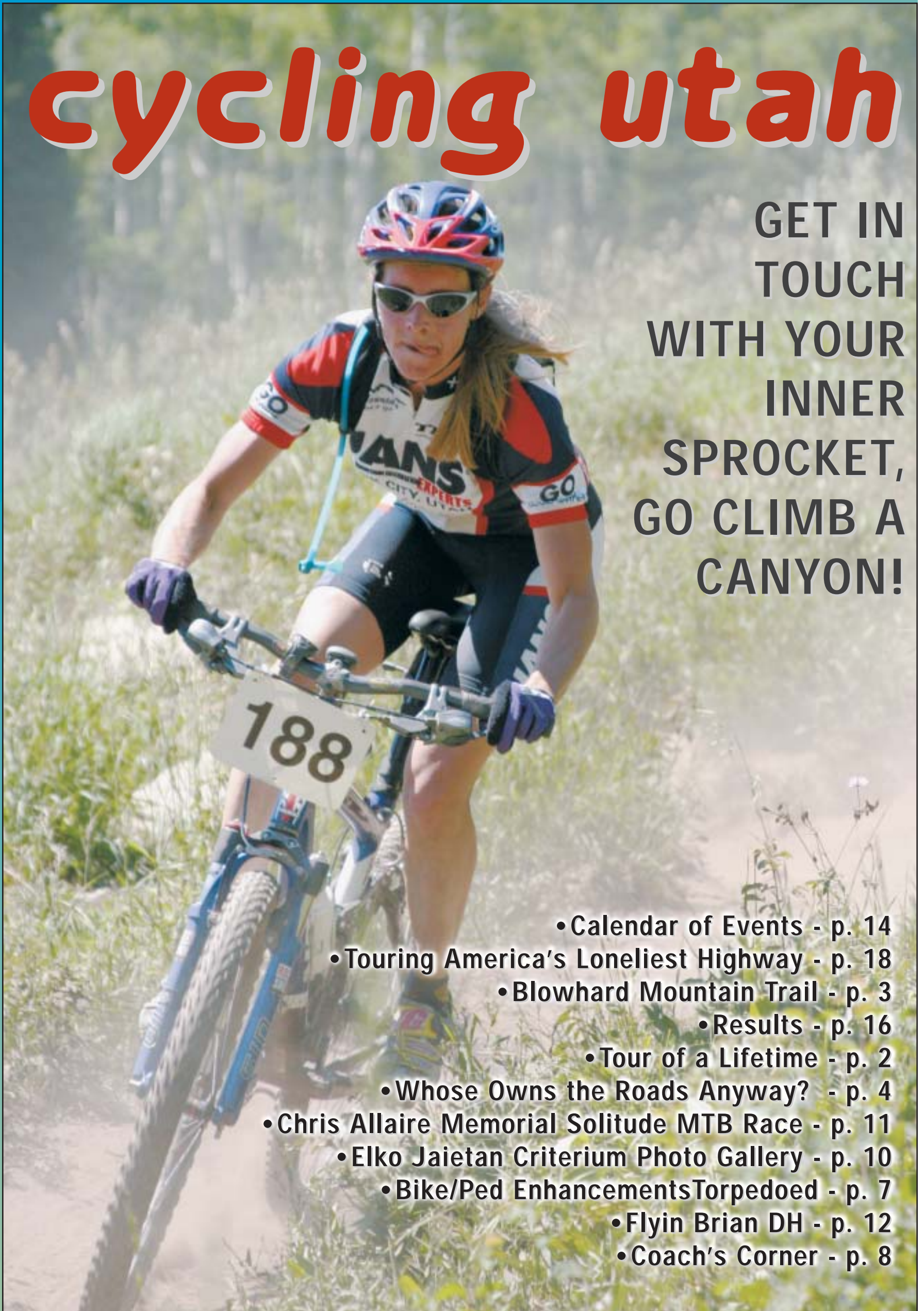


cycling utah

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SPEAKING OF SPOKES

The Tour of a Lifetime

By Dave Ward
Publisher

It was about 5 months ago that I booked a 5-day Tour de France tour for my wife, Karma, and me with Graham Baxter Sporting Tours. I chose the 5 stages beginning with the stage into Toulouse after the first rest day, and ending with the climb up to Luz Ardiden. Who could have guessed then this would be the most exciting Tour since Greg LeMond's 8 second victory in 1989, and that the most intense and pivotal stages of this year's Tour would take place in the 5 days we chose for our tour?

When we arrived in Toulouse, we were picked up by our touring company and introduced to our tour guide, Derrick. Even before checking into our hotel, we were driven to the stage finish in Toulouse we Karma and I parked ourselves at the 300-meter mark to watch the stage finish. As we leaned over the barrier to scarf up all the stuff we could from the "caravan publicitaire", the excitement of actually being here personally to follow the Tour for several days washed over me.

About an hour later, we watched Juan Antonio Flecha solo in for his victory in this stage, and a few minutes later we cheered Lance Armstrong and the Postal Boys, and everyone's personal hero for this year's Tour, Tyler Hamilton, as they rolled in with the main peloton. About a half-hour later, as we filed through the team vehicles with thousands of other spectators, it seemed too incredible to actually be here.

The next day, I rode with several other cyclists from our tour to the Gaillac Time Trial. Though I am certainly sophisticated enough to realize nothing was given in this Tour, and even realized that Lance and U.S. Postal just did not seem as dominating as in previous years, I still went to the time trial with the anticipation that Lance would increase his overall lead with a strong time trial perfor-



mance.

We opted to watch the racers as they rolled down the ramp, and the excitement built as we recognized each of the last 25 racers to start, cheering for each departing rider, and wildly cheering for each U.S. Postal rider, Tyler and Lance.

After Lance left, I began my ride back to Toulouse, and tuned in to the local radio announcer to follow the riders' progress and times as they finished. Fortunately, I am somewhat fluent in French, and though the commentators speak fast and loud, I was able to understand their description of the riders' progress.

The sinking feeling I experienced as I listened to Jan Ullrich's crushing victory marred what was supposed to be a tremendous tour for me as I followed Lance's progress to a fifth Tour victory. Instead, I fumbled to find the positives (Lance was still in yellow, he was just dehydrated, he would bounce back in the mountains, etc., etc.) while having to confront what had been lurking beneath the earlier stages: Lance was not as dominant as in previous years, and appeared very vulnerable. Indeed, Jan Ullrich was now considered by most everyone over here to be the favorite, and even tabbed by Lance as such.

Everyone now knew that the race was between Lance and Jan (or so they thought), and that everything, including the incredible heat, was favoring Jan. Everyone also knew that the next four mountain stages would be the setting for an intense battle.

The next day, we rode from Foix, outside of Toulouse, to Ax-Les Thermes. We decided to

climb backwards up the Col de Pailheres to watch the riders come over the top. I quickly realized I was undergearing. Due to the intense schedule I had prior to leaving, I had failed to change to heavy mountain gears, and was now trying to climb this incredibly tough Pyrenean climb in a 39 x 24. Between the heat, the humidity and the steep pitch, I realized I was not going to make it to the top. I made 8 of twelve miles before being stopped by the gendarmes who had closed the rode. Prior to reaching that point, I had crawled into a cool creek with an Italian rider to cool off.

I decided to descend back down, and to climb as far up Ax-3 Domaines as possible. Riding down the winding road, swerving through the curves as I had watched so many racers do, was one of the thrills of my ride. It also allowed me to recover sufficiently to want to climb toward the stage finish at Ax-3 Domaines. After almost four of nine kilometers, however, I again had to stop, and down a Coke and an Orange before continuing. Within another kilometer, I chanced upon Jim and Lori, another couple from our tour. They were hard to miss, as Lori, a lovely young lady, always rode in a bikini top. But more on that another time.

Jim and Lori had managed to hook up with a French couple towing a trailer. They had shade and a television, so I decided that was sufficient reason for me to await the racers there as well.

We cheered as Tyler's teammate, Carlos Sastre, powered to victory up the climb that I had barely been able to crawl up. Then, we again cheered wildly as Lance, Jan and a select group of three other riders raced passed, followed shortly by a struggling but determined Tyler.

Then, it was sinking feeling time again, as we watched Ullrich



Going to the Top.

Photo: Derek Francis

put another seven seconds into Armstrong, and felt Lance losing his grip on this tour. It was at the end of this stage that my positives changed. The best I could say was that if anyone was going to beat Lance, except for Tyler I would prefer it was Ullrich. I have been a fan of his for several years, so it was some consolation to think that if anyone was going to beat Lance, it would be Jan.

The next day, we rode from our new base in Lourdes and over the Col d'Aspin in the reverse direction the Tour racers would be going the next day. The view from the top of the Col d'Aspin is magnificent. The Pyrenees are different from the mountains I know, but equally magnificent. From there, we descended to Arreau where we had lunch before riding to the bottom of the descent of the Col du Peyresourde, two kilometers from the finish.

Again, we scarfed up stuff from the publicity caravan and I followed the breakaway of Richard Virenque, Gilberto

Simoni and Laurent Dufaux on the local radio station. We knew when they had cleared the top of the Col du Peyresourde when the helicopters began to hover above the summit, and then slow began making their way to just above us.

Tom, our on-the-bike guide, and I picked Dufaux to win the sprint. We cheered as the three passed by us, and were surprised to hear on the radio that Simoni won the sprint. In watching the television coverage that night, I could see that Dufaux simply started his sprint too late to overtake a motivated Simoni.

But the big surprise, of course, was Alexander Vinokourov. Though we all knew he was hav-

Continued on page 5

Cover Photo: Pam Hanlon
at Solitude, July 12, 2003

Photo by Dave Iltis

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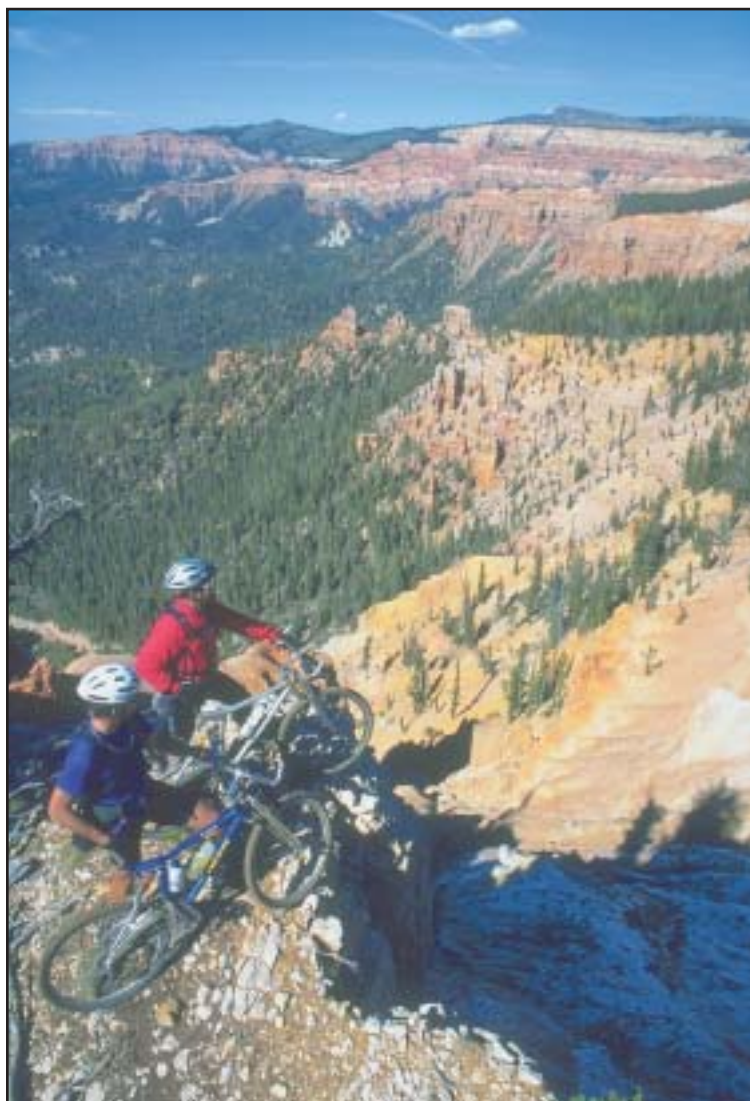
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TRAIL OF THE MONTH

Blowhard Mountain Trail Has Spectacular Scenery



Mike and Vince toe the edge of the Ashdown Gorge Wilderness and Cedar Breaks National Monument from Blowhard Mountain Trail. Photo by Gregg Bromka

By Gregg Bromka

Blowhard Mountain Trail has been touted by locals and praised by national magazines for its camera-seducing scenery, riveting trail conditions, and big vertical drop. But in years past, Blowhard was an "outlaw ride" because it nipped the Ashdown Gorge Wilderness Area. Today, rerouted away from the wilderness, Blowhard Trail is perfectly legal while maintaining its stunning scenery and infamous singletrack. The views of Ashdown Gorge and Cedar Breaks National Monument are surreal. Portions of the trail, especially the initial descent, are unnerving for the tentative but thrilling for the intrepid. The remainder is a joyous ride through lush forests broken by captivating views.

The classic Blowhard Mountain Trail is a 4-mile, one-way drop to the Crystal Springs road off UT 14 in Cedar Canyon. Additional trail was constructed by the Cedar City Ranger District in 1996 to extend the trail another 3.5 miles to Moots Hollow for a total distance of 7.5 miles. That makes Blowhard well worth the effort of setting up a shuttle.

Details:

Circle counterclockwise

around Blowhard Mountain on singletrack, bank right, and square up for a drop down angular switchbacks that are barely rideable. The brilliant color flashing through the trees hints that a spectacular show awaits ahead. Hang your butt way off the back of your saddle if you attempt to ride the quick, frightful pitch ahead. Although you're only a few minutes into the ride, you should stop and take five because the trail follows a knife-edge ridge overlooking the ornately adorned amphitheaters of Ashdown Gorge Wilderness and Cedar Breaks National Monument. Those suffering from vertigo might opt not to "toe the line" of the ridge because of the nearly 1,000 feet of vertical emptiness beneath you. Across the way, timbered slopes and barren summits of Brian Head Peak, Navajo Point, and High Mountain watch over the Breaks - so named for the way the Pink Cliffs' flaming red hoodoos collapse from the surrounding verdant terrain. Lower Ashdown Gorge, although sullen in color, is a mighty chasm into which the delicately eroded formations of Cedar Breaks funnel.

Follow along the ridge a few hundred yards, and then dive down the furrowed path over pebbly limestone and through

angular turns. Ride what you can, but don't let machismo cloud sound judgement. Even expert riders can expect to dismount periodically. Beyond the Potato Hollow Trail junction, the trail weaves through an opaque forest where sunlight has difficulty reaching the wooded deck. Then, zoom down the power line doubletrack to the Crystal Springs road. Cross the dirt road to continue on singletrack to Moots Hollow. (If you take the dirt road to the left, you'll climb a modest hill and then descend to UT 14 in Cedar Canyon.)

Now, the trail rises moderately through thick trees as it circles around Wood Knoll. On a divide separating Moots Hollow and Long Hollow, you can peer into Cedar Canyon and view Kolob Plateau to the south and Ashdown Gorge to the north. After crossing the national forest boundary, the path banks down switchbacks high above Long Hollow where you can catch a fleeting glimpse of Ashdown Gorge, Brian Head Peak, and Cedar Breaks. Cross the doubletrack in Moots Hollow to culminate the one-laner by first edging a rock ledge and then plunging into the lower gorge of Moots Hollow to UT 14.

Location: 10 miles south of Brian Head

Length: 7.5 miles, one-way (shuttle required)

Tread: Singletrack

Physical difficulty: Moderate (mostly downhill; one modest climb mid route)

Technical difficulty: Moderate to high (loose rocks, hairpin turns, root drops on narrow, steep trail)

Elevation: 10,600-7,600 feet; Gain: 200 feet; Loss: 3,000 feet

Trailhead Access: From Brian Head, drive 4 miles south on UT 143. Turn right on UT 148 for Cedar Breaks National Monument, and pass the visitor center. Blowhard Mountain road is 0.3 mile south of the national park/national forest boundary, marked solely by a stop sign. The signed trailhead is 1 mile up the all-weather road, before the FAA radar towers and workstations. Park off the road. To set up a shuttle, drive south on UT 148 to UT 14. Drive 4.7 miles to the Crystal Springs road (signed) for the short version or 8.7 miles total to the Moots Hollow trail-

head (unsigned and virtually invisible but .2 mile east/uphill of milepost 9). Park at the road-side pullouts.

Notes & Precautions: Avoid this route when it is wet or even damp, especially the short stretch on the Moots Hollow road. Your wheels will become concrete doughnuts and your shoes will turn to cement slippers.

Excerpted from *Mountain Biking Utah's Brian Head-Bryce Country* by Gregg Bromka.

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BIKE ADVOCATE

Who Owns the Roads Anyway?

By Rob MacLeod and
Dave Iltis

If you ride a little or ride a lot, I bet at some point in a ride, someone has yelled at you from a car or truck window to "Get off the road!" The really clever ones add "I pay taxes for it and you don't!"

Ever thought about this suggestion? That we, as cyclists, are getting a free ride because we don't pay gas taxes for the miles we do on two wheels under our own power? Well, forget this idea because it is as wrong as wearing your bike shorts backwards and about as helpful as a stick between the spokes.

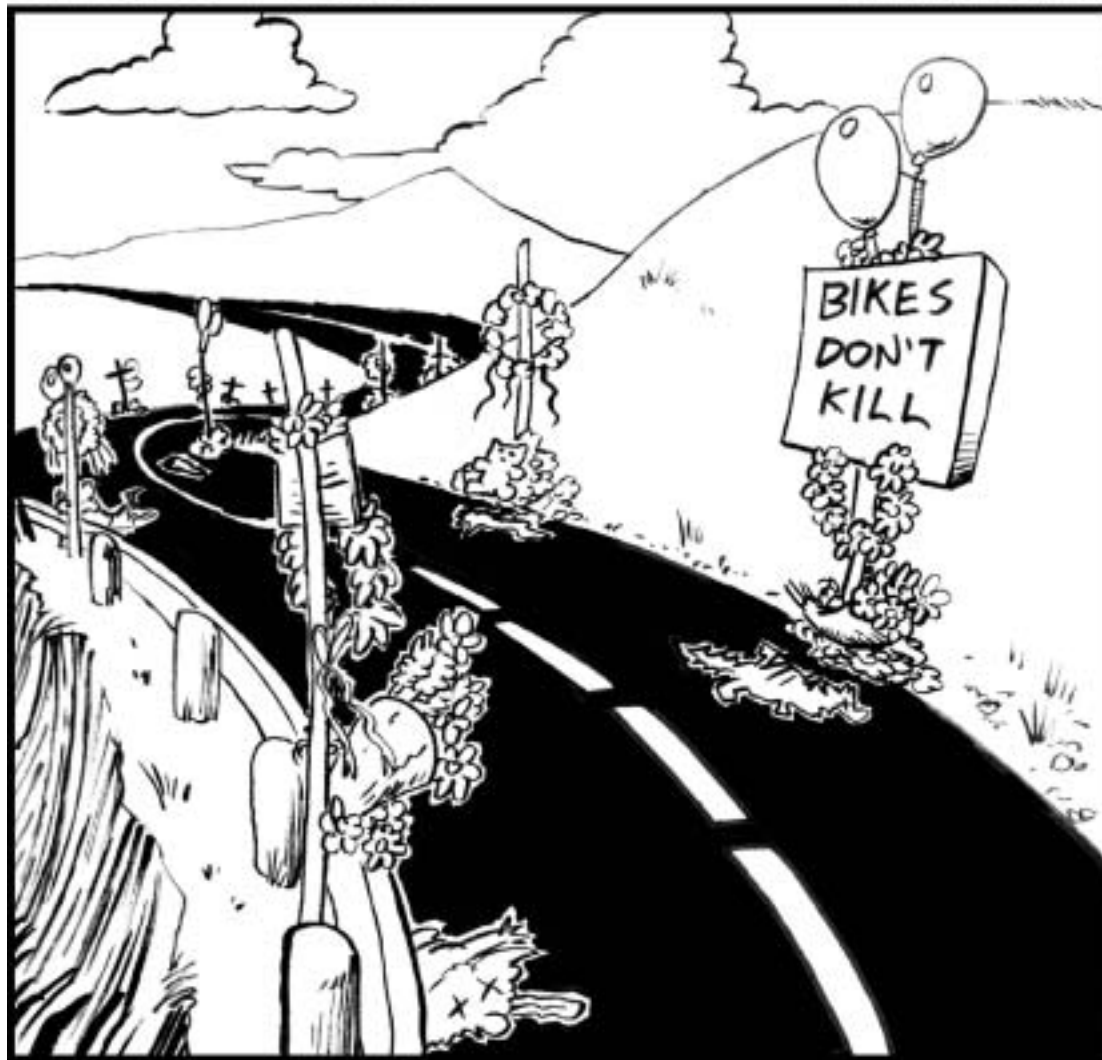
There are two reasons why cyclists have every right to be on the road. The first comes from the economic facts. As cyclists we don't pay less in taxes than a motorist to use the road, we pay more. The details are available in some reports from Todd Litman of the Victoria Transport Policy Institute that are available via the website www.vtpi.org. But the summary goes something like this.

Most cycling happens on local roads (versus state and federal highways) and there were \$26 billion dollars (1995 dollars) spent on local roads in the U.S. in 1994, only \$2 billion of which came from motor vehicle user charges. The rest of local road funding comes from general funds and special assessments, taxes we pay whether we drive an automobile or ride a bicycle. But it gets better.

The cost of building and maintaining roads, on average, works out to 3.9 cents per mile driven for vehicles, but the cost of actually driving those miles in gas taxes and vehicles fees is, on average, only 2.5 cents per mile. In fact for the local roads, the cost to drivers is only .2 cents per mile. This means that drivers are actually subsidized by 1-2 cents per mile to use cars. But these are only the direct costs of road repair and maintenance.

CYCLOTOON

BY NEAL SKORPEN



If we add in the cost of tax funded parking subsidies, and the cost of acquiring roadway land, we get a number more like 12 cents per mile in true costs of having roads, so the subsidy now climbs to 13-14 cents per mile. And things get really out of hand when we begin to include some of the more indirect impacts of driving, such as lost productivity due to time spent in traffic congestion, off-street parking facilities, uncompensated accident damages and environmental impacts. The estimates for these components add a further 10-40 cents per mile to the real cost of having our road system. This still doesn't include the health costs of vehicular air

pollution, which are estimated to be as high as 21 cents per mile nor the indirect health costs of inactivity. Neither does it include the societal and economic costs of obtaining and defending oil supplies or the long-term, yet to be determined effects of driving on global warming.

For the cyclist, who creates much less impact, typically rides many fewer miles, and yet still pays just as much in income, sales, property, etc. taxes as the typical driver, the deal is not nearly as good. One comparison in Litman's report shows that while an average household's general taxes are several hundred dollars per year, the typical bike commuter can actually end

up over-paying \$252 per year for the privilege while his neighbor the motorist enjoys a subsidy of \$176 for the year.

So in reality, on average, it is the cyclist subsidizing the motorist instead of the reverse. But don't let this moral superiority go to your head and start yelling for drivers to get off the road, for there are better reasons for us all to share the road.

There is at least one good

reason why the argument that motorists own the roads is ridiculous. I learned this one from Bob Bayn, a leading bike advocate and Effective Cycling instructor in Logan, Utah.

Bob points out that roads are a part of the public right-of-way. This means that roads are there for the public and the last time I checked, we belonged to the public, even when we ride our bikes, look geeky, and smell nice and "fresh" when we commute to work/school. Using the public right-of-way does not depend on what we pay--there are no toll-booths on sidewalks.

If use of public facilities actually depended on how much each of us paid in taxes, then rich folks would have even more rights to the road than the rest of us, whether they drove, rode or walked down the middle of the street. All of us with lower salaries would have to move to the side and let the rich folks pass. I bet the drivers trying to evict us from the public right-of-way would be real happy to learn that someone else was yelling the same thing at some of them!

The laws of every state and municipality support our right, the right of everyone, to use public spaces, including the roads. The privilege of access depends on our willingness and ability to obey the rules of that public space, not on our income or how much we contribute to the national debt.

Editor's Note: Rob MacLeod's article was first printed in **cycling utah's** March 1999 issue. This version contains updated figures.

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**Tour -
Continued from page 2**

ing a great Tour, commentators, journalists and all of us following the Tour had narrowed the race to two men, Armstrong and Ullrich. When Vinokourov attacked, he profited from Lance's decision to make Ullrich lead the chase. It took awhile, but Ullrich finally realized that Lance was serious in leaving the responsibility to Ullrich to chase since Ullrich was now the favored rider. We listened intently as the chase started over the top of the Peyresourde, and as the gap started quickly coming down. Vinokourov passed by us, obviously pushing as hard as he could to take as much time as he could. About 30 seconds later, Ullrich led Armstrong and a couple of other riders as he continued to lead the charge to bring Vinokourov back.

By the finish, the time had been whittled down. Ullrich was still 15 seconds behind Lance, but Vinokourov was only three seconds behind Jan. Suddenly, there was a new twist in this year's Tour: It was now a race between three men, not two. How could the Tour be any more exciting and tense than it was at this moment? And here I was, smack in the middle of it all.

That night, we and everyone else knew that the big showdown was coming the next day. Someone had to try to explode things on Luz Ardiden.

The next morning, we made the ride from Lourdes to Luz-St. Sauveur, a beautiful alpine resort tucked in the vale between the Col du Tourmalet and Luz Ardiden. I had been quite fatigued between

the hard riding we were doing, and the 5-6 hours of sleep we were getting each night. Still, I was determined to climb Luz Ardiden. So, when we arrived in Luz-St. Sauveur, I winced when my riding partners started looking for a cafe for lunch. I informed them I was climbing to the top, and left them to their meal. As for myself, I ducked into a small store, and bought a nectarine and two Cokes. I quickly ate the nectarine and downed a Coke, and dumped the other Coke into a water bottle for the ride up.

It only took minutes before the climb became really steep. It was hot, but had cooled somewhat from the previous days. It became steep really fast, and I quickly found myself out of the saddle a good portion of the time, and especially rounding the curves. The first three miles are the steepest, and the ten-kilometer sign seemed a long time coming. Thereafter, it became slightly more manageable, and I was able to remain seated most of the time and maintain a better cadence. Orange surrounded me on all sides, with continuous Basque singing and partying going on as I ascended.

The five kilometer mark seemed to come more quickly, and a kilometer later the road rounded the mountain and climbed into the base of a large cirque. I seemed to be at the bottom of a large amphitheater, and looked up at twisting switchbacks lined with orange, with large groups of orange-clad bodies covering the hillsides. This is indeed Basque country, and you cannot miss it. They even had a demonstration at the base of Luz Ardiden before the



Ullrich (right) trails Lance

Photo: Derek Francis

arrival of the racers, carrying a huge Basque flag and singing as they walked about a mile up the slopes.

With four kilometers to go, I began the switchbacks. This was actually the easiest part of the climb. It is a deceptive look. The mountain is indeed steep, which is why there are switchbacks. But it is the fact you are switching back and forth on the slope that makes the climbing pitch easier.

For all intents and purposes I made it to the top, though to be exact, I was turned back at the 400 meter mark. The closer the race comes, the lower on the course the road is closed, though I cannot understand why the road would be closed at the top three hours before the racers arrive. I just barely missed being able to go clear to the finish, but only had two turns left. It was a great feeling, and an exhilarating ride.

After achieving my goal, I descended back to where I joined Karma, just below the 10-kilometer mark. She had located a spot where we could watch the riders climb up four switchbacks. We cheered Sylvain Chavanel as he ascended past us, and I believed he was going to win as he had about a four-minute lead. But I was forgetting that someone was surely going to try to explode the race on this climb.

A few minutes later, Lance, Jan, Iban Mayo, Tyler and several others powered past us, and we again wildly cheered them on. Radio reception here was terrible, though, and it was not until I began to use Karma as an antenna that I could pick up staticky coverage of the race. By then, Lance had had his infamous fall, which we did not know about until we observed it later on television.

We were able, however, to pick

it up just as Lance made his move, and become the one to claim this stage, and the Tour itself, as his. Vinokourov, of course, was a couple of minutes behind before they even hit Luz Ardiden, so that factor of the equation was eliminated. Lance threw the gauntlet down to Ullrich, and try as he might, Ullrich could not pick it up. We anxiously listened as Lance increased his gap, and then as Ullrich started to close it back down.

Within minutes, though, we knew that Lance had passed Chavanel, won the stage and put some serious time on Ullrich. Though there was still the issue of the final time trial, things had now changed. Lance was obviously feeling better, and had swung the momentum back his way. Though

Continued on page 12

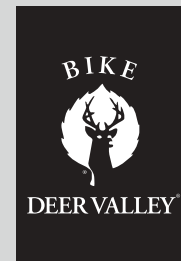
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TECH TALK

The Church of the Bigger Wheel - A Review the 29er

By Mark Smedley

Twenty-nine inch wheels? What 's the big deal about bikes with big wheels? Do they rock? No, they roll. So what you say. All bicycles roll. And what the heck is a 29-inch wheel bike anyway? Go out to the garage; stretch out your tape measure, and determine the diameter of the wheel of your favorite mountain bike. For 99.999 percent of you, it is 26 inches. For a tiny fraction of converts, it's 29 inches. Build a mountain bike around a 700 c wheelset and you have a twenty-niner.

Why would anyone want to join a tiny sect of fanatics with wheels that are twelve percent larger? The facetious answer is that you get twelve percent more life out of your tires. True, but rather trivial, and a proselytizer like myself is probably not going to gain many converts unless I can offer a better testimonial than this. Here it is: 29 inch wheels can decrease the energy required to propel oneself forward, clearly not a trivial revelation for devotees of the religion of self-propulsion.

Obviously, you are not going to accept the argument that 29-inch wheels are more efficient on faith. But if you delve back into the synaptic events that occurred in your high school trigonometry class, and calculate the radians that 29 and 26-inch wheels describe when they contact bumps, the efficiency argument will reveal itself to you. The angle of incidence for 29-inch wheels is five percent smaller for inch-high bumps, increasing to seven percent for bumps that equal the radius of puny wheel bikes. Second if you calculate the distance traveled by 29 and 26-inch wheels using Pythagoras's theorem you find that the 29-inch wheels reduce the distance traveled by a tenth of a percent for 1-inch bumps, half a percent for 5-inch bumps, etc.

The calculations used to arrive at these figures assume that tires contact the ground as points. They don't; they squish over the terrain. Calculating the distance traveled using the leading edge of the tire patch exceeds my math skills, however it is intuitive that assuming that tires contact surfaces as points overestimates the distance saved by using bigger wheels. But it is also intuitive that tires squishing over bumps reduce the angles that wheels hit as they roll up and down in rough terrain. These reduced angles are just one of the benefits of riding lower tire pressures.

Enough of the math, how do twenty-niners ride? They ride like bikes with some suspension; it follows from the smaller angles that the bigger wheels describe. The ride is comparable to the ride of a softtail like the Moots YBBear. However it has two advantages that a softtail does not: First the suspension effect occurs on both ends of the bike. Second, many softtails lack damping, and can move your center of mass up and forward when the chain stays



Mark riding up the stairs on his Willets. Photo: Dave Ittis

rebound. In contrast twenty-niners change the nature of the bump rather than using shock action to respond to it, a simple, elegant solution.

Twenty-niners are stable. This stability is often attributed to the greater gyroscopic effect of the larger wheels. While this effect is important at speed, it cannot account for the stability of these bikes when climbing through tight switchbacks, over Moab's slick-rock ledges, or when track standing. But almost any road bike builder can easily explain this stability, particularly if they build both crit bikes and bikes that descend well on twisty mountain roads. Crit bikes have higher bottom brackets to reduce the chance of hitting your pedal on the pavement and taking down the peloton when accelerating out of a corner.

Mountain bikes have approximately foot-high bottom bracket heights for a similar reason, to reduce the chance of striking your pedals on trail obstacles. For stability the important point is not the height of the bottom bracket per se, but the height of the bottom bracket relative to the hub height. Unless you can coast everywhere you go, a large fraction of your mass oscillates around your bottom bracket, which is hopefully suspended below your hubs. Move the bottom bracket above the height of the hubs, and you have an unstable ride. Move it down, stability increases. A 26-inch wheel bike with a twelve-inch high bottom bracket has just an inch of drop from the hubs to the bottom bracket. Use that same bottom bracket height on a twenty-niner and you have a drop of 2.5 inches (a bottom bracket height typical of a production road bike.)

Next compare the tire patch that a twenty-niner provides compared with that provided by a 26-inch wheel bike. Obviously it is bigger: a larger point of contact with the ground provides greater friction, less slipping, more control. This increased control is accentuated by the lower tire pressures that bigger wheels allow you to use on rocky trails. Tubeless wheelsets also allow these lower tire pressures without pinch flattening. But the larger volume of twenty-niner tires (approximately twelve percent more volume for tires of the same cross-section)

your local bike shop's collection plate, and have a light wheelset built, the same thing that you would do to improve the performance of a puny wheel bike.

Building a mountain bike around road bike size hoops presents some design challenges, and constraints. Since the hub height is 14.5 inches, a front shock with 3 inches of travel puts the top of the steer tube at 33 inches, minimum. Therefore even with a steeply sloping top tube it is difficult to build small bikes. Second the big wheels can present some toe overlap issues. My bike has a 42-inch wheelbase and the front wheel clips my toes when the shock is compressed.

In addition, parts choice for the few components specific to twenty-niners is small. Marzocchi and White Industries manufacture front shocks. There are less than a half dozen fat tire choices for 700 c rims. Although there are several dozen cyclocross tires that help make twenty-niners very versatile bikes. Tubes are not as readily available, but 26 inch tubes serve in a pinch (pun intended.)

Since it is difficult to quantify the relationship between the advantages that bigger wheels provide, and the disadvantage that accelerating more mass further from the hub presents, the best advice that I can offer to anyone whose interest is piqued, is to hop on a twenty-niner. If you can try it in all sorts of terrain, all the better, since the tradeoff between these factors varies with terrain and velocity. One final point worth mentioning: the international cycling federation, the UCI, after some strong lobbying from Gary Fisher (see sidebar), decided to allow twenty-niners in their races. Implicit in the argument against their use is the tacit acknowledgment that there is some advantage to the racers that have them, otherwise who would care that better supported race teams would use them to the disadvantage of the

majority of the riders without big wheels.

For me cycling embodies the elegance of moving efficiently on a simple machine. My big wheel bike captures that elegant simplicity better than any of the dozen, or so, hand built bicycles that I previously had the pleasure of pedaling thousands of miles. Go big.

Twenty-niner Suppliers**Gary Fisher Bicycles**

www.fisherbikes.com

3 aluminum hardtails and 2 full suspension models. Gary Fisher made big wheels a significant portion of their lineup; all of their higher end hardtails have them, and they make their mid-level Sugars with them. All of them have long wheelbases. Since these are production bikes, your Gary Fisher dealer provides the best opportunity to test ride a twenty-niner.

Moots Cycles

www.moots.com (970) 879-1676

A titanium softtail (YBBear design). If you are tall enough (standover height on the smallest size) you can buy the twenty-niner that I initially intended to purchase.

Willets Cycles

(970) 349-0130

Titanium and steel hardtails. Wes Williams at Willets Cycles, the most ardent proponent of the big wheel idea, meticulously builds bikes for nearly all of the cyclists in Crested Butte. He might make one for you too.

Seven Cycles

www.sevencycles.com

2 titanium and a steel hardtail, a titanium softtail, and a single speed (everything they offer in a 26" wheel bike, except the full suspension model). Seven builds these bikes for the same price as their 26 inch counterparts, and they deliver: You can get one of their beautiful frames in 3 or 6 weeks depending on which of their sizing methods you choose.

Independent Fabrication

www.ifbikes.com

Vicious Cycles

www.viciouscycles.com

A steel hardtail, also available as a single speed.

Columbine Cycle Works

www.columbinecycle.com

The website describes Columbine's offering as "A naturally suspended 700C Mountain Bike with road capabilities." Their description of their product as "a naturally suspended" mountain bike captures the essence of a twenty-niner.

Kelly

www.kellybike.com

A steel hardtail, also available as a single speed.

Sycip

www.sycip.com

A custom steel hardtail. "The larger wheels also make small bumps feel insignificant, medium bumps feel small, large bumps feel medium." Again, the description aptly describes the virtual suspension that the large wheels provide.



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ADVOCACY

House Appropriations Committee Torpedoes Bike/Ped Enhancements

By Charles Pekow

No federal money is assured for Transportation Enhancements next year. The House Appropriations Committee approved an appropriations bill for FY 04 for transportation with no funding for the program. Instead, the bill includes a clause allowing state transportation departments to use up to 10 percent of highway money for enhancements.

The House Appropriations Subcommittee on Transportation, Treasury and Independent Agencies originally had passed a bill written by its chairman, Rep. Ernest Istook (R-OK), that would have prohibited states from using surface transportation money from being used for enhancements next year.

The full committee, however, accepted the modified language which Istook himself proposed.

For 12 years, the program has received a 10 percent setaside of the Highway Trust fund, about \$620 million a year, and historically states have used about 55 percent for bicycle/pedestrian projects. The National Transportation Enhancements Clearinghouse has tabulated that since 1992, the program has funded 16,699 projects with \$5.97 billion.

But subcommittee chairmen wield vast influence over their spending bills, and Istook decided to redirect the funding to other transportation projects. He "feels that right now we have a \$455 billion deficit and a limited (amount) of transportation money. We have to set priorities rather than raise taxes," explains Micah Swafford, Istook's deputy chief of staff. "With a \$400 billion backlog of Interstate highway repairs (and more than) 90 percent of what the government spends on transportation coming

from the Highway and Aviation Trust funds, highway users have been subsidizing other users. The congressman feels that rather than giving more subsidies to transportation types that require them, we should give money to the people who pay for it. We need to focus on the basics before we do enhancements. These programs have been well funded in the past."

The committee rejected on near party lines an amendment proposed by Rep. John Olver (D-MA) to restore the Enhancements earmark. Rep. Mike Simpson (R-ID) was one of only two Republications to vote for it.

The compromise language did not mollify the bike lobby. "That's like two steps backwards from where we've been. They restored flexibility but not funding. Their language says no money for enhancements," notes Martha Roskowski, executive director of America Bikes. "This is even worse than what we thought they were going to do. They're trying to spin it as something else."

Cycling lobbyists are looking for sponsors to restore the money on the House floor. The House will take up the spending bill in September after its August recess. "We'll work with the grassroots across the country to get the message out on what happened and to get the message to their representatives that they need to make Enhancements whole when they return to Washington," says Ken Rosenfeld, advocacy manager for the Rails-to-Trails Conservancy (of which this writer is a member, in the interests of full disclosure).

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

Conserve by Bike Act
On July 25th, the Senate unanimously approved the Conserve by Bike Act (www.bikeleague.org/education/durbin_amendment.pdf) as an amendment to the Senate Energy Bill. Senators Richard Durbin (D-IL) and Susan Collins (R-ME) introduced the Act. The House of Representatives adopted a Conserve

by Bike Amendment to H.R. 6, the Energy Policy Act, on April 11. When the Senate completes action on its full Energy Bill, a conference committee will meet to work out differences in the two energy measures. Because both the House and the Senate have approved identical Conserve by Bike language, it is virtually assured of passage when the House and Senate conference com-

mittee meets to work out the differences in their two Energy Bills. Senate passage of the Energy Bill and conference consideration will not begin until after Labor Day. Once both Houses agree, the President must sign the bill into law before the US DOT can begin to determine what the pilot programs should look like.
-League of American Bicyclists

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Finish: Hidden Peak

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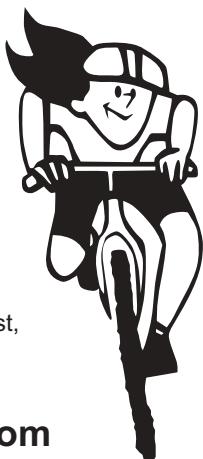
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Route 211

This is About the Bike

by Greg Overton

I was having a conversation with a friend about bikes the other day. We were talking about our years in the bike business in one fashion or another, both having experienced success and failure, and laughingly asking the rhetorical question 'why?'

Why are we in a business that other industries laugh at for its low profit margins, quirky methods of business dealings, fickle clientele and generally immature nature, compared to most others? Are we here for the sixty-hour workweeks? The maddening availability of product outside traditional channels? Maybe it's the fact that we can wear shorts and t-shirts to work.

"I really don't think it's any of those. I think it's about the bike." I said. He looked at me a little puzzled, then mumbled something about current bikes being all the same, from the same manufacturers in Asia, and having no craftsmanship, no ride qualities, and no soul, etc etc. so how could it be about the bike?

I don't mean the bike as it sits in the showroom today. Who cares about brand names these days? I'm talking about the bike as a machine, as a concept, as a design in and of itself. Take a look at it with no names, no marketing, and no particular event in mind. Just a machine designed to locomote a person from one point to the next. It's an incredible machine. Possibly the purest machine ever created for moving a human being.

Take a basic, traditional diamond-framed bicycle, a rider, a bit of water and a snack. That's a recipe for adventure, or at the least a means of getting to work, school, or home. That rider can travel to a destination faster and farther than by walking. He can



get there more environmentally friendly and quieter than with a motorized machine. And he'll be healthier for having done it! Please tell me if there is a better method of travel available.

Now, take that same machine and add the human nature to desire fun or competition, and we see the world of cycling open up as we see it most of the time. We alter these machines to do whatever it is we want them to do, or want ourselves to do on them. We put springs and shocks on them. We make them with ever lighter materials. We try new designs that we think will work better. But we always seem to end up very close to that basic design that has been around for a hundred years.

The 100th Tour de France is in its last week as I write this. This is the pinnacle of racing, with millions of dollars at stake for riders, sponsors and manufacturers alike. What do they place their racers on? Bikes that with a slight squint seem to be unchanged from bikes ridden in Tours from decades past. It's a testament to the purity and simplicity of the machine itself. We can construct it with carbon fiber, titanium, aluminum, or waterpipe, but we arrange it in the same form regardless.

There are many companies who employ talented engineers and use sophisticated computer analysis to arrive at something revolutionary, something that

will change the nature of human movement across the earth. When they are finished with their creations, they are rewarded that their goal was achieved and the target squarely hit - a century ago. They still locate the rider roughly in the same position, on two wheels with a crank and chain driven rear wheel roughly in the same spot as it has always been.

There is some confusion over just who invented the first bicycle. The thing showed up both in Europe and America in the early nineteenth century. But whoever it was, or whether it was a parallel consciousness that created it, the Dude(s) nailed it. Unlike its motorized cousins that have benefited from leaps in power, braking, handling and safety improvements, the bicycle still depends on its rider for all of these performance categories. No electronic traction controls, no substituting larger power plants, or power assisted brakes here. And no need for emissions controls. Just good old fashioned one human power (however powerful that human is), one rider's ability to keep the tires on the ground, and to squeeze the brakes.

Regardless how much lipstick you put on the old girl, she's still the same old steady, reliable and fun companion of tubes and parts on the planet. Bikes never get slower or less of a bike than they were when new. My old DeRosa is still just as fast, fun and reliable as it used to be. Now, if I could just say the same for myself....

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

COACH'S CORNER

Surviving Snowbird (or any other hillclimb for that matter)

By Bill Harris

I'm not a great climber, never have been and never will be. My parents didn't bless me with the build of a horse jockey. At 160lbs I'm a little on the big side to finish with the best at the top of a big climb like Snowbird. But over the years I've learned a few tricks to help me hold my own in the mountains and if, like me, you're a bit of a clydesdale when it comes to going up hills you may find some of these tips useful to set a personal record or beat your buddies and if you're more the horse jockey type you can use these tips to help you fly like an eagle.

- This may come as a shock, but to be a better climber you need to climb, climb, climb. That's right, if you usually head for the flat roads in your training you need to start heading for the canyons at least twice a week. If you have the chance to train with faster climbers, do it.

- Use a 39-27 tooth gear. This gear ratio will allow most anyone to tackle the steepest of climbs here in Utah. This gearing will allow you to keep your rpm's in the 80-90rpm range for the majority of the climb and in the 70-80 rpm range on the steepest sections of a climb. Don't try and be a super hero and climb with a 23-tooth, you'll eventually bog down and climb like a turtle.

- Break a long climb down into smaller chunks. Instead of thinking about a climb as 10 grueling miles, break it down into 10 X 1 mile sections. Treat each one-mile section as a separate event. Make it your goal to ride each section as best and fast as you can. You will be accomplishing smaller goals along the way to the top and this will help keep you motivated.

- Start climbs at a reasonable rate and gradually increase your efforts as you go. If you're not the greatest climber don't start off in a race like Snowbird and try to match the pace of the top climbers. You will soon blow big time and ultimately go slower than if you had stayed at YOUR limit. If you watch the Tour de France you often see how Jan Ullrich uses this tactic. He normally doesn't try to match the initial acceleration and pace of Lance Armstrong. When Armstrong attacks Ullrich just gradually increases his pace and slowly closes the gap by the summit.

- Feel free to alternate sitting and standing. There really is no aerodynamic effect on climbs, so standing occasionally won't necessarily make you go slower. Stay seated for the most part but it's a good idea to stand occasionally to use different muscle groups and stretch others. Often I will look for the reflector sticks or mile markers on the side of most roads and alternate sitting and standing between them.

- Try to start all climbs near the front of the group. Keep the pace as long as you can without going over your limit. Once you reach your limit back off a tiny bit and stay there. Think positive thoughts all the way to the top. When you near the top of the climb start to increase your pace and blow up spectacularly just after you cross the finish line. The reason you want to start near the front is that if/when you get dropped by the stronger riders you have the rest of the field to follow and motivate you. If you started at the back and then got dropped you would soon find yourself with nobody around you to use as a rabbit.

- Don't give up. To do your best time you're going to have to suffer all the way to the top. Lance makes it look easy, but believe me, he is in a world of hurt and suffering. He is suffering more than anyone else is willing to do and when you combine that suffering with his genetic gifts you win the Tour de France.

See you at the top!

Bill Harris has coached regional, national, Olympic and World Champions in three different sports. To contact Bill about his cycling coaching services send e-mail to bill@yellowjersey.com or check out his website at www.yellowjersey.com



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Jeff Rogers 1963-2003



by Christian Johnson
Photos by Eric Schramm

There is one less rider in the peloton. On Sunday July 20th, 2003, Jeff Rogers went for ride in the Black Hills of South Dakota and did not return. Jeff had finished the trail portion of the ride on his mountain bike and paused feeling a bit short of breath. It was shortly after this that an undiagnosed ailment brought his ride to an end. I like to think that he is still riding.

Jeff was the founder and sole frame builder of Rogue Cycles. Over the years he built many frames and it was his great attention to detail that set him apart from any other frame builder. I believe Jeff was more of an artist, rather than a production

frame builder. Steel being the medium he worked with. His bikes have been ridden all over the world, from touring riders to National and State champions. One bike I know he was particularly proud of was the time trial frame that Levi Leipheimer rode to the Elite National Time Trial Championship in 1999. Dave Zabriskie was another world-class rider that started his early days on a Rogue.

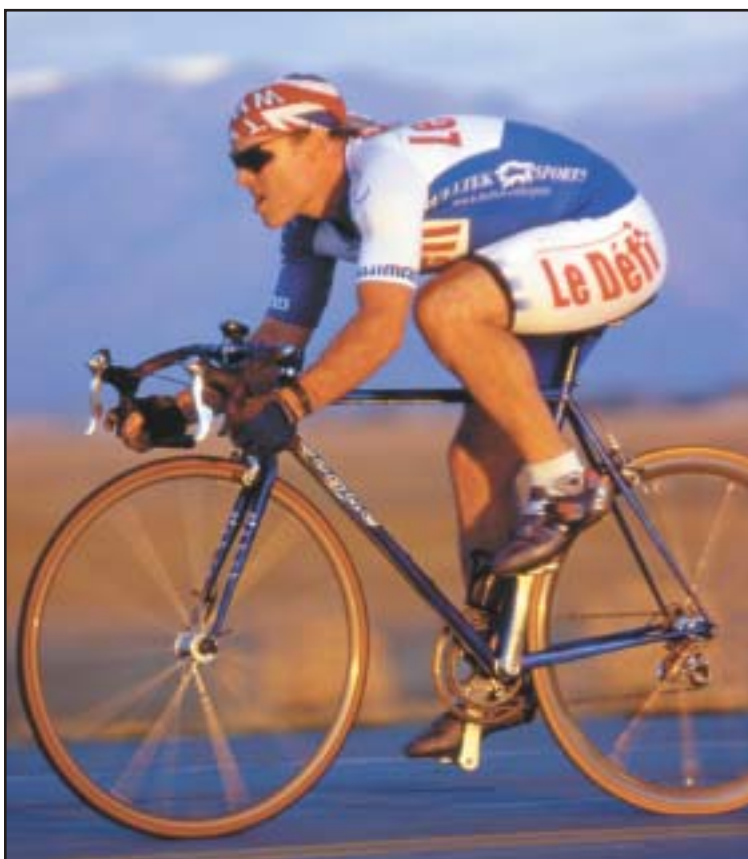
Jeff was a long time member of Utah Premier and took over many of the club responsibilities for several years. This included running the DMV criterium and the Eureka road race that will now be re-named in his honor, The Jeff Rogers Memorial Eureka road race. This was one of Jeff's favorite courses to race,

and to organize. On the road Jeff competed as a category 2 and more recently in the masters category.

He is survived by his wife, Cindy and two sons, Keenan, age 7, and Calder, age 4. There will be a trust fund set up for his two sons, please contact me for details. A memorial and celebration of his life will be August 3rd at 6:00 p.m. at the Rogers' home.

Editor's Note: Contact Christian for information on the trust fund at Christian.Johnson@kernrivergas.com or (801) 584-6348

Jeff was featured in April 1995 *cycling utah* cover story, "Steel is real at Rogue."



Tour de Gap Stage Race to be held in Southern Utah

The 2003 Tour de Gap road stage race will be held August 23-25 in conjunction with the Iron County Fair in Parowan, Utah. The varying stages provide a diverse challenge to riders as they pedal up steep, high-altitude mountain passes, over flat rollers, through historical Parowan Gap and speed criterium style through the streets of Parowan. The three stages will include a 52-mile road race with 5300 feet of climbing, a 15.5-mile time trial, and a 37 or 74-mile road race through the Parowan Gap. The race also boasts a \$300 prize list. For registration and route information, access the internet at www.tourdegap.net or call (435) 477-8380. For lodging information, contact Cedar Breaks Lodge & Spa at (888) 282-3327

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Top Left: A break...

Top Right: Race Winner Rydeen Stevens (First Endurance-Contender) leads second place Lisa Milkavich (Porcupine).

Lower Left: Men's Pro/1/2 winner Bryson Perry (Healthy Choice-Guru's) ahead of third place X-Man Thomas Cooke.

Miiddle Right: Heather Albert (third place) on point.

Lower Right: Allan Butler (Healthy Choice-Guru's) took second place.

See results on page 16.



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MOUNTAIN BIKE RACING

Chris Allaire Memorial - Utah State Open Championship, Solitude, Intermountain Cup #9, July 12, 2003



Left: Women's Pro State Champion Sonya Swartzentruber Photo: Dave Iltis
 Top Middle: Second Place Pro Kathy Sherwin Photo: Anedru Firth
 Middle: Women's Sport 19+ Champion Sue Abbene Photo: Dave Iltis
 Right: Men's Pro State Champion Eric Jones Photo: Dave Iltis
 See Results on page 16 and brief report on page 20.



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DOWNHILL RACING

Brian Head Serves up Speed

Utah State Championship Downhill Series Race #3

By Ron "E. Racer Head" Lindley

July 20, 2003 — A hardcore group of downhill racing enthusiasts traveled to the lofty site of Brian Head, Utah to compete in the third installment of the 2003 Utah State Downhill Series. Flyin' Brian 1 is a second year event that features the most universally liked race course in the Utah series: it's not the most technical (but it has lots of technical features), it's not the steepest (but it has plenty of steeps), it's not even the most well known (it's far from the Wasatch Front) but it is probably the best all-around course on this year's menu. The bad boys (and girls) love it, and it's the most well-liked race by beginners in the entire series. This is primarily due to the fact that the course has multiple lines: faster, nasty, steep, technical ones if you're bold enough to take them, but it has more forgiving (and slower) lines too. Race officials and the Brian Head mountain operations people were more than happy to hear good critiques of the race-track, but were especially pleased that the treacherous parts of the course yielded no serious injuries. Most racers had a dry run, but mid-way through the start-list the rain and hail began to fall. It's been a hot, dry summer and the cool, moist weekend at Brian Head was welcomed by all -- except for the last 30 or so rac-

ers who got dumped on by Mother Nature at the 11,000 foot start line. Comments were overheard like these: "This sucks, my goggles are fogging up", and "Dude, let me under that umbrella, I'm getting soaked". Fortunately, lightning did not play a part in the proceedings and ultimately, the brief, heavy downpour made the course better for those who were subjected to it.

Park City Pro Chris O'Connor turned in the fast time of the day and was mobbed at the finish line by a posse of shameless groupies (he wishes). Groupies notwithstanding, Chris is one of Utah's most talented downhillers and will undoubtedly grace many more podiums in the future. Senior Sport Josh Demann continues a good season with a win in his class. Riley Barlow had a good result in his first race of this year's series with a big win in the Junior Sport Men's class. Damon Kirchmeier finally got the monkey off his back with an impressive win in the 30-39 Expert Men class. Nate Davis had a great race winning the Junior Expert class; just edging out Tyler Dautel who finished second. Oops, almost forgot to mention that Faith Bradley turned in the fast time of the day for the ladies.

Editor's Note: For more information on the Utah Downhill Series, visit www.go-ride.com or see the **cycling utah** calendar on page 14. See Results on page 16.



A rainy start to the downhill.

Photo: Hammer Brad

Tour of a Lifetime - Continued from page 5

I would still be anxious about the time trial, I felt the race had been put on its final course. Barring something unforeseen, Lance would win.

That night, as our group had its final dinner together, we discussed the last few days we had spent together. After dinner, we retired to the bar to watch the television coverage of that day's race, and jointly cheered Lance's attack and finish on Luz Ardiden.

For us, we returned to Toulouse where we picked up a rental car and three of our children for a trip down into Spain. The excitement of the Tour was still in Karma and me, though, and we convinced our kids to agree to driving over and catching a part of the stage from Pau to Bayonne. Traffic is crazy when following the Tour, of course, and we were stopped early in the stage at Arrete where we watched the publicity caravan and then the peloton ride through. Then, we dipped into a bar and watched the attack going up the Col du Soudet, and then Hamilton go as he charged off the front.

We decided to make a dash for the finish, hoping to get in time to watch the finish. It was a fast race though, and we were stopped at St. Jean-Le-Vieux. It is a quaint French town, with a colorful main

road through the middle awaiting the publicity caravan and riders. We found another bar, and watched Tyler in his break. I gave it little chance to succeed, given his position behind the two Euskaltel riders, Zumeldia and Mayo, in general classification. We stayed there until minutes before Tyler's arrival in town, and cheered crazily for him, certain that would help him hold out. Then it was back into the bar to watch the last hour of the race.

We joined with other Americans touring the area, and boisterously cheered Tyler as he continued to push to the finish. It was incredible to watch him match the chasing efforts of Telekom and Quick.Step-Davitamon (what the heck were they chasing for, we all wondered), and hold them at bay to capture that day's victory.

Being caught up in all this Tour craze and excitement, it was difficult to turn our car to Spain. But plans are plans, and turn to Spain we did. Fortunately, the next two stages went pretty much as expected, with the final clincher to come in the time trial. On that day, we were in Vitoria, Spain, and at 5:00 p.m. were madly looking for a bar showing the Tour coverage. Fortunately, we discovered one, and watched the last few minutes of Jan and Lance's rides, able to assure ourselves that Lance had this one in

the bag.

It is hard to describe how exciting it was to be a part of this. The Tour, as everyone knows, is a rolling show, unfolding for several hours each day for nearly a month. Being able to ride parts of the racecourse, particularly several of the climbs, and to move through the country with this show, really makes you feel a part of it. It seems so much more than just sitting in the stands watching football game. You are there, and it is happening with you right in the middle of it.

I told Karma we needed to do this again, and I believe we will. It was unlike anything else I have ever done. But we quickly realized that our chances of experiencing another Tour like this one, a Tour with three riders so close, and with so many twists and turns to its plot, are small. And then to expect, on top of that, to be able to be there during the five most crucial and anxious stages, is more than one could possibly hope for.

I still cannot believe our good fortune. We were there for the most exciting Tour in years, and for the most intense and exciting stages of this Tour. We were there.

This was a wonderful experience for us, a terrific Tour. Indeed, this was the Tour of a lifetime.

Utah State Championship Downhill Series



2003



August 23: King of the Wasatch -- Park City Mtn. Resort

September 1: Flyin' Brian 2 -- Brian Head*

September 14: Bald Mtn. Challenge -- Deer Valley*

September 21: Devil's Staircase -- Lava Hot Springs, Idaho

October 4-5: Moab Rim Downhill & Freeride Contest -- Moab

* Super-D race tool

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(435) 753-3294
www.sunrisecyclery.net

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www.christysports.com

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(801) 776-6559

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(801) 544-5300
bushesbikerack@aol.com

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www.wasatchtouring.com

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cycling utah

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!

**Bicycle Motocross**

Battle Bay BMX — (801) 796-8889

Rad Canyon BMX — (801) 824-0095

For more track info, visit cyclingutah.com

Events

Mondays — Rad Canyon Bmx, Practice, Mondays through September, 6:30-8:30 pm. 9700 S. 5250 W., South Jordan, (801) 824-0095.

Tuesday and Thursday Evenings — Rad Canyon Bmx, Single Point Races Tuesdays & Thursdays through September (Saturdays in October), Registration 6-7 pm, racing ASAP (8pm). 9700 S. 5250 W., South Jordan, (801) 824-0095.

August 8 — Double Point Friday, Registration 6-7 pm, racing ASAP (8pm), Rad Canyon

August 9 — State Championship Qualifier, Registration 4-5 pm, racing ASAP (6pm), 9700 S. 5250 W., South Jordan, see www.radcanyon.com or call (801) 824-0095.

September 13 — Double Point Saturday, Registration 9-10 am, racing ASAP (11am), Rad Canyon

September 14 — State Championships, Registration, 9-10 am, racing ASAP (11am), Rad Canyon 9700 S. 5250 W., South Jordan, visit radcanyon.com or call (801) 824-0095

**Cycling Events****General Info**

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

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

Provo Bike Committee — (801) 374-2033 or tjensen@korve.com

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

Calendar of Events is sponsored by

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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

Wednesdays — August - October Canyon Sports weekly bike maintenance clinic - no charge. 6:00 pm, 1844 E. Fort Union Blvd., call 942-3100 for info and reservation.

September 18-20 — Utah Trails and Pathways Conference, planning, design, construction, funding and more, www.stateparks.utah.gov

**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 MTB Races

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

Wednesdays — April 30 - September 3 Sundance Weekly MTB series, 6:30 pm, alternates with Soldier Hollow Training Series, Sundance Resort, (801) 223-4849

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

August 9 — Wolverine Ridge XC Race, Intermountain Cup #11. Series Finals, Evanston, WY - Paul Knopf, (866) 783-6300 or (307) 783-6470

August 23 — King of the Wasatch Downhill, Park City Mtn. Resort, (801) 375-3231

August 23 — Sundance Super-D Downhill Race, 9 am, Sundance Resort, (801) 223-4849

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

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

September 6 — CANCELLED, The Endurance 100/Mind Over Mountains, Park City, (435) 649-2129

September 13 — Sundance Super-D Downhill Race, 9 am, Sundance Resort, (801) 223-4849

September 14 — Bald Mountain Challenge Downhill, Deer Valley, UT, (801) 375-3231

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

October 4-5 — Moab Rim Downhill and Freeride Contest, Moab, UT, (801) 375-3231

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

October 13-14 — Huntsman World Senior Games. Must be 50 years or older. Three events: hill climb, downhill, and cross country. 800-562-1268 or hwsq@infowest.com

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

Regional MTB Races

August 2-3 — 19th White Knob Challenge and MTB Stage Race, Mackay, ID, Kurt Holzer at (208) 890-3118

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

August 9-10 — Claim Jumpers Downhill and Cross Country, Nevada NORBA State

Championships, XC, DH, Great races in the middle of Nevada on Hwy 50, Austin, NV, (775) 964-1212

August 14-17 — NORBA National Championship Series Race #4, Durango, CO, (970) 259-4621

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

August 30 — Idaho State NORBA XC Championship Finals, Soldier Mtn. Ski Resort, Fairfield, ID (208) 338-1016

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

September 6 — Rendezvous Hill Climb, Teton Village, WY, 6.1 miles, 4139 vertical feet, (307) 733-5335

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

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

**Mountain Bike Tours and Festivals**

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

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

October 30 - November 2 — Canyonlands Fat Tire Festival. Group rides, bicycle DemoExpo, fun competitions, evening enter-

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.



tainment. Moab, UT, (800) 635-6622

October 25 — Chet Peach, Fruita, CO, (800) 873-3068

**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.

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Utah Road Races

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

August 6,13,20,27 — DMV Crit Series, Every Wednesday, Salt Lake, (801) 558-6875

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

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

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

August 16 — Antelope Island TT #3, Antelope Island, (801) 731-8335

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

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

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

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

September 3,10,17,24 — DMV Crit Series, Every Wednesday, Salt Lake, (801) 558-6875

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

September 6 — Eureka RR, great road race through the Tintic Mining District, Eureka, UT (801) 538-6875

September 13 — LOTOJA, 203 miles from Logan, UT to Jackson, WY, (801) 627-6200 or (800) 497-7335

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

October 7-10 — Huntsman World Senior Games. Must be 50 years or older. Four events: hill climb, time trial, criterium and road race. 800-562-1268 or hwsq@infowest.com

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

Regional Road Races

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

August 9 — CANCELLED - Saturn Cycling Classic, Boulder to

Breckenridge, 140 miles, plus Nicole Reinhart Criterium, (303) 443-7020

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

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

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

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

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

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

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

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

Weekly Rides

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

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

Mondays - August - October Canyon Sports weekly evening intermediate mountain bike rides 8-13 miles, fun pace & fun people, meet at Canyon Sports 5:30 pm 1844 East Fort Union Blvd., call 942-3100 for info.

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

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

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

Thursdays — Weekly Race around Heber Valley, meet at Heber Mountain Sports, 160 S Main St., Heber. 34 miles at a crisp pace with sprint zones (Avg 19-24 mph). Great for fine tuning the legs. (435) 657-1950

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

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

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



Road Tours

August 2 — Sawtooth Challenge, mountain biking, trekking, and guided white water rafting adventure, Sun Valley, ID, (866) 8-ECO-FUN

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

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

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

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

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

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

September 6 — Prostate Cancer Cycle Challenge, a century pledge ride, to raise awareness of prostate cancer, Weber County to Utah Lake, (801) 532-6001

Last Friday of EVERY Month.
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 slcriticalmass.org
5:30pm @ Gallivan Center

September 6-12 — Cycle Utah Tour, S. Utah, Adv. Cycling Association, (800) 721-8719

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

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

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

September 20 — Cycle For Life Benefit Ride for injured cyclists, (801) 272-1302

September 21-27 — OATBRAN, One Awesome Tour Bike Ride Across Nevada, following the Legendary Pony Express Trail on U.S. Hwy. 50 - America's Loneliest Road, 5 days of riding, 420 miles from Lake Tahoe to Great Basin National Park, (800) 565-2704

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

Oct 3-5 — Moab's 1st Century Ride, A road cycling event headquartered at the Red Cliffs Adventure Lodge, (435) 259-2698

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

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

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

Leipheimer our of Tour

Former Utah Levi Leipheimer's Tour de France bid ended early this year. The Rabobank rider and last year's eighth place finisher crashed in stage one fracturing his sit-bone. The crash occurred during a hard corner just before the final sprint. The wreck took down thirty riders including Tyler Hamilton, who broke his collarbone.

Free bicycle valet parking and tune-ups at Farmer's Market

The Salt Lake City Bicycle Collective is offering bicycle parking at the Farmers Market at Pioneer Park every Saturday 8 am -1 pm. You can void the hassle of finding a parking spot by riding your bike. The Collective is also offering free tune-ups while you shop for fresh fruit and will be happy to instruct those interested in learning bicycle basics. Bike licenses can also be purchased. The Collective will be accepting donations of bikes and bike parts for recycling.

Prostate Cancer Cycle Challenge

to benefit the American Cancer Society

What: A century ride to benefit the American Cancer Society
When: September 6, 2003 at 7:00 AM
Where: Starts at Weber County Fairgrounds and ends at Utah Lake State Park
Why: To heighten awareness about the dangers of prostate cancer and raise money to find a cure
Contact: Kermit Heid at 801-532-6001 or kermbikr@haaga.com

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cycling utah

RACE RESULTS



**Mountain
Bike
Racing**

Brian Header, Brian Head, UT, July 5, 2003, Intermountain Cup Race #8 12 & Under

1. Carsen Ware, Dixie Desert, 01:15:03
2. Nate Wyble, Young Riders, 01:22:45
3. Alex Scott, Young Riders, 01:38:32
4. Blake Wiehe, Young Riders, 02:36:23

9 & Under

1. Mitch Nelson 12:07:23
2. Sara Denton 12:09:28
3. Carolyn Voth, Young Riders, 12:10:05
4. Tyler Randquist, Mad Dog, 12:10:06

Beginner Men 13-15

1. Matthew L. Downing, Mad Dog, 01:13:54
2. Jason K. LeGore 01:19:13
3. Mike H. Voth, Young Riders, 01:21:35
4. Ben Lepley, Young Riders, 01:25:57
5. Corey J. Denton 01:36:22

Beginner Men 16-18

1. Taylor Foss 01:03:57
2. Brent Rodriguez 01:08:14
3. Daniel L. Bride, Mad Dog, 01:12:01
4. Seth Shumway, Red Rock, 02:08:43

Beginner Men 19-29

1. Phillip D. Harrison 02:04:24

Beginner Men 30-39

1. Mark W. Esplin 01:03:10
2. Chester Lao, New Moon Media, 01:08:46
3. Carlton Goodfellow, Bountiful Cycle, 01:11:27
4. Brad Bush 01:13:15
5. Brent Bush 01:16:38

Beginner Men 40+

1. Randy Frei, Red Rock, 01:08:41
2. John Buss, McGhee's, 01:10:05
3. Barry Moore, Red Rock, 01:12:24
4. Carlos Araya 01:16:19
5. Greg A. Voth, Young Riders, 01:24:52

Clydesdale

1. Robert Cummins 02:30:42
2. Aaron Mullins, Taylors Bike Shop, 02:34:45

Expert Men 16-18

1. Clayton Karz, Young Riders, 02:11:02
2. Dustin Wynne, Young Riders, 02:15:47
3. Brent Westenburg, Young Riders, 02:16:25
4. Aaron Thurman-Wille, Absolute Bikes, 02:31:51

Expert Men 19-29

1. Ali Goulet, Stein Eriksen Sport, 01:54:07
2. Lance R. Runyan, Titus, 01:56:14
3. Quin G. Bingham, Healthy Choice/Guru's/LRC, 01:58:56
4. Ty Hansen, New Moon Media/Spin Cycle, 01:59:10
5. Gregy Gibson, Racer's Cycle Service, 02:01:20

Expert Men 30-39

1. Todd Henneman, Jans/Trek, 01:55:39
2. Brian R. Jeppson, Color Country/Cedar Cycle, 01:56:15
3. Chad B. Wassmer, Cole Sport, 02:01:30
4. Brad W. Pilling, New Moon Media/Spin Cycle, 02:02:42
5. Brandon Cunningham, Grand Canyon Racing, 02:05:53

Expert Men 40+

1. Robert Westermann, New Moon Media/Spin Cycle, 02:05:35
2. Tom Noaker, Young Riders, 02:08:40
3. Jim Rogers, Stein Eriksen Sport, 02:17:59
4. Bruce Allen, Jans/Trek, 02:19:17
5. Gary Strabalap, Research, 02:24:33

Men 50+

1. Bill Dark, Mad Dog Cycles, 02:13:06
2. Brad Mullen 02:16:47
3. Bruce Argyle, Mad Scientist, 02:24:11
4. Galen L. Downing, Mad Dog Cycles, 02:30:52

Pro Men

1. Kevin Day, Stein Erikson Sports, 01:47:53
2. Bryson Perry, Healthy Choice/Guru's, 01:49:25
3. Todd Tanner, Sobe Cannondale/Guthrie, 01:50:13
4. Cris Fox, SlyFox, 01:55:19
5. John Osguthorpe, Healthy Choice/Guru's, 01:56:46
6. Brandon Firth, Stein Eriksen Sports, 01:58:38
7. Kyle Gillespie, Doug's Auto Racing, 02:06:16

Pro/Expert Women

1. Kathy Sherwin, Sobe/Cannondale, 02:00:19
2. D.J. Morissette Ellsworth 02:07:45
3. Misti L. Timpson, Sugar/White Pine Touring, 02:12:30
4. Cindi Hansen, New Moon Media/Spin Cycle, 02:14:54
5. Chanda Jeppson, Color Country/Cedar Cycle, 02:17:39
6. P. ela Hanlon, Jans, 02:23:49

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Sport Men 16-18

1. Aleks F. Roising, Te Green/Sinclair, 02:06:24
2. S. R. Lepley, Young Riders, 02:15:47
3. Andrew G. Downing, Mad Dog Cycles, 02:25:54
4. Justin L. Moote, Te Green, 03:06:54

Sport Men 19-29

1. Josh Mortensen, Diamond Peak Ski & Sport, 01:55:03
2. Andrew Ad s 01:56:37
3. Andreas Forster 01:56:48
4. Ad K. Pace 01:58:03
5. Karl Jarvis, Racers Cycle Service, 01:58:48

Sport Men 30-39

1. John Young, Mad Dog Cycles, 01:56:32
2. Bo Pitkin, White Pine Touring, 01:56:41
3. Archie Y, ada New Moon Media/Spin Cycle, 01:56:58
4. Brad Newby, Dixie Desert Racing, 01:58:33
5. Tim White, T&T Bike & Ski, 02:03:43

Sport Men 40+

1. Kevin Nelson 02:07:51
2. Clark Johnson, Mad Dog Cycles, 02:11:06
3. Marc Anderson, No Doz, 02:11:25
4. Doug Davis 02:11:48
5. Victor Rodriguez, High Desert Cycling, 02:14:02

Sport Women 19+

1. Kary Thompson, Sugar/White Pine Touring/Clif Bar, 02:27:48
2. Brook A. Shinsky, Sugar/White Pine Touring, 02:31:34
3. Devery Karz, Young Riders, 02:44:23

Sport/Expert Men 13-15

1. Ryan Harrison, Healthy Choice/Guru's, 02:07:29
2. Kaleb J. LeGore, Healthy Choice/Guru's/Revolution, 02:08:34
3. Dutch Wiehe, Young Riders, 02:10:35
4. Tyler Scott, Young Riders, 02:13:42
5. Christopher Hong, Young Riders, 02:14:10

Women 35+

1. Ellen Guthrie, New Moon Media/Spin Cycle, 01:17:23
2. Deborah Martin, Absolute Bikes, 01:27:11
3. Barbara Clark, CODP/Young Riders, 01:51:39

Chris Allaire Memorial/Utah Open State Championship, Solitude Mountain Resort, Utah, July 12, 2003, Intermountain Cup Race #9 12 & Under

1. Carsen Ware, Dixie Desert, 03:46:00
2. Tanner J. Putt, X-Men, 07:03:00
3. Alex Scott, Young Riders, 09:11:00
4. Alex Chase 11:35:00
5. Gabriel F. Campbell, Young Riders, 12:17:00

9 & Under

1. Rhet Povey 12:04:17
2. Mitch Nelson 12:04:31
3. Mayan Perkins, Young Riders, 12:04:32
4. Cale Pilling, New Moon Media/Spin Cycle, 12:07:35

Beginner Men 13-15

1. Mike H. Voth, Young Riders, 01:08:54
2. Logan Jones, X-Men, 01:10:41
3. Jason K. LeGore, Revolution Sports, 01:15:24
4. Matthew L. Downing, Mad Dog Cycles, 01:16:23
5. Reagan Shaw 01:26:20

Beginner Men 16-18

1. Eric K. Gibbons 01:02:45

2. Kasey Curtis, Mad Dog Cycles, 01:09:21
3. Quinn Linford 01:13:18
4. Mitch Longson, Mad Dog Cycles, 01:13:51

Beginner Men 19-29

1. Cole Gibbons 01:01:42
2. David Laga, Mad Dog Cycles, 01:02:23
3. Troy Davis, Pedros/Canyon Bicycles, 01:07:56

Beginner Men 30-39

1. Mathew S Campbell 01:00:36
2. Rich Smith 01:00:55
3. Mikael Wolke, New Moon Media/Spin Cycle, 01:01:45
4. Carl Goodfellow, Bountiful Bicycle, 01:09:28
5. Todd Imwold, Pedros/Canyon Bicycles, 01:17:00

Beginner Men 40+

1. Steve Travis, Utah Premier -New Moon, 01:07:49
2. Paul Moote, Te Green, 01:13:12
3. Don Stokes 01:13:59
4. David Barrus 01:14:00
5. C Smith, Canyon Bikes, 01:19:07

Beginner Women 13+

1. Natasha Way 01:20:05
2. Karen Ursich, Pedros/Canyon Bicycles, 01:20:22
3. Karen Hoggan, Peak Fasteners, 01:26:32
4. Jana Koyle, New Moon Media, 01:34:34
5. Leslie Finnoff 01:43:52

Clydesdale

1. Robert Cummins, Young Riders, 01:39:03
2. Steve Pecorella 01:42:09
3. Aaron Mullins, Taylors Bike Shop, 01:46:08
4. Trey Starkey, Tema Clydesdale, 01:56:50

Expert Men 16-18

1. Jurekovic, Hoback Sports, 01:26:10
2. Scott J. Allen, X-Men, 01:26:12
3. Dustin Wynne, Young Riders, 01:28:20
4. Mike Schmidt, First Endurance/Opty Gen, 01:30:28
5. Brent Westenburg, Young Riders, 01:35:15

Expert Men 19-29

1. Ali Goulet, Stein Eriksen Sport, 01:55:24
2. Trevor Simper, Guthrie's, 01:58:32
3. Gregy Gibson, Racer's Cycle Service, 01:59:13
4. Brock Cannon, Mad Dog Cycles, 01:59:26
5. Ty Hansen, New Moon Media/Spin Cycle, 02:01:21

Expert Men 30-39

1. Todd Henneman, Jans/Trek, 02:03:50
2. Chad B. Wassmer, Cole Sport, 02:05:23
3. Brad W. Pilling, New Moon Media/Spin Cycle, 02:06:00
4. Jon Finnoff, Healthy Choice/Guru's, 02:07:45
5. Brian Hopkins, Guthrie Race Club Bicycle, 02:10:12

Expert Men 40+

1. Robert Westermann, New Moon Media/Spin Cycle, 01:30:20
2. Tom Noaker, Young Riders, 01:33:11
3. Peter W. Peterson 01:34:20
4. Dana Harrison, Healthy Choice/Guru's, 01:35:57
5. Thomas Allland, Golsan Cycles/Smith Optics, 01:43:10

Men 50+

1. Roger Gillespie, Aartvarkcycles.com, 01:20:17
2. Bill Dark, Mad Dog Cycles, 01:26:02
3. Steve Miller, Canyon Cycles, 01:30:10
4. Bruce Argyle, Mad Scientist, 01:35:14
5. Galen L. Downing, Mad Dog Cycles, 01:42:10

Pro Men

1. Eric Jones, Biogen, 02:06:12
2. Kevin Day, Stein Erikson Sports, 02:10:18
3. Todd Tanner, Sobe Cannondale/Guthrie, 02:10:48
4. Cris Fox, SlyFox, 02:15:43
5. Bart Gillespie, Biogen, 02:16:45
6. Blake Zumbunnen, Guthrie Race Club Race Club, 02:30:09
7. Kyle Gillespie, Sobe Cannondale, 02:32:01
8. Shannon Boffeli, Spin Cycle/Cannondale, 02:39:02

Pro/Expert Women

1. Sonya J. Swartzentruber, Jans, 01:41:05
2. Kathy Sherwin, Sobe/Cannondale, 01:42:19
3. Jennifer Agger, Teton Cycleworks, 01:44:41
4. Teresa Eggertsen, Micro Supreme/XMEN, 01:44:52
5. Robin McGee, Jackson Hole Mt Resort, 01:45:10

Pro Men

1. P. ela Hanlon, Jans, 01:49:35
2. Hilary Wright, Young Riders, 01:52:15
3. Misti L. Timpson, Sugar/White Pine Touring, 01:54:48
4. Kaylene Kotter, Sugar/White Pine Touring, 02:00:21
5. Cindi Hansen, New Moon Media/Spin Cycle, 02:01:37
6. Lisa Richmond, Bike Empire, 02:01:38

Sport Men 16-18

1. Rick Grah, X-Men, 01:18:44
2. David L. Peterson, Diamond Peak Ski & Sport, 01:20:11
3. Alan Madorin 01:20:34
4. Rick Washburn, Mad Dog Cycles, 01:22:04
5. Taylor Foss 01:22:05

Sport Men 19-29

1. Josey Apostle, Euclid Timber Fres, 01:33:37
2. Nate L. Stowers, Healthy Choice/Gurus/Logan

- Race Club, 01:37:46
3. Bjorn Ericksen, Stein Eriksen Sport, 01:38:24
4. Rob Hopkins 01:38:35
5. Mike Wilcox 01:39:18

Sport Men 30-39

1. Archie Y, ada New Moon Media/Spin Cycle, 01:35:22
2. Tim White, T&T Bike & Ski, 01:40:07
3. Ben T Allen 01:41:10
4. Nick Demyon, T&T Bike & Ski, 01:42:24
5. Isaac Stewart 01:42:57

Sport Men 40+

1. Mike Osborn, Racer's Cycle Service, 01:23:10
2. Jeff Butler 01:24:13
3. Clark Johnson, Mad Dog Cycles, 01:24:37
4. Curtis Landgraf 01:25:44
5. Kevin Nelson 01:26:40

Sport Women 19+

1. Sue F. Abbene 01:34:37
2. Jean Carlan, Sugar/White Pine Touring, 01:35:45
3. Kary Thompson, Sugar/White Pine Touring/Clif Bar, 01:38:49
4. Jennifer Powers 01:42:04
5. Liz Zumbunnen, Guthrie Race Club, 01:43:07

Sport/Expert Men 13-15

1. Kaleb J. LeGore, Healthy Choice/Guru's/Revolution, 01:16:30
2. Ryan Harrison, Healthy Choice/Guru's, 01:18:00
3. Christopher Hong, Young Riders, 01:20:18
4. Dutch Wiehe, Young Riders, 01:21:17
5. Ryan Wyble, Young Riders, 01:30:02

Women 35+

1. Ellen Guthrie, New Moon Media/Spin Cycle, 01:19:32
2. Connie Barnhart 01:29:05
3. Gina Riggs, Peak Fasteners, 01:31:13
4. Tara Roe, Teez Sportswear, 01:32:56
5. Kathleen Wismer, Pedros Grassroots, 01:40:14

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5. Kathleen Wismer, Pedros Grassroots, 01:40:14

ROAD TOURING

Touring America's Loneliest Highway from Carson City, Nevada to Hinckley, Utah

By Carolyn Clark and Chris Winter

Photos by Chris Winter

Hot, steep, long days of pedaling pannier-laden touring bikes into strong headwinds. Not most people's idea of a dream vacation, but to me and my cycling buddy, Chris, it's a dream come true. When I'm touring I travel at a pace that lets me experience the world around me. I relish the scent of fresh-mown hay, the sight of clouds etched on the horizon, the taste of sweat, the sting of hot air in my nostrils.

For this year's tour, we fol-

lowed Adventure Cycling's Western Express route. The map forewarned us of daily 80+ miles stretches over repeated mountain passes, with neither water nor shade nor services available. We were psyched.

Express route. Carson City is a charming town that retains some touches of its "cowboy" history. We stopped briefly to admire the gardens of the pastoral County Building. As we cycled out of town, "Home on the Range" rang from the carillon. The route follows the old Pony Express trail, now Highway 50, often called "The Loneliest Road in America." With that name, we were expecting a week of serene pedaling. To our dismay, we encountered a steady stream of trucks pulling ATVs. A deep rumble strip in the shoulder forced us to balance our overloaded bikes on the

and we could finally begin to relax and enjoy the vista of sage and grass, like an artist's palette of greens, ochres, greys, and purples, flanked by distant mountain ranges. We didn't relax long, though. As we reached Fallon and rode through a construction area, the side wind tried to push us into the traffic lane, so we got off and walked our bikes for a while. That night, we were eager to stop riding and pitch camp. We wondered when our road would become lonely.

Day 2

Our next destination was Middlegate, a former Pony Express station, now a bar, restaurant, and motel. The day's ride was 49 miles of flat, sandy terrain. As we left the traffic of Fallon behind us, we felt like our real tour was finally beginning. Though it was hot and windy, we were almost disappointed to reach Middlegate, population 17, so soon. But we were well amused by the local clientele.

The hub of activity centered around the bar. What caught our eye was the hitching post, complete with a horse tied to it. Next to the horse was a small two-seater Cessna airplane, also tied to the rail. The lady in the bar was cordial. She told us to pitch our tents anywhere out back and use the outhouse.

We settled in, and as the evening wore on, we made our dinners and watched the action. There were drilling rigs all around; there were also pickups with stock racks complete with bawling cattle. Five cowboys stood in a circle on the front porch of the bar, smoking and talking business. Their hats were huge and their dogs sat in the middle looking adoringly up at their masters. One of the cowboys pulled out his cell phone and called home to say he wouldn't be in for a while yet. A mom and daughter arrived with their one horse and went in to play a few rounds of pool.

At breakfast, the Cessna owner told how he'd ridden his horse the day before to inspect his property. He was large and wore a baseball hat low. He got up to leave and the local gals came over and gave him sendoff kisses. He said he'd be back in a couple of months and wandered out the door. We heard the Cessna roar and observed a streak as it shot down the old highway for takeoff. He buzzed the bar, waved his wings, and disappeared. This was unbelievable; this was Nevada; this was the West.

Day 3

On this day, the mountainous part of the route began... 65 miles and 3800' of elevation gain. At last we found the lonely road we'd been seeking. We shared our morning with mead-



Middlegate, NV. The middle of nowhere. Elevation 4600 Feet. Population 17

owlarks, then wrens, then ravens, as we ascended to Carroll Summit, our solitude broken only by the occasional blast of a motorcyclist or a paraglider-hauling van. With our loads, the 6-8% grade seemed ghastly, but a rest area just below the summit offered us a running stream and a shady glen of trees.

From the summit, we wound back down, losing 1200' of elevation, then, within moments, started up the next grade toward Railroad Pass. Errant trucks had left deep ruts in the shoulders. Despite the steep turns, we took no rests here, thanks to swarms of giant anthills and a pack of barking dogs that lurked behind "Gordon's" wilderness cabin. After the pass, we cycled through pleasant ranchland, until our final ascent to Austin in the merciless heat of the late afternoon.

Austin was once a thriving mining town of 10,000. Today, its crumbling stone structures beg to be explored, and with a population of only 370, it doesn't even have its own grocery

store. Fortunately, we were carrying extra food. We managed to find a dilapidated RV park, with tiny campsites but friendly inhabitants. When we discovered we'd lost an essential bolt from a pannier frame, our kind neighbors rummaged through their bins of extra parts until they found a replacement. Without it, the rest of our trip would've been "screwed."

Day 4

With the help of innumerable switchbacks and an easy grade, we rode the 2.5 miles to Austin Summit in short order. We were greeted with a magnificent carpet of brilliant purple asters, and couldn't resist a short nap.

After cresting our third summit of the morning, we swooped into a fertile desert valley, ringed by peaks to the north, east, and west, and stretching to the horizon on the south. Cirrus clouds were smeared across the sky. It's so remote out here that we passed only two ranches in the next 40 miles. Since there's no electric service, ranchers run



lowed Adventure Cycling's Western Express route. The map forewarned us of daily 80+ miles stretches over repeated mountain passes, with neither water nor shade nor services available. We were psyched.

Day 1

On May 23, 2003, we left Carson City, following Adventure Cycling's Western

outer eight inches of pavement. Sometimes the pavement narrowed to only six inches. When we crossed culverts, the guardrail hugged our knees, nearly pushing us over. We were glad we'd chosen panniers over a trailer; the wheels would've been constantly in the rumble strip or on the sand.

After we passed Sand Flats race grounds, the traffic eased,

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generators. We were surprised to ride right over electric cords carrying power to the other side of the road.

As we began our ascent to Eureka, strong winds hit us head on. Our panniers acted like sails, pulling us backward as we slogged forward and upward. We stopped for a breather. Just then, a police car pulled a van over and ordered the driver to unload everything. Probably a drug bust, we surmised. Not wanting to be searched next, we took off. Shortly, we encountered a wiry, bronzed cyclist carrying only water, a few energy bars, a Thermarest, and a light jacket. He was riding east to west on our same route. Taking advantage of the strong tailwinds, he was planning to pedal 150 miles that day. We shook our heads in disbelief as he exclaimed what an easy ride this was.

Eureka, another mining town, is livelier than Austin. The local folks enjoyed recounting their own cycling tales. One of them portrayed his bone-chilling rescue of two panniering cyclists who had tried to camp at Pinto Summit until their tent collapsed under an unexpected blizzard.

Day 5

We knew this leg of the journey would be rigorous...83 miles, 3000' elevation gain, with four major passes. But we hadn't expected the 100+ temperatures and the constant buffeting by hefty headwinds. In fact, the trip description points out that "winds are generally light" and flow toward the east. But this week, just for us I guess, the winds continued to rebel. Even on the downhill stretches we had to pedal hard to keep going. I bungeed a Clorox jug of extra water on the back of my bike. During one rest, the wind knocked my bike over. The loaded bike landed with such force it twisted my handlebars, and worse yet, fractured the jug. We managed to salvage most of the precious water by pouring it into our Camelbaks, which were almost empty by then.

As we soared down from the pass, the scene that unfolded below was stunning. We thought we could see forever, as the now-lonely highway 50 wound its way down and then across the valley. Vistas in Nevada are spectacular. It would take us 45 minutes to cross each basin, then

another 45 minutes to climb the next pass. Cool blue cornflowers, brilliant orange desert-mallow, and golden grasses lined the road, waving in the vigorous gusts. We watched massive dust devils play themselves out across the grabens. We took occasional respite from the heat in the only cool places we could find, in the "shade" of road mileage signs. But despite these challenges, we were excited to be here, witnessing the desert in one of its tempestuous moods. At Ely, we crashed in the first available camping spot...a pebble-field that doubled as an RV park.

Day 6

Our penultimate day was relatively easy, only 63 miles and 2300' elevation gain. We took time to linger on the tops of passes, sniffing the desert breezes and watching the hawks surfing the thermals. At the summit of Sacramento Pass, we even found a dusty pine to snooze under. As we descended, Wheeler Peak, magnificently snow-covered, filled our view to the south.

We stopped in another pebble field at the Utah/Nevada border, a last-stop gambling saloon that offers free camping and coffee to attract customers. All we had to pay for was our showers. Sunset brought waves of violent microbursts. We tried turning a picnic table on its side to block the wind, but the wind kept switching directions. For the next half hour, we desperately hung onto our tents as the winds first flattened, then puffed, then flattened them. My new tent poles became permanently bent. At last the winds died, and we slept peacefully, wakened only by occasional headlights from truckers who stopped to gamble the night away.

Day 7

Our last day took us through the stunning red rocks of Confusion Range, then skirted along the backside of Notch Peak, then to the north of the dry sandbed of the former Sevier Lake. Ranches are more numerous here, and so are cattle guards. We dismounted and walked over every guard. We've seen too many cyclists get a snakebite flat or slip and break an arm, and we didn't need that



on our last day.

For once we had tailwinds, so we were blazing. A few clouds gathered, shading the road 50 yards ahead of me. I pedaled hard, trying to catch the shade, but the harder I pedaled, the faster it danced ahead of me, staying just out of reach. This land is intensely arid. We passed a few corpses of dehydrated cattle, sprawled alongside bone-dry washes. When we stopped for snacks, we crouched under culverts to block the intensity of the sun.

As we approached our end point of Hinckley, the skies

blackened from smoke. We feared the worst... a grass fire out of control, perhaps? If the fire burned across the road, how could we escape, on our bikes? We reached the only store in town, and asked the attendant what she knew. "Oh, it's the Boy Scout weenie roast," she replied. "No worry. Every year they set fire to a field to make enough coals. The town brings its fire engine to keep it under control, and everyone turns out. Come along!"

We declined the invitation, because our friend from home had just arrived to pick us up. As

we stripped the panniers from our bikes, we began to brainstorm where our next adventure might lead us.

Editor's Notes:

If you want to repeat Carolyn and Chris's adventure maps are available from AdventureCycling.org. For those interested in a supported tour, Bike the West leads the 420-mile OATBRAN tour from Lake Tahoe to Great Basin National Park in September. They can be found at bikethewest.com

Trip Summary

Date	Start	End	Miles	Elevation Gain
5/24	Carson Cty	Fallon	66	mostly downhill
5/25	Fallon	Middlegate	49	1600
5/26	Middlegate	Austin	63	3800
5/27	Austin	Eureka	68	3000
5/28	Eureka	Ely	83	3000
5/29	Ely	NV/UT border	65	2300
5/30	border	Hinckley, UT	88	~1000
			482 Total Miles	

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Solitude Race Report: Mr Jones and Us

It's been a long week. Work has been very busy and for some reason it was hard to find time to ride. When I was able to get out and pedal, my body felt slow, tired and very sluggish. But today was race day and there is nothing I could do about it now. It's July 12, about 9:45 am. The race starts in about an hour and from the looks of it, it's going to be a major race. As I roll to the line I notice that all of the top riders are here and will be putting it all on the line in hopes of being crowned state champion. The pro men's field waits patiently as Ed Chauner reviews the number of laps and the course description. Soon we will be hammering up the climb leaving our pre-race jitters far behind. Ed gives the fifteen-second warning which is soon followed by a "3,2,1, go" and race begins. As expected, Eric Jones moves quickly to the front and sets the brisk pace up the steep paved climb. Cris Fox is quick to respond as the rest of us give our best to do the same. As we make our way up the climb Jones who is currently ranked 9th in the nation, steps up the pace and immediately begins putting time on the rest of us. I assumed this would happen so I tried with every thing I could to stay on his wheel but my efforts were short lived. Aside from the fact that Eric Jones can put a bit of time on the rest of us, the majority of the pro men that race in the Intermountain cup are very well matched. On any given day there are a hand full of riders that could take the win and do it with style. My hat goes to the pro men's field this year and to all of the competitors of the intermountain cup. It's a great race series that can provide many wonderful opportunities to see new places and meet really great people. I encourage every one to come out at least once and give it a shot.

-Kevin Day

Editor's Note: See photos on page 11 and results on page 16.

Neither Rain Nor Wind Halts the 17th Annual Wells Fargo Twilight Criterium

BOISE, Idaho, July 28, 2003 – In spite of a fierce thunderstorm that brought heavy rain and wind to downtown Boise for about an hour on Saturday evening, July 26, the 17th Annual Wells Fargo Twilight Criterium went on with all its scheduled races, including the first women's only event.

Racing was delayed about one hour when a rainstorm drenched the streets shortly after 6 p.m. Wind gusts blew debris, lifted vendor tents and knocked over race barricades. The category 4-5 race, won by Shawn Cheney of Salt Lake City, was stopped short one lap.

Melissa Sanborn, of Eugene, Ore., placed first in the inaugural women's pro race, collecting \$1,000 of the \$3,000 purse. She races for the Intermountain Cycling Organization.

Jeff Hopkins (Jittery Joes), originally from Sydney, Australia, won the men's pro race. Hopkins was able to sweep by national criterium champion Kevin Monahan.

"Most of the time he was right behind me or right in front of me. We were always around each other," Hopkins said. "I knew I was one of the fastest guys out there, so if we were together at the finish, I knew I had a pretty good shot at winning."

Boise's Remi McManus (7UP/Maxxis), who finished fourth last year, placed second. Utah's Eric Flynn (First Endurance-Contender) finished third. The pro men split a \$10,000 prize list.

Nearly 1,500 cyclists raise \$550,000 at Utah's Best Dam MS 150 Bike Tour

A sea of helmets, gleaming in the sunlight, went as far as the eye could see while 1,500 riders waited patiently at the start line of the 17th Annual Utah's Best Dam MS 150 Bike Tour.

The fundraiser for the Utah State Chapter of the National Multiple Sclerosis Society, which was held June 28 and 29 along the beautiful back roads of Cache Valley is currently the largest cycling event in Utah.

The chapter holds the yearly event to raise money for research projects and for local programs supporting the 22,400 Utahns and their families affected by multiple sclerosis, a debilitating disease of the central nervous system. Riders who participated in the MS 150 Bike Tour were asked to raise a minimum \$150 in contributions, but actually raised an average of \$350 each.

This year's event was the most successful in its 17-year history. Cyclists raised over \$550,000, well exceeding the \$518,000 goal the Utah State Chapter originally hoped to achieve.

"I wish I could personally thank each one of the people that made this such a success," said Tami Featherstone, president of the Utah State Chapter of the National MS Society. "I can only hope that they realize how much research they're funding, how many programs they're making possible, and how many individuals and families they're helping."

- Jennifer Nozawa

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Golsan Cycles Opens Second Store

Golsan Cycles has opened a new location in South Jordan. "We've got good people and the westside needs to be serviced with good people," said owner Rod Golsan. Scott Golsan will head the new store while Judge Leverich will be the assistant manager. You can find their new digs at 10445 S. Redwood Road in South Jordan. They can be reached at (801) 446-8183.



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