

VOLUME 10 NUMBER 5

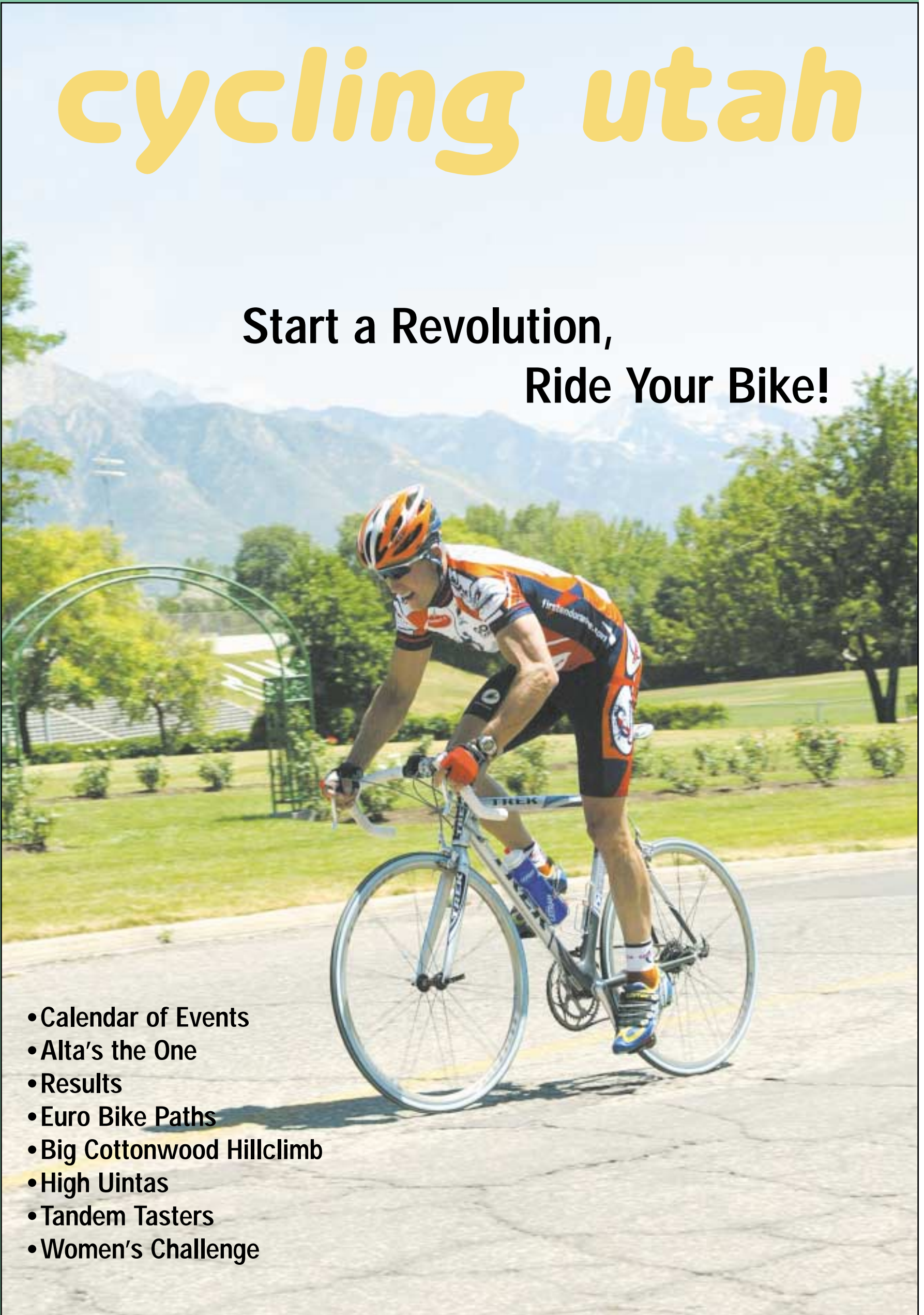
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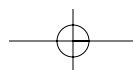
MOUNTAIN WEST CYCLING JOURNAL

cycling utah

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SPEAKING OF SPOKES

Utah Summer Games

By Dave Ward
Publisher

It had been four years since I was at the Utah Summer Games, but it was easy to remember why I enjoy this event so much. As usual, upon arrival we found everything well organized by coordinator Quinn Pratt and all the events came off smoothly. All we had to worry about as riders was to show up and ride.

But the Utah Summer Games, at least the road cycling events, are unique. Let's be honest: This is not top-level competition. That's not to say the events are not competitive. Indeed there is some very intense competition. But few of the regular racing crowd show up for the Utah Summer Games.

That has always surprised me, as this is in fact a four-stage event, packed into three days, with excellent venues, and is one of the best stage races in Utah. Maybe it is the fact that only medals and jerseys are awarded, with no prize money or awards of monetary value. Or perhaps because it has the reputation of not drawing top competitors, it becomes a repetitive cycle, with most of the regular race crowd not showing up because they know most of the regular crowd will not be there.

I do not know. But frankly, I



am rather glad for it. It has become the one time when people who like to compete once a year, or even just once, and just for fun, can do so without overwhelming intimidation. I think that is good.

This year, we were reunited with Alice Pust. Once again, she was the only woman in her category. But she loves to compete a couple of times each year, and while she is not going to be on the racing circuit, she takes her cycling hobby seriously. She has become a crowd and participant favorite at the Utah Summer Games.

As usual, we also saw many competitors who were obviously not regulars on the race scene. This included many who were spouses and children of people who compete more regularly. They realize they can attend an event where they need not just watch. They can compete themselves in very relaxed, friendly and encouraging atmosphere, an atmosphere where they are cheered even more for just

showing, riding and finishing.

My own wife, who has little interest in bicycle racing other than watching Lance Armstrong stomp on the competition in the Tour de France, and occasionally watching her husband get stomped on himself, participated. I even conned my 13-year old daughter, Marinda, into participating with promises that she would probably be the only one in her category, which in fact she was. Charles Rosett's son, Max, was there competing with his father. Don Winder and his son were there. These are all people we will not see at regular race.

Quinn maintains numerous categories, both male and female, based on age, with 2- to 3-year brackets in the teens and 5-year brackets for 30 and older. And while the separate brackets may be, and in fact are, combined for the criterium and road races, they are always awarded separately. Thus, if there is only one woman, for example, in the 45-49 category, she wins and gets a medal. Just showing and racing gets recognition and an award.

Each event is treated as a separate race, with medals for the top three in each category. Then there are medals for the top three overall, and a yellow jersey for

Continued on page 16

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Cover Photo:
Gardie Jackson Soloing to Victory in the Sugarhouse Crit on July 13. Photo: Beth Lockhart

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TRAIL OF THE MONTH

Alta Ski Area, a Year-Round Classic

By Gregg Bromka

Alta. You gotta love this place. It's a real Utah gem. It's where one of the nation's first chairlifts carried legendary skiers up legendary slopes to bag legendary powder. It's where sad sacks and mining magnates alike once grubbed through the dirt with hopes of turning dull rocks into big bucks. It's where the 2002 Winter Olympics never came, where tourists shied away from in the wake of terrorism, and, for one season, where local skiers truly ruled the haunt. It's also where a new singletrack could add new meaning to the resort's proud motto, "Alta is for Skiers", by augmenting it with the words, "... and Mountain Bikers."

Albion Basin Road (6.2 miles, out-and-back, moderately easy, 800-foot gain)

If not for a near 9,000-foot trailhead elevation, the Albion Basin Road would be one of the easiest rides in the Wasatch Range. Inasmuch, novice bikers and flatlanders alike will likely feel the head-spinning and lung-constraining effects that come with high elevation. Ride slow. Stop from time to time, and your eyes will feast on formidable peaks of naked rock and on vast meadows that read like entire chapters torn from a Peterson Field Guide to wildflowers.

Directions are pretty straight forward: Start at the information booth near the end of the paved Little Cottonwood Canyon Road, and head up the dirt and gravel Albion Basin Road. Your destination is Albion Campground, where you can top off your water bottle before hiking to a secret lake on the Cecret Lake



Photo by Gregg Bromka

Interpretive Trail (bikes prohibited). Retrace your tracks down the road, or veer left and link to the Albion Meadows Trail for a better taste of what mountain biking is all about.

Germania Pass (8.3-mile loop, strenuous, 1,900-foot gain)

If you reminisce of the days when bikes were rigid and lycra helmet covers were vogue, then you need to go ride the old Rustler Run race course over Germania Pass, just for old time sake. If you're not an old school

hold out, then the scenery alone is worth your effort.

Start from the Wildcat base at Goldminer's Daughter Lodge and take a jaunt on the Alta Trail to the Albion Day Lodge. Climb the gravelly Albion Meadows Trail for just over a mile to Alf's Restaurant, and go right to the base of Sugarloaf Lift. Now you climb. The old miner's road rises directly beneath Greeley Ridge, crosses Backside bowl, and curves around Glory Hole basin. You can practically count the 100 turns you could make if you

skied off the ridge above. Pump hard under Sugarloaf Lift, and veer right to reach Germania Pass at the patroller's cabin.

Hunker down for a wild descent on the rubbly service road, which curves through Ballroom bowl and down to the base of Germania Lift. Your brakes will smoke on the final descent across the bottom of Alf's High Rustler run back to the Wildcat base. Pop into Goldminer's Daughter for a frosty beverage (open Thursday-Sunday) to give cheers to this classic tour and to bemoan that expert racers used to have to ride two laps!

Boulder Basin Trail (8.3 mile-loop, strenuous, 1,800-foot gain.)

"Get back to that bit about a new singletrack," you say? When combined with the Catherine's Pass Trail and the Albion Meadows Trail, the Boulder Basin Trail loop takes you on an up-close tour of Alta's all-time classic powder stash. At the heart of this ride is a short but well-crafted one-laner that runs through the shadow of the infamous Devils Castle area. You have to be good with your "left-and-rights" because there are several unsigned turns, and even if you're an admitted Alta-holic who's privy to the ski patroller's terrain code names, you'll be surprised at how different the world looks without its blanket of downy white. Rest assured, you can't really get lost because gravity will always steer you home safely.

Head out from the Albion Day Lodge, and climb the Albion Meadows Trail to the top of the Albion Basin Road. Hop on the Catherine's Pass Trail, and

pedal and push your way up the steep narrow gulch. About .8 mile up, fork right on a faint path that runs across Supreme Bowl and drops to the campground. Or, go for broke, crest Catherine's Pass for a glorious view into Brighton, and take the cutoff trail on the return. The tricky part of the ride is finding Boulder Basin Trail. Go left from the campground road, climb about a half-mile past summer homes, and watch for an unsigned trail forking right. You'll climb a bit more than curve across a tongue of chunky rocks that has spilled from the Castle's ragged wall. If you look up, you'll see that there is no chair lift providing access to the bowl; skiers have to hike and traverse diligently to "get the goods."

The trail turns to smooth-running dirt, darts into the conifers, and descends quickly through a junction with the Cecret Lake Trail; then it wanders past monolithic boulders dressed with dainty flowers before meandering playfully down the length of the basin to Alf's Restaurant. Reconnect with the Albion Meadows Trail and glide to the base.

Trailhead Access: From I-215, take Exit 6 (6200 South, Ski Areas). Travel east on 6200 South then south on Wasatch Boulevard and UT 210. Follow signs for Alta and Snowbird. Drive 8.5 miles up Little Cottonwood Canyon Road from the flashing billboard to the end of pavement at the Albion base.

Excerpted from Mountain Biking Utah's Wasatch Front: due out August 2002

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BICYCLE ADVOCATE

Europe Sets the Standard in Cycling, Right?

By Rob MacLeod

There is nothing like firsthand experience to open--or even change--your mind about something. With enough first hand experience it is even possible to start questioning the dogma and start to seek the truth.

I have enjoyed a good deal of time riding my trusty Bike Friday around different parts of Europe and past issues of Cycling Utah contain some reports from these great trips. My work gives me the excuse and the mechanism, but the riding and just being in Europe are what really takes me back. I fit the rides in during breaks in the meetings, on extra travel days I add wherever I can, and sometimes even during vacations that begin or end with a science engagement.

Like most of us who have been lucky enough to have our bikes in Europe, I am a long time fan of the European approach to cycling. It is not an exclusive sport practiced by a tiny bunch of lean people with shaved legs. Instead it is a major mode of transportation, making up a substantial portion of the trips that residents of The Netherlands, Belgium, Germany, Austria, Italy, and France take in their daily travels. The lean folks in lycra are there, but they are still a tiny bunch compared to the masses who would no sooner have titanium on their trusty iron steeds than they would pack concealed weapons or care who wins the Superbowl.

What we who love cycling also believe as an issue of faith is that the reason Europeans ride so much is that they have miles and miles--kilometers and kilometers, actually--of perfect bike paths. They walk out their doors, slip onto a separate bikeway with never a car to threaten them, and even enjoy a separate system of lights managing each intersection or road crossing. Motorized vehicle just do not exist in the world of a European cyclist and so, of course, they all ride bikes. Simple, right?

The logical extension of this

CYCLOTOON

BY NEAL SKORPEN



situation is, of course, that until we in North America create a similar system of safe, clean, hermetically sealed bike paths, only the brave and the insane (or both) will ride bikes. Riding with motorized vehicles is just too dangerous, and will always be until we have what the Europeans have, millions of dollars (and Euros) worth of perfect bike paths. Simple, right?

Well I am here to tell you that it ain't that simple! Like most interesting things in life, the truth can be much more complicated--and interesting--than the dogma. And this dogma of cycling only

working when cyclist and motorists live in separate worlds is too insidious and dangerous to leave unchallenged. For if we believe it, then we will never have a significant number of people using bikes.

If one actually spends some time riding in Europe, especially when one leaves the major urban centers that are held up as stellar examples of bike culture like Amsterdam, Freiburg, or Stockholm, one sees a very different world. There are bike paths, at least at times and for short to medium stretches. And some

intersections in Dutch villages do have separate little crossing lights. But there also many stretches in which cyclists ride the roads alongside motor vehicles, sometimes on striped lanes but sometimes with nothing more than a few centimeters of roadside pavement.

Most routes of any distance include segments of all sorts. One minute a separated bike path, the next minute an unprotected road crossing to the other side of the road and a section of striped bike route. There are times when the cyclists ride against the flow of motorists, there are times when they suddenly join that flow. And many many times, cyclists must cross the motorized routes, at driveways, intersections, and various forms of traffic circles ("roundabouts" in the jargon). To put this in a local context, there are many cases in which the bike routes in Europe would never pass the guidelines that our friends at the transportation planning offices try and apply to bike routes in Utah.

So why does cycling these routes seem to work?

I believe there are a couple of reasons. The first and probably most important is that motorists know how to drive in a way that respects the rights and the needs of cyclists. After all, most motorists have been and many still are cyclists themselves. And most of them know that in a court case following a bike/car collision they

will typically lose if they have not taken every possible precaution around cyclists.

So when motorists approach from a sidestreet or driveway, they actually stop before the edge of the bike path or sidewalk. They look and see if the path is clear of cyclists and only then they pull out to the edge of the road and start looking for cars. When motorists make turns, they check over both shoulders to see if a cyclist is nearby and might be endangered by the turn. And when a cyclist is taking a lane on the roadway, the motorist of course slows down and waits until there is safe space to pass.

The second reason the system works is most cyclists actually travel at a fairly slow rate of speed. Trying to go at race or even workout pace, I often found myself boxed in and having to be very careful--not to avoid cars, but to avoid other, slower cyclists and the odd pedestrian. I once followed a local racer through a set of small villages in the eastern Netherlands and realized that he paid almost no attention to the special bike signals or even bike paths. He just went whenever and wherever there was space. Motorists seemed to tolerate this apparently reckless approach and we had a fine time.

So the good news is that one can create a cycling system that works without the enormous expense of separated bike paths everywhere with separate lights and control systems. The more important message, I believe, is that even if we did try and create a separate-but-equal road system for bikes, it would likely fail unless we addressed the real problem--the attitude of motorists.

Changing attitudes is a hard problem but it is not impossible. Education of new drivers, public service messages for the existing ones, and high public profile statements from our political leaders can all help. Laws that encourage and support bike use and enforcement of existing laws to protect cyclists from being bullied off the road are additional measures that could work in our local area. Training cyclists of all ages about techniques and strategies that will get them around with confidence can help people to escape their fear and use the roads and routes that we have now.

So we do not have to envy our European friends their perfect bike route system, instead we can work toward a home grown solution that will work for us. I believe such a solution does include bike routes and even the odd path, but it must incorporate other essentials like education of motorists and cyclists. We just need to shake free of the dogma and get to the truth.

Rob is the former chair of the Salt Lake City Mayor's Bicycle Advisory Committee.

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COACH'S CORNER

Ouch!!

Saddle Sores are a Pain!

By Bill Harris

Sitting in the saddle all day long is painful enough, but sitting in the seat with a saddle sore can make you think twice about going for a ride. Don't be embarrassed, every cyclist that puts in the miles will get one. So what is a saddle sore? It's an infection in your crotch area that starts as a little red pimple like thing. Usually they only last a couple of days but left untreated it can become a hard, red, inflamed mess that you don't want to sit on. In the worst cases these infections spread to other areas and can become large sores, boils or cyst that might require a bit of surgery to get rid of. Saddle sores usually start life as a bacterial infection called staphylococcus that gets forced into the skin from the pressure of sitting on the seat all day. Prevention is the key. A good high-end pair of shorts with a nice thick pad can help. You really should have a few pairs of shorts and NEVER wear a pair of shorts twice before washing them. You should also clean your private area with an antibacterial soap. I use Hibiclens which is available in the first aid section at the store. If you do get the symptoms of an early saddle sore take caution. You might try a different style of seat and when riding stand more frequently than you normally do. Clean the area frequently and keep it dry by sleeping in the buff so you don't sweat at night. Do not put any ointments on it. These tend to keep the infection alive. You might also need to take a day or two off the bike and let it settle down. If the little buggers still persist, go to the doctor and talk about getting on an oral antibiotic to kill the infection. Once again prevention is the key. Use good quality clean shorts, strong antibacterial soap and keep the area dry.

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

TUESDAY NIGHT WORLD CHAMPIONSHIPS

Basque-ing in the Elko Sun

By Thomas Cooke

Every 4th of July, Elko, Nevada is home to the National Basque Festival. This year was the 39th annual festival, and the folks from the Elko Basque Club brought back a tradition that has been missing from the weekend long activities for the last ten years. To kick off the weekend long festival, the Basque Club hosted a criterium around Elko's Main Street city park. I had received an advertisement for the race months before, but didn't make up my mind to go until the last minute. We have been mired in the dog days of summer with this Salt Lake City heat wave, so motivation to make plans to travel to a bike race has been hard to come by lately. There was the promise of a large cash prize list; \$1000 to the winner and guaranteed cash all the way down to 20th place. There was also the promise of cash prizes. The prize list reminded me of some of the big money criteriums I had competed in back in New England years ago. The whole week leading up to a race like that, you can spend a lot of time daydreaming about how quick you could spend

\$1000.

Some of the local racers who didn't go roll the dice in Elko might have had family obligations. Things like neighborhood barbecues, fireworks with the kids or maybe the beginning of a long weekend away from bike racing entirely. All of those reasons are understandable, but I still think you need to take a chance every once in a while. I took a chance and drove to Elko. When we arrived at the park, it was hot and windy, but the large trees in the park provided plenty of shade, if you could find a place that wasn't already claimed by the locals who were entrenched in their barbecue spots for the day. I had predicted the prize list would draw some riders from California looking to make a few bucks, but as the Pro/1/2 start time crept closer, it was obvious that the turnout for this one would be small. Regardless of the turnout, the organizers of the race had a professional looking start finish area with announcer's stand and podium. Curious people had set up lawn chairs all along the home stretch. When we were called to the line, I felt like we were racing for something or

someone. These people seemed genuinely interested, which is a remarkable breath of fresh air. The spectator demographic at many of our local races is often the same; other racers, wives, husbands, kids and dogs. There was a little bit of tension and excitement on the start line of the Elko criterium, and I liked it.

Despite a tiny field of 18 riders hoping to scoop up some Elko gambling money, the action was fast and furious from the gun. The Master of Ceremonies, an older gentleman wearing a Tour de France Maillot Jaune which bore the autograph of Miguel Indurain, shot his pistol in the air and we were clipped in and fighting tooth and nail for the first corner. Around the first corner, I wondered who was going to attack first? I guessed local hero Mike Peterson was hoping to make an impression on his familiar roads and maybe sneak away for the first prime. The course was smooth and fast, and as we calmed down to a comfortable pace, Johnny Osguthorpe fired the first bullet. We crossed the line completing that first lap with the field strung out in a straight line, then prime bell rang, meaning the announcer was going to make us put on a show. I went for that first prime

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Route 211

The Boneyard

by Greg Overton

I can't keep a bike in one piece these days. I have a lot of bikes, relatively speaking, and I can't seem to keep one of them in any state of rideability, no matter how hard I try. Maybe it's a hazard of being in the "business", I don't know. I guess it gives me an okay excuse for not riding consistently.

I recently made what I thought was a statement on this issue when I methodically assembled several of the "keepers", one at a time, and took them from the temptations of the shop environment to my basement, not to be disassembled - ever!

Well, that lasted about six weeks. First to come apart was a DeRosa. Someone needed a nice wheelset in a hurry. I tried to stop myself at the very moment I was saying, "I have a yadda yadda set on a bike at home." "Grrr, why did I just say that?" Next thing I knew, the poor thing is sitting in a corner, minus wheels, derailleurs, shifters and brakes! What a sad site! Ole Ugo would not be pleased.

Before the dirt was shoveled onto that DeRosa, I found myself shlepping a Bianchi into the shop to harvest the Chorus group from it for a friend and long-time customer who wanted to drape his new frame with a Chorus kit. Here I go again, "Well, I've got a Chorus kit on a bike at home...grrrr, what am I saying?"



Now, I have four precious built and untouchable bikes in various states of disassembly creating a boneyard in that dark corner of the shop, and no current rider to even ride around the block for a soda! I've even built a couple of replacement Salt Cycles bikes, sold them. Grrrr. I think I'm going to come in under the cloak of darkness, late on a weekend night, and build them all, then sneak them home, and ask my coworkers to kick me any time I start to mention that I have this or that at home. I doubt I'll have trouble getting them to agree to the kicking part of the arrangement.

Heck, (my heck?) I even sold my coworker/buddy Rich's bike a while back, while he was looking! I guess nothing is sacred, although it was just a run of the mill aluminum bike, it was not even mine to sell. I tried to tell him that I was doing him a favor, but he gave me the gas face anyway. It's a sickness that I can't seem to get over. I've got

to lay off selling other people's stuff though. Or open a shop that does that....

There was a time when I rode the same frame and equipment for two race seasons, save for the tires and chain. You'd think it'd be the other way around, with the active race bike getting new widgets and dolled up on a regular basis, while the old fat guy just keeps everything the same year after year. I wish! I've got one older DeRosa that has been built with every version of Campy's ergo stuff, only to be harvested like a ripe fruit tree every year. There's something incongruent with new Record Carbon Ten on a fifteen year old SLX frame.

So I just pile it in the boneyard, and wait for the shoe to switch feet, and some customer to come in with an older Record kit that I can harvest from his bike for a change. Hardly ever happens though. Even in the case of the new groups that we sell, I ask sheepishly, "so, what are you going to do with that older Campy group?" "Hands off vulture!" is the usual reply. Man, I can't get a break.

My favorite question from customers is becoming "so, what do you ride?" "Hmm, what do I ride? Well...if I had wheels and brakes, I'd ride this one, or if I had derailleurs and a saddle it'd be that one, or if I had...." We usually just end up laughing. Then I try to counsel them to not do what I do... unless, of course, all their stuff comes back home

to us.

Someone who calls himself a friend said that I should just sell everything except one bike. Then I would be pressed to keep it intact. What kind of silly, misguided logic is that? One bike?!... One bike?! Wha'the... How can someone even think that? A person can't have just one bike! I mean, what if I sell something off it, then what would I do? Huh? Grrrrr, I kind of see the point, I guess.

But nooo, he's not going to get me to fall for that. You see, this so-called friend rides the same size bike as me. I see him working! Besides, which bike would I keep? There's a challenge for you: choose your one keeper bike. Out of all of them, mountain, road, cross, commuter, single speed, cross country, dually. Harder than it sounds, isn't it?

Even as I look over at the boneyard, I can justify each of those beached ships lying there. And someday, they'll all roll again, I suppose. It may be for only another six weeks, before being harvested and thrown back to the boneyard. At least there is a positive - all these nice bikes aren't getting thrashed, or stolen, or broken. Maybe I should just look at the pile as a museum of sorts. That's it, I'm preserving these things for posterity. I'll bet Ugo feels better now, too.

Win Races, Read the Coach's Corner on p. 5

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ROAD RACING

High Uintas Classic

by David Ward
Publisher

The City of Evanston, Wyoming, and Paul Knopf have become well-known for putting on one of the best stage races in the Intermountain area, the High Uintas Classic. Fresh from their 1st, 2nd, 3rd and 5th placings in the Pro-1-2 State Road Race Championship the week before, the Logan Race Club again dominated, with the State Road Race Champion Sandy Perrins garnering the overall High Uintas win, John Osguthorpe taking 3rd, and Kirk Eck finishing 5th.

The focus of this stage race is the 70 mile road race from Kamas, Utah to Evanston. Leaving Kamas on Saturday morning, the race climbs up the Mirror Lake highway to an elevation of 12,000 feet, and then descends rapidly for 20 miles before making the long finishing run into Evanston. The road race is then followed up on Sunday by a morning time trial and afternoon criterium.

Local prodigy David Zabriskie, currently racing with Lance Armstrong's US Postal team, was in town for the event. He, along with Osguthorpe, Perrins and Burke Swindlehurst (Navigators), formed the winning break in the road race while ascending the mountain. They then worked together to maintain their break till



The Best Post-Race Bike Party around complete with Best Calves Contest.

15 miles before reaching Evanston.

At that point, Zabriskie began "mashing and rode away", Perrins related. He soloed in for the win with a large enough margin to apparently secure the overall general classification title. Meanwhile Osguthorpe, Perrins and Swindlehurst sprinted for second, a sprint that Perrins won, followed respectively by Swindlehurst and Perrins.

Zabriskie, however, after the race was riding without a helmet on. While acceptable in Europe where he spends the majority of his time, this is unacceptable in the liability conscious United

States and a clear violation of USCF rules. As result, he was penalized five minutes by chief referee Gary Bywater, thus making Perrins the stage one winner and dropping Zabriskie from apparent GC winner right out of contention.

This left Osguthorpe, thanks to his 15 second bonus for winning the King of the Mountain competition, and a 5 second bonus for finishing third in the road race, at the top of the leader's board. Swindlehurst was in second overall and Perrins in third.

The next morning, riding in reverse order of their finish in the road race, Perrins put in an excellent effort in the time trial, catching and passing Swindlehurst who started 30 seconds ahead him, and putting another 20 seconds on Swindlehurst by the finish. He also finished well ahead of Osguthorpe, won the time trial, and vaulted into the overall lead.

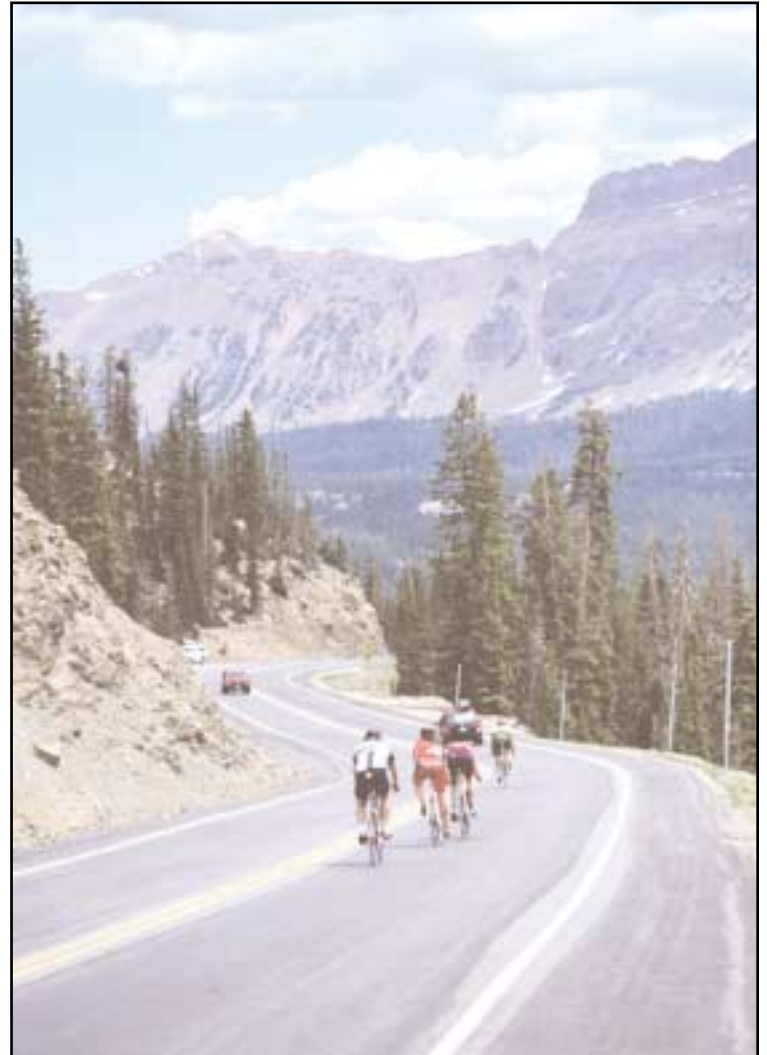


photo: Studio 404 Photography

Swindlehurst, who also finished ahead of Osguthorpe in the time trial, remained in second overall, with Osguthorpe in third.

Having secured first and third

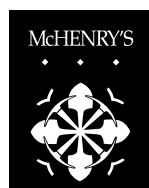
Continued on page 12



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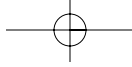


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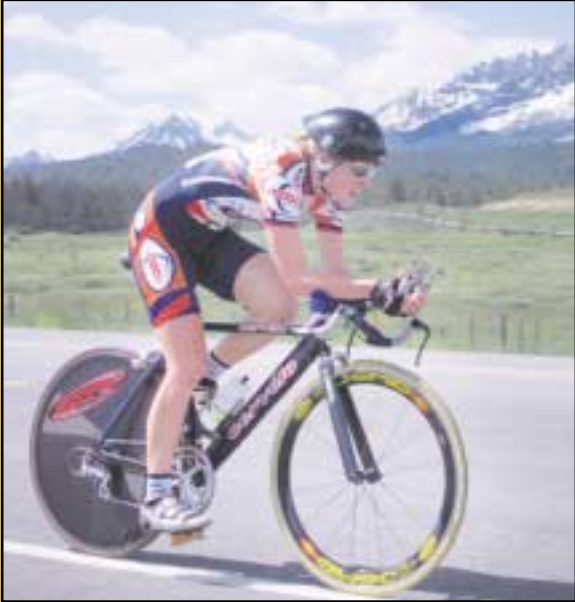


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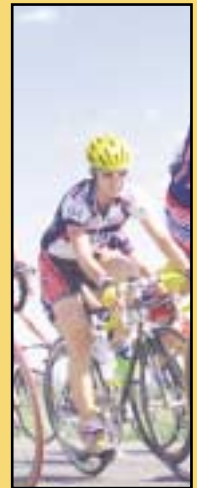


ROAD RACING

HP Women's Challenge, June 15-23



Left: Alison Littlefield, Stage 3. Above: Kristen Armstrong. Below left: The Peloton. Above Right: Peloton on Old Freezeout Hill (photo: Doug Karcher). Below near right: Crystal Yap, Stage 1. Below far right: Patty Davis, Stage 7. All Photos courtesy Wirestone except as noted.



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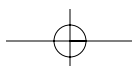
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Above: Karen Dodge, Stage 3. Right: Kristen Armstrong, Stage 7. Below: Rydeen Stevens. All Photos Courtesy Wirestone.



ROAD RACING

Big Cottonwood Hillclimb

Story and Photos by David Ward
Publisher

The inaugural Big Cottonwood Hill Climb may very well be the little sister to the Snowbird Hill Climb up Little Cottonwood Canyon. But its differing characteristics make it a unique race in its own right, as attested to by its first winner, Jeff Louder. "It is a little more tactically interesting than [the] Snowbird [Hill Climb]."

Louder's sentiment was echoed by the women's winner, Maren Osguthorpe. "Tactics has more of a role to play in this race." Big Cottonwood Canyon has several shorter, steep climbs, but much of the canyon consists of longer, less strenuous stretches of road where watching and playing off others can make the difference in a race. As Osguthorpe stated, "This is a totally different race because of the difficulty of having to stay with a group."

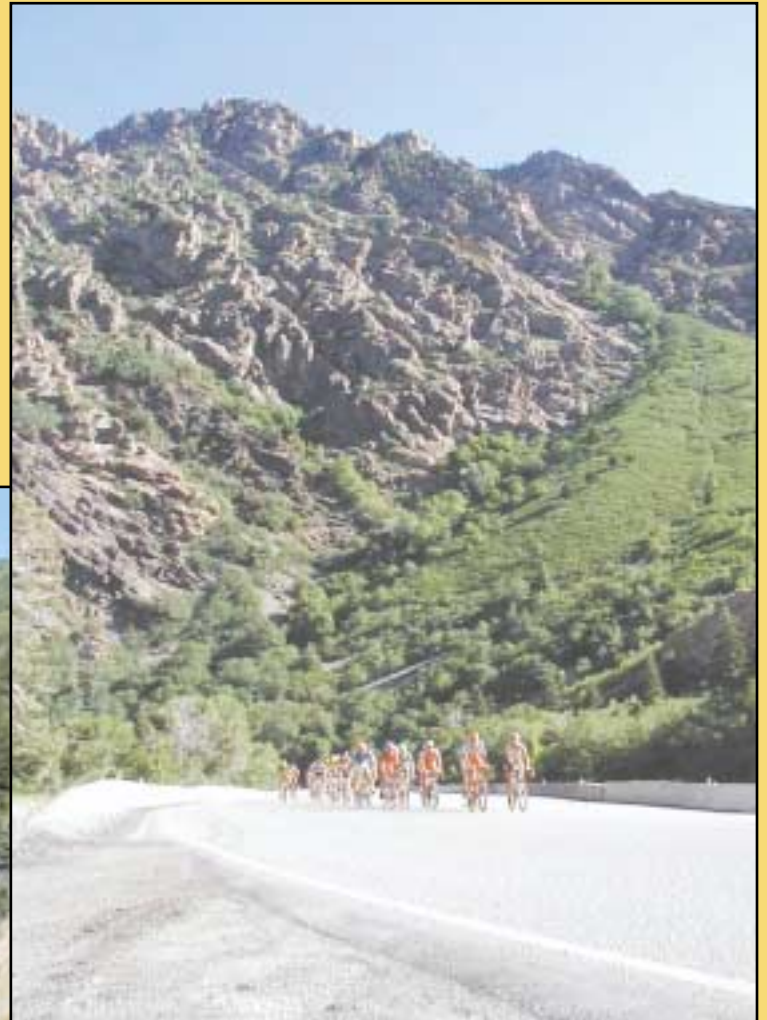
Louder's winning time was 50:13:21, while averaging 23.5 miles per hour up the canyon. Osguthorpe winning time was 57:49:78. Finishing in order behind Osguthorpe were Jen Ward, Laura Howat, Daphne Wilhelm and Laurie Humbert.

Starting en masse, the racers departed from the parking lot of the Porcupine Pub and Grill at the base of Big Cottonwood Canyon. Ryan Littlefield (First Endurance) set the pace the first few miles up the canyon through the extremely steep and tough Storm Mountain section where the race began to break up. The final selection occurred a couple of miles later just above the well-known s curve.

Just after the s-curve, where the road continues to climb steeply for the next half mile, Louder began setting tempo, a tempo, however that only four others could match. Christian Johnson (New Moon/Utah Premier), Sandy Perrins (Logan Race Club) who was credited by Johnson with "doing the lion's share of the work" up the canyon, Maren Osguthorpe's husband John (also Logan Race Club), and newcomer Chris Chamberlain (9th a& 9th), were the only riders able to stay on Louder's wheel. This elite group rode the next several miles together.

Just before the Silver Fork Lodge, Osguthorpe attacked, but the others responded and stayed with him. Louder then counterattacked, and this time only Osguthorpe could respond. Having shed the three others, Louder immediately jumped again, and this time not even Osguthorpe could match him. On the steep pitch in front of the Silver Fork Lodge, Louder had established his claim to victory, and soloed the remaining miles to the finish line in the

Continued on page 12



Left: Winner Jeff Louder at the Front.

Top: The pack at Storm Mountain

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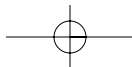

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CALENDAR OF EVENTS

Calendar Guidelines:

Listings are free on a space available basis and at our discretion.

Submit your event to: dave@cyclingutah.com with date, name of event, website, phone number and contact person and other appropriate information

Let us know about any corrections to existing listings!

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Bicycle Motocross

Harbor Bay BMX — (801) 253-3065.
Rad Canyon BMX — (801) 964-6502.



Cycling Events

General Info

Mayor's Bicycle Advisory Committee (MBAC) meeting. Second Wednesday every month 5 p.m. at the Salt Lake City/County Bldg, 451 S. State, Room 326. (801) 535-7939 or (801) 363-0304.

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

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

Events

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



Mountain Bike Racing

General Info

Intermountain Cup information (Utah) (801) 942-3498.

Wild Rockies Unplugged Series information (Idaho), (208) 342-3910.

USA Cycling, Mountain Region, (UT,AZ,NM,CO,WY,SD, Rogene Killen, (970) 587-4447.

Utah Races

Wednesdays — Soldier Hollow Training Series, 7 p.m., (801)310-0166

May 15 - September 18 — Sundance weekly race series, Every Wednesday evening. Start time 6:30 registration

5:30, Sundance Resort/ upper parking lot, (801) 223-4849

July 20 — Brianhead Epic 100, qualifier for the 2002 World Solo Championships, Brian Head, (909) 866-4565

July 27 — Pedal Powder, Intermountain Cup #10, Powder Mountain, Ed Dilbeck, (801) 479-5015

August 11 — Widowmaker Hill Climb 10 AM, Snowbird Resort, (801)583-6281

August 17 — Sundance Citizens Series, Super D, registration 8:00 AM Start time 9:00, Sundance Ski Resort, (801) 223-4849

August 18 — TUNA Mountain Challenge, fund raiser for Junior Cross Country Ski Programs, 10-kilometer trail run and a 20-kilometer mountain bike ride, Soldier Hollow, (435) 649-8710

August 24 — Wolverine Ridge XC Race, Intermountain Cup #12, Evanston, WY - Paul Knopf, (307) 783-6470

September 8 — Snowbasin Downhill and Super-D Time Trial, (801) 375-3231

September 15 — Deer Valley Bald Mountain Challenge #2, Downhill and Super-D Time Trial, Deer Valley, (801) 375-3231

September 21 — Tour des Suds, Park City, (435) 649-6839

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

October 15-17 — Huntsman World Senior Games. Must be 50 years or older. Four events: hill climb, time trial, criterium and road race. 800-562-1268 or hws@infowest.com

October 20 — Moab Rim Downhill, (801) 375-3231

Regional Races

July 20-21 — Bogus Bomber, Wild Rockies Series #7, Boise, ID, (208) 342-3910

August 1-4 — NORBA NCS #4, Durango, Colo.; (970) 259-4621

August 3 — White Knob Challenge, Mackay, ID, (208) 854-1801

August 10 — Taming the Tetons, Intermountain Cup #10, Jackson Hole Mtn.

Resort, WY, XC - Ed Chauner, (801) 942-3498

August 17-18 — Claim Jumpers Downhill and Cross Country, Nevada NORBA State Championships, Great races in the middle of Nevada on Hwy 50, Austin, NV, (775) 964-1212

August 31 - September 1 — Brundage Bike Festival, Wild Rockies Series #8, McCall, ID, (208) 342-3910

September 1 — Big Hole Challenge, Driggs, ID, (208)354-2209

September 21-22 — 24 Hours of Boise, Bogus Basin, ID, (208) 367-1899

September 28-29 — First Annual Elko Rocks, Wild Rockies #9, (208) 342-3910

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



Mountain Bike

Tours and Festivals

Wed evening ride — Women's Joyride, 5:30 p.m., meet at Joyride Bikes, 37 1/2 Center St., Logan, (435) 753-7175

August ? — Brian Head Bash Color Country Fat Tire Festival, Group Rides and more, (435) 586-2770

August 8-11 — Dinotrax Fat Tire Festival, Rides, Pasta Feed, Bluegrass Music, Flaming Gorge, (435) 781-2595

October ? — Chet Peach Ride and B-B-Q, Fruita, CO, (800) 873-3068

October 16-20 — Canyonlands Fat Tire Festival. Group rides, bicycle DemoExpo, fun competitions, evening entertainment. Moab City Park. (801) 375-3231

November ? — 6th Annual Blue Diamond to Jean Mountain Bike Benefit. 33 mile non-competitive ride. Blue Diamond, NV, (702) 228-4076 or (775) 727-5284.



Road Racing

General Info

Utah Road Racing - USCF, Utah Cycling Association - Dirk Cowley, (801) 944-8488

USA Cycling, Mountain Region Road Racing (UT,AZ,NM,CO, WY,SD), Rogene Killen, (970) 587-4447.

RMR = Rocky Mountain Raceway

DMV = Dept. of Motor Vehicles Training Track

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

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

Utah Road Races

July 23,30 — RMR Crit Series, Salt Lake, (801) 944-8488

July 24,31 — DMV Crit Series, Every Wednesday, Salt Lake, (801) 944-8488

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

July 28 — Utah State Time Trial Championships, (801) 944-8488

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

August 7,15,22,29 — DMV Crit Series, Every Wednesday, Salt Lake, (801) 944-8488

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

8488

August 3 — Snowbasin Earl Miller Hillclimb, 7:30 AM, 11 miles from Huntsville to Snowbasin, Huntsville, UT, (801) 620-1048

August 4 — Davis Crit (Rusty Shoemaker Memorial), Davis County Technical Center, (801) 944-8488

August 10 — Snowbird Hill Climb, 7:30 AM, 10.2 Miles from Shopko on 9400 S. 2000 E. to Snowbird, (801) 583-6281

August 11 — 2 Man Team Time Trial, (801) 944-8488

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

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

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

September 2 — Eureka RR, great road race through the Tintic Mining District, Eureka,

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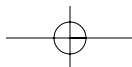
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AUGUST 2002

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The Mayor's Bicycle Advisory Committee, the leading bicycle advocacy group in Salt Lake and Utah, wants to encourage all cyclists to participate. There are monthly meetings on the second Wednesday of every month at 5 p.m. in the City & County Building, Rm. 326 or 335, 451 South State Street. For details, visit the Cycling Utah web site (www.cyclingutah.com) or call the Mayor's office at 535-7939 or Mark at 363-0304.



UT (801) 553-1065

September 7 — AARP TriUmpH Classic 50+, for people age 50 and over. bike racing and triathlon sprint, Dimple Dell Fitness and Rec. Center, three-person teams, (801) 567-2650

September 14 — LOTOJA, 203 miles from Logan, UT to Jackson, WY, (801)627-6200 or (800) 497-7335

October 8-12 — Huntsman World Senior Games. Must be 50 years or older. Four events: hill climb, time trial, criterium and road race. 800-562-1268 or hwsg@infowest.com

October 12 — City Creek Bike Sprint. 5 1/2 mile climb up City Creek Canyon in Salt Lake City. For road or mountain bikes, UCA Points Series Event. (801) 583-6281.

Regional Races

July 21 — 5 Person Team Time Trial Team Time Trial, Boise

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

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

August 3 — Black Canyon Classic, Emmett, ID, (208) 336-3854

August 10 — Saturn Cycling Classic, "The Race", Boulder to Breckenridge, CO, 14,000' of climbing, (303) 443-7020

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

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

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



Weekly Rides

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

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

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

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

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

tuning the legs. (435) 657-1950

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

Tours

July 20-21 — Idaho MS 150 Bike Tour, Boise, ID, (208) 388-1998

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

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

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

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

August 31 — Cache Valley Century Tour - 100 mi/100 km. Hosted by the Cache Valley

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

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

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

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

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

September 22-28 — OATBRAN, One Awesome Tour Bike Ride Across Nevada, following the Legendary Pony Express Trail

on U.S. Hwy. 50 - America's Loneliest Road, 5 days of riding, 420 miles from Lake Tahoe to Great Basin National Park, (800) 565-2704

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

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

October 19 — The Las Vegas Century, Rides include 10,37,62 & 100 mile, Benefits go to Ronald McDonald House, Charities and Safe Kids Coalition. Call Hal (702)407-3077 or www.vegas-bikeclub.com

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TANDEM TASTERS

by David Ward
Publisher

My wife, Karma, and I are planning to ride the annual Seattle to Portland (STP) ride on our tandem. This has become a kind of family tradition, as I have ridden this ride with each of our three oldest daughters. This year, I managed to coerce Karma into being my stoker for this year's event.

In the course of training, Karma and I often stop to eat somewhere along the road. I decided this was a good opportunity to try some new and unusual places, and thought I would pass our experiences and thoughts on the tested cuisine on to our readers.

For the first column, I want to report on our experience at Tacos Daniel. This is a small

Mexican restaurant located at 1013 North 900 West, Salt Lake City (521-9404). I was introduced to this café a few years ago by our editor, David Iltis, and had been telling Karma ever since that I was going to drag her there one day. Well, dragging was unnecessary, as I controlled the bike and simply steered us there last month.

Tacos Daniel sits in a simple red brick building in the strongly Hispanic part of Salt Lake.

Karma and I were quite a sight as we pulled up in lycra shorts and shirts, fingerless cycling gloves and funky looking helmets. We were definitely seen as an odd couple, as evidenced by the stares we received as we clacked on our cleats to a table.

When I say this is a Mexican restaurant, I am not just talking of the cuisine. Karma and I were the only light-skinned people in the place, and everyone

else was talking away in Spanish. The menu was primarily Spanish, with one page devoted to the Spanish-challenged. Observing some of what was being served to others, I could tell certain of the menu items failed to make it to the English language page.

The atmosphere is convivial, especially among those who speak Spanish. It was evident that many families make this their destination for a Saturday noontime meal. The walls are painted a lime green, with representations of several menu items painted on the walls. One corner was devoted to a statue of the Virgin Mary, and a Lakers jersey was hanging close to the cashier's box.

I selected a vegetarian burrito, while Karma chose a chile verde plate. I decided my burrito was called vegetarian simply because it had no meat on it. In truth, it was a bean and cheese burrito, but the best bean and cheese burrito I have had.

Karma hit the jackpot. Her plate came with pork, which had a perfect crispness to it, beans, rice and tortillas. In true Mexican tradition, she rolled the pork and other items she desired into a tortilla to eat. I made her share, and must admit it was excellent.

Along with our meals, we were served with warm tortilla chips and a spicy salsa.

While eating, a pair of serenaders came round and offered to sing and play some romantic Mexican music to us. It sounded like a great idea, till he said it would cost us \$5.00. I should not be such a tight wad, I suppose, but I am, and I lied to them saying I did not have \$5.00 to pay for a their music.

For a great ethnic experience, of which the excellent food is just a part, ride (or drive, if necessary) to Tacos Daniel. You may look odd in your cycling clothes, but they will treat you well, and you will be treated to some of the best authentic Mexican food in town.

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BCHC - continued from page 9

Solitude Resort parking lot.

"I rode [the course] last Sunday, saw the different parts and knew what I had to do," Louder explained. Osguthorpe finished second, Chamberlain third, Perrins fourth and Johnson fifth.

Louder, who is living and racing in Ostende, Belgium for the Landbouwkrediet-Colnago team, has been in the states a couple of weeks to do the USPRO National Road Race in Philadelphia where he finished 57th and visit home. At Philadelphia, "I stayed with the favorites when I should have been up front [with the break] making the favorites chase." The favorites were able to out climb Louder on the famed Manayunk wall, thus leaving him to finish well down the standings. "I had better legs than I rode." advantage and put the hammer down.

However, Humbert waited for Howat, and then hammered on the windy stretch along Interstate 15 and much of the uphill stretch to get Howat close to the group. Humbert's effort got Howat close enough to allow Howat to rejoin the lead group just before the start of the bell lap.

The lead group pacelined the last lap and stayed together for the final dash on the gradual uphill to the finish. "I was alone in the

front group, but with the knowledge of the sacrifices that put me there, I was determined to do everything I could to make it worthwhile. ... I gave everything for that sprint and thankfully I was able to deliver the win."

Dodge finished behind Howat to take second, while Kelly Crawford (Bingham's) finished third.

In the Men's Pro-1-2 race, the Logan Race Club snookered the rest of the field. Putting together an excellent plan and effectively carrying it out, they sprung Sandy Perrins on a gutsy solo effort that he succeeded in parleying into a championship ride.

The 72-mile race consisted of 12 laps (6 miles each), and Perrins solo ride was launched with about 5 laps to go. The chase group consisted of Kirk Eck, Allan Butler and John Osguthorpe (all Logan Race Club), Thomas Cooke (X-Men), Ryan Littlefield (First Endurance), Art O'Connor (Guthrie's) and Christian Johnson (New Moon). With numbers in their favor, the Logan Race Club riders were able to control the chase group, allowing Perrins to get out his solo ride to victory.

To top off their day, the Eck and Butler were able to lead the chase group in for second and third places, and Osguthorpe finished behind Cooke for fifth, thereby garnering the top three places, and four of the top five places for the Logan Race Club.

High Uintas - continued from page 7

positions in the general classification, Perrins and Osguthorpe rode defensively in the criterium, their sole objective to mark Swindlehurst and not allow him to escape. This worked well, and allowed a solo breakaway by Butler to stay away for the criterium win.

The Women's Category 1-3 group, while small with only five riders starting in Kamas, nevertheless resulted in a hotly contested finish, both in the road race and for the overall title.

While they stayed together through the lower miles of the climb toward Mirror Lake, the pace quickened just before reaching the Provo Falls area. This split the riders apart, with Maren Osguthorpe (Biogen) pushing into the lead. Jen Ward (Porcupine/Bicycle Center) stayed within sight of Osguthorpe, however, and caught up with her just past the feed zone.

Together they rode to the top, with Osguthorpe sprinting around Ward to grab the Queen of the Mountain title and bonus seconds. Ward and Osguthorpe then rode together over the top of the pass, and down the other side all the way to Evanston where, again, Osguthorpe outsprinted Ward to win the road race. "It is easier to sprint than to ride all the way to Evanston alone," Osguthorpe would say. With the QOM 15 second bonus and the 15 second victory bonus, Osguthorpe was sitting in first place by 20 seconds.

(Ward had picked up 10 bonus seconds for placing second in the road race.)

Kelly Crawford took third, coming in almost 20 minutes behind Osguthorpe and Ward, but 9 minutes ahead of fourth-placed Rachel Cieslewicz (New Moon Media/Utah Premier). By virtue of these time differences, Crawford was assured of 3rd place overall.

In the next morning's time trial, Ward struck back, finishing 56 seconds ahead of Osguthorpe. She was now in first place overall, 36 seconds ahead of Osguthorpe, and the final placings were to be determined in the afternoon criterium.

Osguthorpe calculated she would need to win the criterium and finish 22 seconds ahead of Ward. With that margin and the 15 second time bonus for winning the criterium, Osguthorpe could steal the overall win from Ward. On the third of ten laps, the bell rang for a \$20.00 prime. As Osguthorpe would explain, "One woman took off a little and I just let her hang out there for a bit. Coming into the straight away she stood up to sprint, but I flew past her on the inside, because I will do just about anything for twenty bucks."

Osguthorpe went on to explain, "Having a jump and being completely anaerobic, I decided to hike my skirt up and try to stay away!" Anaerobic or otherwise, she rode the next 7 laps full out, and in so doing managed to put 50 seconds between herself and Ward, more than enough to secure the overall victory.

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9 & Under

1. Jessica Karz: 8:59

12 & Under

1. Carson Ware: 1:11:00
2. Wyatt Moore: 1:23:01
3. Alex Scott: 1:24:27
4. Hannah Wilson: 1:31:18

Beg Men 19-29

1. Scott Scharf: 1:03:25
2. Ryan M. Christensen: 1:07:42
3. John Cherry: 1:07:50

Beg Men 30-39

1. Michael S. Macfarlane: 1:02:34
2. John P. Denton: 1:05:56
3. John Wickland: 1:11:18

Beg Men 40+

1. Steve Moss: 1:09:08
2. Darren Ware: 1:10:49
3. Barry Moore: 1:13:30

Beg Men 16-18

1. Rondall Eddie: 1:15:13
2. Craig Rodriguez: 1:17:48
3. Skyler May: 1:28:48

Beg Men 13-15

1. Sam Lepley: 1:10:56
2. Aaron Thurman: 1:11:21
3. Tres Wilson: 1:12:03

Beg Women 19+

1. Brandi Hammon: 1:27:31
2. Deborah Wille: 1:32:31

Beg Women 13-18

1. Hilary Wright: 1:16:47
2. Melanie Perry: 1:25:25
3. Devery Karz: 1:27:24

Women 35+

1. Debbie Ryburn: 1:17:24
2. Patricia Garcia: 1:39:14
3. Barb Clark: 1:53:30

Pro/Elite Men

1. Eric Jones: 1:49:19
2. Kevin Day: 1:51:01
3. Burke Swindlehurst: 1:52:22
4. Bryson Perry: 1:55:00

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5. JJ Clark: 1:56:53

Expert Men 30-39

1. Ian Harvey: 1:58:16
2. Brian Jeppson: 2:00:28
3. John Derby: 2:01:11

Expert Men 19-29

1. Blake Zumbunnen: 2:03:04
2. Evan Hepner: 2:03:22
3. Gregy Gibson: 2:04:33

Expert Men 40+

1. Jim Rogers: 2:16:37
2. Pete Kueffner: 2:24:04
3. Dana Harrison: 2:26:05

Expert Men 16-18

1. Scott J. Allen: 2:11:45
2. Clayton Karz: 2:26:27
3. Nate Hastings: 2:27:32

Sport Men 30-39

1. James Fowler: 1:53:46
2. Brad Newby: 1:56:36
3. Bryan Safarik: 1:59:20

Sport Men 19-29

1. Adam Lisonbee: 1:52:30
2. Marcelo Torres: 1:53:22
3. Chris A. Holley: 1:53:33

Sport Men 16-18

1. David Peterson: 2:10:17
2. Justin Moore: 2:20:45
3. Alexs Roling: 2:26:38

Sport Men 40+

1. Marty Sheeran: 2:05:11
2. Asa Kelley: 2:05:52
3. Jesse E. Ferrer: 2:09:57

Spl/Exp Men 13-15

1. Andrew Downing: 2:18:57
2. Ryan Harrison: 2:20:49
3. Chris Peterson: 2:37:12

Spl Women 19+

1. Sharon Longson: 1:19:26
2. Christie Johnson: 1:19:32
3. Bobbie Kirk: 1:20:57

Pro/Exp Women

1. Elena Feun: 2:00:42
2. Kathy Sherwin: 2:03:54
3. Roxanne Joly: 2:06:06
4. D.J. Morissette: 2:07:10
5. Paula Seeley: 2:08:47

Men 50+

1. Roger Gillespie: 2:04:34
2. Galen Downing: 2:30:47
3. Bill Peterson: 2:57:02

Clydesdale

1. Les Viera: 2:24:10
2. Dave Barnett: 2:25:35
3. Ron C. Price: 2:28:09

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12 & Under

1. Tanner Putt: 12:36:37
2. Andrew Putt: 12:37:20
3. Mike H. Voth: 12:38:14

9 & Under

1. Christian Treanor: 12:13:17
2. Joseph Johnson: 12:16:25
3. John D. McIlmoll: 12:17:09
4. Mayan Perkins: 12:17:10

Beg Men 13-15

1. Sam Lepley: 12:48:23
2. David Lund: 12:49:50
3. Ryan Wyble: 12:53:05

Beg Men 16-18

1. Mike Weeks: 12:56:23
2. Braxton Berrett: 1:03:03
3. Skyler May: 1:13:32

Beg Men 19-29

1. David D. Stenehem: 1:00:51
2. Steven Brumbaugh: 1:09:06
3. Trevor Thompson: 1:09:54

Beg Men 30-39

1. Jerry Zmyslo: 1:05:08
2. Aaron D. Larsen: 1:07:06
3. Tony Parkinson: 1:09:07

Beg Men 40+

1. Kevin Deesing: 12:53:36
2. Glenn W. McMinn: 12:54:07
3. Paul S. Moote: 1:03:08

Beg Women 19+

1. Meghan Beck: 1:00:12
2. Carrie Morgridge: 1:03:44
3. Amanda L. Sherrod: 1:06:49

Clydesdale

1. Ron C. Price: 1:34:06
2. Michael J. VanHook: 1:45:56
3. Aaron Mullins: 1:52:30

Exp Men 16-18

1. Dustin Wynne: 1:40:49
2. CJ Reed: 1:42:39
3. Taylor Hemming: 1:45:36

Exp Men 19-29

1. Blake Zumbunnen: 1:35:45
2. Kyle Gillespie: 1:37:03
3. Jeremia Johnson: 1:38:31

Exp Men 30-39

1. Ian Harvey: 1:35:18
2. Richard Abbott: 1:38:53
3. John Derby: 1:40:12
4. Steve Cook: 1:40:18

Exp Men 40+

1. Darrell Davis: 1:40:24
2. Robert Westermann: 1:44:40
3. Bruce Allen: 1:47:47

Men 50+

1. Roger Gillespie: 1:40:29
2. Bill Peterson: 1:52:52

Pro Men

1. Eric Jones: 1:41:40
2. Kevin Day: 1:45:09
3. Jeff Bates: 1:46:37
4. Kyle P. Wright: 1:53:57
5. Zeppin Tittensor: 2:04:11

Pro/Exp Women

1. Wendy Wagner: 1:32:56
2. Sonya J. Swartzentruber: 1:33:36
3. Teresa Eggertsen: 1:36:17
4. Kathy Sherwin: 1:36:58
5. Kristi McIlmoll: 1:40:02

Spl Men 16-18

1. Michael J. Brown: 1:34:31
2. Zachary Ramras: 1:42:52
3. David L. Peterson: 1:42:59

Spl Men 19-29

1. Derek Telleson: 1:20:18
2. Eric Ramirez: 1:21:53
3. Rob Hopkins: 1:25:03

Spl Men 30-39

1. James Fowler: 1:25:19
2. Bob Saffell: 1:30:04
3. Chris Thomson: 1:32:03

Spl Men 40+

1. Dana Harrison: 1:32:26
2. Bruce Hadman: 1:35:11
3. Asa Kelley: 1:36:59

Spl Women 19+

1. Misti Timpson: 1:22:18
2. Mandi Christensen: 1:24:39
3. Brittney Gillespie: 1:26:42

Spl/Exp Men 13-15

1. Alan Madorin: 1:16:37
2. Ryan Harrison: 1:17:40
3. Mitchell Peterson: 1:21:25

Women 13-18

1. Hilary Wright: 1:00:11
2. Tiffany Callahan: 1:02:14
3. Devery Karz: 1:03:21

Women 35+

1. Ryborn Debbie: 12:58:06
2. Ellen Guthrie: 12:59:10



Road Racing

High Uintas Classic

Men CAT 1/2

1. Sandy Perrins: 04:28:31:26
2. Burke Swindlehurst: 04:29:23:63
3. John Osguthorpe: 04:30:14:86
4. Gardie Jackson: 04:33:20:04
5. Kirk Eck: 04:34:19:23

Men's Cat 3

1. J.J. Clark: 04:27:04:45
2. Daniel Adams: 04:33:03:20
3. Jeremy Long: 04:35:12:17

Men's Cat 4/5

1. Michael Nunez: 04:32:57:38
2. Jason Preston: 04:33:42:66
3. John Knopf: 04:34:21:10

Men's 35+

1. Zan Treasure: 04:21:30:52
2. Art O'Conner: 04:21:39:50
3. Don Armstrong: 04:23:00:47

Men's 45+

1. Dirk Cowley: 04:22:40:98
2. Ken Louder: 04:28:04:46
3. Rick Montgomery: 04:28:49:78

Men's 55+

1. John Haney: 03:30:26:91

Junior Men

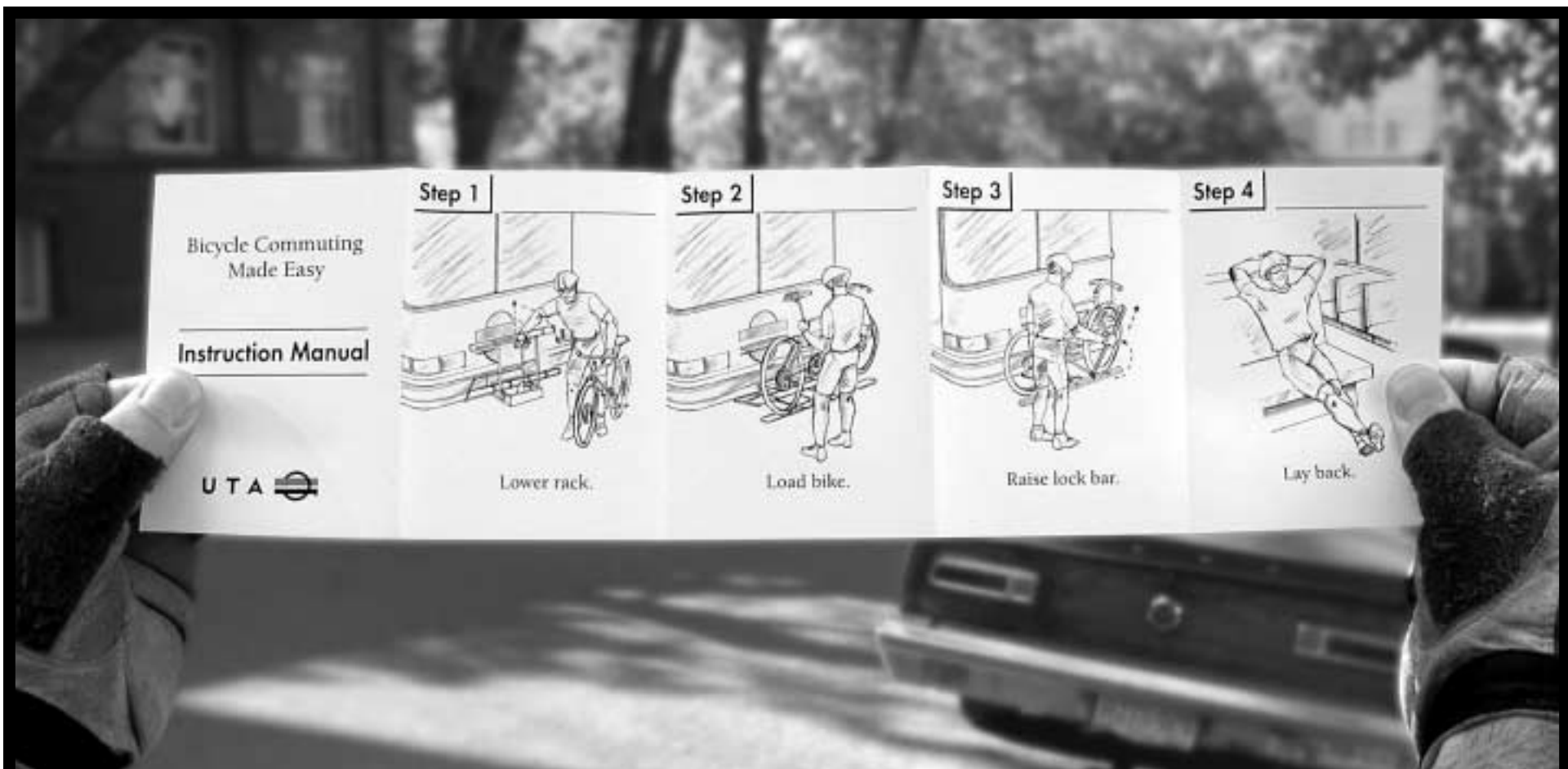
1. Christoph Hurley: 03:35:57:79
2. Mike Preston: 04:04:23:12
3. Drew Olsen: 04:08:10:02

Women's 1-3

1. Maren Osguthorpe: 04:37:40:91
2. Jen Ward: 04:38:00:87
3. Kelly Crawford: 04:57:26:18
4. Rachel Cieslewicz: 05:07:24:71

Women's 4

1. Cynthia Martin: 05:20:55:21



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1. Teppo Felin: 04:06:28.99
2. Cary Jenkins: 04:22:51.20
3. Targhee Child: 04:24:38.55

Citizen's

1. Trent Duncan: 03:51:49.39
2. Dave Fosnocht: 03:54:53.65
3. David Larson: 03:54:55.74

Citizen's

1. Mark Seltnerich: 03:54:48.49
2. Edward Brown: 03:55:15.17
3. Steve Miller: 03:59:26.80

Citizen's

1. Susan Weis: 04:10:17.08
2. Joyce Heltz: 04:42:06.04

Citizen's

1. Mason Niederhauser: 02:45:05.00
2. Matt Larson: 03:04:12.00
3. Kordell Kennemer: 03:04:22.00

Citizen's

1. Tracy Muesell: 02:51:46.00
2. Howard Kadish: 02:56:41.00
3. Larry Armstrong: 02:59:37.00

Citizen's

1. Rocky Stonestreet: 02:48:50.00
2. Tom Mraz: 02:55:17.00
3. Ross Greenlee: 02:55:22.00

Citizen's

1. Rick Grah: 02:52:34.00

Citizen's

1. Brittney Gillespie: 03:05:19.00
2. Jennifer Hanks: 03:32:22.00
3. Bethany Parker: 03:45:30.00

Citizen's

1. Kaylene Stonestreet: 03:11:22.00
2. Karrie Robison: 03:41:34.00

Citizen's

1. Gary Simmons: 02:51:25.00
2. Claudine O'Meara: 03:08:00.00
3. Scott Tucker: 06:04:06.14

Help to Heal Big Cottonwood

Hillclimb, June 29

Men's Pro 1/2

1. Jeff Louder: 00:50:13.21
2. John Osguthorpe: 00:50:25.58
3. Sandy Perrins: 00:50:37.42
4. Christian Johnson: 00:51:09.39
5. Thomas Cooke: 00:52:26.11

Men's 3

1. Chris Chamberlain: 00:50:32.82
2. Robert Hatch: 00:52:34.72
3. Joseph Smith: 00:52:44.00

Men's 4

1. Jesse Westergard: 00:51:15.26
2. Aaron Phillips: 00:55:33.73
3. Shawn Christiansen: 00:56:42.68

Men's 35+

1. Zan Treasure: 00:52:48.25

2. Don Armstrong: 00:53:03.88
3. Michael Morrison: 00:53:48.25

Men's 45+

1. Daniel Moser: 00:57:17.88
2. Chris Peterson: 00:58:22.78
3. Ken Louder: 00:58:39.91

Men's 55+

1. John Haney: 00:58:31.90
2. Hardin Davis: 01:00:16.65

Junior Men

1. Bryson Garbett: 00:16:54:64
2. Travis Richins: 00:59:58.47

Women's 1-3

1. Maren Osguthorpe: 00:57:49.78
2. Jen Ward: 00:58:21.82
3. Laura Howat: 01:00:38.60
4. Daphne Perry: 01:02:29.82
5. Laura Humbert: 01:03:42.27

Women's 4

1. Jessica Arbogast: 01:05:06.03
2. Christina Carrigan: 01:11:31.56

Women's 35+

1. JO Garuccio: 01:03:30.25

Citizen's

1. Sylvia Kunz: 01:03:24.01
2. Karen Oliver: 01:18:16.01
3. Sandra Guzman: 01:19:43.44

Citizen's

1. Stephen Wacsochi: 01:00:49.39
2. Gregy Gibson: 01:01:07.02
3. Matt Clevenger: 01:01:33.98

Gate City Grind Stage Race

Cat. 1/2/3

1. Susie Wood: 04:06:41.55
2. Jen Ward: 04:08:05.11
3. Kelly Crawford: 04:10:28.89
4. Rachel Cieslewicz: 04:32:56.82
5. Kristina Erwin: 04:33:21.94

Category 3

1. Joel Peterson: 04:42:24.95
2. Daniel Adams: 04:44:02.66
3. Jody Harris: 04:44:14.13
4. Justin Kline: 04:44:19.73
5. Chris Rowley: 04:45:01.34

Category 4

1. Nichole Wangsgard: 03:26:10.45
2. Cynthia Martin: 03:26:59.57
3. Christi Hall: 03:27:26.91
4. Sheri Lamott: 03:28:42.25
5. Melissa Streubel: 03:29:24.23

Category 4/5

1. Andrew Davis: 03:02:47.22
2. Travis Ward: 03:03:08.89
3. Simon Aleksander: 03:03:42.26
4. John Langston: 03:03:57.63
5. Chris Stuart: 03:04:03.42

Junior

1. Sarah Proctor: 02:48:33.44

2. Julieanna Dorsch: 02:49:08.13
3. Laura Guth: 02:59:23.61

Masters 35+

1. Kris Walker: 03:25:28.87
2. Margaret Douglass: 03:27:08.45
3. Ellie Rodgers: 03:29:40.25
4. Jodi Cuccia: 03:41:30.33
5. Pamela Dunn: 03:45:34.22

Masters 35-44

1. ZAN D. TREASURE: 03:56:46.45
2. don armstrong: 03:57:33.15
3. Art O'Connor: 03:57:58.80
4. greg grissom: 03:58:14.56

Masters 45-54

1. John Haney: 03:14:02.78
2. Bob Walker: 03:14:11.31
3. Don Campbell: 03:15:40.55

4. Blayn Corwin: 03:16:28.83
5. Mitch White: 03:24:22.27

Pro 1/2

1. Sandy Perrins: 04:30:36.23
2. Joby Siciliano: 04:31:33.24
3. Kirk Eck: 04:31:59.37
4. Kelly Williamson: 04:32:27.58
5. Brand LeMaitre: 04:32:43.62

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Spokes - continued from page 2

the overall winner in each category. Invariably, there are numerous categories where there are only one or two entrants. But that's just fine: They step forward and get their awards just like everyone else.

Frankly, I would hate to see this change. While it may be good for road racing in Utah if this event became a premier event, something would be lost. Something intangible, but important, to those who will never race seriously, or who maybe will but are initially are too intimidated to join in a high level event.

I like the road racing portion of the Utah Summer Games. Just as it is. My hats off and congrats to Quinn Pratt for the excellent job he does, and the great opportunity for relaxed and enjoyable competition he provides to all those who participate. We will be back.

Tuesday World's - continued from page 2

and won it, sprinting out of the last corner and crossing the line with a comfortable margin, only to be dismayed by the sound of the bell again. It was going to be a long 70 minutes.

What happened after that is mostly a blur. I latched on to the tail end of what became a five-man breakaway that eventually lapped the field. The group was Jeff Louder from the Belgian Division 2 Lamboukrediet Colnago pro team, new state road race champ Sandy Perrins and Al Butler from the Logan Race Club and myself and X-Men teammate Todd Hageman. We agreed early on to split all the primes and keep the train rolling. We worked well together until the last few laps, when Jeff decided it was time to tear it apart for the finale. At one

point the announcer made a call to spectators to come up and "place your bets". On the last lap, Todd was able to latch on to another Louder attack. I was forced to mark Sandy and half-hope that he would drag me up into a position to contest the final sprint. If not, I knew the X-Men had a shot with Todd hanging on Jeff's wheel. It was a pretty solid plan, but it didn't materialize. Sandy never could close that initial gap, so our chance of the win and \$1000 was in Todd's legs. Jeff left nothing to chance and attacked Todd well before the line. Maybe riding in European Spring Classics with the likes of Johan Museeuw and Peter Van Petegem gave Louder the legs to rip up the finish like that. Maybe the fact that his father Ken had won this same race over 20 years ago inspired him to push a little harder for that line.

After the race, most of us hung out in the shade of the park. There was some downtime while results were being made official which some of us killed by eating chorizo and drinking beer. The promoter of the race was gracious when handing out the prize checks and thanked us all for coming. I told him I thought this was the best race of the year. He asked me what he should do to change it and make it better for next year. I said don't change a single thing, we will take care of the rest. Word of mouth has a way of spreading like wildfire amongst bike racers. I hope anyone who reads this will consider spending 4th of July in Elko next year.

Bill Harris Wins Master's Criterium Title

On the evening of July 14th, Bill Harris sprinted to victory in the Master's National Criterium Championships which were held in Bakersfield, California, ending a long journey to claim a stars and stripes jersey. Bill has been gunning for a Master's title since 1997 and was able to

claim his this year while many of his family members were watching on the sidelines. Bill was competing in the 35-39 age class and had to go up against the likes of former Olympian

gold medallist Steve Hegg. It has been much publicized that this was to be Bill's last year racing, but when asked if this meant another year for the current points leader of the UCA

Crit Series, he offered only this cryptic response: "Only Harris knows when it is time for Harris to retire. We will see. Maybe I have one trick left up my sleeve..."

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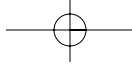
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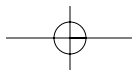
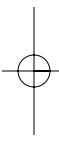
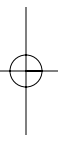
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ROAD RACING

Burke's

By Thomas Cooke

During the off season, the editors of Cycling Utah approached me about doing some race reporting, partly



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BOOK REVIEW

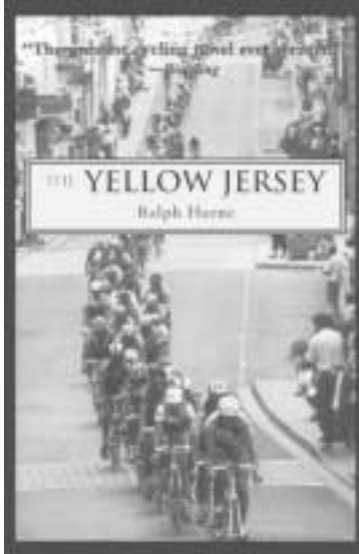
The Yellow Jersey

By Lou Melini

The Yellow Jersey was not published in the United States until 1996, though originally published in a time when countries competed in the Tour de France. The book's main character is 35 year-old Englishman Terry Davenport, a veteran of 16 years in professional bicycle racing. After a year off of the bike he is put in charge of a team of riders from various countries too small to have their own national team.

The book is written through the eyes of the main character. His team he bluntly calls, "a poor lot, save for Romain's climbing ability. I'm not being big-headed when I say I can beat each and every one of them at the sprint-8 out of 10 anyway." Romain is his personal project. A 22 year-old rider from Luxembourg with tremendous climbing ability but needs help in time trials and anything that resembles a group sprint. In putting the team together for the Tour de France, Terry has to deal with the abilities, loyalties and personal goals of the varied riders he has inherited. Davenport not only helps Romain train, but also mentors him in life, for Romain is the boyfriend of Susan, the daughter of Davenport's fiancé. Despite Davenport's current employment, he seems more interested in becoming retired again in a position that doesn't require a lot of time.

Part one of the book is a blend of romance and relation-



ships mixed in with racing and preparation for the Tour. Davenport juggles his time with Paula, his fiancé and her daughter Susan, and then discovers another woman in his life. He is also training to be a "non-racer" for the sake of Romain.

Part II of the book is the Tour de France where Terry finds himself fired as the team manager but is rehired shortly before the start. He is also part of the team as a rider and learns first hand who is riding for the team and who is not. He tries to find time between stages for his relationships, which keeps the novel moving and interesting. With each stage of the race you will find yourself anticipating the next chapter, no differently than your anticipation of the next day's results of the latest Tour de France race. Throughout the Tour you feel a part of the race. Terry describes the approach up

the Alps. "It's really something to see a climber waiting to attack. Any other sort of attack can be neutralized but when a climber goes there's little the non-climbers can do. To carry me through today, my only plan is to get over the two big cols with as little suffering as possible and try to keep up by making a fast run down. Romain has a hundred-yard lead now. Suddenly he looks round and sits up, waiting to be caught. But he's made it too obvious; an expert like van Faignaert won't fall for that one."

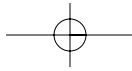
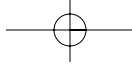
The New York Times book review compared this novel's style as descended from Hemingway. It is easy to read, simple text and good character descriptions, similar to Hemingway. I thought it read better than Hemingway, perhaps due to the bicycle theme.

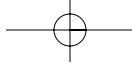
I purchased my copy through Velo Press (Velo News books) though I have not seen The Yellow Jersey advertised recently. If you can find this book it will be worth the effort of your search.

THE YELLOW JERSEY
By Ralph Hurne, 1973

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-Editor's Note: You can find The Yellow Jersey at Bikingbooks.com under Road Racing.





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