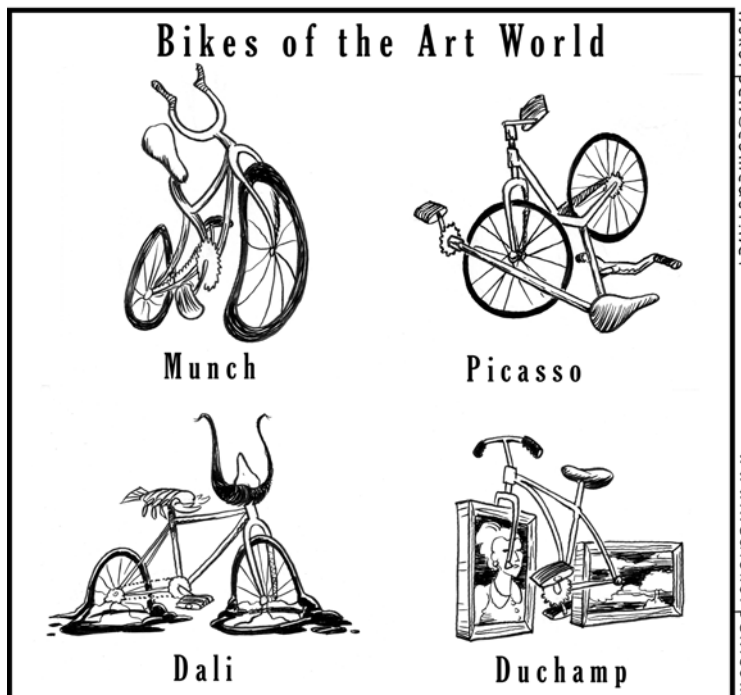
We arrived Thursday night, and on Friday I rode a 60 mile loop beginning and ending at Marielle's home, and looping around a small set of mountains bordering the east side of the metropolitan area. It was a sunny, comfortable day, with temperatures in the 80s. Being a skier at heart, I shun the warmer climates

in winter, but this helped me to understand why people head south to cycle during the wintry months. No booties, thick gloves, arm warmers, or other cold weather gear. Just bare arms and legs, and a warm breeze in my face.

Later that day, Marielle told me she wanted to go riding with me on Saturday. We decided to explore some of the local mountain bike terrain, something I had not yet had the opportunity to do in Phoenix. So after we were finished sleeping in and being weekend lazy, we loaded our bikes and headed for the Mine Loop - Hawes Pass Area.

We now speak of this as an "ill-fated" excursion. First, we left later than we should have. Next, there were the weird events we observed before we started our ride. We were stopped at a stoplight when we saw a car wheel, with no one following or chasing it and no indication of where it came from, slowly roll across the crosswalk in front of us. After we parked at the trail head, we saw a truck towing a boat, and the trailer came off the trailer hitch. We could hear the tongue of the trailer grinding on the road for the next quarter mile before the truck managed to stop on the steep downhill road. I marveled that the trailer did not roll. Finally, just before we headed off on our ride, a jeep pulled off the road with a flat tire, and we overheard the driver calling someone, presumably his wife, about the fact he had left the spare tire at home. The confluence of these events cast an air of oddity on the day.

CYCLOTOON



Then, less than a quarter mile into our ride, I bounced my front wheel off a rock that dumped me on my right side. This resulted in a sprained left thumb, bruised right thigh and some serious road rash and oozing blood on my right elbow. Still, after allowing about ten minutes for the bleeding to stop, I dusted myself off and we continued on.

Marielle and her husband have been busy with school, graduate school and now child-rearing, and so she had not had much time to ride. In fact, she had not done any serious riding for several years. Still, she

was game, but the tough riding and steep hills quickly caught up with her. She had pushed hard, and had become fatigued and then nauseated.

So, we sat down for close to half an hour while her stomach settled down, and we talked. Finally, when she was feeling better, we peddled on. After a few more miles, I had a flat. So, we spent another 20 minutes or so fixing that, during which time we again talked. And ran out of water.


I was on her husband's mountain bike, and he had been having this weird problem with front wheel flats. This flat was similar, and so I was concerned about the tire flattening again. And I was concerned about being out of water. So, after I had fixed the flat, we decided to bail from the trail by sneaking through a neighboring subdivision to try to catch the main road back to our parked car. Turns out we bailed into a gated community and onto a road headed in the wrong direction. So, we bailed from that road and ended up doubling back on our original trail.

When we finally reached the car, we loaded up and headed home. During the ride home, we talked about our ill-fated venture, about the weird events of the day, and about other things.

In fact, we spent quite a lot of time talking in those few hours together. We talked about movies, her son, living in Phoenix, her husband's schooling, her mother-in-law, her, me, and several other things.

The ride itself was a bit of a disaster, and we will later laugh as we recall the experience. But being with my daughter, and the casual sharing of our thoughts and ideas, was a joyful experience. The ride and the events involved with it are really of little importance, except to provide the setting for a father and daughter to be together and to share themselves with each other.

In the final analysis, this "ill-fated" ride will rest in my heart and mind alongside other such experiences shared with those that I love. I will treasure them, and they will bring joy and meaning to my life.

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Cover Photo: The B flite
floating through the chicanes at the Rocky Mountain
Raceways Criterium on March
17, 2007.

Photo: Dave Iltis

MOUNTAIN BIKE RACING

Sager Wins a Thriller, Sherwin Cruises at Classic Desert Rampage



Above: Jason Sager beat Bart Gillespie (second in line) in a sprint finish.

Photos: Joaquim Hailer. See more at joaquimhailer.com.

By Brad Pilling and Colin Hunsaker

The lure of St George. Leave the 30's and all the snow covered trails behind and wake up to the 60's, blue sky, and a short but high paced racecourse to kick off the 2007 Intermountain Cup Series. The Classic Desert Rampage is a long awaited early season ritual of racing in the desert to test the legs and see if your indoor training hours did anything. The well-worn 7-mile course featured approximately 1,100' of climbing per lap with the two main climbs heading straight up technical desert washes.

The Pro men had a stacked field of 17 starters. In their 4 lap, 28 mile race, Jason Sager (Free Sager/Cannondale) and Bart Gillespie (Cannondale) marked each other lap after lap. Their high paced effort ended with an exciting sprint finish between Sager and Gillespie (and, unfortunately, a third lapped rider) with Sager narrowly taking the win. Thomas Spannring (Cannondale) followed up in third place only 12 seconds back after a strong last lap push in what had to be the closest 1-2-3 finish in years. 28 miles with 4,400' of climbing in 1:51. Wow.

Perhaps the biggest surprise in the pro field was Cris Fox (Canyon) who finished fourth overall. Cris has a history of being fast, but after taking 2004 and 2005 off from racing, he began training and racing last year in the expert 30-39 class before finishing the year in the pro field. His return to fitness continued over the winter with long hours and many trips to southern Utah. Fox battled fifth place Bryson Perry (Revolution/Peak Fastener) to take 4th overall. Fox commented, "Since 2006, I have never stopped training.

Cross races in the fall, losing a few pounds and I did what I could. I am always training." Regarding the course he added, "I like the wash climbs and the ledges but I'd like to see more trails used for the pro class like the Barrel Trail."

As a side note, the Barrel Trail is a lightly marked single-track that branches from the race course at the top of the 2nd climb. Super technical and fun, it winds along the top of the mesa before descending to the base of the water tank road by the staging area. Suggesting this addition to the course is indicative of Fox's 'go for it' style. Crazy! Crazy!

The pro women also had a good showing although fewer in numbers. Starting with the Expert 30-39 men class, the group of 5 women completed 3 laps with Titus Cycles sponsored Kathy Sherwin finishing first in a time of 1:41:30. Sherwin commented, "I just loved it. The race was so much fun. I am definitely in my element when racing". She was worried that racing at the end of a hard three week cycle would hamper her effort but remarked, "I was pleased to have a strong start, and just rode from there." K.C. Holley (Mad Dog/Subaru/Gary Fisher) placed second with a strong race time of 1:46:10. Kenda/X-Fusion/Titus racer Heather Holmes finished third.

There were many classes with large fields. The Sport Men 40-49 had 32 starters. 18 racers started the single-speed class.

It was also great to see so many racers in the younger classes. The 9 and under field was made up of 16 racers with an additional 14 starting the 10-12 race. These kids rock. Even last place 9 and under finisher Ian Abbott (Revolution/Peak Fasteners) had a great time. He's 3

years old and cranked out a 32:37 on the 9 and under course!

There were four riders in the Sport 16-18 category. David Larsen, who was racing for UtahMountainBiking.com, said his favorite part of the race was the downhill. He was pretty adamant about letting everyone know it. Larsen said, "I'm not gonna lie, no one's going to beat me at the downhill."

Cameron Lowry, racing for Young Riders in the Sport 16-18 category, did not share the same opinion as Larsen. He said his favorite part of the race was definitely the uphill.

Even though they differed in opinion on uphill/downhill, they both said that they really enjoyed riding through the rocky washes.

Jed Miller finished the race with a time of one hour, 24 minutes, and 18 seconds, good enough for first place in the Sport Men 16-18 category. Cameron Lowry followed closely behind him with a time of one hour, 28 minutes, and 44 seconds. Lowry's chain unfortunately broke halfway through the race. He said that he had to sit on the trail for about fifteen minutes, watching everyone pass by while he was trying to fix his chain. He did pretty well for that kind of setback.

In the Sport Men 13-15 Maverick Taylor took first place with a time of one hour, 32 minutes even. Stewart Povey wasn't far behind him with a time of one hour, 36 minutes, and 33 seconds. "It feels good to get off the couch," Lowry said. "I haven't been on a bike since last season."

Lowry also said that his favorite part of the race was the downhill.

Continued on page 10

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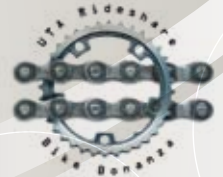


start em' young

Young, old, beginner or hardcore, you'll find plenty to celebrate at UTA Rideshare's 12th Annual Bike Bonanza.

Friday, May 18th, bring your family, friends, and bikes to the Gallivan Center from 4:00–8:00 p.m. for free bike tune-ups, safety demonstrations, activities for kids, music, food and a chance to win a new cruiser. At 6:00 p.m., join Salt Lake City bike police for a fun bike ride around the city. And be sure to pick up your registration packet for the Cycle Salt Lake Century Ride on Saturday.

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



2007 Bike Week | Visit utarideshare.com for times and locations

Saturday, May 12
Live Green Downtown Sustainable Living Festival

Saturday, May 12
Draper City Criterium

Sunday, May 13
Intermediate Mountain Bike Tour

Monday, May 14
Tailwinds Bicycle Touring Downtown Historic Tour

Tuesday, May 15
UTA Rideshare Bike to Work Day
Riders can stop by for free bagels

Tuesday, May 15
Salt Lake County Mayor's Bike to Work Day. Ride with Mayor Peter Corroon and other city mayors under police escort

Tuesday, May 15
Rocky Mountain Raceways Criterium

Wednesday, May 16
Ride of Silence:
Raising cycling safety awareness

Wednesday, May 16
DMV Criterium
Driver's Training Center

Thursday, May 17
Road Home Bike Tuning. Free bicycle tune-ups sponsored by the SLC Bike Collective

Friday, May 18
UTA Rideshare Bike Bonanza

Saturday, May 19
Cycle Salt Lake Century Ride:
Salt Lake City to Antelope Island and back, with different mile options

Saturday, May 19
Pedal Pusher Film Festival

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USCF Men's Cat Pro 1,2 & 3's (twice around the lake – 104 miles) - Men 4,5's / Women's Cat 1-3 & 4's / Masters 35+, 45+, 55+/ Juniors, Competitive Citizens with 1-day license, Male & Female Categories (all once round – 52 miles)

\$35 USCF Categories / \$10 Juniors / \$25 Citizens plus \$10 one-day license fee

Bear Lake Classic Tour Ride (1-lap; 52 miles) – Apx. 9:06 AM, after license racers

Sunday, May 20, 2006: – UCA Points! 8:45 AM – TTT, Start Time

3-man time trial – Cat. Class's – 1-Lap – 52 miles \$30/team

Packet Pick-up & Pasta Party (\$8 = Adults; \$3 kids) – Fri., May 18, 5:00 – 8:00 PM

Pancake Breakfast (\$6 = Adults; \$3 = Kids) - Sat. & Sun. - May 19 & 20, 6:00 – 8:00 AM

RACE START: Blue Water Resort, 2126 South Bear Lake Blvd, Garden City, UT

AWARDS PARTY: Following Sat. race – approx 2:00 PM – Lunch served on the beach! Cost: \$5 – adults / \$3 – children

LODGING: Blue Water Resort – 1-800-756-0795 – Condo's, Hotel & Camping

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

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MECHANIC'S CORNER

Early Season Chores

By Tom Jow

As we come into April, the riding season is in full swing. Many cyclists have already been riding for months. For many others, however, this is still early season (I'm still skiing). For those just starting, that makes this a good time to take care of some chores for the upcoming season. Tasks like a bicycle fit or setting up your suspension correctly will increase comfort and control of your bike. They can also prevent injury later on down the line. Applying storage wax to your skis is also an important step to early season performance...in November.

The beginning of the riding season is a good time for a bike fit. The low intensity rides of spring allow the body to adapt more easily. Effective for road and mountain cyclists, the bike fitting procedure is more than just measuring the rider's

inseam and adjusting the saddle. Bike fitting establishes the proper relationship between the rider and three points of contact: the saddle, the pedals and the handlebars. In addition to increasing comfort and performance, a proper balance between these points may reduce the risk of injury.

Another task best done early in the year is setting up your mountain bike's suspension. Learning this now will save time during the later months. The most basic air shocks have one adjustment and more sophisticated suspensions may have four or five adjustments. Tuning tips can be found on the fork or shock manufacturer's website. Having the correct balance between these settings will allow the rider to be more efficient, comfortable and in more control on the bike.

For some cyclists, early season includes cross-country skiing. The

best way to prepare skis for the winter season is to store them with a thick coat of warm or penetrating wax over the base. This coat of wax prevents the base from oxidizing (drying out) thereby keeping the ski base in state in which it will more easily absorb wax during ski season. In addition, while in storage the ski base absorbs wax from this covering. Any wax technician will tell you, "more wax equals faster skis".

The days are longer now and we all want to get out and ride. Many have purchased new components or a new bike. No one wants to take time to work on the bike right now. Although bike fit, suspension setup and storage wax don't sound glamorous, getting these jobs done early will make your riding safer, faster and more comfortable later on.

Tom is manager at Wild Rose Sports in Salt Lake City. He has done sales, repairs, race team support and bicycle fitting for nearly 30 years.



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Sat. May 5 8:00 AM to 10:00 AM

Swap: Sat. May 5 9:00 AM to 5:00 PM

Pickup: Sat. May 5 4:00 PM to 6:00 PM

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Register online at www.fightmsutah.org or call 1-800-FIGHT-MS

Salt Lake City Marathon Bike Tour Preview

The Salt Lake City Marathon Bike Tour will be held April 21, 2007. This non-competitive 25-mile Bike Tour will follow a route similar to the marathon course, without cars. About 2,500 cyclists are expected to join the tour.

"Registering for the Bike Tour is a great way to be part of the marathon's excitement and contribute to a great cause," says Cindy Yorgason, bike tour captain with the Salt Lake City Marathon. "All you need is a bike and the ability to maintain an average speed of 15 mph. Your whole family can ride together."

Over the past three years the Salt Lake City Marathon and Bike Tour has donated more than \$150,000 to the Huntsman Cancer Institute. In addition, the Huntsman Cancer Institute's Hometown Hero's program has raised more than \$460,000 by participating in marathon weekend events. A portion of the 2007 proceeds will also go to the Huntsman Cancer Institute.

Registered cyclists will receive a high tech performance shirt, a gift bag, refreshments at the finish line, and reduced admission to the Young Dubliners at the post race party. More information is available at www.saltlakecitymarathon.com.

Bike Clinic with Eric Heiden and Max Testa

TOSH-The Orthopedic Specialty Hospital is offering a free cycling seminar on May 10, 2007 from 6-9 p.m. in their auditorium, located at 5848 S. Fashion Blvd., Murray, Utah. Topics will include cycling training, nutrition, injury and physiology. Presenters include Dr. Max Testa, 5-time Olympic gold medalist and Tour de France rider Dr. Eric Heiden, nutritionist Nanna Meyer, PhD, and exercise physiologist Jim Walker, PhD.

Greg LeMond to Again Ride in Tour de Cure on June 9th

At the Tour de Cure last year, I was able to talk with 3-time Tour de France winner Greg LeMond, perhaps one of the most personable racing legends in America. He didn't just say hello and then look towards the next person in line; he actively initiated conversation. For those who had cameras, he graciously posed for photos with family members in addition to signing autographs. I didn't get a chance to ride with Mr. LeMond but many others did. I heard a lot of laughs, saw a lot of smiles, and a lot of "thumbs-up" praises for Greg's gentlemanly manners during the ride. I did get to ride with my wife who enjoyed the ride immensely.

The Tour de Cure last year saw a record crowd of participants, approximately 850. This more than tripled the number from 2005. Perhaps part of the reason for the number of riders is the course, a 100-mile ride in northern Utah on roads that see little traffic and are still sparsely populated. There is only one hill to speak of and one can turn around at this point to avoid the hill and shorten the ride. One can also ride the 60 or 25-mile options.

As chair of the Bicycle Advisory Committee in Salt Lake City, I now find myself observing the riding behavior of bicyclists more frequently. I can testify that I observed not one road violation by a participant in the Tour-de-Cure. Again, this is probably due to the long stretches of roads without intersections, signal lights or stop signs. Despite the increased number of riders, one never felt boxed in or stuck in bike traffic. You could ride as fast or as slow as you liked. The ride was a pleasant day in the country.

With the increased participation, the Tour de Cure did have a few growing pains. Finding the correct registration line seemed to be a bit confusing, so remember to pre-register. Lunch was excellent, though it was close to 65 miles when I arrived with a rather hearty hunger. The rest stops were a little light on food, though I assume this was a factor of the large increase in the number of riders. Overall, one could not complain about the organization and service from the friendly staff and volunteers.

The American Diabetes Association puts on the Tour de Cure. For a low registration fee of \$15 (before April 28th) and a reasonable fundraising minimum of \$150 (up from \$100), one can participate in a cycling event that will entice you to come back. To register or to obtain sponsor and volunteer information, call 1-800-DIABETES or visit at www.diabetes.org/tour. Perhaps I can convince my wife to allow me to ride a little with Greg this year!

-Lou Melini

Sports Am East Canyon Road Race

April 28, 2007 Start Time 10 AM

East Canyon Resorts to Lost Creek Reservoir and back to the resort 60 mile ride

Entry Fee \$30 (Juniors \$15)

After April 16th \$35 (Juniors \$20)

NO ENTRIES TAKEN AFTER APRIL 23

PRE-REGISTRATION ONLY!
LIMIT TO 300 RIDERS

There is limited parking at East Canyon Resorts

Road in disrepair This is a self supporting race.
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For more information go to:
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June 21 — Sundance Kids MTB Race, kids under 12, 5 pm, Sundance Resort, (801) 223-4849

June 23 — The 12 Hours of the E100, 12 hour endurance race with site fee to benefit National Ability Center, Individual and Two and Four person Team Categories, Park City, thee100.com, (435) 649-2129

June 30 — Chris Allaire Memorial, Utah State Open Championship, Intermountain Cup #7, Solitude, UT, XC - Ed Chauner, 801-942-3498

June 30 - July 1 — Bald Mountain Challenge Downhill, DH and Super-D, Utah DH Series, Deer Valley, UT, (801) 375-3231

July 4 — Sundance Super-D Downhill Race, 9 am, Sundance Resort, (801) 223-4849

July 7 — Wimmer's Bicycle Race XC, Intermountain Cup #8, Sherwood Hills Resort, Logan, UT, (435) 752-2326

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

July 14-15 — Flyin' Brian Downhill Race, DH and Super-D, Utah DH Series, Brian Head, UT, (801) 375-3231

July 14 — Snowbird Mountain Bout, 20th Annual, Intermountain Cup #9, Snowbird, Ed Chauner at (801) 942-3498

July 19 — Sundance Kids MTB Race, kids under 12, 5 pm, Sundance Resort, (801) 223-4849

July 21 — Taming the Tetons, Intermountain Cup #10, Jackson Hole, WY, Ed Chauner at (801) 942-3498

July 21 — The Endurance 100/Mind Over Mountains, 100 mile team relay, 50 mile solo, Park City, thee100.com, (435) 649-2129

July 28? — Brian Head Epic 100 and Titanium 50, 50 and 100 mile races, Brian Head, (909) 633-6729

July 28 — Park City Perfect 10 Endurance MTB Race, 7 a.m. to 5 p.m., Solo (M/F), Duo (M/F/coed), Three person teams (M/F/coed) categories, The Canyons Resort, Park City, (435) 659-1188 or visit www.youngriders.com

August 4 — Cook-Sanders Associates Wolverine Ridge XC Race, 14th Annual, Intermountain Cup #12, Series Finals, Jill Smith, jsmith@evanstonwy.org 307-783-6459 or Paul Knopf, pknopf@evanstonwy.org 307-783-6458; or 1-866-783-6300 ext. 470., evanstoncycling.org

August 11 — 4th Annual Sundance Single Speed Challenge, 10 am start, Sundance Resort, Sundanceresort.com or (801) 223-4121

August 16 — Sundance Kids MTB Race, kids under 12, 5 pm, Sundance Resort, (801) 223-4849

August 18 — Sundance Super-D Downhill Race, 9 am, Sundance Resort, (801) 223-4849

August 25 — The Endurance 100/Mind Over Mountains, 100 mile, 100 km, and 50 mile individual races, Park City, thee100.com, (435) 649-2129

September 2-3 — Sundance Showdown, DH and Super-D, Utah DH Series, Sundance, UT, (801) 375-3231

September 8-9? — 24 Hours of Soldier Hollow, noon to noon, Heber, UT, (801) 243-0704

September 8 — Sundance Super-D Downhill Race, 9 am, Sundance Resort, (801) 223-4849

September 15-16 — Silver Spur Fall Classic XC race, also Trail Run and climbing contest, Snowbird and Alta, UT, 801-933-2110

September 15 — Tour des Suds, 26th Annual, Park City, (435) 649-

6839

September 22 — Widowmaker Hill Climb 10 AM, Ride to the top of the Tram, Snowbird Resort, (801) 583-6281

September 22 — 12 hours of Sundance, 7 am-7 pm, Sundance Resort, (801) 223-4849

October 6? — Utah State Singlespeed Championship, 10 am start, Sundance Resort, Sundanceresort.com or 801-223-4121

October 15-16 — Huntsman World Senior Games. Must be 50 years or older. three events: hill climb, downhill, and cross country. 800-562-1268 or hwsq@infowest.com

October 13-14 — 24 Hours of Moab, 12th Annual, (304) 259-5533

2007 Idaho and Regional MTB Races

April 21 — Barking Spider, Wild Rockies Series #1, XC, Nampa, ID, (208) 388-1971

May 4-6 — NORBA National Mountain Bike Series #2, Fontana, CA, (435) 884-3515

April 28-29?? — 18 Hours of Fruita, Fruita Fat Tire Festival, Fruita, CO, (970) 858-7220

May 20 — 5th Annual Coyote Classic, AMBC race, Avimor, ID, (208) 338-1016

May 12-13 — Lava Rama, Wild Rockies Series #2, non-NORBA XC, Utah Downhill Series NORBA DH, DH and dual trials, Lava Hot Springs, ID (208) 388-1971

May 26-27 — Pocatello XC and DH, Knobby Tire Series, Pocatello, ID, (208) 338-1016

May 26 - May 28, 2007 The Chile Challenge, Downhill/4X NMBS Points Race, Angel Fire Resort, Angel Fire, New Mexico, www.racemsc.com

May 30, June 6, 13, 20, 30 — Wood River Cup #1-5, Short Track XC, Hailey, ID, (208) 481-0300

June 2-3 — Moose Chase XC and DH, Knobby Tire Series, Coeur D'Alene, ID, (208) 338-1016

June 2-3 — Salmon Idaho Slammer, Wild Rockies Series, XC, DH, Salmon, ID, (208) 388-1971

June 9 — Idaho City Excellent Adventure, Wild Rockies Series #3, XC, Idaho City, ID, (208) 388-1971

June 17 — Silver Mountain DH, Knobby Tire Series, Kellogg, ID, (208) 338-1016

June 20 — Cache to Game XC Race, Mike Yokel Park, Jackson, WY, 12 mile MTB XC, Call (307) 733-5056

June 23-24 — Soldier Mountain XC and DH, Knobby Tire Series, Soldier Mtn. Ski Resort, Fairfield, ID (208) 338-1016

July 1 — Silver Mountain DH, Knobby Tire Series, Kellogg, ID, (208) 338-1016

July 1 — Urban Assault, Knobby Tire Series, Downtown Boise, ID, (208) 338-1016

July 4 — 12th Annual WYDAHO Bike Race, XC, Grand Targhee Ski and Summer Resort Alta, WY, 1-800-TARGHEE ext. 1348 or 307-353-2300 or kmetherell@grand-targhee.com

July 14-15 — Brundage Mountain Bike Festival, Wild Rockies Series #4, XC and DH, McCall, ID, (208) 388-1971

July 21 — Taming the Tetons, Intermountain Cup #10, Jackson Hole, WY, (801) 942-3498

July 22 — Teton Pass Hill Climb, Wilson, WY, 8:30 road race, 10:30 mountain bike race - points for each Race, (307) 690-9896

July 28 — Galena Grinder Whit Henry Memorial Race XC and Marathon, Knobby Tire Series, Ketchum, ID, Don Shepler (208) 720-3019, (208) 726-4010 or harleyquinn7@onebox.com or 208-338-1016

July 28 — Laramie Enduro, 111 K mountain bike race, Happy Jack,

Laramie, WY, 307-745-4499

August 1,8,15,22 — Teton Village Short Track XC Series, 6:30 pm, Teton Village, WY, (307) 690-9896

August 4 — 23rd White Knob Challenge, Knobby Tire Series, Mackay, ID, Kurt Holzer at (208) 890-3118 or 208-338-1016

August 4 — Durango MTB 100, Durango, CO, (970) 259-7771

August 4-5 — Pomerelle Pounder, DH, freestyle, Utah DH Series, Wild Rockies Series #5, Burley, ID, (208) 388-1971

August 10-12 — NORBA National Mountain Bike Series #6, XC/ST/DH/MTNX/Super-D, Snowmass Resort, Aspen, CO, (435) 884-3515

August 18 — Rendezvous Hill Climb, Teton Village, WY, 6.1 miles, 4139 vertical feet, (307) 690-9896

August 18-19 — Tamarack Twister Idaho State NORBA XC and DH Championship Finals, Knobby Tire Series Final, Tamarack Ski Resort, Cascade, ID (208) 338-1016 or (208) 325-1000

September 14-16 — Boise to Bogus Banzai, 16.5 mile, 4100 vertical foot descent, also Super-D and DH, Wild Rockies Series #6, also NW NORBA Singlespeed Championship, plus music by the Beach Boys, Boise, ID, (208) 388-1971

September 23 — NW NORBA Collegiate MTB Conference Race, Open to all riders, Knobby Tire Series, ?, ID, (208) 338-1016

October 7? — 12 Hours of Bootleg Canyon Race, 2500' climbing per lap, Boulder City, NV, tmr-unlimited.com, (702) 277-6536

535-8113.
Utah Weekly Race Series

Rocky Mountain Raceways Criterium — Saturdays at 12 noon in March, Tuesdays in April - September, 6 pm, 6555 W. 2100 S., West Valley City, UT, Map, (801) 209-2479, utahcritseries.com April 3,10,17,24, May 1,8,15,22,29, June 5,12,19,26, July 3,10,17,24,31, August 7,14,21,28, September 4,11,18,25

Salt Air Time Trial — Every other Thursday April 13- September 28, I-80 Frontage Road West of the International Center, (801) 209-2479, utahcritseries.com April 12, 26, May 10,24, June 7, 21, July 5,19, August 2,16,30, September 13,27

DMV Criterium — Wednesday's, Driver's Training Center, Where: 4700 S. 2780 W., West Valley City Times: A Flite - 6pm. B Flite - 7 pm., C/D Flite 7:45 pm, 801-651-8333, utahcritseries.com April 4,11,18,25, May 2,9,16,23,30, June 6,13,20,27, July 4,11,18,25, August 1,8,15,22,29, September 5,12,19,26

Royal Street Hillclimb Time Trial — Every other Thursday, 5:30 p.m., 900 ft. elevation gain, Royal Street and Deer Valley Drive, Park City, (435) 901-8872, utahcritseries.com May 31, June 14, 28, July 12,26, August 9,23

Canyon Sports Night Riders Criterium Series — Fridays, May 4, 18, June 1, 22, July 13, 27, August 10, 24, September 7, 21, A flite, B flite, C flite, 9 pm - 11 pm, signup at 8 pm, USCF permitted, qualifies for upgrade points, Rocky Mountain Raceways, 6555 W. 2100 S., West Valley City, UT, for more information, CanyonSports.com or (801) 942-3100.

Logan Race Club Time Trial Series — Thursdays, 6:30 pm, Logan, UT, (435) 787-2534

April 7 — Earth Day Pedal Cup, 6:00 AM, City Creek Canyon, (801) 583-6281

April 21 — Tax Day Circuit Race, Dirt, Pavement, Pain, Fun, Pocatello, ID, (208) 282-2503 or (208) 233-0951

April 28 — East Canyon Road Race, 11 AM, East Canyon Resort, (801) 583-6281

May 11-12 — Women's Road Racing Cycling Clinic, group riding, racing skills and tactic, bike safety, SLC, (801) 809-2570

May 5 — Buffalo Stampede Road Race, Antelope Island, info: The Bike Shoppe at (801) 476-1600

May 12 — Draper City Criterium, Draper, UT, jeremysmithslc@yahoo.com or 801-558-7215

May 19-20 — Bear Lake Classic, 52 miles, one lap around Bear Lake (Pro/1/2 and Ill's do 2 laps), flat on the west side and north, great rollers that are a blast on the east side, 8:30 am start at Blue Water Resort, 3 person TTT (men's and women's categories) 9am on Sunday, Bear Lake/Garden City, Kevin Rohwer, (435) 770-9852

June 2 — Utah State Time Trial Championship, Antelope Island, Utah, 10, km, 20km or ~40km depending on your category, 801-476-9476, ferg@nataca.net

June 2 — Crack of Dawn Hillclimb, 6:00 AM, Millcreek Canyon, (801) 583-6281

June 2 — Draper Challenge Hillclimb Race. Starts 10:30am at Equestrian Center located at 1600 E. Highland Drive. For more information or to register go to: www.DraperTrailsDay.com or call Ken Murdock at 205-3700.

June 9 — Sugarhouse Crit, Sugarhouse Park, SLC, UT, (801) 209-2479

June 16-17 — Cook-Sanders Associates High Uintas Classic Stage Race, 19th Annual, Kamas, UT to Evanston, WY, contact Jill Smith, jsmith@evanstonwy.org 307-783-6459 or Paul Knopf, pknopf@evanstonwy.org 307-783-6458; or 1-866-783-6300 ext. 470, evanstoncycling.org

June 21-23 — Utah Summer Games, Time Trial, Hill Climb, Criterium, Road Race with overall Omnium, Righthand Canyon, Lund Hwy, Desert Mound, Checkshani Cliffs,

Road Racing

General Info

Utah Road Racing - USCF, Utah Cycling Association - James Ferguson, 801-476-9476

USA Cycling, Mountain Region Road Racing (UT,AZ,NM,CO, WY,SD), George Heagerty, (719)

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June 23 — 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) 233-0951

June 23-24 — Harmon's MS Bike Tour, Benefits MS Society and multiple sclerosis research, 40, 75, or 100 mile routes on Saturday and Sunday, Cache Valley Fairgrounds (400 South 500 West), Logan, Utah, (801) 424-0112 or www.fightmsutah.org

June 29 — Antelope by Moonlight Bike Ride, 12th Annual, This a popular non-competitive ride, held at night during the full-moon. Views are spectacular, food is delicious. ride goes from marina to the historic Fielding Garr Ranch, about 22 miles round-trip. Registration fee includes park entry, t-shirt and refreshments. For more information contact Neka Roundy, Davis County Economic Development, 801-451-3286 or tour@co.davis.ut.us

June 30 — Killer Loop Populaire, Southern Utah Brevet, a 66 or 100 mile loop from Cedar City through Brianhead and Back to Cedar. This brevet style ride features 8500+ feet of climbing at altitudes up to 10,400 feet. (435) 586-7567

June 30 - July 1 — Dual State, Dual Century Weekend Challenge, two 100-mile rides or two 50-mile rides, Tremonton, UT, (801) 556-3290

June? — Freedom Peloton Charity Ride, A Charity Ride to raise money for the Larry H. Miller Charities, Downtown Salt Lake City, Karilyn Preston, 801-209-3337, karilyn@tourofutah.com, tourofutah.com

July 4 — Taterville 100, BBTC Super Series Ride, self-supported century, Wellsville to Idaho and back, roadcaptain@bbtc.net or (801) 573-9970

July 7-13 — Cycle Montana, Whitefish, 342 miles, Adv. Cycling Association, (800) 755-2453

July 8 — Mt. Nebo Loop, BBTC Super Series Ride, self-supported century, start in Nephi to Springville to the Mt. Nebo loop, roadcaptain@bbtc.net or (801) 573-9970

July 9 — R.A.N.A.T.A.D., Start at Sundance and ride down to Payson around the Nebo Loop to Nephi and then back up through Utah Valley to American Fork, then ride up AF canyon around the Alpine Loop and finish back at Sundance, 170 miles with over 13,000 feet of climbing, (801) 223-4849.

July 14 — Birthday Century, BBTC Super Series Ride, self-supported century, route TBA, roadcaptain@bbtc.net or (801) 573-9970

July 21 — Pioneer Century, BBTC Super Series Ride, self-supported century, Mountain Green, roadcaptain@bbtc.net or (801) 573-9970

July 29 — Chalk Creek 100, BBTC Super Series Ride, self-supported century, Park City to Coalville to Chalk Creek and back, roadcaptain@bbtc.net or (801) 573-9970

July 29- August 3 — Bicycle Washington, Mead, WA to Colville to Mead, (541) 385-5257 or 800-413-8432

August 4 — Desperado Dual, 200 mile double century in Southern Utah, 100 mile option, Panguitch, (435) 586-7567

August 5 — Stanley Challenge, Boise to Stanley, unsupported, Boise, ID, (208) 867-2488

August 5-11 — Ride Idaho, 7 day supported bicycle tour, Couer d'Alene to Lewiston and back, (208) 344-5501, rideidaho.org

August 11 — ULCER, Century Tour around Utah Lake, 100, 74, 56, and 24 mile options, (801) 220-0677 or president@bbtc.net

August 12 — Blue Cruise Wheels for Wellness, Meridian, ID, (208) 387-6817

August 12-18 — Oregon Bicycle

Ride XXI, Cave Junction to Etna, CA and back, (541) 385-5257 or 800-413-8432

August 18 — Sawtooth Century Tour, Ketchum, ID, info@sawtoothvelo.org or 208-726-0946, ext.1

August 19 — Promontory Point 120, BBTC Super Series Ride, self-supported century, 120 miles, Brigham City to Promontory, roadcaptain@bbtc.net or (801) 573-9970

August 25 — 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, 435-752-2253

August 25 — Bike the Bear Century, 50, 100 mile rides, Camp Hunt, Bear Lake, Garden City, UT, (801) 475-7488, jeborn@bsamail.org

August 26 — Cycle For Life, benefit ride for cyclists injured in auto/bike accidents, 8, 30, 66, and 100 mile options, Huntsville Park, Huntsville, UT, (801) 556-3290

August 26 — The Big Ride, BBTC Super Series Ride, self-supported, 164 miles, Mt. Green over Monte Cristo, to Evanston and back, roadcaptain@bbtc.net or (801) 573-9970

September 3 — Hooper Horizontal 100, BBTC Super Series Ride, self-supported century, State Agriculture Building to Hooper and Back, roadcaptain@bbtc.net or (801) 573-9970

September 8-10 — Sawtooth Bike Trek, fundraiser for American Lung Association of Idaho, Sun Valley, Galena area, sshepherd@alaw.org, (208) 345-5864

September 9 — Tour de Tahoe, Bike Big Blue, 5th Annual, ride around Lake Tahoe on the shoreline, spectacular scenery, great food and support, 72 miles, Lake Tahoe, NV, (800) 565-2704

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

September 9-15 — Southern Utah National Parks Tour, 233 miles through Cedar City, Zion, Bryce Canyon, Cedar Breaks, (801) 596-8430

September 15? — Fall Colors Ride, BBTC Super Series Ride, self-supported century, location TBA, roadcaptain@bbtc.net or (801) 573-9970

September 15-16 — MS Idaho Bowtie Bike Tour, 100-200 miles, Boise, ID, (208) 336-0555

September 17-23 — LAGBRAU (Legacy Annual Great Bike Ride Across Utah), Blanding to Cedar City, 400 miles on scenic highways and through National Parks, fundraiser for young Native American education, (801) 654-1144

September 22 — Heber Valley Olympic Century, 25, 50, 62, 100 mile options. Also, Biathlon option! Enjoy scenic Heber Valley in its autumn finest during this fun and challenging ride that visits the Olympic venues, fundraiser for Huntsman Cancer Institute, Contact Bob @ 801.677.0134, bike2bike.org

September 23-29 — OATBRAN, One Awesome Tour Bike Ride Across Nevada, 16th Annual, 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 29 — Fourth Annual 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 Sugarhouse Park, ride will start at 10:30, will travel to mouth of Big Cottonwood Canyon and back. www.slcbac.org or call Jason at (801) 485-2906 or John Weis at (801) 278-3847

September 30 - Tour de Vins 4, Bike Tour and Wine-Tasting Event, 16.5, 32 and 60 mile options, Idaho State University, Pocatello, ID, more info: FSAlliance.org, Tina 208-282-2854 or mladitina@isu.edu

edu

September 30 - October 6 — Monument Valley & 4 Corners Tour, Monticello, UT, (801) 556-3290

October 5-7 — Moab Century Tour, Moab to La Sals and back, 45, 65, 100 mile options, Tour benefits the Lance Armstrong Foundation, (435) 259-2698

October 6 — Yellowstone Fall Old Faithful Cycling Tour, West Yellowstone to Old Faithful and back, MT, (406) 646-7701

October 6 — Bikes for Kids with Dave Zabriskie, metric century (62 miles) plus 4 and 25 mile options in Salt Lake City and Murray. We will be giving away 1,000 bikes, helmets and jerseys to disadvantaged children in the Salt Lake Valley. The start time is 7:00 am at the Costco in Murray and a bike safety and rodeo will be held at 11:00 for all kids. Contact Teresa at (801) 453-2296 or tmay@finsvcs.com.

October 20 — Las Vegas Century, 25, 50,64 and 109 miles, Jim Little (702) 360-4751 or vegasbikeclub.org

October 20 — Tour de St. George, Ride with us around Snow Canyon State Park, Quail Creek Reservoir and Washington County's newest reservoir, Sand Hollow. 35, 60 & 100 Mile Option. 100% of the proceeds to benefit local bicycling advocacy, 8:00am at 900E & 100S (Dixie State College), www.tourdestgeorge.com, 435-229-5443, info@tourdestgeorge.com.

December 31 - January 1 — New Year's Revolution, century each day, 50, 70, 100 mile options, Ride out the old year, Ride in the New Year, Benefiting Parkinson's Disease, 8 am, Phoenix, AZ, Contact Bob @ 801.677.0134, bike2bike.org



April 14 - TriUtah Buffalo Duathlon, Antelope Island, 20K bike/5K run or 40K bike/10K run, triutah.com, info@triutah.com, 801-631-2614

or 801-631-2624

April 14 — Legacy Hop into Spring Triathlon, Legacy Center, Lehi, UT, (801) 492-3442

April 14 — 4th Street Clinic Triathlon and 5 K, 300 yard swim, 8 mile mountain bike ride, 5K run, Huntsman Center, University of Utah, 4thstreettri@gmail.com

April 21 — Kanab Triathlon Sprint, Swim 400 meters, Bike 10 miles, Run 3.1 miles Beginner, Swim 200 meters, Bike 5 miles, Run 1.5 miles, Kanab City Pool, www.kanabtri.com, 435-632-6012

May 12 — St. George Triathlon, Sand Hollow Reservoir, St. George UT, sgtrifecta.com, race@sgtri.com, (702) 401-6044

May 19 - TriUtah Women's Triathlon, South Davis Recreation Center, Bountiful, UT, 300 yard pool swim, 10 mile bike, and 3 mile run, relay teams are welcome, triutah.com, info@triutah.com, 801-631-2614 or 801-631-2624

June 2 — Salem Spring Triathlon, Salem, UT, racetri.com, (801) 423-3321

June 9 — Desert Sharks Splash Triathlon, adult long and short and kids division, Deseret Peaks Aquatics Center, Tooele, UT, 801-450-8477 or desert-sharks.com

June 9 — Pleasant Grove Triathlon, 14 and under Super Sprint (1 mile run, 3 mile bike, 250 yd swim), Sprint for all others (3.1 mile run, 8.5 mile bike, 500 yd swim), team categories also, pgtri.com, (801) 796-1745

June 16 — Telos Utah Valley Triathlon, Olympic and Sprint, Benjamin, Utah, www.t3triathlon.com, 801-368-8279 or email csnw360@yahoo.com

June 16 — Utah Summer Games Triathlon, Olympic and Sprint, Hurricane, Utah, utahsummergames.org/sports/triathlon.html, 435-770-3122 or email jared@sgtrifecta.com

June 23 — DinoLand Triathlon, Vernal, UT, 435-789-7720 or eteamz.active.com/DinoLandTri

June 23 — Provo Triathlon, Utah Lake State Park, Provo, UT, (801) 225-0076

June 30 — Deer Creek Triathlon, Midway, UT, trailrun.com or 801-

373-3900

July 1 — Battle at Midway Triathlon, Olympic Distance Tri, Midway, UT, 801-450-8477, bamtriathlon.com/

July 14 — TriUtah XANGO Echo Triathlon, Echo Reservoir, Coalville, UT, Sprint and Olympic distance open water swim triathlons, Sprint road: 750 Meter Swim/20K Bike/5K Run, Olympic road: 1.5K Swim/40K Bike/10K Run, www.triutah.com, info@triutah.com, 801-631-2614 or 801-631-2624

July 28— Blanding Hillman Triathlon, Swim .75 mile, Bike 15 miles, Run 3.2 miles. Kids' triathlon **July 27**. Recapture Reservoir, Blanding, 435-678-1314 or email solsen@sanjuanschools.org

August 4 - TriUtah Cache Valley Classic Triathlon, Hyrum Reservoir, Hyrum, UT (near Logan, UT), Sprint and Olympic distance open water swim triathlons, Sprint road: 750 Meter Swim/20K Bike/5K Run, Olympic road: 1.5K Swim/40K Bike/10K Run, www.triutah.com, info@triutah.com, 801-631-2614 or 801-631-2624

August 4 — Fish Lake Triathlon, Fish Lake, UT, goldmedalracing.com or (801) 492-3442

August 11 — Scofield Triathlon, Olympic, Sprint and Novice, the highest elevation triathlon in the USA, Mountain View State Park Boat Ramp, Scofield, www.scofieldtriathlon.com, email info@scofieldtriathlon.com or (801) 557-6748

August 11 — Utah Half Triathlon, Provo, UT, racetri.com, (801) 423-3321

August 18— Nissan Xterra Mountain Championship, offroad triathlon, XTERRA: 1.5k swim / 30k mountain bike / 10k trail run, XTERRA Sport: 750m swim / 15k mountain bike / 5k trail run, Pineview Reservoir to Snowbasin, 1-877-751-8880, xterraplanet.com

August 25 — TriUtah Jordanelle Triathlon, Jordanelle Reservoir, Park City/Heber City, UT, Sprint and Olympic distance open water swim triathlons, Sprint road: 750 Meter Swim/20K Bike/5K Run, Olympic road: 1.5K Swim/40K Bike/10K Run, www.triutah.com, info@triutah.com, 801-631-2614 or 801-631-2624

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Above: Junior woman Kellie Williams flying on the downhill.
photo: Joaquim Hailer. Find your photo at JoaquimHailer.com

**Desert Rampage -
Continued from page 3**

five boys, including the announcer, but that certainly did not stop her. Girls who do this sport definitely deserve respect.

Stewart Povey was asked if he could give any advice to riders just starting out in the sport of mountain biking. His answer was simply, "Spin classes."

Promoter Glen Ames noted that the field of 300+ racers was as many as they have had in their 12 years running the race. Regarding the race, he said "the weather was perfect. A little moisture earlier in the week made the course just right. We had a bunch of volunteers and great prizes". Sunset Cycles, who opened a shop in St. George, provided prizes 6 deep for each category with the fifth and sixth place finishers getting way more than a water bottle or socks. Sunset Cycles carries Giant and Scott and other brands and made a strong statement with their race sponsorship.

Overall, it was a great way to start the season. Several racers made the jump to their next class and all were tested on the desert course at the Red Rock Rampage. For some it was a wake-up call to get some saddle time before the Cholla Classic Intermountain Cup #2 on April 7, 2007.

See race results on page 18.

**UDOT Long Range
Transportation Plan
For Utah's Rural
Areas, Small Cities
Available for Public
Comment**

Salt Lake City – The Utah Department of Transportation will release the UDOT Long Range Transportation Plan 2030 for public comment beginning March 26, 2007, and running through April 26, 2007.

The plan focuses on transportation projects in the rural and small urban areas of Utah. It can be reviewed at local libraries throughout the state or online at www.udot.utah.gov.

**MOUNTAIN BIKE RACING
Frozen in Time Ice Race**



Above: Fun at the Frozen in Time Race.
Photo: Steve Wasmund. See race results on page 18.

**INTERMOUNTAIN CUP
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801-942-3498 or www.intermountaincup.com

March 3	The Desert Rampage, St. George, UT
April 7	Cholla Challenge, Hurricane, UT
May 5	Showdown at Five Mile Pass, Lehi, UT
May 19	Soldier Hollow Hammerfest, Heber City, UT
May 28	Stan Crane Memorial XC, Draper, UT
June 2	The Sundance Spin, Sundance, UT
June 9	Deer Valley Pedalfest, Deer Valley Resort, UT
June 30	Chris Allaire Memorial/Utah Open State Championship, Solitude, UT
July 7	Wimmer's Bicycle Race, Sherwood Hills, UT
July 14	The 20th Annual Mountain Bout, Snowbird, UT
July 21	Taming the Tetons, Jackson Hole, WY
August 4	Wolverine Ridge XC Race, Double Points!, Regional Finals, Evanston, WY

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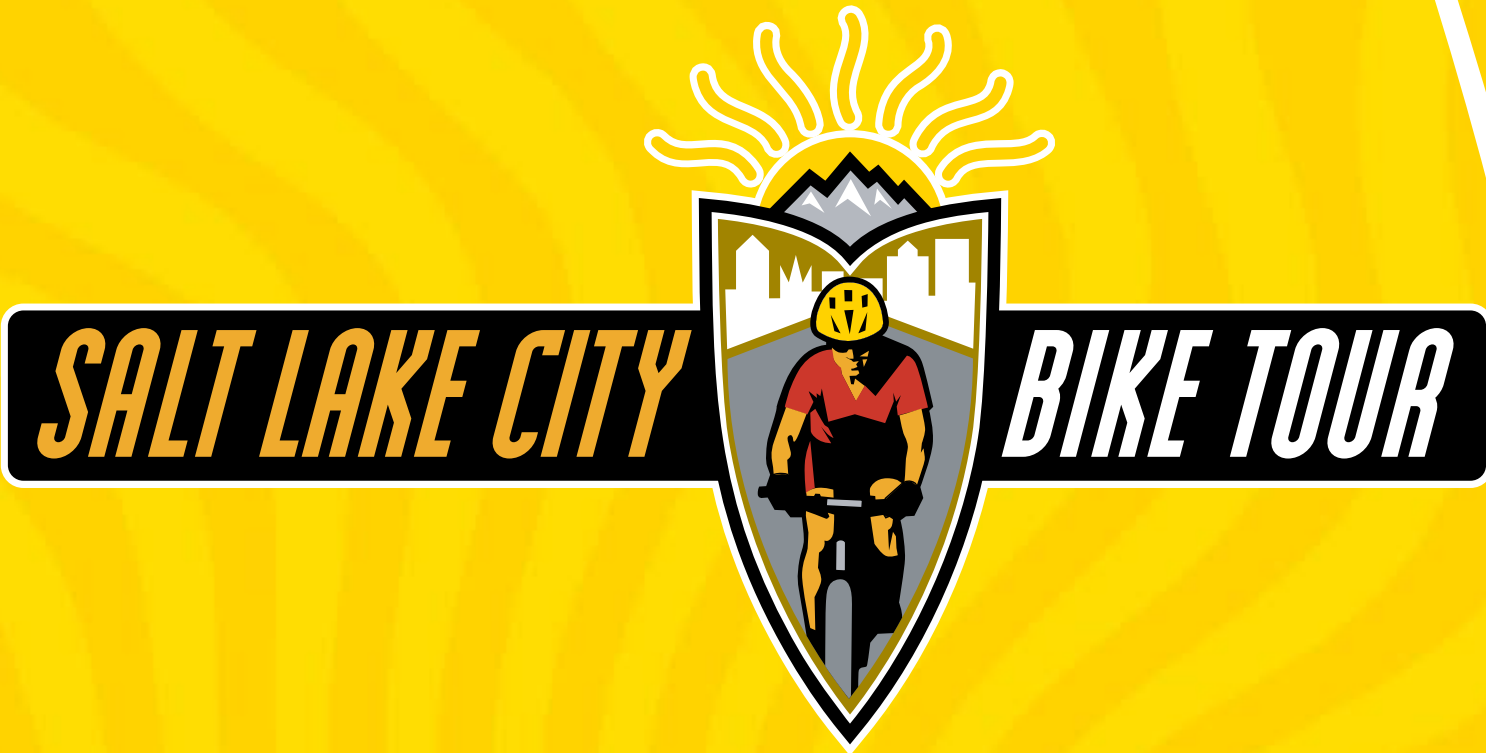
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ROAD TOURING

Skinny Tire Festival Raises \$200,000 for LAF

Above: Day one at the Skinny Tire.

photo: J.D. Thompson

By Ron Georg

From the outside, it might be hard to pin down the ongoing success of the Moab Skinny Tire Festival, which hosted about 800 road cyclists for four days of bicycle tours around Moab last weekend for the seventh annual event.

Moab's scenic roads are as attractive for cycling as they are for auto touring, but narrow shoulders, heavy traffic and distracted drivers create stressful riding conditions during the prime riding seasons,

especially for a group of 800. Those conditions limit organizers to dates with less-than-optimal weather potential—which became reality last weekend, with morning temperatures around 20 degrees.

Still, riders came, they bought every shoe cover and neoprene bootie in town, and they rode (some with cold toes, as bike shops reported a shortage of those products). They also raised over \$200,000 for the Lance Armstrong Foundation, which raises the main beneficiary of this fundraiser.

That's probably the key to the festival's success. Participants bring the same energy to the event which inspired founder Mark Griffith to create it in the first place. He had lost his own brother to cancer, and he wanted to do more than commemorate the loss. He brought a small group of friends together in Moab for a weekend of rides, and he asked them to bring donations for the LAF.

The small event was so satisfying, Griffith realized he'd found the formula which continues to

draw riders whose lives have been impacted by cancer. "They love cycling, and they want to do something about cancer. This is a cycling event that revolves around doing something about cancer," Griffith said. "When they get an experience that lets them feel like they've melded the two, that's a memory that binds them to the landscape here, and there's a bonding being among other people who are making a difference. They feel like they're part of something that matters."

The participants' enthusiasm for sharing their experience is evident in numerous ways, from the paper plaques many wear for those who can't ride, to the banter between riders, to the speeches at the awards ceremony. "Everybody has a story," Griffith said. "Some of the stories bring you to tears of happiness over survivorship, others bring you to tears from heartbreak over loss. The two go together; out of loss comes a lot of energy to do something about it."

Some of that energy is directed at fundraising—most participants raised money well beyond the \$100 minimum donation—but the bigger effort for many was covering about 200 miles by bicycle so early in the season, in such cold weather. The rides out the Potash Road, up the River Road, out to Dead Horse Point, and finally into Arches are spread out over four days, but the miles can take their toll.

Still, there were few serious mishaps despite the number of road miles between all those riders. Three separate incidents resulted in outpatient trips to the hospital, but none was too serious. Griffith seems most concerned about an accident which could have been much worse, because it occurred in a large group. Apparently one rider may have slightly overtaken another ("crossing wheels" is the term cyclists use), and the lead rider changed course, clipping the wheel of the following rider.

Griffith has addressed other safety and etiquette issues success-

fully over the years, and he hopes to raise awareness of this hazard before next season. "Riding in a big group, in a pack, that's an area we could do a lot better job at, and we need to," he said. "We had great results about riding single file in certain zones, and great cooperation from the riders. We were editorializing it through our e-newsletter, and it worked. We'll have to step up on the group riding issue."

As he points out, the problem is magnified in a group like this with hugely disparate riding ability, and bicycles ranging from tandems and recumbents (picture a chaise lounge with pedals) to exotic race bikes. Of course, the range of riders includes some with impeccable skills, including regular visits from racers and bicycling celebrities.

This year, former USPRO National Champion Marty Jemison returned for a second festival. Pack riding wasn't an issue for him speeding up Highway 128 on Saturday with local racer Scott Newton on his wheel. Newton, who is a member of the festival's "Core Team" of volunteers, said of the pace at the front: "There wasn't much time to chat until we stopped."

At one point during his race career, Jemison rode on cancer survivor Lance Armstrong's U.S. Postal race team. That gives him his own cancer-related bicycle story, Griffith said. "Marty is an ex-pro cyclist who rode with Lance Armstrong. He and Tyler Hamilton, during the first race after Lance came back from his chemotherapy, those two guys were the ones who pulled him up over the hill, and re-solidified his confidence to say 'I can do this.'"

The next Skinny Tire Festival event is the Moab Century Tour October 5 to October 7. More information on Skinny Tire events is available at www.skinnytirefestival.com.

(Originally published in the Moab Times-Independent)

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ROUTE 211

Lunch with the Pros

By **Greg Overton**

I recently had the opportunity to spend some time visiting with two of Utah's best professional cyclists, Jeff Louder and Burke Swindlehurst, over lunch at a Sugarhouse Café. We spent a couple of hours talking about everything from fishing to racing in France on September 11, 2001. Swindlehurst, 34, is a member of the Toyota United team for 2007, adding his world class climbing ability to the powerhouse squad. Louder, 29, remains with the equally strong HealthNet-Maxxis team for this season as one of its best all around riders. Each of these racers has impressive victories and is a cornerstone of the growing wealth of professional riders hailing from Utah.

Greg Overton: When did you start racing?

Jeff Louder: I started when I was 14 years old. After watching local racers, I caught the bug so to speak.

Burke Swindlehurst: When I was 15 years old, sort of like Jeff, I saw some races and that was enough for me.

GO: You guys are pals and training partners, how long have you known each other?

BS: Since about 1997, I think.

JL: I remember meeting Burke in '95 on a 9th and 9th ride, (laughing) I was, like, Wow!

BS: Actually, my first memory of Jeff was at the old International Center criterium. This kid was off the front

and I saw promise in him, so I asked who he was.

JL: That was like two years after we met!

GO: How quickly did you guys move up the categories as racers?

BS: It took me a couple of years to reach Category One.

JL: I was racing mountain bikes initially, and started on the road when I was 16. My first year I was Cat. 3, then moved up to Cat. 2 in my second year.

GO: How did you make the jump to professional?

BS: I was sending out resumes all over the place for five years as a Cat. 1 rider. Finally, NutraFig signed me, but that didn't actually pay above entry fees and some travel costs. My first year as a paid rider was for Team Saturn in 1999.

JL: I went to Belgium when I was a Cat. 2. and raced over there as a 'two'. I petitioned to move up so I could ride the Tour of Redlands here in the states, and I signed my first pro contract in '99 for the 2000 season.

GO: How has the level of racing changed during your careers?

BS: The domestic racing level has come up dramatically since about 2000. I think the influx of international riders, specifically the Australian riders, has really brought up the competition. The whole peloton is really

good now.

JL: I've been racing here in the U.S. since 2003, and I see it the same way as Burke. Also, bringing top amateurs into the peloton has let them gain experience and ability sooner. As a result, most teams now have better tactics, play as a team, and can compete for every race.

GO: Who were the hot riders in Utah when you began racing at a higher level?

BS: Levi was here my first year, before he went to Belgium. The other guys at the top were Steve Johnson, Scott Lung, Skylere Bingham, Chris Rogers, Steve Tibbetts and Ryan Littlefield. The Brackman's team was by far the strongest and best tactically.

JL: I would add Dave Zabriskie and Mike Sayers to that list. And the Bingham's team had something to say in a lot of races, too.

GO: How has your training changed since you began? Are you scientific in your training now?

BS: No, not really. I rely on knowing my body, staying at a certain fitness level and continuing to do what I know works for me. I rest when I feel the need, and I ride hard when I feel the need. During the season, it's mostly maintenance and working toward particular events.

JL: I'm pretty much the same. I stay pretty fit, and I know my body. I'm not one to chase trends or change my program much.

GO: Do you train year round?

JL: No, I take some time off and



Above: Jeff Louder strings out the A flite in the March 17, 2007 RMR Criterium. Photo: Dave Iltis

do other things to get away from it. Burke and I go fishing, I worked on my house this off-season.

BS: Yeah, I get away from it and do something else for a few weeks in the off-season.

GO: How much do you ride for training?

JL: The days of six and seven hour training rides are over for the most

Continued on page 20

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RIDE OF THE MONTH

Round Valley Loop - An Early Season Taste of Sweet Singletrack

By Gregg Bromka

Ski and mountain bike in the same day? If you live along the Wasatch Front, that's not only a reasonable proposition it's a no brainer with the Bonneville Shoreline Trail nearby. But that's an oxymoron in Park City, right? Wrong. In April and under the right conditions, you can hit the slopes and the dirt in the same day, and Round Valley is the place. Good sun exposure and low elevations, by Park City standards, mean that Round Valley is one of Park City's first trails to melt out during spring, so it's ideal for pre-season conditioning. Don't expect this to occur every year, because more often than not Park City will get walloped with snow in April and even in May. But during those rare and oh-so-sad snow years, like this winter, you might as well cut your losses, abandon your dreams of sick pow, hop on the saddle, and start your mountain biking season not in Moab or St. George but right here in northern Utah's mountains.

You won't be disappointed. You'll quickly remember how much fun singletrack riding is because Round Valley's tracks are just that-boatloads of fun. They combine moderate climbs, countless switchbacks, and fast straightaways-just the right combination to jump start your fitness, to hone your skills, and to replace that winter-long grimace with a mile-wide springtime grin. The standard loop is made complete by linking together paved and dirt bike paths that follow willow-lined streams, pass farm fields and open spaces, and trace an old railroad grade, so there is plenty of sight seeing, too.



Ditch the skis this April and ride Round Valley's singletracks instead. Photo: Gregg Bromka

Details:

You can start from many places in Park City, but the Union Pacific Rail Trail trailhead in Prospector Square is most central. Start out by going right onto Bonanza Drive and then left onto Kearns Boulevard.

Stick to the sidewalks so you don't have to brush elbows with motorists. Cut across the Dan's Foods parking lot, and pick up the paved McLeod Creek Trail near the Silver Creek Medical Center. The paved trail passes behind condos and homes;

then it follows a willow-lined creek and runs alongside UT 224 past the historic McPolin Farm. The wide, tame trail turns to dirt and gravel as it bends around Quarry Mountain and crosses open spaces and farm fields to Old Ranch Road. A short stretch on pavement takes you to Round Valley's western trailhead about 6 miles into the ride.

Gear down to tackle the first of Round Valley's two climbs. The trail zig-zags up the sage and brush hills, rising moderately on packed dirt and choppy rocks. With each passing turn, the valley recedes below and the looming Wasatch Crest grows more impressive. After topping out, you'll descend quickly into Round Valley itself. There you begin the ride's second climb, which like the first, has plenty of turns. Top out and swerve downhill through looping, gooseneck switchbacks, and then take either High Trail or Kari's Trail. Neither trail is harder than the other, and both combine switchbacks and high-speed straightaways across the oak brush hills. After another series of twists and turns, the trail crosses the paved access road to the nearby National Ability Center, and leads to Round Valley's west trailhead. (If you had way too much fun so far and are jonesing for more singletrack then just turn around and retrace your tracks for double-the-pleasure.)

Go right on the frontage road and then take the paved trail under Kearns Boulevard/UT 248. Lastly, connect to the paved Union Pacific Rail Trail, and spin easily for 2 miles alongside Silver Creek back to the trailhead, noting the peculiar trail-side artwork made of welded scrap metal.

Want more? The number of trails at Round Valley are expanding every year. Search out loops by linking together Rademan Ridge and La Dea Duh Trails heading south atop the first climb, and the trickier Nowhere Elks and Backslide Trails coming off the second climb. Also, you can use Matt's Flat, Cammy's Trail, and Valderoad as connectors between the two areas. Just pick up a copy of the Park City Trail Map by Mountain Trails Foundation and start exploring. And once the nearby Lost Prospector Trail dries up, accessed off the Rail Trail, you can further expand your singletrack wanderlust.

Just the Facts:

Location: Park City. Ride from town, or drive 6.5 miles to the western trailhead or 2.5 miles to eastern trailhead

Length: 14.2 miles, loop (Round Valley Trail, proper, is 5.6 miles one-way)

Tread: 1.5 miles paved roads and/or sidewalks, 4.1 miles paved bike

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paths, 3 miles dirt and gravel bike paths, 5.6 miles singletrack
Physically: Moderate (two steady switchbacking climbs and lots of easy cruising)
Technically: Low to moderate (gravel on bike paths; smooth and choppy singletracks)
Gain: 720 feet
Trailhead Access: Union Pacific Rail Trail trailhead: From Park Avenue (UT 224), take either Deer Valley Drive or Kearns Boulevard (UT 248) to Bonanza Drive. Turn onto Prospector Avenue, and you'll find the Rail Trail trailhead behind the Sun Crest Condominiums. Round Valley's western trailhead is located 2.4 miles down Old Ranch Road; it's eastern trailhead is just west of Exit 148 (Park City, Kearns Boulevard/UT 248) off US 40.

Get a copy of Gregg's Utah guidebooks: Mountain Biking Utah, Mountain Biking Utah's Wasatch Front, and Mountain Biking Park City & Beyond. at your favorite bike shop.





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COACH'S CORNER

Early Season Racing Tips

By Greg Steele

With the weather getting better, racing is underway. Here in Utah, we begin our season with the weekly crit series starting on the weekends until the sun stays out long enough to run them during the week, and thankfully, daylight savings is three weeks longer in the spring this year.

These races are a great chance to get out, see where your fitness is after a winter of training and cross-training and have a little fun as well. But like any early season racing it is important to use these events for what they are – training races.

Some say that those are dirty words and there is no such thing as a training race – race to win or don't race. But for most riders with season goals that consist of peaking for several events, upgrading a category or even just surviving their first season racing a little perspective on these races helps.

Some important things to remember about early season racing:

- Weekly criterium races don't count towards a category upgrade.
- Like you, most riders have been spending the better part of the winter riding the trainer or cross training. All of our riding and handling skills are a little rusty.
- The season is long and doesn't end until late August or early September (and beyond for cyclo-cross!)
- And most importantly, we race for fun. We aren't out there to make a living, but to push ourselves and have FUN!

Have fun and race hard. These early season races can be marred with crashes and injuries. But that shouldn't keep you away from racing out of fear, it just means you

should enter these races with awareness. Be aware of your other racers in the race as well as your goals for the season and what you aim to get by participating in the race. Don't sacrifice a season of racing to win, place or show in the first few races of the season. Don't dive into the corners like it is the last corner of the world championships (it's not), cutting across the entire pack and potentially causing an incident.

Here are some goals and tips for the first few races:

- Focus on riding smooth in the pack and becoming comfortable bumping, touching and rubbing other riders if it happens.
- Pay attention to what is happening in the race. If you can't do this because the pace is too fast consider going to the back or dropping out so as not to hurt someone else if you are inattentive.
- Be courteous to the other riders in your event.
- If you are new to racing, use this time to learn to find the good line in corners (outside – inside – outside) but remember to not do so by pushing the guy next to you out of the way!
- Don't target fixate! Just like when you learned to hit a baseball – if you keep your eye on the ball, you hit the ball. Same is true for cornering and pack riding in cycling. If you don't want to ride into that pothole in turn number X, then STOP LOOKING AT IT! Look where you want to be going.
- The other part of not target fixating is not following someone else's mistake. If the wheel you are following has a bobble and runs wide don't feel obligated to take their bad line. Continue on your good line,



Above: Dave Harward (Specialized) launched a winning final lap attack with about 700 meters to go at the March 17, 2007 RMR Criterium. See results on page 18. Photo: Dave Iltis

ride smoothly and with you everyone behind you will as well. Make sure not to overlap your front wheel with the rear wheel of the rider in front of you. If he moves to the side, you go down.

- Keep your head up! While it may be the final sprint and you really want 20th instead of 25th the guy in front of you might be done leading out his teammate and be going backwards!!!

So get out with your friends and teammates and feel the full speed again. Remind yourself how fun the high speed is (and how much it can hurt!). But be safe, ride safe and finish out the season as you start it – in one piece!

Greg Steele is a USA Cycling Level II coach and runs WattageTraining.com

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BOOK REVIEW

The Memory of Running

By Lou Melini

Don't let the title fool you; the book uses a bicycle extensively to develop the story. However I do find the title a little odd.

Smithson "Smithy" Ides, describes himself as a "loser"; a 279 lb., 43 year-old that is employed doing "quality control" at a toy factory in his hometown of East Providence, Rhode Island. Drinking a 1/2 case of beer plus some higher alcohol containing drinks and smoking a couple of packs of cigarettes nearly daily, rounds out the persona. His only redeeming character seems to be the 21 bullets he endured in Vietnam, though the cause of the firefight started when the enemy heard him urinate in a puddle. The bullets killed his buddy.

He lives with his parents but both of his parents suddenly die in a car accident. He is alone and afraid. As he goes through some of his parent's papers before the funeral, he reads that his older sister, who he adores but hasn't seen in 20 years, has recently turned up in a morgue in Los Angeles days before his parent's accident. She left the second night of her honeymoon and hasn't been seen since. The voices she heard since Jr. High School told her to leave.

After finishing off a couple of six-packs plus some harder stuff at his parents funeral, one would think that Smithy would continue his life in it's downward spiral. Instead he finds his old bike he rode as a child and in his stupor, takes a ride. He awakens the next morning, soaked from the rainfall, and discovers he had bicycled to his old fishing hole. He continues his ride in funeral suit and \$1 in his pocket. The day ends in an Emergency Department but not

the adventure. Befriended by a priest who gives him some supplies, he pushes onward until he reaches the funeral home that has his sister.

Along the way Smithy is helped by a number of other people that he meets. For those who have ridden across the country you can relate. Smithy also encounters a few misadventures. However, he seems to be mostly motivated by his frequent calls to his childhood friend, Norma. She helps him from her home in Rhode Island by providing him with moral as well as financial support. Norma tells Smithy he is on a "quest", though he isn't sure what that means. Norma has been in love with Smithy since she was 6 though Smithy has ignored her in an uncomfortable manner shortly after she was confined to a wheelchair in her early teens.

This is the first novel by Mr. McLarty, and a fine one it is. You will find yourself anxiously cheering Smithy as he crosses the United States, as improbable as it seems. You will become familiar with his family, especially his beloved sister, Bethany. The book is easy to read, never bogging you down. I would recommend to those who may be torn between reading a bicycle book and a novel. This is both.

Note: Be aware that parts of the book may be considered for mature audiences due to some of the language contained in the book.

The Memory of Running
A fictional novel by Ron McLarty
Published by Penguin Group, 375 Hudson St. N.Y., N.Y. 2004

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BOOK REVIEW

Bicycling Science

By Chris Quann

The third edition of Bicycling Science is the definitive collection of information for the cycling geek. In 477 pages, (113 pages more than the second edition) David Gordon Wilson provides a veritable gold mine of facts that will interest anyone who marvels over the amazingly efficient machine called the bicycle. After a chapter on the history and development of the bicycle, Wilson throws down a 72-page chapter discussing human power production which is both scientific and very interesting. Next up is a chapter on the thermal effects of power production (how cyclists keep cool) which explains, among other things why you can sustain more power outdoors than in your basement on your ergometer.

Chapters 4, 5, and 6 analyze power and speed, bicycle aerodynamics, and rolling resistance, respectively. Though there are more formulas than the non-technical person might want wade through, the book also provides easy rules of thumb and analogies accessible to the layman. One nugget: "a bicyclist racing at 20 miles per hour could travel more than 1,350 miles/gallon if there were a liquid food with the energy content of gasoline. Milk is mostly water but has enough energy to take a racing cyclist 95 miles/gallon."

Chapters 7, 8, and 9 examine braking, steering and balancing, and the mechanics and mechanisms of power transmission, which praises the humble chain while also showing alternative transmission systems. Chapter 10 provides a look at materials and stresses related to the shapes and performance of bicycle parts. Chapters 11 and 12 illustrate unusual human powered vehicles and human powered vehicles of the future. These chapters will stretch your imagination and are worth the price of admission by themselves — from pedal-powered riding mowers to railcycles to pedaled hydrofoils and helicopters, Chapter 11 challenges you to think outside the road. Chapter 12 gives additional treatment to the subject of recumbents (which are addressed throughout the book) and postulates possible improvements to bicycles and transportation systems.

Bicycling Science is a book that belongs on the shelf of every serious cyclist. Racers will benefit from an increased understanding of the physics involved in power production and power losses as much as bicycle advocates will benefit from demonstrations of the sheer efficiency of bicycling as a mode of transport. Bicycling Science will do everything but write a periodized training program and lobby your local politician.

Bicycling Science by David Gordon Wilson, 3rd Edition, 2004, The MIT Press.

RANDONNEURING

Randonneuring Comes to Utah



Franklin Jensen in the midst of a 200 km brevet just below Horsetooth Reservoir near Masonville, Colorado. Photo: Lonnie Wolff

By Lonnie Wolff

What the heck is randonneuring you ask? Well that is a good question, and one that hasn't been asked by too many cyclists in Utah before. A randonneur can generally be described as one who does long rides in the countryside on a bicycle. In modern cycling terms, a randonneuring event is usually held as a brevet, and a brevet can be simply described as an organized, unsupported ride over a designated route. This ride must be achieved within specific time limits and riders must prove their ride by checking in at control points along the way and recording these points on a brevet card. No outside support is permitted and riders must bring their own supplies or find what they need along the route. These rides vary from 200 km to 1200 km in distance and are continuous events, which means the clock never stops running even though you may. A brevet is not a race though; all finishers are credited equally with completion of the event. Camaraderie and not com-

petition is the hallmark of the randonneur. Cyclists who are looking for new milestones in their cycling are often drawn to brevet events. Brevets uniquely offer an opportunity to not only meet the demands of riding the event but also to meet the additional challenges of navigation, weather, extreme distances and long lonely roads. For their efforts however, randonneurs are rewarded greatly. The completion of a difficult event earns a randonneur not only the personal satisfaction of achieving his or her goal, but also gains the respect and admiration of their fellow randonneurs who know that a significant accomplishment has been made!

Riders who participate in randonneuring events join in a long tradition that goes back to the beginning of the sport of cycling in France and Italy in the 1890's. In the US, these events are governed by a national body, Randonneurs USA, or RUSA, which oversees these events and sanctions the results. In addition, the Audax Club Parisien, the Paris-based international governing body

for brevets, certifies certain events in the US. An ACP certified event allows a rider to qualify for international events and accumulate mileage for a series of awards.

The ultimate goal of every randonneur is to qualify to enter the Paris-Brest-Paris 1200 km. This classic event is held only once every 4 years in August and is the oldest cycling event still run on a regular basis on the open road. About 4000 riders from some 30 countries will qualify for PBP in 2007. If all goes well and a rider completes the event within the time limits they will be registered in the "great book" which records all finishers of this event since 1891. To qualify to enter PBP a rider must complete a series of events including; a 200 km, 300 km, 400 km and a 600 km brevet. These must be RUSA and ACP certified events and need to be completed in the same year as the PBP event. More information on PBP and RUSA is available at the RUSA website at www.rusa.org.

Recently, I was appointed the RUSA Regional Brevet Administrator in Utah. That means that Utah will have its own brevet events on the national calendar for 2007. These rides are likely to draw randonneurs from all over the west. Information on these events is available at the new Southern Utah Brevet website, www.subrevet.org. There are currently 3 events on the calendar for 2007 but you can look for an expanded schedule next year. Randonneuring is as old as cycling itself and has finally arrived in southern Utah. If you are interested in learning more about brevets you are encouraged to visit these websites.

Note: Franklin Jensen and Lonnie Wolff of the Color Country Cycling Club both are trying to qualify for Paris-Brest-Paris this year.

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Lunch with the Pros - Continued from page 13

part now. I think at some point, the intensity means more than the mileage. I mean, I would love to ride with a lot of the local training rides, I like those guys and I like that kind of riding, but because of limited time or specific needs, I pretty much have to ride alone. Or with Burke when he's in town at the same time that I am.

BS: Same here. In some ways, I miss those days of group rides, but it's hard to make it fit in now.

GO: How has equipment changed during your careers?

JL: It's changed a lot in the last fifteen years, not so much the past ten years, though. Once bikes got lighter with carbon and aluminum, it hasn't changed much since that time.

BS: I started on toe clips and straps (laughing). I think integrated shifting, Ergo and STI, have been a significant change during that time.

GO: Does equipment overshadow training?

JL: No. It's still up to having the legs. A great rider is going to win on any equipment.

BS: True. Equipment is more or less an afterthought, as long as it's reliable. Lack of fitness or form will become apparent no matter what equipment you're riding.

GO: Do you have any choice in the equipment you use?

BS: Not too much. I've not been in a team that allowed it until this year. Toyota United allows us to ride our choice of saddle. You ride what's given otherwise.

JL: No. But if there is a problem, some guys may have a custom saddle from the sponsor or something like that. Other items - pedals, bars stems and so forth, you get what the team gets.

BS: Sometimes it can be tough at the contact points, the saddle, bar, shoes, and pedals. Some teams will work with a rider if there's an issue of fit or comfort.

JL: It's tough when there are sponsors, who are helping the team, and as a rider, you want to be loyal to your sponsors, so it can be a tough spot if the saddle or shoes just don't fit.

GO: Let's talk about races; what were your thoughts on last year's Tour of Utah?

JL: I loved it. I thought the courses were great and the racing was very hard. The heat was tough, some of the weather conditions, but overall I thought it was great.

BS: Same thoughts here. I was very happy to be racing on some of the roads Jeff and I have trained on and commented that it would be a great race course or a how nice it would

be to show other riders what we have here in Utah.

GO: Did other riders talk to you about it? What were their comments?

JL: Everyone was blown away by how hard the racing was, and how tough the courses were. It's definitely on all the teams' race calendars for 2007.

BS: People were surprised at how good the race was, and the level of professionalism in the organization and how well it went off for a first time event. Most of the people who talked to me afterward said it was the best race of the year, better than the two other big tours in the U.S.

GO: What's your favorite racing moment?

BS: In the 2005 Tour of the Gila, the last stage, I felt an obligation to my teammates, and I felt like I was at a do or die point with my sponsor. I decided to go all out for the win, and I accomplished that. It was a very tough stage and a hard win, and I'm very proud of that day on the bike.

JL: Tour of Georgia 2004, in the first stage we were riding well as a team, and the racing was really fast and hard. I decided near the end to move up and see if I could help my team, so I went up the side of the peloton and found myself in a great spot. We had actually been kind of out of position for any chance at the

sprint, and I heard Henk Vogels yelling from behind, "Jeff go, go, go!" I ended up giving him a great leadout and we won the stage. In the last 500 meters, we went from nothing to winning the race. Vogels was so happy that he rode up to me after the finish and actually kissed me on the cheek! (laughing).

GO: What was your worst day on the bike?

JL: It was the sixth stage of the 2001 Tour l'Avenir, in France, September 11, 2001. Personally, I was having a terrible day, fighting awful tendonitis in my knee, along with a few other injuries. But then after the stage, we were told about the attack in New York. The US National Team was there in their stars and stripes jerseys, no one knew what to do or think. We (Americans) were all pulled from the race for our protection, and pretty quickly we were all in shock as we began to get news reports and information from home. We pretty much just wanted to get home, but air travel was restricted. It was a bad day for all of us.

GO: A lot of folks admire you two, whom in the peloton do you guys admire?

BS: Well, I really respect Scott Moninger. He's a consummate pro, and always seems to be in good form. He deserves a lot of respect for what he's done.

JL: I agree with Burke regarding Moninger. Another guy who comes to mind is Bart Gillespie. That guy seems to find time for his family, his job, training and riding at a very high level. I don't really know Bart that well, but I really admire him for what he does. Also Rolf Sorenson (long time European Professional and Louder's teammate in Belgium), who was an amazing rider and then you meet him, and he's just as great a person. He was always encouraging me, "Jeff, you can do this." and I learned more from him than anyone in cycling.

GO: What are your goals in cycling, and have you reached them? Will you continue racing as veteran and masters racers?

BS: Being a professional racer was my main goal, so I've reached it. I didn't really set specific goals or single events as goals, and I've been a professional for a long time, so I feel great about that. I know I will ride my whole life, but I don't see myself racing. I see myself riding with friends and family, maybe coaching a bit.

JL: In '97, I got serious about racing and did the Greg LeMond thing, writing down goals. I wanted to ride, and win, the Tour de France. I haven't reached it, but I still would love to. I've met a lot of my other goals, though. I think if you don't ask for something, you're not going to get it, so I write down goals still. I'm not satisfied with my career, and I still think my best years are ahead of me.

GO: Have you guys had many injuries, especially ongoing, that you have to deal with?

JL: (both he and BS laughing) Well, there was my six year saddle sore. How's that for ongoing?

-GO: That qualifies.

BS: Like a lot of bike racers, I have chronic back pain issues. But it seems every year there's something new. Luckily, no six year saddle sore, though...

GO: Talk about drugs, testing and USADA. How hard is it to comply? Do you have to watch everything that you ingest or apply topically?

BS: Well, I'm in the 'Out of Competition Program' right now, where they test randomly during the off-season. I have to email my location and plans daily so they know where to find me for testing any time they wish. I'll do it willingly and trust them to follow through. I'll be accountable if the testing agencies and governing bodies are accountable. If it will clean up the problems, then I'm a willing participant.

JL: I've curtailed my supplement use just to be safe. Many supplements, I believe, offer only a placebo effect anyway. Most teams supply products that are tested and approved as safe and of value to the athletes. I mostly rely on those now. It can be tough, but we don't really have a lot of concern for something turning up in meals or like that. But it gets tougher with other things that you encounter.

GO: What are your lives like off the bike? Do you have families, mow the lawn and all that?

JL: I've been working on my house and we're expecting our first child this August.

BS: Fishing and home life. No children for me yet, but we do have Greyhounds. I try to relax as much as possible when I can. And Jeff and I hang out, go fishing when we have the chance.

Both Swindlehurst and Louder have their sights squarely on the 2007 Tour of Utah as a major goal for the season, along with other major US stage races, and the National Road Championships. They are similar riders, which is one reason, they explained, that they are good training partners and friends. But during the race, they are tough competitors, as last year's Tour of Utah proved; with Louder in the leader's jersey, it was Swindlehurst forcing the race by attacking in the mountains to try to take the jersey from his good friend. Look for more of the same in 2007.

U of U Lab Accredited by WADA

SALT LAKE CITY - The Sports Medicine Research and Testing Laboratory (SMRTL), located at the University of Utah, has joined an elite group of laboratories worldwide accredited to test Olympic, Paralympic, and other amateur and professional athletes for performance-enhancing and other prohibited drugs.

SMRTL received accreditation November 1, 2006 from the World Anti-Doping Agency (WADA), making it one of two laboratories in the United States qualified to perform this complex and exacting analytical science. The University of Utah was selected in December 2003 as the site for the development of the laboratory. Shortly thereafter, the United States Olympic Committee provided a \$500,000.00 start-up grant to help create the lab.

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Chapter in Utah Cycling History Closes

Guthrie Bicycle, which had occupied the historic building at 156 East, 200 South, for most of the past century, has closed that store and consolidated into its new location in Sugarhouse. The building was sold recently, forcing the bike shop and the artists occupying its second floor studios to relocate. "My Great Grandparents bought that building in 1935, and actually lived upstairs. I started working in the building when I was twelve years old," said Rich Goddard, Guthrie Bicycle owner. Guthrie has a long history, and is arguably the oldest bike shop in the United States. Note; please see the June 2004 issue of Cycling Utah for a history of the store.

Goddard added. "It was a family decision to sell, and I owned only 1/5th of the building. We were not thinking of selling until a buyer approached us, which didn't actually work out, but it started the idea that we should explore selling. The decision was not all mine, and our family is sad to see it leave. As far as the shop is concerned, we basically lost our lease."

Guthrie Bicycle has maintained a second location in Sugarhouse for more than twenty years, and recently moved into a newly renovated building just one block from its previous location. "Our plan is to be in business for another 100 years, and we're excited about our new location. That helps to counter the sadness of leaving the old building," Goddard said. "I feel bad for the downtown cycling community, and the lunchtime regulars that we had, all the folks who work downtown and visited us regularly."

-Greg Overton



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COMMUTER OF THE MONTH**Taking Care of the Aviary birds by Biking**

By Lou Melini

This month's commuter column features Andrea Heidinger, Conservation Educator at Tracy Aviary.

Cycling Utah: I understand you have been bike commuting for quite some time, even as a senior in High School. What did your classmates think? What is your current commute like?

Andrea Heidinger: I was bothered by the air pollution in the valley that was so visible as I looked over the valley, so I started commuting by bike. I had some great environmental biology teachers that also influenced me. I had a rather supportive peer group, though my parents had some worries. I have been commuting for over ten years, here in Salt

Lake City and when I worked out of state. Currently I do about 7 miles each way. If the weather is inclement, I do bike and bus or just take the bus.

C.U.: Given your concern about pollution, what do you think of all of the "red" days this year? What do you tell people that point out the bad air when you bike? Do you have any thoughts on ending "red" days?

A.H.: I don't believe there should ever be "red" days when children can't play outside and frail people can get sicker just from breathing. As for my biking in bad air, I just say that I love to ride. In my opinion, there are more pros than cons. If you just do what you do, sometimes people ask why, you can tell them and they have something to consider for themselves. We as a collective

society could do a lot to reduce pollution if each one of us drove a little less. Also if we consumed a little less, as there is a lot of pollution in the manufacturing and transportation of goods. Biking is a great way to reduce pollution, which cultivates a mentality that spills over into other aspects of a person's life.

C.U.: What can the government do to reduce pollution? Should we have a "pollution" tax on cars? Besides tail-pipe emissions, how else do cars pollute?

A.H.: First and foremost the government should do everything possible to make cycling easier and safer such as more bike specific lanes. As for a pollution tax or increasing gas tax, all I can say is money talks and people will respond by reducing car usage. Everyone is concerned about



Andrea Heidinger on her way to work. Photo courtesy Andrea Heidinger.

tailpipe emissions (25 lbs of heat-trapping emissions per gallon) but cars also leave tire rubber (56,000 tons annually), oil, brake linings, plastics and heavy metals such as mercury to name a few. And don't forget indirect pollution such as oil spills like the Exxon Valdez, killing hundreds of thousands of birds. The automobile is the top source of air and toxic water pollution, nearly the top source of greenhouse gas emissions, and a significant contributor to habitat alteration.

C.U.: Speaking of birds, do the birds at the Aviary show effects of the air pollution?

A.H.: I have discussed this with my colleagues. In many ways birds are more sensitive to air quality than humans, thus the past use of canaries in coal mines. At this time we do not see any immediate, identifiable effects in our birds after an inversion, but this is an interesting question to consider.

If you have a suggestion for a commuter profile, please send an email to lou@cyclingutah.com.



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YOUTH CYCLING

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By Laura Howat

Last year I was on a mountain bike trail warming up for an Intermountain Cup race just as the pre-teen cyclists started their race. A dad followed his daughter up the trail offering encouragement. The daughter was bawling. It broke my heart. As parents, we want our children to be enthusiastic about our passions. Cycling parents want to take their youngsters out bike riding. But we aren't ready for our young children to mix it up with traffic. Since most children now have mountain bike style wheels, many parents set up a family bike ride on the trails. This may be a mistake since so many of our local trails are too steep for the child's fitness level. Your child's mountain bike may be a top of the line name, but have you

picked it up? It probably weighs twice as much as your bike and it would be a hard effort for a youngster to pump up a hill.

There are several great rides to enjoy with your children that are close by and away from traffic. A fun ride to start is the Jordan River Parkway Trail. The mostly paved trail is away from traffic. There are lights to help you cross at the road crossings. This route is easy enough for children just out of training wheels. If you start at 1700 South at the Jordan River and head north, there are a few places of interest to stop to break up the ride. You can stop at the Peace Gardens and look at the displays. You can also stop at the skateboard park and watch the tricks. The trail's close proximity to the river, helps cool things down and provides entertainment if your

kids want to throw rocks in the river. A friend's children, ages five and seven, raved about this ride.

A favorite ride for my boys is the Jeremy Ranch road towards East Canyon. Starting in the northeast corner of Jeremy Ranch, the road is dirt and gravel but very hard packed. It is rolling, following the stream. A good goal for us is to make it to the campground several miles in from Jeremy Ranch. The campground has a few mountain trails and a bridge over the stream. Certain times of year, the stream is filled with garter snakes. A reward for the bike ride is splashing around in the stream and catching snakes before heading back.

The University of Utah is a great cycling destination for a family visit. The U is virtually deserted on weekends in the summer. The wide sidewalks all over campus provide pathways for even those children still using training wheels. A good stop is cooling off in the Marriott Library fountain. If your children are older, perhaps they could start with a lap around Sugarhouse Park and then head up to the U on the bike paths leading to campus.

The Rail Trail starting in Park City is a fun ride for all ages and appropriate for the youngest cyclists. Older children might be up for starting at the Park City resort and winding through town on the bike paths before starting the Rail Trail. The trail is mostly flat with good hard packed dirt and a few blocks of pavement. Don't let the children get ahead as Route 40 requires a cautious crossing. After Route 40, there are a few cow gates to open and close. The children seem to enjoy this responsibility. You can take the trail all the way to Coalville but there is a good rest spot or turnaround point for the younger set at the picnic table and old train station slab.

The rides mentioned above are

Quick Shot by Chad Nikolz

"Optimism is a precarious crutch."
-Charles Darwin
"I just forget how much food I'll need. And I think I'll be okay. Then I run out. Then my brain turns off. Then I'm screwed." -Inead Cowlorees



just a few rides that should suffice for the youngest of our cyclists. There are many other great rides to graduate to such as Red Butte Canyon road, Big Mountain in the spring — when the road is closed to traffic, Soldier Hollow, and so many mountain bike trails. The important thing is to start enjoying fun times on the bike with your children.

Taking your children on these easy rides can reap rewards later. A huge highlight of my 2006 was riding the White Rim trail in Canyonlands last fall with my sons and a group of nine other children ages 7-14, and parents. Everyone

was thrilled with enthusiasm, excitement and exertion. It was awesome watching the children have fun on the long rides.

For links to some of the above mentioned rides, visit cyclingutah.com's MTB Trails page and Road Rides page.

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Saturday, May 12, 2007

West Yellowstone, Montana

To register visit www.cycleyellowstone.com



Sponsored by the West Yellowstone Chamber of Commerce

Cactus Hugger Cycling Festival

April 27-29, 2007 • Ivins, Utah

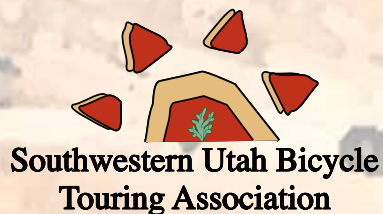
FEATURING 3 DAYS OF ROAD RIDING FUN

- The 7th Annual Cactus Hugger Century, Saturday 4/28 (42, 65 and 100 mile ride options)
- An Evening Recreational Criterium, Friday 4/27
- A 45 mile Ride through Zion National Park, Sunday 4/29
- Helmets for Kids and safety events

INFORMATION

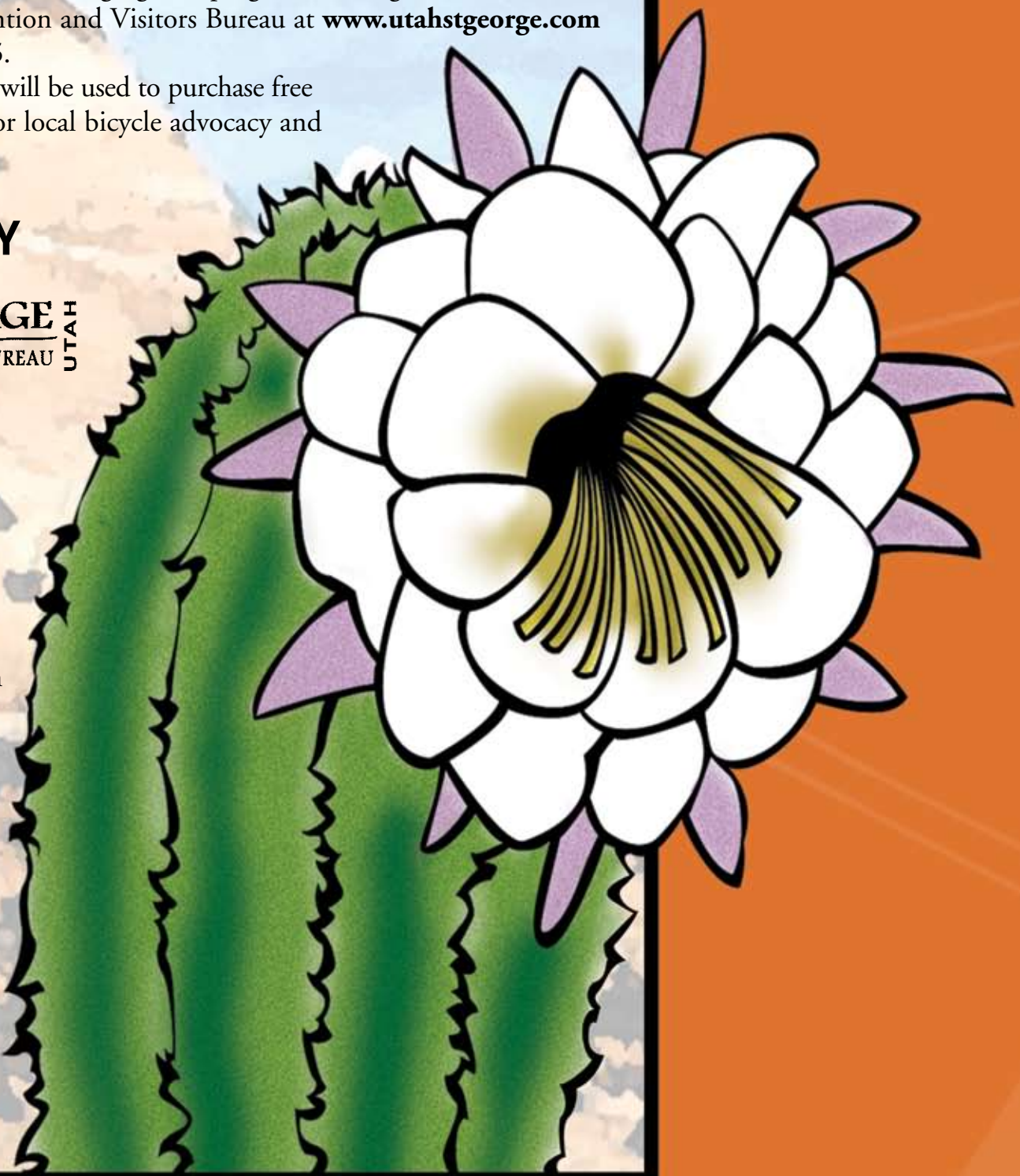
- Registration at www.Active.com
- Find more information at www.cactushugger.org
- For complete St. George area lodging, camping and touring information, visit St. George Area Convention and Visitors Bureau at www.utahstgeorge.com or call 1-800-869-6635.
- Proceeds from the event will be used to purchase free Helmets for Kids and for local bicycle advocacy and education programs.

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INFORMATION

clucygo@skyviewmail.com
or call 435-229-1404



www.cactushugger.org