

cycling utah

- 
- Draper Days
 - Go Faster, Take a Rest!
 - Events Calendar
 - Results
 - Virgin River Rim Trail
 - Salt Lake County Advocacy
 - Color Country Mountain Bike Patrol

SPEAKING OF SPOKES

You Can Never Have Too Many Bikes

By Dave Ward
Publisher

So I was standing on a ladder in my garage installing a bike hoist on the ceiling. These are great little devices allowing me to store bicycles in garage space that otherwise would go unused. I had already installed four of them over the years, and this fifth one used the last available ceiling space unneeded to allow the garage door to open.

In walks my neighbor, Jerry, to return a tool. He looks around and starts counting. "One, two, three,...., eighteen. Man, you have eighteen bikes here." I have often been told my garage looks like a bike shop, but to have someone actually stand there and count them out immediately put me on the defensive.

"Well, three of these are old bicycles that we are donating as soon as we get around to delivering them," I reply. Then, beginning with one of the two tandems hoisted up to the ceiling, I state, "That tandem I tried to sell but could not get enough money to make it worth selling. So, I decided to keep it as a loaner for anyone who might want to ride tandems with us."

"The other tandem is the one I ride," I went on, "and these two here are my old classics that I picked up, an old Schwinn Spitfire and an old Schwinn Typhoon." That took care of the bikes hanging from the garage ceiling. I then went on to justify the bikes hanging from the two



homemade bike racks on the front and side walls of the garage.

There is my fully suspended mountain bike that I use when I am actually out on the trails. Next to it is my older mountain bike, with front suspension only, that I use for cruising the neighborhood and running errands.

At this point, my explanations were starting to run a little thin. Three more bikes I justified as for my wife and children. That was certainly reasonable. The next bike I pointed out was a special time trial bike. Of course, I did not elaborate that in my current sorry fitness state of affairs I never use it. In fact, it was destined for the latest ceiling hoist.

But finally, there it was, staring me right in the face. Four more bicycles, only one of which I could justify to this outside observer. That was my road bike, the one I usually ride. Still hanging from the wall was an older mountain bike that no one ever uses. "That one I am a thinking of giving to my son-in-law," I feebly explained.

But there were still two more road bikes. "The LeMond I bought five years after my first

PHOTO CORNER

Bicycle Art!



Cruisin' with Tony and Greg

photo by Dave Iltis

road bike, and the Trek I bought five years after that. You know, just like a car, you get a new one every few years. I just have not sold the old ones. My current road bike was purchased another five years later, and actually was a trade with a client," I stammered as I tried to rationalize this plethora of peddle-powered vehicles.

Well, I do not know how reasonable all that sounded to him.

He just smiled, nodded and said, "Well, see you later."

I am certain that makes sense to all of you readers, avid cyclists who understand the beauty of bicycles, both older and newer. Doesn't it? As my friend and fellow columnist, Greg Overton says, "You can never have two many bicycles." Of course, he is a collector as well as a bicycle salesman.

I am just glad I did not have to explain the two additional bicycles sitting in my basement. One you see is an older one that my daughters used. The other is

my first road bike, a Trek 760 all tricked out with its original components, including a Campy Victory gruppo and toe-clipped pedals designed for cleated cycling shoes. I have to hang on to that one, don't I? It all makes sense, doesn't it? Well, doesn't it?

**What's on your mind?
Send your feedback
to the editor:
dave@cyclingutah.com**

**Cover Photo:
Chris Baughman
catching air at
Morris Reservoir in
Salt Lake City**
Photo by Justin Machus

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TRAIL OF THE MONTH

Virgin River Rim Trail is an Instant Classic, Just add Wheels!

By Gregg Bromka

Although a relative newcomer to Utah's inexhaustible list of mountain bike trails (built between 1993-1995 by the Dixie National Forest), the Virgin River Rim Trail (VRRT) has become an instant "classic." The VRRT overloads your senses by combining a variety of trail-riding conditions and forest nuances with postcard-quality scenery from atop the Markagunt Plateau, home to Brian Head Resort.

Over its 33-mile length, the VRRT clings to the rim of the Pink Cliffs, where erosion has clawed phantasmagorical shapes from the flesh-tone Claron Formation--maker of nearby Cedar Breaks National Monument and Bryce Canyon National Park. As your eyes wander away from the rim, they fall upon the timbered headwaters of the North Fork Virgin River, which cuts deep into the White Cliffs and shapes Zion National Park miles away. In 1880, Clarence Dutton, geologist with the John Wesley Powell expedition, stood on the edge of the Pink Cliffs and described the Grand Staircase below him as a "sublime spectacle" and a "... vast expanse ... bound by cliffs of strange aspect, which are truly marvelous." Indeed, the Pink Cliffs are one of the world's greatest sights.

The VRRT is no spin through the park; it demands acclimated lungs for high elevations, solid legs to surmount many arduous climbs, and good handling skills to navigate sections stippled with rocks. Plus, if you plan to tackle the whole route, it requires a time-consuming shuttle.



Jim overlooks Zion National Park from Strawberry Point.

Photo by Gregg Bromka

However, an array of side routes create limitless options that cater to all abilities. The 15-mile Strawberry Point loop on the eastern end is one of the VRRT's best short courses, combining doubletrack and dirt road climbs with thrilling singletrack descents.

Location: 36 miles east of Cedar City or 40 miles southeast of Brian Head.

Distance: 15-mile figure-eight loop.

Tread: 4 miles of doubletrack, 6 miles of all-weather dirt road, 5 miles of singletrack.

Aerobic level: Moderate. Lars Fork is a gradual climb. VRRT has a few short, steep hills that may require brief walking. The

climb to Strawberry Point is moderate.

Technical difficulty: Moderate. The VRRT boasts a full assortment of singletrack accouterments, including buffed, rooted, and rocky tread combined with fast straightaways and hairpin turns.

Elevation change: Between 8,000 feet and 9,000 feet. Gain is 1,700 feet.

Season: June through September, maybe longer depending on spring thaw and autumn snow.

Notes on the trail:

The 3-mile-long, baby-butt-smooth climb up Lars Fork is utterly peaceful and is gentle on lungs and legs. When you reach

the top, take the VRRT left along the plateau's rim, pumping hard up several short, protracted climbs. Stellar views of the corrugated cliffs below and of Zion National Park in the distance ease the burden. Leave the rim and descend on both singletracks and doubletracks. Keep a close watch for trail signs; the VRRT has been booted around in years past because this area is prime nesting for Peregrine falcons. Fork right on a segment of trail that drops you like a pinball through dark, damp woods to a small creek. Cross a doubletrack just ahead and climb a long-winded section through four turns up to another doubletrack. The VRRT follow this road to the right for 0.3 mile; then it

forks right continuing as single-track on a bombing run down to Strawberry Road.

Had enough? If so, then take Strawberry Road left and back to Lars Fork. Just bear in mind that you'll miss out on a killer single-track descent. To continue, go right and climb Strawberry Road to Strawberry Point to pay homage to the Great Architect.

From the Point, back-track on Strawberry Road 0.5 mile and veer right onto the VRRT. The 2-mile raveled ribbon of dirt showcases the efforts of those who dedicated time and energy into building the VRRT, for this is one of the finest sections of the entire route. You'll wiggle and giggle down the twisting trail through stands aspen and fir, but if you carry too much speed you might take a trail-side tree right in the kisser as George of the Jungle does time and again. Exit to Strawberry Road then cruise back to Lars Fork to wrap it up. If that tickled your fancy, then you'll want to explore the rest of the VRRT and the many trails linked to it. Hint: Navajo Lake is good staging area.


Access: From Cedar City, drive 33 miles east on UT 14, turning right on Strawberry Road/Forest Road 058. Drive 4 miles up the dirt road and fork right for Lars Fork. Park and embark from near the junction, being mindful of private property. From Brian Head, drive 4 miles south on UT 143 then 7.5 miles south on UT 148 through Cedar Breaks National Monument. Head east/left on UT 14 for about 13 miles to Strawberry Road then 4 miles up the dirt road to Lars Fork.

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

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BIKE ADVOCATE

Working towards a Bicycle Friendly Salt Lake Valley

By Mark Smedley

Salt Lake City, Utah's leader in bicycle planning, is spending the tax dollars of city taxpayers, updating the city's Bikeways Master Plan. You can offer your two cents worth to the planning process electronically or in person (see sidebar for email addresses, meeting times TBA).

At the July meeting of the SLC Mayor's Bicycle Advisory Committee, the Bikeways Master Plan was the only item on the agenda. Discussion invariably rolled into two metaphorical pot-holes big enough to swallow inattentive cyclists. First, can SLC write a master plan that actually gets potholes filled? drainage grates mad bicycle safe? lanes striped? bike racks installed? etc.? And second, even if the asphalt on SLC's streets is smooth and inviting, how do we get from SLC to the suburbs like North Salt Lake? West Valley City? Holladay? etc.?

I mention these two potholes, because neither is the focus, but both are peripherally related to the bicycle planning process underway in SLC. Diana Atkins, project manager for Parsons Brinkerhoff, the consulting firm that SLC has contracted to update the master plan, intends to provide the city with both short and long-term objectives for maintenance and development of bike facilities within the city. Cyclist participation--via this planning process, regular reporting of road hazards to the public services department within SLC (535-6999), calls to your SLC council representative (535-7600) and annual participation in the SLC budgeting process--might get this plan implemented on SLC's streets.

Linking the City to the Suburbs

Bikeways that link municipalities along the Wasatch Front have been stuck in planning purgatory by the Wasatch Front Regional Council, the municipal planning organization directed to develop a regional bikeways plan. The WFRRC, composed of representatives of the municipal and county governments in Weber, Davis and Salt Lake County, and has the inertia of a speeding SUV.

Cycling advocates wishing to speed this process along should probably direct their efforts towards more manageable goals. Many of the components required to link communities will have to traverse UDOT corridors, and will be expensive bridges or tunnels like those constructed and proposed for Parley's Crossing. A dedicated and skilled group of citizen advocates worked to move this project forward. But, expensive projects like this probably will not move forward without dedicated and skilled advocates.

The primary government players in the Parley's Crossing project were Utah Department of Transportation (UDOT) and Salt Lake County. Cycling advocates have opportunities to continue

CYCLOTOON

BY NEAL SKORPEN



working with the state road builders and our new county council government. Salt Lake County's newly adopted mayor/council form of government might provide cyclists with more opportunities to be heard. Come to the MBAC meeting on August 8, 5:00 PM in room 335 of the Salt Lake City/County Building, 451 S. State, to join a discussion of bicycle issues within the county with Council person Steve Harmsen. Or call the county council person for your district and three at-large council members (see sidebar for contact info) and encourage them to support the development of a bikeways plan for the county.

UDOT just adopted a Bicycle and Pedestrian Master Plan, requiring bicycle (and pedestrian) facilities in all new construction and reconstruction. This provides cyclists with an immediate opportunity. The roads that encircle and traverse the University of Utah are state roads. The next leg of the university light rail requires that some of these roads be rebuilt to accommodate a rail corridor, so UDOT is including bike lanes in the plans. You can comment on this planning process via Sandy Weinrauch, UDOT's bicycle and pedestrian coordinator (see sidebar for contact info.) Or ask your state representatives to encourage UDOT to include bicycle facilities in this project.

Other opportunities are also appearing on the horizon. Interstate 80 from Parley's Canyon to Interstate 15 is slated for recon-

struction, and hopefully will provide an opportunity for an east/west corridor that connects the southeast quadrant of Salt Lake City with the Jordan River Parkway. This project will require cooperation between UDOT, Salt Lake City, South Salt Lake, West Valley City, and Salt Lake County. Hence it will also require some dedicated advocates.

Obviously a Parley's/Jordan connection, that casual cyclists comfortably cruise, is years from being completed. So how does the intrepid commuter get from Sugarhouse to the west side of the valley right now? Part of the solution fell out of the sky when 2100 S. became a surface street again, creating a connection to the west side that does not require trespassing through Roper Yard, a Union Pacific Railroad property.

The best route that I can find uses 2700 South to get to 300 West. Follow it north to Andy Ave., continuing west on Andy Ave. under the \$400 million interchange to 2100 S. Follow 2100 S to the Jordan River. Ride the cobble section under SR 201 to the smooth pavement heading south along the Jordan River. About half of the route is on busy arterial streets, but it's all rideable on road wheels, except the cobbles.

These cobbles, a section of the Jordan River Parkway that is stuck in limbo. But a section that should be completed now, even though the parkway from 1700 South to 2100 South is unfinished. (SLC must obtain access across a Union Pacific siding to complete this sec-

tion). This bridge under SR 201 is useful today even if the parkway to the north is not completed. It's useful even without a rideable surface, because it provides a connection across SR 201 that is not a Single Point Urban Interchange (SPUI). Its utilitarian essence is established by the fact that commuting cyclists use it even though they have to shoulder their bikes to traverse it. It should get a sheet

of asphalt soon.

The route is a jurisdictional quagmire. It uses Salt Lake City and South Salt Lake streets, and UDOT roads. It connects with the Jordan River Parkway on a Salt Lake County service road under a UDOT bridge. I outlined this route to illustrate that we need to advocate at several levels, if we want to have a bare bones system that intrepid bicycle commuters can use now, and a better system in the not too distant future. We need to convert city, county and state governments to the bicycle way. And we need to advocate long term for a system that will encourage cycling, and short term for completion of projects like the bridge under SR 201 at the Jordan.

Mark Smedley serves as the cyclist's representative on Salt Lake City's Transportation Advisory Board. He manufactures cycling luggage under the name of Pika Packworks when he isn't cycling or wrenching on bikes.

The following cyclists are on the steering committee working on Salt Lake City's Bikeway's Master Plan (send your ideas to them):
Malcolm Campbell: prismdesign@pobox.com
Jill Wilkerson-Smith: jill.wilkerson-smith@ci.sl.ut.us
Mark Smedley: mrpika@earthlink.net
Lisa Romney: lisa.romney@ci.sl.ut.us

UDOT's Bicycle/Pedestrian Coordinator
Sandy Weinrauch: sweinrauch@dot.state.ut.us

Salt Lake County Council phone info:

To contact your district council person, 468-2930.

At large representatives:

Jim Bradley, 468-2939
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COACH'S CORNER

How to get Faster Without Even Riding Your Bike!

By Bill Harris

Whether you're training for the Ulcer ride or the Utah State RR title you can actually get faster without even riding your bike. Because the truth is you don't get stronger when you ride and train on your bike. You get stronger when you rest off the bike. When you do a hard workout on the bike you actually get weaker, at least for a few hours. During this hard workout your muscles and energy pathways are actually breaking down. The good news is that when you rest off the bike your muscles and energy pathways build back up and if all goes well they build up stronger than before. Therefore, a process of systematic hard work and rest is the path to cycling greatness. The problem is to the testosterone filled athlete "rest" is a dirty word...hard work all the time is the way to the top. Nothing could be further from the truth. Unfortunately, most cyclists learn this the hard way. After a prolonged period of hard training they wonder why they're still slow. If your willing to believe me that rest is a critical component to your cycling success then here are some tips on how to maximize this high tech training concept.

1. Don't ride so much. Your training plan should focus on the

"less is more" concept. If you don't have a plan, get one. How can you reach your destination without a plan? If you don't know how to make a plan. Get yourself a coach that understands the recovery process and uses it.

2. Sleep. Sleep. Sleep. Get as much sleep as you can. While your sleeping your body produces hormones that build your body back up. The more sleep you get the more your body repairs.

3. Consume 1 gram of carbohydrate for each kilogram of body weight within 20 minutes after every hard ride or workout. Of course always eat a well balanced diet with the proper proportions of carbohydrate, protein and fat.

4. Get a massage. Or give yourself a massage. Everyday for 15min sit with your legs up on the wall and work the muscles from the calves to the quads flushing out all the junk towards your heart.

5. Take at least one day off the bike every week. Go to the movies, take your wife to lunch, go swimming or lay in the sun. Just give your mind and body a break.

6. Go for a walk on your bike. At least one of your rides each week should be so slow that your grandpa would pass you. Stay in the little ring, don't go up any hills and ride for less than an hour.

These are just a few tips that will help you get stronger without riding your bike. These tips are equally effective for the local racer and weekend warrior. Give them a try and get faster.

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

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Color Country Cycling Club Annual Trail Day

Most mountain bikers love buff singletrack. The kind of single-track that just flows through the trees and takes us to a new wondrous world where the mundane everyday world can be forgotten. Unfortunately trails like this just don't exist, they must be created and maintained or they will be lost. Few people are actually willing to put forth the effort to keep and maintain these special trails.

Fortunately just a few people can make a big difference. One group that has been willing to put forth this effort is the Color Country Cycling Club based in Southern Utah. For three years they have held an annual trail day on the Sidney Peaks and Bunker Creek trails near Brian Head in conjunction with the U.S. Forest Service's Adopt-A-Trail program. Over twenty water bars have been installed, ruts filled in and sections of trail rerouted. The difference is remarkable. Rutted trail that once plagued riders has been replaced by beautiful singletrack.

On July 21, work was done lower down on the Right Fork of Bunker Creek where a large hole in the trail was filled in. The efforts that this club has made have not gone unnoticed, this years work was aided by a tool grant from Rockshock and a \$500 dollar trail tune-up grant from NORBA.

You can find out more about the Color Country Cycling Club at www.cccycling.org

Bill Would Allow Tax Break for Biking to Work

Want a tax benefit for biking to work? The Internal Revenue Service won't allow it now but it will if Congress passes a bill introduced by a bike-riding congressman. Rep. Earl Blumenauer (D-OR) introduced the Bike Commuter Act (H.R. 1265), currently before the House Ways & Means Committee. The law would give bicycle commuters the same benefits employers give to those who carpool and ride mass transit.

Current law allows employers to provide a Transportation Fringe Benefit worth up to \$65 a month to subsidize the costs of driving to work or taking mass transit; or up to \$180/month for the price of parking. Employers can either exclude the amount from taxable income or provide tokens or fare cards to the employee to cover the costs. The employer can deduct the cost of the assistance. If the mass transit system or parking garage doesn't take vouchers, the employer can reimburse the employee in tax-free cash.

The bill would allow those who bike to work the same benefits, starting next year. "It's time to level the playing field for bicycle commuters. Across the country, people are working to create more livable communities that include reduced traffic congestion, improved air quality and increased neighborhood safety," Blumenauer said in introducing the bill.

So far, the committee hasn't acted but 24 members of Congress have signed on as co-sponsors. Congressmen Cannon and Matheson were not co-sponsors however Matheson does support the bill.

- Charles Pekow

The 12th Annual Eureka Road Race

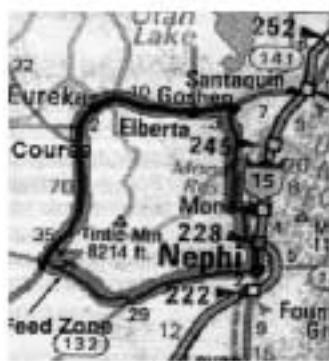
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MOUNTAIN BIKING

Color Country Mountain Bike Patrol Sets the Standard

By Quinn Pratt and Ron Rodriguez

It's a story that's told all too often. Another trail closed, another government agency unwilling to listen to the needs of mountain bikers. We've all heard the tale over and over again through the grapevine or through magazines from all across the country. We wish we could hear another more positive story.

Imagine a place where the government agencies are proactive supporters of mountain bik-

of the best mountain biking in the U.S. and consequently receive a high volume of out of area traffic, particularly the trail system around the Ski Resort town of Brian Head.

Tight government budgets preclude the hiring of enough help. For instance one Forest Service law enforcement officer covers the entire Cedar City District of the Dixie National Forest, an area that is very large but can have over 30,000 visitors on a busy summer weekend. In light of these facts the need for a volunteer patrol was evident.



The patrol on the Dark Hollow Trail.

Photo by Quinn Pratt

ing. Imagine a place where new trails are built with mountain bikers in mind and where these agencies even budget for a volunteer mountain bike patrol. Sound too good to be true? Well just such a place does exist and it's right here in Utah.

This success story's first chapter began four years ago with the founding of the Color Country Cycling Club in Cedar City. Many of the founding members of this new club were Forest Service administrators who saw the need for a cycling club to serve the growing cycling community in Southern Utah. The organizing meeting for this club was held at the Dixie National Forest offices in Cedar City. The first president of the Color Country Cycling Club was Ron Rodriguez, a wildlife biologist with the Dixie National Forest in Cedar City. Since that time this club has grown to over 100 members who participate in all forms of cycling from mountain biking to road touring.

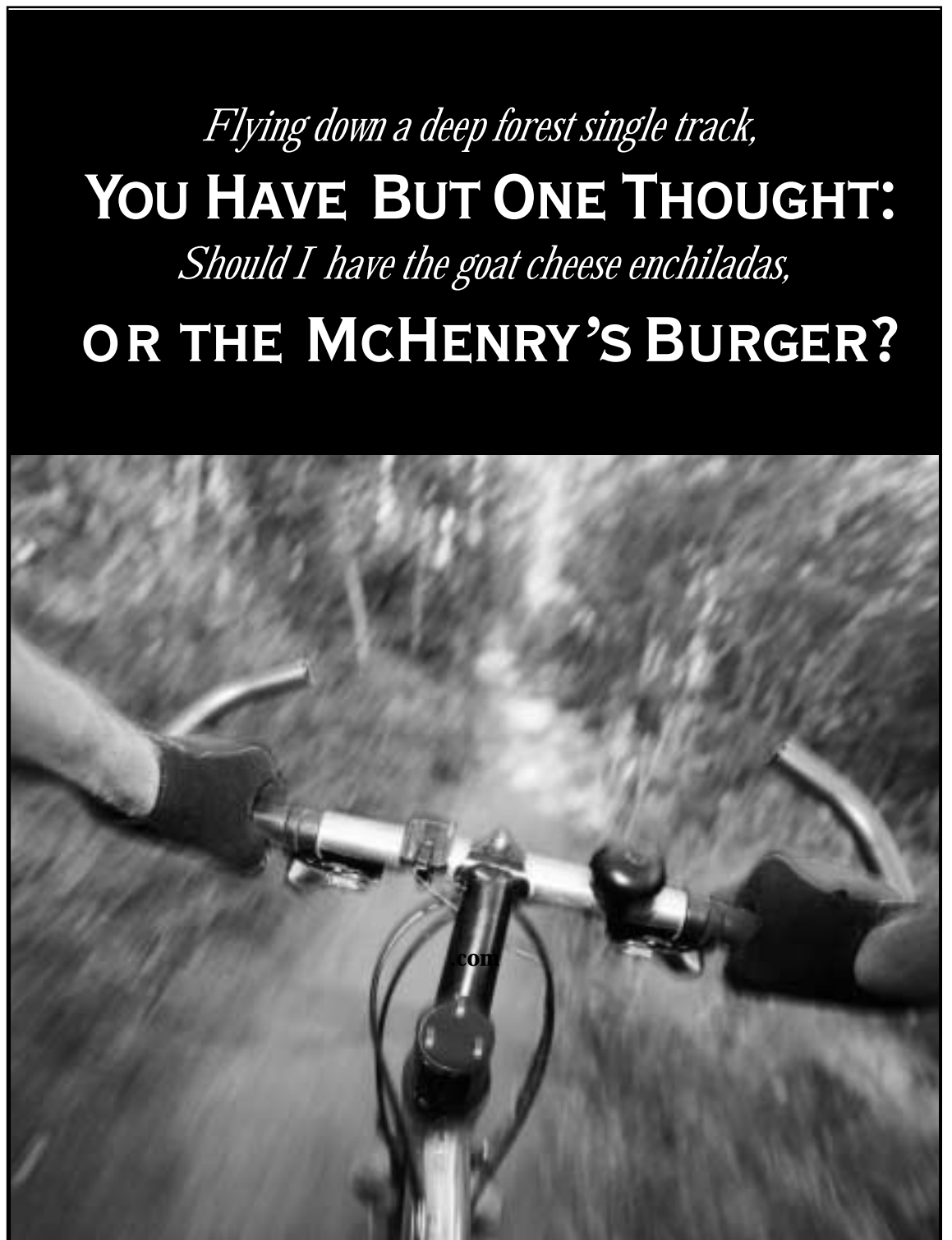
The Dixie National Forest covers over 3 million acres in Southern Utah and contains some 150 miles of singletrack trails open to mountain biking. Much of this trail system has been built in the last ten years with mountain biking in mind. These trails are considered some

of the best mountain biking in the U.S. and consequently receive a high volume of out of area traffic, particularly the trail system around the Ski Resort town of Brian Head. Tight government budgets preclude the hiring of enough help. For instance one Forest Service law enforcement officer covers the entire Cedar City District of the Dixie National Forest, an area that is very large but can have over 30,000 visitors on a busy summer weekend. In light of these facts the need for a volunteer patrol was evident.

IMBA (International Mountain Bike Association) had just the answer in the National Mountain Bike Patrol Program, whose motto is to "Assist, Educate and Inform" The National Mountain Bike program was designed to meet problems such as those faced in the Dixie National Forest. So, two years ago the Color Country Mountain Bike Patrol was formed to assist the area Land Management Agencies in meeting the challenges of a growing recreational public. With the help of IMBA and financial sponsorship from the Dixie National Forest, the Color Country Cycling Club, the Brian Head Resort, and later the Cedar City District of the BLM, a chapter of IMBA's National Mountain Bike Patrol was formed. To date, Brian Head Resort has donated over \$1000 in cash and services including a free shuttle for patrollers. The BLM has donated over \$500 and the Dixie National Forest nearly \$10,000 worth of equipment including radios, jerseys, and medical kits.

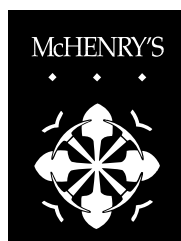
The Mountain Bike Patrol is a completely volunteer organization and has a number of

Continued on Page 14



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Route 211

Armstrong is the Embodiment of Panache

By Greg Overton

As I sit here doing the monthly head scratch to come up with a couple of coherent thoughts to fill this void reserved for me, the Tour de France is on a rest day before its final week of Lancedom. This guy continues to astound us all in the Tour, and I am becoming a bigger fan with each year. We are witnessing the evolution of a champion, and not only because he wins the Tour de France.

Even if a crazed Basque cycling fan darts from the weeds and throws Armstrong from his bike tomorrow, and deprives him of what appears to be a third straight win, I think he will have entered the hall of greats in Tour history. And I'm not saying this based only upon his victories there, but also his overall mettle in gaining the yellow jersey.

Armstrong has what the French call "panache". That is when they're not calling him a doper. Panache is a banner given to a rider who shows a certain flair in pounding his opponents into submission. It's sometimes given to less successful riders if they really show it - or if they



are French. The embodiment of panache, in the eyes of the French, was Bernard Hinault, winner of five Tours and French. He was loved by his public. Some of the stories I've heard from Tour riders about Hinault would make Armstrong's over the shoulder glares and "in your face" attacks seem like Sunday tea invitations. Armstrong's panache was shown this year on, get this, Route 211 when he looked back at his closest rival, then disappeared up the road, daring anyone to come with him, winning the stage to L'Alpe Du Huez.

But the fact that Armstrong exercises those glares and attacks, showing an outright cut-

throat mentality, then having an even-handed, almost humble post race interview, complementing his rivals, labels him as having panache instead of being simply labeled a jerk. Outside of France. Hinault was often labeled a jerk for his antics. Armstrong has gained a graciousness that even the French appreciate, albeit begrudgingly. He is showing signs of a true champion who knows that this is a precious time, and there will come a day when there is a younger, faster "new" Armstrong.

Take for instance the last couple of days in the Pyrenees this year. On a mountain descent, Jan Ullrich was pushing hard to cut into Lance's lead. On a tight switchback he found the pavement, then the guardrail, and then the embankment beyond, having to scramble back up to the road side. It is cycling's heritage and tradition to not attack a rider, especially a contender, in this instance. There is a sense of unfairness about it. Also there is the lurking thought that on the next bend, or day, or race, it could be you taking the unplanned shortcut down the hill. Ullrich is Armstrong's lead-

ing rival, but Armstrong not only played the good competitor by not attacking, he found a way to check up on his opponent, make sure he was okay and back in the group, then went back to racing.

On the next day, Ullrich began the stage in fourth place overall behind Armstrong and what would be considered two lesser riders. He rode hard, attacked, even pushing the pace for a good portion of the day, but could not shake Lance. On the last climb, Armstrong and his teammate Roberto Heras paced Ullrich up the hill. There were no attacks as in previous days, no kicking the guy after having defeated him. To the contrary, the two US Postal riders made the pace, and did not contest the finish so that Ullrich would be assured third place on the day, moving him into a podium spot for the overall standings. There was a little handshake between Armstrong and Ullrich after crossing the finish. I took this as an illustration of the stature and class of the two champions. A sort of "good race, maybe I'll get you next time" exchange between the sport's two best riders who know the tide could change with the next race. It was also a show of respect between the two. Ullrich showing a congratulatory concession, and Armstrong saying "you belong up here with me".

There was a time in Armstrong's career when I doubt

he would have shown this respect for his opposition, and especially not for the heritage of a sport so steeped in these subtle nuances of decorum. This is the confluence of small things that create a true champion, and is gathering steam in the making of the champion Lance Armstrong. It is heartening for me to see these nuggets of heritage still alive and well as the sport becomes more and more technologically driven - in both the bike and the rider. These are the things that connect generations of racing fans, and bridge the distance between champions from Desgrange to Coppi, to Merckx, to Armstrong. And I hope that these human qualities will stay with the sport as most other aspects change with time.

I became a bicycle racer long ago because it looked cool, was fast and colorful, and was outside the norm. I have stayed a racing fan, and cycling fan, over the years because I was fortunate to learn from those who appreciated the heritage and qualities rooted in bicycle racing, and I seem to appreciate the sport beyond first and second place as time goes on. Sort of the way baseball seems to be easier to appreciate as you learn the strategies and chessboard moves made for each situation. It's a below the surface appreciation,

continued on page 8



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MECHANIC'S CORNER

Upgrade Your Wheels, Upgrade Your Performance

By Tom Jow

The most distinguishing feature of any bicycle, road or mountain, are the wheels. They are what define this thing called the bicycle. Even though they make up less than ten percent of the total mass of bike and rider, the affect they have on performance is large. Because of two major factors, aerodynamics and inertia, performance on any bike can be greatly increased by upgrading the wheels and/or the wheel components.

The aerodynamics of the bicycle wheel is dependent upon two factors: the shape of the rim and the number and shape of the spokes. The greatest aerodynamic advantage is gained by reducing the forward drag of the wheels. This is accomplished by elongating the rim surface area and giving it a more aerodynamic (triangular) shape. However, depending on the depth of the rim, the bike can become more difficult to control in crosswinds.

Spokes and spoke nipples affect rotational drag. This is turbulence caused by the actual rotation of the wheel. Think of it as an eggbeater. Fewer spokes disturb less air. Flat spokes will "slice" the air easier than round ones. As few as fourteen spokes are being used in front wheels and sixteen in the rear. Spoke nipples are not very aerodynamic either. Some manufacturers have chosen to relocate them to the center of the wheel, near the hub. This not only increases aerodynamics, but it decreases the force required to overcome inertia.

You remember inertia don't you? Inertia states that a body at rest wants to remain at rest, and a body in motion wants to remain in motion. How does this apply to the bicycle wheel? A lighter weight wheel is easier to accelerate, decelerate and keep in motion. But it is important to remove weight effectively. Even the smallest reduction in wheel perimeter weight makes a big difference. For example, visualize a basic aluminum spoke nipple. It weighs approximately .3 grams. But placed at

the end of a 295 millimeter lever (the length of a road wheel spoke), the energy required to overcome the moment of inertia to start the wheel moving is equivalent to that of a spoke nipple weighing approximately 48 grams. One spoke nipple, 48 grams!

Also remember the other components located at the perimeter of the bicycle wheel: the tire and tube. These two components are easily and affordably upgraded. Therefore, the difference between a regular and ultralight tube may only be 25 grams, functionally it equals much more than that. Also consider the weight difference between different tires. Road tires may vary by up to 70 grams. Some mountain bike tires vary by 100 grams!

These are just two of the factors involved when considering wheel design. But they could be the most important. There are more benefits of having lighter wheels as well. They also handle better because there is not as much mass to change direction. Higher quality tires provide better traction and a more comfortable ride. Who would think such small changes would make such a big difference? How much faster could we be?

Tom Jow is the manager of Wild Rose and a former US Women's National Team Mechanic.

BOOK REVIEW

Divorce Your Car

By Lou Melini

Divorce Your Car is a book for anyone who rides a bike. Commuters, bike advocates, transportation planners, and anyone with an interest in cycling history. Have you ever found yourself complaining about cars and traffic or lack of bicycle friendly roads? Have you ever sat down and calculated the full cost of your car (base price, financing, insurance, maintenance, gas, taxes, property taxes used to build roads, etc). Check out this book and find out why you are complaining and how much you are paying for the privilege of complaining.

Ms. Alford currently travels "car-lite", using her bicycle as the principle means of trans-

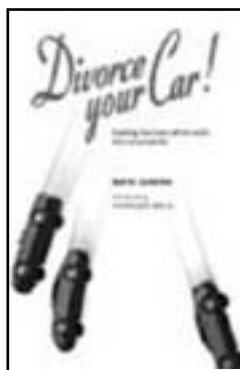
portation. Her approach in the book is part academic, with 21 pages of selected resources to back up the statistics and historical accounts that she describes. She is also practical, noting the difficulty one encounters to go completely car-free, especially if you have children.

The book is divided into 3 easy to read sections. Section I discusses the history of transportation in our country at the beginning of the 20th century. Greed, corruption, and romance sound like the ingredients of a trashy novel but these were the factors involved in the rise of the car and the decline of rail and bikes. Ms. Alford details the public's tiring of being held hostage to the whims and shenanigans of trolleys and rail

operators. She then discusses the coming together of the car and the new advertising methods

to sell products based on an emotional attachment between buyer and seller. The government was all too willing to provide the road subsidies for the new car owners. There were some setbacks for the fledgling car industry such as 4 MPH speed limits, but over time...well just look at the Salt Lake Valley.

Have you ever thought about how much you have to work just for the privilege of driving a car? For most people it is at least



15-20% of your household budget. Nationwide death rates have been over 40,000 per year since 1962 for automobile fatalities alone, the highest amount being just under 55,000. If you add in pedestrian deaths, one can make a case for cars being the number one Public Health menace. In Part II of her book, Ms. Alford talks about costs of the automobile. The greatest cost is of course human lives. Various estimates noted in this section put medical costs of traffic crashes as high as \$363 billion. Suburban sprawl made possible by automobiles consumes 15-50% of city land in order to provide roads, water pipes, sewer lines, utility lines, parking, etc. Do you park in a multi-tiered parking garage? Again depending on which city you live in estimates range from \$7000-20,000 per space to build tiered parking garages. Starting from 1999 until the year 2005, the U.S. will spend \$175 billion on roads, yet there has not been shown any improvement in road conditions or traffic congestion. In addition, costs to animals and their habitats, farms and food costs, cleanup, road services, taxes and pol-

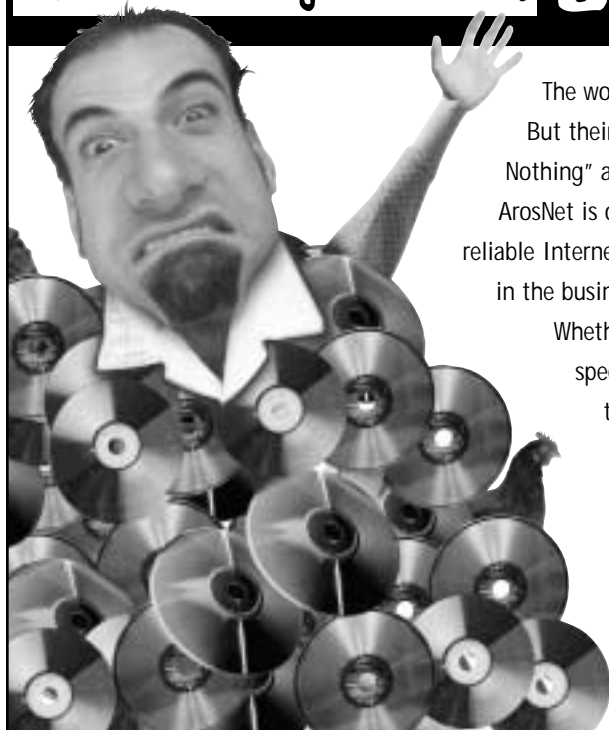
lution are all touched upon in this section. It may seem dry, but Ms. Alford covers these topics succinctly in a manner that will interest any reader.

The last part discusses strategies for divorcing your car, or at least a partial separation. Every person has unique circumstances that will determine how much of a separation is possible. Once you decide to separate from the car, each community has unique designs, weather, and other factors to make non-car user face difficult challenges. Ms. Alford makes an excellent motivator to assist you if you are inclined to try a partial separation.

Try out this book. You won't be disappointed. It is available at the library. There are other books that cover these topics, but I doubt that you will find these topics covered in an easy to read format in one book.

Divorce Your Car
By Katharine Alvord, 2000
New Society Publishers
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going beyond simply who is the fastest cat. There always comes a faster cat, but the racing's heritage makes their work worthwhile. It gives them the canvas on which to paint their scenes on the sport.

Armstrong is the current painter, the fastest cat today. I am happy to see his appreciation for his competitors and his sport, nevertheless, he will bury them again this year. But they all seem to appreciate him as well, and his accomplishment. This is a sign of a true champion - that his challengers hate the inevitable loss, but are grateful to have witnessed his domination firsthand, and participated in the era of this particular painter on their sport's canvas.

Moab Road Bike Guide

Poison Spider Bicycles in Moab has produced a new guide to road riding in the Moab area. The pamphlet includes the Arches ride, Needles Overlook ride, Blue Mountain Loop ride, La Sal Mountain Loop ride, and several others. Each description contains a map, directions, and elevation profile. To obtain a copy, call Poison Spider at (800) 635-1792.

Bike World Moves

Bike World is moving just down to the street to 4974 S. Redwood Road.

ROAD RACING

Racing with the Boys

By Andrea Foster

I have to start by thanking local category 3 men for one of the best racing experiences I've had all season. Amidst a full plate of NRC and UCI racing with the best women in the nation and world, I look forward to tuning up here in Utah, especially when I join the men.

Now let me state for the record that local women's racing is great. I usually opt to participate in women's and men's events on the same day if possible. But when only one event is doable on race day, I jump into the category 3 field, as I did at Up the Dam Hill Road Race, put on by Logan Race Club.

With 6 10-kilometer laps ahead of us, I toed the line and peered back at 20-25 men. Didn't recognize anyone- but then again, I don't usually hang out with these guys. Official JR Smith jogged us through roll call; mine was the only female voice to answer. My legs felt good, but I dreaded any testosterone-related demonstrations of male physical dominance.

First three laps were pretty mellow. A couple guys from Rhodes took individual flyers. The field (mostly Rhodes, LRC, and X-Men) surprised me by not immediately chasing. Rather, we simply kept the break within sight. I decided to test my skills and attempt bridging.

I snuck through the gutter into headwind and attacked. Not such a wise move- a roaring tailwind round the next corner got me caught quickly. So I jumped back into the field and chilled. On the fourth lap I made another attempt in a cross-tailwind section, where the field had been sitting up to recover. I stayed away for a couple miles.

Now here's the cool part: when I rejoined the field, guys were totally complimentary about the move I had made. Here I was, a woman, unaffiliat-

ed with any teams present, and these guys were completely positive about what I was doing in their field. Talk about good vibes....

I can't report what happened in the end because I wasn't there. I came off on the hill a lap later and rode in with a couple others. But I went home happy about racing hard and having such a good experience with the guys. So thanks- here's to you, category 3's.



Foster (at the front) racing with the girls at the Sugarhouse Crit

Photo by Dave Iltis

SCHWINN/GT TO SELL CYCLING DIVISION TO HUFFY CORPORATION

Boulder, Co (July 16, 2001) - Schwinn/GT Corp. announced today that it has entered into a sale agreement with Huffy Corporation for the purchase of its Cycling Division. Schwinn/GT also announced it has commenced proceedings under Chapter 11 of the U.S. Bankruptcy Code. This filing is necessary to allow Schwinn/GT to complete the sale of the cycling business.

The Chapter 11 filing includes Schwinn Cycling & Fitness Inc., GT Bicycles, Inc., Riteway Distribution, Inc., Hebb Industries, Inc. and certain other U. S. affiliates. Schwinn/GT has approximately \$165 million in secured and unsecured debt. In addition, 300 employees will be laid off. Huffy will pay in excess of \$60 million subject to adjustment to acquire substantially all of the assets of Schwinn/GT's Cycling Division.

Wyoming Rumble Strip Update

After vociferous outcry from bicyclists, the Wyoming Department of Transportation is re-evaluating its plans to put aggressive rumble strips on nearly a thousand miles of highway. However, the department has not officially informed the public of any change in plans, according to cyclist Tim Young of Jackson. Several WYDOT and federal engineers visited Colorado in early June to ride test patterns of different designs on I-70 near Eagle, and are reportedly considering adopting some of Colorado's improvements, such as a gap pattern.

- courtesy Bicycle Colorado

LOTOJA Just Around the Corner

On the morning of September 15, 2001, it is anticipated that 500 cyclists will leave Logan, Utah enroute to Jackson Hole, Wyoming with hopes of completing what is heralded as the longest single-day bicycle event in North America—the 19th Annual LOTOJA Classic. Participants will pass through three states (Utah, Idaho and Wyoming) and climb over 7,000 vertical feet while riding through 203 miles of incredibly scenic countryside.

LOTOJA offers 15 rider categories and a relay team category involves cyclists of almost any ability. This year, more than 1,500 people will be a part of the event. In addition, a \$1,000 cash bonus will be given to a man and/or woman who beats the previous course record (men's time: 7:26:00 by Scott Moninger; women's: 8:28:54 by Carolyn Donnelly). Epek Sports & Promotion, the event organizer and promoter for the past four years, has a volunteer production staff of over 100 people. This includes camera crews, radio operators, race officials, police escorts and neutral support.

Funding Available for Bike Safety in Schools

Your local public school may soon be able to use federal funds to teach bicycle safety. The House version of the multi-billion dollar education reauthorization bill contains, hidden within hundreds of pages of legalese, a subpart called Safe Schools. It would authorize \$475 million in FY 02 and as much as Congress sees fit over the next four years, in grants to states.

Each state would get a share and states would have to pass at least 95 percent of their share to local school districts for a variety of purposes to increase school safety. While each district could get a share, the formula heavily favors districts in poverty areas. The law specifically mentions bicycle safety education in elementary and secondary schools, as many children ride to school. But bike safety will have to compete with a variety of other uses, as school districts can fund what they see fit and can also spend the money on drug education, violence prevention, etc.

The measure is now in conference with the Senate, which passed a different version without the specific provision. The act is known as the Better Education for Students & Teachers Act (H.R. 1).

- Charles Pekow

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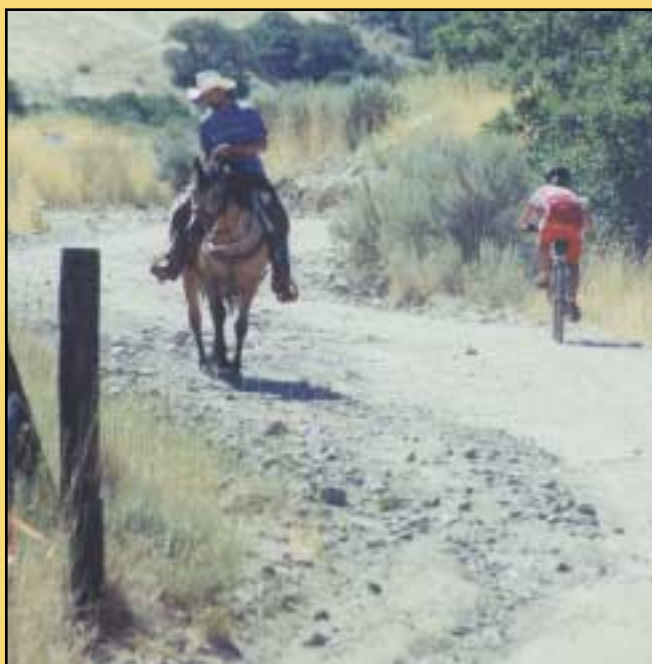
MOUNTAIN BIKE RACING

Draper Dash Tour de France Style



X-Men Rider and Pro Winner Jarome Zenger

Story and Photos by Nichole Wangsgaard



Top: Team Biogen rider and Women's Pro Winner Lisa Peck

Middle Right: BrieAnne Ellingson

Middle Left: Series Leader Chris Fox

Bottom: You go your way...

Underneath sunny skies, mountain bike racers kicked off the Draper Days celebration of Utah's birthday with the Canyon Bicycle's Draper Dash. Racers were treated Tour de France style as they rode at the front of the Draper Days' parade for two miles in front of thousands of people before satisfying their singletrack minds in the sage-filled foothills.

The parade attracted many anxious people ready to celebrate, but the crowds left race spectators with roadblocks and a long drive to the equestrian rodeo grounds for the race finish. So, veteran fans skipped the parade and race-start and went straight to the finish. Race Organizer Ed Chauner started the categories in quick succession to give race officials time to pack up, head to the finish, and miss the parade. After the promenade on the pavement in front of the crowd, racers came to the lap count area, which circled the equestrian rodeo grounds. Each lap was approximately 7 miles. Beginner riders were on the course for about one hour, sport riders two, and expert/pro riders two to three hours. Beginner men 19-29 rider Jason Sanford finished first in just 50 minutes, while sport men 19-29 winner Chad Wassmer took an intense two hours to navigate the course.

As usual, professional and expert men racers had to race the farthest. Jarom Zenger, Cris Fox, and Jeff Bates spent the day at the front of this year's Draper Dash. Pro rider Fox is dominating the Intermountain Cup Point Series this year. He has been to every race in the series and has consistently placed in the top 10. Though he did not win this year's Draper Dash, his second place finish four minutes behind Zenger increased his series' lead. Hot on Cris' tale but still eating his dust was expert Jeff Bates. Bates is leading the season points series by a commanding margin in the expert men 19-29 division but raced like a pro in Draper. He paced himself right behind Fox, who helped carry him to a first place finish. In other categories, riders Blayn Corwin, Justin Griswold, and BrieAnne Ellingson shined as they dashed around the course. BrieAnne took a respectful third and was one of the youngest female racers to hammer the 9-mile distance. Corwin not only won the race by five minutes, but he is also leading the expert men 40+ category by over 100 points. Griswold won the Clydesdale category in one hour and 34 minutes. His win moved him into the series lead over Aaron Mullins.

Not many pro/expert women showed up for the Draper Dash. Lisa Peck was out on the course for two hours 20 minutes all by herself. At one point, she had to steer around a few cowboys taking their horses for a walk in the Draper foothills. The cowboys and cowgirls treated all the racers with utmost hospitality as they let everyone pass with ease.

Whether watching racers get bucked off their bikes, bust a derailleur, or glide effortlessly through the dirt, you can always count on seeing exciting action at the Intermountain Cup. Unlike the Tour de France, riders must repair flat tires and other mechanical problems on their own. Still, as in the Tour, the cream rises to the top as the series leaders vie to be the Lance Armstrong's of Utah mountain bike racing. Just three races remain before the winners are crowned at the season finale in Evanston on August 18th.

ROAD RACING

Sugarhouse Crit and the Gate City Grind



Sugarhouse Crit, July 7, Salt Lake City

top left: Maren Partridge leads the women before her late-race winning attack

left: The Pro/1-2 Peloton makes another heated journey up the hill.

bottom left: John Osguthorpe, Burke Swindlehurst, and a Rhodes rider crest the hill.

Photos by Dave Iltis



Gate City Grind Stage Race, July 14-15, Pocatello, ID. See the results on page 19

top: Men's 3's strung out on speed.

middle: Pro/1-2 Men Crit

bottom: Action in the Women's 1-3 Crit

photos by Sheryl Hill

cycling utah

CALENDAR OF EVENTS



Bicycle Motocross

Harbor Bay BMX — (801) 253-3065.

Rad Canyon BMX — (801) 964-6502.



Cycling Events

General Info

Mayor's Bicycle Advisory Committee (MBAC) meeting. Second Wednesday every month 5 p.m. at the Salt Lake City/County Bldg, 451 S. State, Room 326. (801) 535-7738 or (801) 486-9002.

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

Events

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



Mountain Bike Racing

General Info

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

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

Calendar of Events is sponsored by



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

Utah Races

August 1,8,15,22,29 — Canyon Park Mountain Bike Series, Provo Canyon, (801) 322-3788

August 4 — Sundance Mountain Bike Races, Super D Downhill, 9 a.m., (801) 225-4100

August 18 — Wolverine Ridge XC Race, Intermountain Cup #11, Evanston, WY - Paul Knopf, 307-783-6470

August 25 — 8 or 4 Hours of Ogden, Powder Mountain, 801-479-5015

August 26 — Widowmaker Hill Climb 10 AM, Snowbird Resort, (801)583-6281

September 8 — Sundance Mountain Bike Races, Cross-Country, 9 a.m., (801) 225-4100

September 22 — Tour des Suds, Park City, (435) 649-4035

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

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

October 21 — Moab Rim Downhill, (801) 375-3231

Regional Races

July 7 — Galena Grinder, Wild Rockies Series #6, Sun Valley, ID, (208) 342-3910

July 13-15 — Durango MTB World Cup, Durango, CO, (970) 259-4621

July 14-15 — Bogus Bomber, Wild Rockies Series #7, Boise, ID, (208) 342-3910

August 4 — White Knob Challenge, Wild Rockies Series #8, Mackay, ID, (208) 342-3910

August 11 — Taming the Tetons, Intermountain Cup #10, Jackson Hole Mtn. Resort, WY, XC - Ed Chauner, (801) 942-3498

August 18-19 — Claimjumper Mtn Bike Festival, XC and downhill, Austin, Nevada Hwy 50, www.t-rix.com, (775) 964-1212

August 18-19 — Pomerelle Peaks, Wild Rockies Series #9, Albion, ID, (208) 342-3910

September 1-2 — Brundage Bike Festival, Wild Rockies Series #10, McCall, ID, (208) 342-3910

September 8-9 — NORBA Nevada State Mountain Bike Championships, Pahrump NV, (775) 727-5284 or (702) 228-4076.

October 13 — Chet Peach Ride, Race, and B-B-Q, Fruita, CO, (800) 873-3068



Mountain Bike

Tours and Festivals

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

August 2-5 — Brian Head Bash Color Country Fat Tire Festival, Group Rides and more, (435) 586-2770

August 9-12 — Dinotrax Fat Tire Festival, Red Canyon Lodge, Flaming Gorge, UT, (435) 781-2595

September 4-25 — Sundance Ladies Day Program, Tuesdays, (801) 223-4849

September 8-9 — Pahrump Mountain Bike Fest, 13 mile Poker Run with prizes for high and low hands, Pahrump NV, (775) 727-5284 or (702) 228-4076.

October 13 — Chet Peach Ride, Race, and B-B-Q, Fruita, CO, (800) 873-3068

October 17-21 — Canyonlands Fat Tire Festival. Group rides, bicycle DemoExpo, fun competitions, evening entertainment. Moab City Park. (801) 375-3231

November 3 — 6th Annual Blue Diamond to Jean Mountain Bike Benefit. 33 mile non-competitive ride. Blue Diamond, NV, (702) 228-4076 or (775) 727-5284.



Road Racing

General Info

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

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

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 535-7738 or Chris at 486-9002.



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

Utah Road Races

August 7,14,21,28 — RMR Crit Series, Salt Lake, (801) 944-8488

August 1,8,15,22,29 — DMV Crit Series, Every Wednesday, Salt Lake, (801) 944-8488

August 2,16,30 — Salt Air TT Series, Every other Thurs, (801) 944-8488

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

August 4 — Snowbasin Earl Miller Hill Climb, 7:30 a.m., 11 miles from Huntville to Snowbasin, Huntville, UT, (801) 620-1048

August 5 — 2 Man Team Time Trial, (801) 944-8488

8 or 4 Hours of Ogden Mountain Bike Race at Powder Mountain
Saturday, August 25
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- Pre-registration must be received by Aug. 23

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This advertising made possible by a grant from the Nevada Commission on Tourism

August 25 — Snowbird Hill Climb, 7:30 AM, 10.2 Miles from Shopko on 9400 S. 2000 E. to Snowbird, (801) 583-6281

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September 6,20 — Salt Air TT Series, Every other Thurs, (801) 944-8488

September 8 — Eureka RR, great road race through the Tintic Mining District, Eureka, UT (801) 553-1065

September 15 — LOTOJA, 203 miles from Logan, UT to Jackson, WY, (801)627-6200 or (800) 497-7335

October 9-12 — Huntsman World Senior Games. Must be 50 years or older. Four events: hill climb, time trial, criterium and road race. 800-562-1268 or hws@infowest.com

October 13 — City Creek Bike Sprint. 5 1/2 mile climb up City Creek Canyon in Salt Lake City. For road or mountain bikes, UCA Points Series Event. (801) 583-6281.

Regional Races

August 18 — Seaman's Gulch Time Trial, Boise, ID, (208) 343-3782

August 25 — Hidden Springs Time Trial, Boise, ID, (208) 343-3782

September 1-3 — Platte Bridge Station Stage Race, 4 Stages, Casper, WY, (307) 234-5330

September 8 — Race to the Angel, 16th Annual, Wells, NV, (775) 752-3540

September 15 — Bogus Basin Hill Climb, Boise, ID, (208) 343-3782

September 27 — Table Rock Hill Climb, Boise, ID, (208) 343-3782



Road Tours

Weekly Rides

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

Monday — Guthrie group road ride, 6 p.m., 156 E. 200 S., (801) 363-3727

Tuesday evening ride — Tour of Heber Valley, 6 p.m., meet at Heber Mountain Sports, 160 S. Main, Heber, 32 miles, medium paced ride (435) 657-1950

Wed evening ride — Tour of Heber Valley, 6 p.m., meet at Heber Mountain Sports, 160 S. Main, Heber, 32 miles, fast paced ride (435) 657-1950

Thurs evening ride — Tour of Heber Valley, 6 p.m., meet at Heber Mountain Sports, 160 S. Main, Heber, 32 miles, slow paced ride (435) 657-1950

Saturday — Wasatch Women's Cycling Club intermediate weekly road ride, 10 am, 15th S. 15th E. (in front of Einstein's). ~2 hrs, www.wccutah.org or Melissa at (801) 466-6312.

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August 4 — Tour of Marsh Creek Valley, fully supported ride, options of 25, 62, or 100 miles on the lonely roads that traverse the lovely country between Pocatello and Malad Pass, (208) 282-2673

August 12 — Treasure Valley Century Ride, Boise, ID, (208) 343-3782

August 12 — Les Boise Tour Century Ride, Boise, ID, (208) 343-3782

August 12-17 — Spuds 7, ride across Idaho, Emmett to Island Park, Cyclevents, (888) 733-9615.

August 18 — ULCER, tour around Utah Lake, (801) 886-3272

August 19-24 — WYCYC XII, ride across Wyoming, Pinedale to Buffalo, Cyclevents, (888) 733-9615.

September 1 — Cache Valley Century, 7:30 a.m., Richmond, UT, www.cvveloists.org, (435) 713-0212

September 9-15 — Southern Utah National Parks Tour, (801) 596-8430

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

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September 22 — Cycle For Life Benefit Ride, (801) 272-1302

October 6 — Yellowstone Fall Cycling Tour 2001, (406) 646-7701

October 21 — Tour Las Vegas - Ride of the Century, Las Vegas, Nevada, for the Leukemia Society of America's National Team in Training Fall fund raising program, 35, 50, 100 mile options, (800) 565-2704

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October 6, 2001

9:00 am ride to OLD FAITHFUL, 30 miles on new and wider roads. Enjoy the geysers and thermal features along with fall colors, bugling elk, etc.. There will be a ranger bike/walk tour at 11:00 am. We will shuttle you and your bike back from OLD FAITHFUL or we will shuttle you in and you can bike back. 6:00 pm dinner, photos and video of the day.

West Yellowstone Chamber of Commerce
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Utah Cycling Association 801-944-8488

USAC Regional Representative: Rogene Killen 970-587-4447

USAC,USCF Board Member: Chuck Collins 801-582-8332

USCF Board Member: Dave Iltis 801-328-2066

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or 801-535-7738

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Wasatch Front Regional Council Bike Planner:

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IMBA Utah Representative - Jon Gallagher 435-655-7250

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Salt Lake City Starts Bicycle Fleet Program

Recently, Specialized Bicycles donated four commuter bikes to Salt Lake City. Two Expeditions and two Crossroads make up the city's new bicycle armada. These bikes have been made available for city employees who are encouraged to use them for travel to meetings, lunch hour errands, and other miscellaneous workday activities. When a bike goes out, helmets, locks, and ankle straps are checked out with it. Combined with Mayor Anderson's efforts to improve and expand bike lanes throughout Salt Lake City, the program offers employees a healthy and enjoyable alternative to driving around town for meetings and often saves time because bikers can quickly find a place to lock up their bike close to their destination.

Salt Lake City Fleet Management Division has shown its support by assigning two qualified city mechanics to maintain the bicycles. Employees can ride public transportation to work and be assured a well-kept vehicle for rapid movement around town all day. Mayor Anderson hopes to expand the program to include more bikes located at departments throughout the city over the coming months.

The bicycle program has been well received. Everyone from security guards to Olympic planners ride them. Their availability has even prompted one employee to purchase a new bike for himself, which he commutes on nearly everyday.

Patrol - continued from page 6

requirements to join. Patrollers must take six classes to be certified: first responder first aid, map reading, communications (radio operations), conflict resolution, basic bike repair, and CPR. This past year two members of the Color Country Mountain Bike Patrol, Russ Holdridge and Quinn Pratt, traveled to Monterey, California to an IMBA workshop to become certified Mountain Bike Patrol instructors. A patroller is also required to be able to ride the trails he or she will be patrolling, be in good physical condition, and have a good knowledge of the trails patrolled. The Color Country Mountain

Bike patrol also requires members to patrol a minimum of 20 hours a year. Otherwise, anyone can be on the Mountain Bike Patrol.

The Patrol currently has over ten active patrollers including three over the age of 60, one 16-year old, and several women. Also among that number are several Forest Service and BLM employees. The Cedar City area BLM became involved because of the land use issues at the Three Peaks Recreation Area that is being developed near Cedar City. This area has over 27 miles of singletrack for mountain bikers.

The Color Country Mountain Bike Patrol and the Dixie National Forest have an incentive program that rewards members for the number of hours of volunteer service performed. Last year, several Color Country Mountain Bike Patrollers put in over 100 hours of volunteer service. Part of the volunteer includes assisting with the various events in the area. In the past two years, the patrol has provided service to the Red Rock Rampage and the Sand and Sprocket Festival in St. George, the Utah Summer Games cycling events in Cedar City, and the Brian Header Mountain Bike Race, the Brian Head Bash

Mountain Bike Festival, and the Team Big Bear Brian Head Epic 100 endurance race in Brian Head. The Color Country Cycling Club also sponsors an annual trail day in which the club has adopted a trail to maintain under the Forest Services Adopt-A-Trail program.

The hard work has begun to pay off this year as it was recently announced that the Color Country Cycling Club received two grants to help them in their efforts. The first was a NORBA Trail Tune-Up grant in the amount of \$500 and the second was a Rockshock tool grant in which the club received several tools to help with the Adopt-A-Trail program.

Hopefully this kind of proactive approach can be observed and adopted by government land management agencies in other areas so that the bad news stories that we're used to hearing can become good news. Already the idea is starting to spread; the BLM in the St. George area has now started a similar patrol in their area that has already had a very positive effect on the trail operation there. Patrols are also up and running in Logan, Deer Valley, Moab and Sundance.

For more info on mountain bike patrols visit www.imba.com and www.cccycling.org.

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July 8, 2001**
(last number denotes overall
placing)

Men 19-29

1. SEAN MCLAUGHLIN, PARK CITY, UT, 7:30:20.8, 2
2. SCOTT MORRIS, TUCSON, AZ, 7:48:55.2, 3
3. KENNETH DORST, AVON, CO, 8:04:52.8, 4
4. ANTHONY JOHNSON, SALT LAKE CITY, UT, 8:22:58.6, 7
5. JUSTIN DANIELS, WEST BOUNTIFUL, UT, 8:26:58.8, 8
6. GABRIEL WILLIAMS, OREM, UT, 8:47:01.7, 15
7. DERRICK NECKEL, SAN DIEGO, CA, 8:59:02.4, 19
8. JUSTIN SABA, LAYTON, UT, 9:27:19.3, 23
9. SCOTT BANKS, SALIDA, CO, 9:27:59.5, 24

Men 30-39

1. STEPHEN WHITE, VAIL, CO, 7:30:19.8, 1
2. CLIFF LERMONT, ENCINITAS, CA, 8:08:35.5, 5
3. RICH BARTLETT, LANCASTER, CA, 8:16:00.0, 6
4. PHIL ALLERTON, ASPEN, CO, 8:30:08.5, 9
5. SEAN CONERTY, SAN DIEGO, CA, 8:32:35.2, 10
6. DANNY BUEHLER, WESTMINSTER, CO, 8:33:48.4, 11
7. KENNEY JONES, PROVO, UT, 8:40:50.3, 13
8. TIM GRUBB, SOUTH WEBER, UT, 8:51:46.4, 16
9. TRAVIS REHDER, COLORADO SPRINGS, CO, 8:54:33.8, 18
10. ADAM PLUMMER, AVON, CO,

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9:13:02.8, 21

Men 40-49

1. ED SHERLINE, LARAMIE, WY, 8:36:28.1, 12
2. LARRY WEIRTON, PARADISE VALLEY, NV, 8:53:57.4, 17
3. DAWES WILSON, VAIL, CO, 9:32:17.7, 25
4. TIM HOLLINGSIED, SALT LAKE CITY, UT, 9:54:11.6, 34
5. STEVEN SELLON, UPLAND, CA, 10:14:24.7, 43
6. LONNIE WOLFF, CEDAR CITY, UT, 10:23:41.8, 51
7. MARK BAIRD, DENVER, CO, 10:28:03.6, 53
8. MIKE STECKBECK, ALBUQUERQUE, NM, 10:32:35.7, 55
9. GARY WYSCOKY, SANTA ROSA, CA, 10:37:08.9, 56
10. RICK HUDAK, GRAND JUNCTION, CO, 10:48:10.6, 58

Men 50+

1. LARRY SWANSON, LOVES PARK, IL, 8:41:53.8, 14

2. RICK EKLUND, PLEASANTON, CA, 10:08:08.0, 38
3. CAL BURGART, SAN DIEGO, CA, 12:36:33.5, 78
4. DENNIS LANNING, LOS ANGELES, CA, 12:51:14.8, 80

Singlespeed

1. MATT CHESTER, LEADVILLE, CO, 9:03:12.2, 20

Women 19-29

1. HEIDI FALLER, EL CAJON, CA, 11:24:21.0, 68
2. DARCIE KAUFMAN, LOGAN, UT, 11:32:14.4, 70

Women 30-39

1. MICHELLE KELLER, MURRAY, UT, 9:44:14.8, 29
2. SANDRA MUSGRAVE, AUSTIN, TX, 9:51:15.3, 33
3. KERRY LAWSON, VAIL, CO, 10:16:07.0, 44
4. MINDI HOFFMASTER, DENVER, CO, 10:48:49.6, 59
5. LAURI MEDINA, VAIL, CO, 11:30:03.5, 69

Women 40-49

1. JODIE AAS, LEE VINING, CA, 10:22:44.4, 50
2. MICHELLE FAIRFIELD, TRESON, AZ, 11:37:15.4, 71

Women 50+

1. JUNE JOHNSON, HEMET, CA, 13:06:57.5, 82

**Brian Head Epic 50 Mile Race,
July 8, 2001**

(last number denotes overall
placing)

Men 18 and Under

1. NICK FINCH, YUCCA VALLEY, CA, 4:29:48.0, 7

Men 19-29

1. CRIS FOX, SALT LAKE CITY, UT, 3:33:42.1, 1
2. JAKE JOHNSON, LOGAN, UT, 4:19:42.9, 5
3. MATT GALLAND, OREM, UT, 4:29:23.1, 6

4. MARK OETZMANN, SPRINGDALE, UT, 4:50:53.8, 13
5. PATRICK CONERTY, SAN DIEGO, CA, 6:28:55.0, 32

Men 30-39

1. DARREN WOOD, IRVINE, CA, 3:55:19.1, 2
2. QUINTIN MORISSETTE, BRIANHEAD, UT, 3:59:45.3, 3
3. SCOTT RASMUSSEN, SANDY, UT, 4:35:40.1, 8
4. GIL HURTADO, FOOTHILL RANCH, CA, 4:39:54.2, 10
5. STEVE TOLO, BOZEMAN, MT, 4:41:42.7, 11
6. GREG NORRANDER, SALT LAKE CITY, UT, 5:01:21.9, 16
7. ERIC LASHINSKY, ADUADA, CO, 5:06:23.7, 17
8. RAFAEL CARRETE, ORANGE, CA, 5:14:43.9, 18
9. BRYAN ALLAN, SALT LAKE CITY, UT, 5:26:25.8, 21
10. STEVE TYSON, CANYON COUNTRY, CA, 5:28:09.6, 22

Men 40-49

1. JIM GIBSON, FLAGSTAFF, AZ, 4:13:50.3, 4
2. KEVIN LOCKART, PHX, AZ, 4:59:11.7, 14
3. MICHAEL TROY, CASTAIC, CA, 5:15:48.5, 19
4. MICHAEL SKARSTEN, PARK CITY, UT, 5:42:12.5, 26
5. JEFF BLANTON, RIDGECREST, CA, 6:10:01.3, 30

Men 50+

1. TREVOR FINCH, YUCCA VALLEY, CA, 5:38:38.3, 23

Women 19-29

1. MOLLY PEPPO, PASADENA, MI, 4:46:08.2, 12

Women 30-39

1. ANN MATTSON, SALT LAKE CITY, UT, 4:38:10.5, 9
2. MARY STANFORD, BLUE JAY, CA, 5:38:47.0, 24
3. VICTORIA PERRY, BIG BEAR LAKE, CA, 5:38:47.1, 25
4. KIM GILCHRIST, LOS ANGELES, CA, 6:16:06.6, 31

Women 40-49

1. BONNIE, SZUMSKI, POWAY, CA, 4:59:29.3, 15

Tandems

1. KELLY/CLAUDINE, HEARN, COVINA, CA, 5:23:35.6, 20
2. KEN/KIM, HUGHES/FOX, SANTA BARBARA, CA, 6:02:15.6, 28

**Brian Header Mountain Bike
Race, Brian Head, Utah - July 7,
2001, Race # 6 of the
Intermountain Cup**

12 & Under

1. Matthew Downing; 1:21:25
2. Christopher Peterson; 1:22:04
3. Derek Owen; 1:31:06

9 & Under

1. Carson Ware; 12:13:47
2. Wyatt Moore; 12:14:41
3. Konnor Hall; 12:15:23

Beg Men 13-15

1. Mitchell Peterson; 1:12:17
2. Brent Rodriguez; 1:16:22
3. Jake Yardley; 1:39:54

Beg Men 16-18

1. Neno DelGiudice; 1:06:06
2. Allen Richards; 1:11:53
3. Chris Kirkh; 1:18:26

Beg Men 19-29

1. Brandon Sparger; 1:04:47
2. Michael Macfarlane; 1:05:27
3. Jeff Whipple; 1:19:27

Beg Men 30-39

1. Bob Saffell; 1:02:42
2. Michael Rogers; 1:08:41
3. Keith Payne; 1:09:44

Beg Men 40+

1. Robert Breitling; 1:22:07
2. Ray Richards; 1:23:35
3. Greg Longson; 1:28:24
4. Jeff Hayes; 1:38:24

Beg Women 19+

1. Mary Jackson; 1:27:37
2. Christa Jensen; 1:31:48
3. Ki Wilkinson; 1:42:30

Clydesdale

1. Justin Griswold; 2:17:45
2. Aaron Mullins; 2:33:09
3. Patrick Beckwith; 3:16:28

Exp Men 16-18

1. Dylan Johns; 2:10:10
2. Tyler Turkington; 2:13:06

3. Scott J. Allen; 2:18:27

Exp Men 19-29

1. Tharon Jeppson; 1:58:13
2. Kevin Jeppson; 1:59:04
3. Paul Clark; 2:01:13

Exp Men 30-39

1. Brian Hopkins; 2:00:02
2. Brian R. Jeppson; 2:06:26
3. Bobby McDonald; 2:07:51

Exp Men 40+

1. Blayn Corwin; 2:15:25
2. Ken Chord; 2:16:54
3. Jay Griffin; 2:25:33

Men 50+

1. Dwight Hibdon; 2:09:11
2. Bill Dark; 2:11:28
3. Jerry Simmons; 2:34:28

Pro Men

1. Bryson Perry; 1:49:30
2. Kevin Day; 1:50:42
3. Charlie Gibson; 1:56:38
4. Shannon Boffeli; 1:57:20
5. Carter Davis; 2:02:14
6. Cris Fox; 2:09:48

Pro/Exp Women

1. D.J. Morissette; 2:01:48
2. Chanda Jeppson; 2:08:57
3. Kathy Morell; 2:10:46
4. Kristi Mcilmoil; 2:28:35

Spt Men 16-18

1. David Welch; 1:56:45
2. CJ Reed; 2:02:30
3. Zach King; 2:06:29

Spt Men 19-29

1. Jeria Johnson; 1:50:10
2. Chris Christiansen; 1:51:25
3. Chad Wassmer; 1:51:45

Spt Men 30-39

1. Dennis Potter; 1:55:12
2. Brad Newby; 2:04:19
3. Tim McArthur; 2:06:02

Spt Men 40+

1. Tracy Nielsen; 2:08:16
2. Scott Toly; 2:10:37
3. Rafael Palacios; 2:12:36

Spt Women 19+

1. Pela Hanlon; 2:09:36
2. Kathy Sherwin; 2:12:23
3. Sharon Payne; 2:22:00

Spt/Exp Men 13-15

1. Mitchell Morse; 2:19:23
2. Andrew Downing; 2:37:45
3. Bryan Wimmer; 3:02:42

Women 13-18

1. Hilary Wright; 1:25:50

Women 35+

1. Barbara Clark; 1:48:15

**Chris Allaire Memorial
Mountain Bike Race, July 14,
2001 - Solitude, Intermountain
Cup Race # 7**

12 & Under

1. Tres Wilson; 12:29:36
2. Derek Owen; 12:29:42
3. Dutch Wiehe; 12:31:04

9 & Under

1. Hannah Wilson; 12:05:22
2. Christian Treanor; 12:05:25
3. Taylor Smith; 12:05:30

Beg Men 13-15

1. Zachary Rras; 1:08:08
2. Josh Janda; 1:49:19

Beg Men 16-18

1. Daniel Knudsen; 1:14:08
2. Kasey Kump; 1:19:39
3. Ad Hitesman; 1:23:33

Beg Men 19-29

1. Bo Pitkin; 12:59:42
2. Greg Mercer; 1:02:02
3. Shawn Frye; 1:02:25

Beg Men 30-39

1. Bob Saffell; 1:01:36
2. Michael Rogers; 1:05:51
3. Michael Kempt; 1:10:38

Beg Men 40+

1. Greg Longson; 1:21:13
2. Willi Marchand; 1:22:45
3. Les Wiehe; 1:24:56

Beg Women 19+

1. Jennifer Shoemaker; 1:24:20
2. Kary Thompson; 1:25:50
3. Nicole Kellerman; 1:35:50

Clydesdale

1. Justin Griswold; 1:53:27
2. Stan Mickelson; 2:05:49
3. Aaron Mullins; 2:17:52

Exp Men 16-18

1. Tyler Turkington; 1:32:13
2. Scott J. Allen; 1:32:28
3. David Welch; 1:34:12

Exp Men 40+

1. Bruce Allen; 1:36:08
2. Blayn Corwin; 1:37:31
3. Darrell Davis; 1:40:35

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Casper Mountain Time Trial

10K up the mountain • Starts 7 am Sunday

Caspar Criterium

New 0.8 mile course • Starts 11 am Sunday

Salt Creek Road Race

Out and back course over rolling hills • Starts 8 am Monday

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Exp Men 19-29

1. Jared Hynes; 1:57:59
2. Jeff Bates; 1:58:15
3. Paul Clark; 2:02:49

Exp Men 30-39

1. Brian Hopkins; 2:05:38
2. Bart Ads; 2:13:21
3. Peter Peterson; 2:13:59

Men 50+

1. Dwight Hibdon; 1:46:28
2. Bill Dark; 1:52:42
3. Steve Miller; 1:55:04

Pro Men

1. Bryson Perry; 1:50:08
2. Kevin Day; 1:50:24
3. Cris Fox; 1:55:26
4. Jarom Zenger; 1:55:57
5. Charlie Gibson; 1:56:15
6. Shannon Boffeli; 2:00:34
7. Benjin Souza; 2:03:27

Pro/Exp Women

1. Sally Warner; 1:41:31
2. Robin Folweiler; 1:49:33
3. Jessica Arbogast; 1:51:59
4. Kristi Mcilmoil; 1:53:35
5. Kristen Kotval; 2:18:00

Spt Men 16-18

1. CJ Reed; 1:39:47
2. Derek Telleson; 1:39:57
3. Nate Hastings; 1:40:49

Spt Women 19+

1. Pela Hanlon; 1:46:57
2. Kathy Sherwin; 1:48:52

3. Stacy McClurg; 1:56:44

Spt Men 19-29

1. Ron Prue; 1:29:20
2. Chad Wassmer; 1:30:01
3. John Derby; 1:31:23

Spt Men 30-39

1. Josh Woodbury; 1:31:13
2. John Griffiths; 1:33:06
3. Chris Neenan; 1:41:00

Spt Men 40+

1. Michael Martersteck; 1:44:24
2. Tracy Nielsen; 1:46:21
3. Asa Kelley; 1:47:54

Spt/Exp Men 13-15

1. Andrew Downing; 2:02:42

Women 13-18

1. Lindsay Owen; 1:41:34

Women 35+

1. Kathleen Wismer; 1:29:00
2. Barbara Clark; 1:33:40
3. Patricia Garcia; 1:37:03

Draper Dash Mountain Bike Race, Draper, Utah - July 21, 2001, Intermountain Cup Race # 9

12 & Under

1. Derek Owen; 12:31:01
2. Matthew Downing; 12:33:18
3. Jed Miller; 12:38:48

9 & Under

1. Carson Ware; 12:13:25
2. Isaiah Somsen; 12:14:44
3. Christian Treanor; 12:15:08

Beg Men 13-15

1. Christopher Autry; 1:01:59
2. Tyler Scott; 1:02:22
3. Luke Autry; 1:02:55

Beg Men 16-18

1. Casey Ruff; 12:58:20
2. Daniel Knudsen; 12:58:40
3. Tyson Johnson; 1:00:27

Beg Men 19-29

1. Jason Sanford; 12:50:54
2. Matt MacKay; 12:52:00
3. Michael Macfarlane; 12:53:10

Beg Men 30-39

1. Keith Payne; 12:52:40
2. Jay Bartlett; 12:54:59
3. Darren Ware; 12:56:26

Beg Men 40+

1. Phillip Benson; 12:55:36
2. Jeff Clawson; 12:57:27
3. Willi Marchand; 1:02:02

Clydesdale

1. Justin Griswold; 1:34:36
2. Stan Mickelson; 1:44:44
3. John Miller; 1:50:08

Exp Men 19-29

1. Jeff Bates; 2:29:49
2. Kyle Wright; 2:31:44
3. Zepplin Tittensor; 2:39:55

Exp Men 30-39

1. Brian Hopkins; 2:43:26
2. Robert Wesemann; 2:43:58
3. Jack Dainton; 2:48:53

Exp Men 40+

1. Blayn Corwin; 2:06:56
2. David Olsen; 2:12:43
3. Jay Griffin; 2:12:50

Men 50+

1. Dwight Hibdon; 1:32:22
2. Bill Dark; 1:33:58
3. Steve Miller; 1:36:12

Pro Men

1. Jarom Zenger; 2:25:58
2. Cris Fox; 2:29:45
3. Jason Travis; 2:35:20
4. Shannon Boffeli; 2:41:08

Pro/Exp Women

1. Lisa Peck; 2:20:02

Spt Men 16-18

1. Derek Telleson; 1:25:13
2. Nate Hastings; 1:26:02
3. Nate Gines; 1:32:52

Spt Men 19-29

1. Chad Wassmer; 2:06:05
2. David Deschps; 2:08:52

3. Josh Mortensen; 2:09:26

Spt Men 30-39

1. John Griffiths; 2:04:11
2. Tom Knopp; 2:07:45
3. Dennis Potter; 2:08:17

Spt Men 40+

1. Asa Kelley; 1:30:05
2. Michael Martersteck; 1:30:34
3. Tracy Nielsen; 1:32:53

Spt Women 19+

1. Kathy Sherwin; 1:34:10
2. Sharon Payne; 1:42:36
3. Brittney Liechty; 1:43:47

Spt/Exp Men 13-15

1. Mike Schmidt; 1:32:54
2. Mitchell Morse; 1:33:10
3. Andrew Downing; 1:59:02

Women 13-18

1. Hilary Wright; 1:04:35
2. Lindsay Owen; 1:13:38
3. BrieAnne Ellingson; 1:39:33

Women 35+

1. Patricia Garcia; 1:12:10
2. Carma Owen; 1:15:25
3. Kelly Fowler; 1:40:28

Pedal Powder Mountain Bike Race, Powder Mountain, July 28, 2001, Intermountain Cup Race #10

12 & Under

1. Derek Owen; 0:30:02
2. Dutch Wiehe; 0:32:20
3. Casey Swenson; 0:37:20

9 & Under

1. Isiah Somsen; 0:16:37
2. Hannah Wilson; 0:16:47
3. Caleb Kast; 0:31:36
4. Wyatt Moore; 0:32:00

Beg Men 13-15

1. Zachary Ramras; 1:09:53
2. Lee Johnson; 1:19:28
3. Tres Wilson; 1:19:50
4. Gregory Reynolds; 1:20:58
5. Brock Swenson; 1:31:03

Beg Men 16-18

1. Grant Nixon; 1:06:40
2. Benjamin Garrison; 1:07:06
3. Scott Hastings; 1:15:55
4. Josh Chavez; 1:22:50
5. Charles Sutton; 1:30:54

Beg Men 19-29

1. Quin Bingham; 0:58:37
2. Chad Self; 0:59:19
3. Jeremy Russell; 1:02:14
4. Steven Brumbaugh; 1:02:28
5. Paul Stevens; 1:03:55

Beg Men 30-39

1. Egan Tisue; 1:05:40
2. Steve Conlin; 1:10:58
3. Will Macfarlane; 1:11:12
4. Tom Stainnen; 1:11:47
5. Sean Mann; 1:13:54

Beg Men 40+

1. John Clark; 1:03:24
2. Phillip Benson; 1:12:16
3. Brent Jarvis; 1:15:56
4. William Marchand; 1:17:05
5. Les Wiehe; 1:18:45

Beg Women 19+

1. Audrey Self; 1:15:11
2. Katie Lariviert; 1:30:00
3. Lyna Saffell; 1:33:45
4. Heide Somsen; 1:40:30
5. Natalie Segall; 1:44:01

Clydesdale

1. Justin Griswold; 1:56:18
2. Ron Klepzig; 2:09:26
3. John Mortensen; 2:18:06
4. Aaron Mullins; 2:29:22
5. Marty Connors; 3:03:22

Exp Men 16-18

1. Scott J. Allen; 1:51:54
2. Tyler Turkington; 1:52:48
3. Evan Weiss; 1:53:53
4. Trevor Lee; 2:09:06

Exp Men 19-29

1. Jeff Bates; 1:41:13
2. Rob Stone; 1:42:54
3. Kyle Wright; 1:43:17
4. Zepplin Tittensor; 1:43:59
5. Blake Zumbrunnen; 1:48:03

Exp Men 30-39

1. Rob Fornataro; 1:49:29
2. Matt Ohran; 1:54:16
3. Bart Adams; 1:54:31
4. Bobby McDonald; 1:55:00
5. Robert Wesemann; 1:55:20

Exp Men 40+

1. Bruce Allen; 1:54:39
2. Blayn Corwin; 1:58:04
3. Jay Griffin; 2:05:57
4. Bruce Lyman; 2:08:13
5. Robert Owen; 2:14:59

Men 50+

1. Jim Westenskow; 1:53:02
2. Bill Dark; 1:57:48
3. Dwight Hibdon; 1:57:52
4. Galen, Downing; 2:12:01
5. Barry Moore; 3:04:21

Pro Men

1. Joshua Fleming; 1:59:52
2. Perren Delacour; 2:05:19
3. Bryson Perry; 2:07:15
4. Kevin Day; 2:11:41
5. Cris Fox; 2:14:45
6. J.J. Clark; 2:16:53
7. Brandon Firth; 2:17:52
8. Charlie Gibson; 2:17:59

9. Shannon Boffeli; 2:25:47

Pro/Exp Women

1. Sally Warner; 1:51:17
2. Paula Strom; 1:51:55
3. Pamela Hanlon; 1:53:20
4. Jessica Arbogast; 1:57:40
5. Kristi Mcilmoil; 2:00:30
6. Marla Bailey; 2:03:10
7. Cyndi Schwandt; 2:06:23
8. Lisa Peck; 2:10:40
9. Moniqu Karlen; 2:23:55

Spt Men 16-18

1. Nate Hastings; 1:40:51
2. Taylor Hemming; 1:41:31
3. Derek Telleson; 1:42:31
4. Zach King; 1:48:04
5. Nate Gines; 1:50:32

Spt Men 19-29

1. Chad Wassmer; 1:38:41
2. Kent Carson; 1:40:56
3. John Derby; 1:41:00
4. Chris Sherwin; 1:42:03
5. Josh Mortensen; 1:42:25

Spt Men 30-39

1. Dennis Potter; 1:40:20
2. Nathan Richer; 1:41:38
3. Chris Neenan; 1:46:46
4. Todd Winner; 1:47:16
5. Mark Kaschmitter; 1:48:50

Spt Men 40+

1. Robert Westermann; 1:41:20
2. Michael Martersteck; 1:49:14
3. Gary, Oborn; 1:52:23
4. Asa, Kelley; 1:55:35
5. Tracy, Nielsen; 1:58:52

Spt Women 19+

1. Kathy Sherwin; 1:15:10
2. Katie Cassidy; 1:16:15
3. Sharon Payne; 1:20:14
4. Stacy McClurg; 1:20:27
5. Jennifer Hanks; 1:23:20

Spt/Exp Men 13-15

1. Joshua Knowlton; 1:58:03
2. Mitchell Morse; 2:05:30
3. Kyle Wehmanen; 2:20:39
4. Andrew Downing; 2:21:39

Women 13-18

1. Hilary Wright; 1:22:49
2. Allison Lewis; 1:26:34
3. BrieAnne Ellingson; 2:49:12

Women 35+

1. Kathleen Wismer; 1:30:33
2. Patricia Garcia; 1:31:40
3. Carma Owen; 1:38:13
4. Barbara Clark; 1:32:54

continued on page 18

Next issue, you could be READING YOUR NAME instead of this ad.

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Ride for the Visually Impaired

by Ken Bertran

This is another one of those "you should have been there" messages. The day could not have been more perfect for a bicycle ride on Antelope Island. A cool breeze, warm sun, blue skies, no bugs and very little traffic.

We left Salt Lake early in the morning. As we drove through Syracuse, we saw an odd site, a fellow dressed in cycling gear walking along the main highway. He was using a cane to guide himself. My wife, Eve, was sure he was headed to Antelope Island for the Ride for the Visually Impaired organized by the Utah League of Tandem Riding Addicts (ULTRA). I thought that was ridiculous since it was more than 15 miles to the island. Since I was driving, we did not stop.

When we arrived at Antelope Island 20 minutes later, we found Skip Clinch, a new member of ULTRA from Vernal. Others began to arrive almost immediately, and we soon had five tandems. Eve and I were amazed to find that Joergen Pilz had a blind passenger, a hitchhiker, the same guy we had seen walking along the road about 45 minutes earlier. It was Charles, a diehard bike enthusiast, and he had walked from the bus stop all the way to the causeway where Joergen had picked him up. Joergen later declared that having Charles as a stoker was like having a V8 installed on your tandem.

We were quite humbled by the courage of our stokers as well as their desire to have fun and experience being on a bike again. It is one thing to have faith in another's ability when you can see for yourself and judge their riding, but to get on a bike not knowing the captain and not being able to see if they are capable is quite another, a real act of faith.

The captains did a marvelous job of putting the stokers at ease and helping them to experience the freedom of being on two wheels again. The stokers surprised the captains by their ability to actively participate in riding and the joy they took in doing it. It was a grand day for all who participated.

We enjoyed meeting Marianne and her son Jed. Jed is about six years old, and Marianne (who is visually impaired) had just purchased a trail-a-bike to attach to a tandem so Jed could ride with her. Joergen had the only tandem to which the trail-a-bike could attach, and he graciously agreed to tow it and Jed. (See the ULTRA website, www.ultra-tc.org/ultra/default.htm for a picture of the three of them riding along.)

Cindy and her seeing-eye sister (sorry you had to be there to understand that one) were fun to get to know. Cindy was a runner before her accident and had gorgeous legs to prove it. She was a little shaky the first time around the loop ride, but by the time we did the second loop she was riding like a pro. Quite a feat for somebody who has little use of her left hand. You could just feel the joy radiate from her as we rode.

After riding loops for about three hours, some headed for home while others of us went up to Buffalo Point for buffalo burgers. It was a great way to end our perfect day. Our thanks to everyone who participated and contributed to make this a successful ride.

Results - continued from page 17






Road Bike Racing

Sugarhouse Criterium, Salt Lake City, July 7, 2001

- Pro 1-2
 1. Jeff Louder, 00:59:27:14
 2. Burke Swindlehurst, 00:59:33:24
 3. Chris Humbert, 00:59:33:24
 4. Tim Brown, 00:59:35:49
 5. Brad Buccambuso, 00:59:35:49
 6. Ryan Littlefield, 00:59:38:32
 7. Christian Johnson, 01:00:10:75
 8. Thom Cooke, 01:00:10:75
 9. Kirk Eck, 01:00:10:75


10. Gabriel Blanco, 01:00:10:75
Women 1-3
 1. Maren Partridge, 00:56:25:30
 2. Liza Rchetto, 00:57:45:20
 3. Karen Dodge, 00:57:45:20
 4. Laura Howat, 00:57:45:20
 5. Andrea Foster, 00:58:30:39
 6. Susan Hallenberg, 01:01:49:50
 7. Rachel Cieslewicz, 01:04:50:00
 8. Laurie Humbert, 01:05:45:00
Men's 3
 1. Tom Knopp, 00:59:06:60

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 Awards around 11 a.m.

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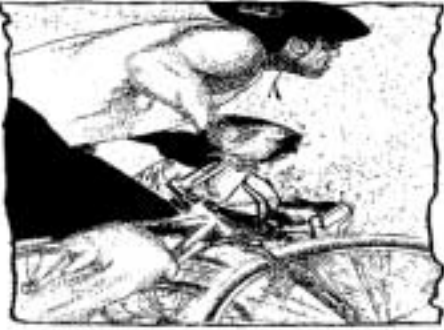
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Signature of Entrant (If under 18 Parents/Guardian) _____

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- 2. Kelly Ryan, 00:59:07:24
 - 3. Aaron Schoenberg, 00:59:07:24
 - 4. Stephen Fullmer, 00:59:07:24
 - 5. Christopher Quann, 00:59:07:24
- Women's 4**
- 1. Nancy Cleveland, 00:34:04:76
 - 2. Cherell Jordin, 00:34:05:23
 - 3. Heather Mastakas, 00:34:05:68

- Men's 4-5**
- 1. Brent Nixon, 00:55:57:69
 - 2. Jon King, 00:55:57:69
 - 3. Blake Zumbrunnen, 00:55:57:69
 - 4. Dave Sharp, 00:55:57:69
 - 5. Chris Colgan, 00:55:57:69

- Master's 35+**
- 1. Rich Vroom, 00:56:37:31
 - 2. Tom Knopp, 00:56:37:31
 - 3. Barry Makarewicz, 00:56:44:06
 - 4. Donald Armstrong, 00:56:48:54
 - 5. Rodney Mena, 00:57:53:54

- Master's 45+**
- 1. Mark Bates, 00:56:13:80
 - 2. Del Brown, 00:56:13:80
 - 3. Eck Kuennemann, 00:56:13:80
 - 4. Bill Cutting, 00:56:13:80
 - 5. Byron Kosick, 00:56:15:84
 - 6. Richard Blanco, 00:56:16:64

- Junior Men**
- 1. Brain Klepper, 00:31:41:89
 - 2. David Blanco, 00:31:42:18
 - 3. Chris Stuart, 00:33:22:92
 - 4. Preston Moon, 00:34:44:81
 - 5. Bruce Hoffman, 00:37:44:81

Gate City Grind Stage Race, July 14-15, Pocatello, ID

- Men's Pro/1-2**
- 1. Joby Sicillivo, 04:37:44:22
 - 2. Mark Rodel, 04:38:38:77
 - 3. Chris Humbert, 04:39:02:08
 - 4. Mike Peterson, 04:39:49:29
 - 5. Christian Johnson, 04:39:55:61
 - 6. Kelly Williamson, 04:40:12:98
 - 7. Brand Lenaitre, 04:40:30:13
 - 8. Ryan Starr, 04:40:43:99
 - 9. Tyler Higley, 04:41:09:64
 - 10. Andy Bopp, 04:41:33:96
- Women's 1-3**
- 1. Maren Partridge, 04:05:40:16
 - 2. Karen Dodge, 04:05:52:44
 - 3. Jeanne McFall, 04:14:30:01

- 4. Rachel Cieslewicz, 04:29:54:64
 - 5. Margaret Douglass, 4:30:19:11
- Men's 3**
- 1. Marek Shon, 04:33:25:70
 - 2. Jeremy Smith, 04:33:32:70
 - 3. Eric Ransom, 04:33:51:50
 - 4. Henry Harper, 04:34:19:65
 - 5. Justin Kline, 04:34:28:38

- Women's 4**
- 1. Heather Mastakas, 03:17:51:23
 - 2. Cherell Jordin, 03:18:30:87
 - 3. Nancy Cleveland, 03:18:34:83
 - 4. Kristina Erwin, 03:27:54:05
 - 5. Shirley Williamson, 03:32:37:90
 - 6. Sadie Babits, 03:35:06:17
 - 7. Sheri Lamott, 03:36:55:85

- Men's 4-5**
- 1. Bart Nichols, 02:56:56:70
 - 2. Steve Coen, 02:57:28:50
 - 3. Brian Wirak, 02:57:40:07
 - 4. Mike Critz, 02:58:14:52
 - 5. Tejay VanGarderen, 02:58:20:34

- Master's Women**
- 1. Kelly Crawford, 03:19:29:39
 - 2. Pamela Dunn, 03:29:00:30
 - 3. Jodi Cuccia, 03:31:19:68

- Master's 35+**
- 1. Mark Schaefer, 03:38:48:22
 - 2. Zan Treasure, 03:40:00:77
 - 3. John Weyrich, 03:41:40:71
 - 4. Kris Thoreson, 03:41:48:41
 - 5. Manuel VanGardener, 3:42:26:05

- Master's 45+**
- 1. Dirk Cowley, 02:57:53:19
 - 2. Paul DeCoursey, 02:57:56:68
 - 3. Larry Strom, 02:58:08:66
 - 4. Hardin Davis, 03:07:32:13
 - 5. Robert Walker, 03:08:31:30

- Master's 55+**
- 1. John Haney, 03:08:09:52
 - 2. Richard Allen, 03:41:51:09
- Junior Women**
- 1. Allison Hingtgen, 01:50:54:50

- Up the Dam Hill Road Race, Logan, UT, July 21, 2001**
- Men's Pro 1/2**
- 1. Burke Swindlehurst, 01:48:38:00
 - 2. Thom Cooke, 01:49:20:00
 - 3. Steven Tibbitts, 01:49:20:00
 - 4. Brad Buccambuso, 01:49:20:00
 - 5. Todd Hagman, 01:49:20:00

- 6. Allan Butler, 01:54:53:00
 - 7. Kirk Eck 01:54:53:00
 - 8. Tyler Higley, 01:54:53:00
 - 9. Christian Johnson, 01:54:53:00
 - 10. Mike Peterson, 01:55:30:00
- Women's 1-3**
- 1. Kelly Crawford, 01:36:15:00
 - 2. Margaret Douglass, 01:36:15:00
 - 3. Amelia Henry, 01:55:00:00

- Men's 3**
- 1. Kyle Brown, 01:41:21:00
 - 2. Greg Grissom, 01:41:21:00
 - 3. Kevin Radzinski, 01:41:21:00
 - 4. Ethan Frank, 01:41:21:00
 - 5. Brandon Burtenshaw, 01:41:21:00

- Women's 4**
- 1. Brook Mickelson, 01:35:30:00
 - 2. Cherell Jordin, 01:35:30:00
 - 3. Heather Mastakas, 01:35:50:00
 - 4. Jennifer Adams, 01:36:18:00
 - 5. Ralee Eck 01:36:18:00
 - 6. Nancy Cleveland, 01:48:00:00
 - 7. Jo Garuccio, 01:48:00:00

- Men's 4-5**
- 1. Bart Nichols, 01:27:19:00
 - 2. Sean Fessenden, 01:27:19:00
 - 3. Jon Baddley, 01:27:19:00
 - 4. Chris Rowley, 01:27:19:00
 - 5. Doug Underwood, 01:27:19:00

- Master's 35+**
- 1. Mark Schaefer, 01:40:49:00
 - 2. Bill Corliss, 01:41:15:00
 - 3. Zan Treasure, 01:41:15:00
 - 4. Jeff Ure, 01:41:20:00
 - 5. Dennis Porter, 01:41:20:00

- Master's 45+**
- 1. Larry Strom, 01:41:46:00
 - 2. T Lasse Bjerga, 01:41:46:00
 - 3. Robert Walker, 01:44:42:00
 - 4. Ken Louder, 01:45:53:00
 - 5. Bill Cutting, 01:45:53:00

- Men's Citizen**
- 1. Eadrie Bressel, 01:14:01:00
 - 2. Charles Christensen, 01:15:09:00
 - 3. Chris Thompson, 01:15:40:00
 - 4. Kyle Isaacs, 01:18:46:00
 - 5. Jeff Bery, 01:18:46:00

- Women's Citizen**
- 1. Sandee Mchadwick, 1:30:49:00
 - 2. Jimmy Marland, 01:33:22:00
 - 3. Krista Wilkens, 01:34:25:00
 - 4. Caminie Furiman, 01:36:07:00
 - 5. Melissa Brown, 01:36:09:00
 - 6. Wendy Smock, 01:47:12:00
 - 7. Amy Balls, 01:53:54:00

- Cool Category**
- 1. Bryan Williams, 01:17:14:00
 - 2. Heidi Apedale, 01:17:14:00
 - 3. Gene Pearson, 01:17:23:00

Statewide Conference on Bicycling and Walking

SALT LAKE CITY – UDOT, along with many other sponsoring organizations, will hold a walking and bicycling conference Sept. 27-28, 2001 at the South Towne Exposition Center.

The two-day conference entitled "Creating Active Community Environments" will feature several prominent speakers including Mark Fenton, Editor-at-Large of Walking Magazine; Peter Moe, deputy director for the national center for bicycling and walking; and Salt Lake City Mayor Rocky Anderson.

"This conference will be an outstanding opportunity to bring together many different agencies and people to discuss strategies to foster walking and bicycle safety while creating active community environments," said Sandy Weinrauch UDOT's Bicycle and Pedestrian Planner.

Moe is Deputy Director and senior planner for the National Center for Bicycling and Walking. Since 1992, he has worked to support the efforts of pedestrian and bicycle professionals and advocates across the country by providing direct technical assistance, training and guidance. For the past two years he has focused on fostering relationships between the public health community with bicycle and walking interests. Moe will talk about advocacy for better bicycling and walking facilities—including efforts at a national level to develop a bicycle friendly rumble strip policy.

Other topics at the conference will range from innovations in design and technology to the latest in state policies and strategies for helping foster healthy communities.

The cost to attend is \$80, which includes continental breakfast, lunch and snack breaks each day. To register for the conference, or for more information, call Keri Shoemaker, 1-800-822-8878 or 435-797-2931.



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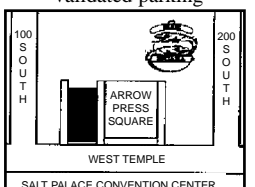
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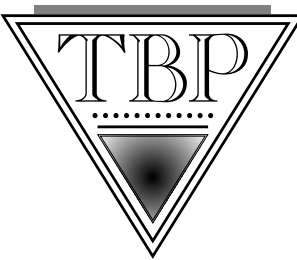
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Talking Altitude With Burke Swindlehurst

by John Foster

Early in the morning on August 11, Burke Swindlehurst and his Navigators teammates will roll to a start line in front of the Hotel Boulderado and ready themselves for an epic day of bike racing. They'll line up next to the hardest men in US cycling and at 9:00 AM will begin The Race - 138 grueling miles over six mountain passes and dirt roads between Boulder and Breckenridge, Colorado. The race starts at 5390 feet, climbs over 11,000 feet twice and has the final 40 miles entirely above 9000 feet. The winner - the man who struggles in, seven hours

band.) The injury was all the more frustrating because there was no apparent cause. No crashes, no position adjustments; just pain that would not go away. "That first day back was also the day I decided I would ride each day until the pain hit. Six minutes, four minutes, twenty minutes, I didn't care."

Swindlehurst overcame that injury to finish the 2000 season with some moderate success. His 2001 season has been one of his best, with top rides at most of the major stage races in the US. He has also added a regular mountain bike schedule to his already-full road racing program, trying to hit all of the

the Tour of the Gila."

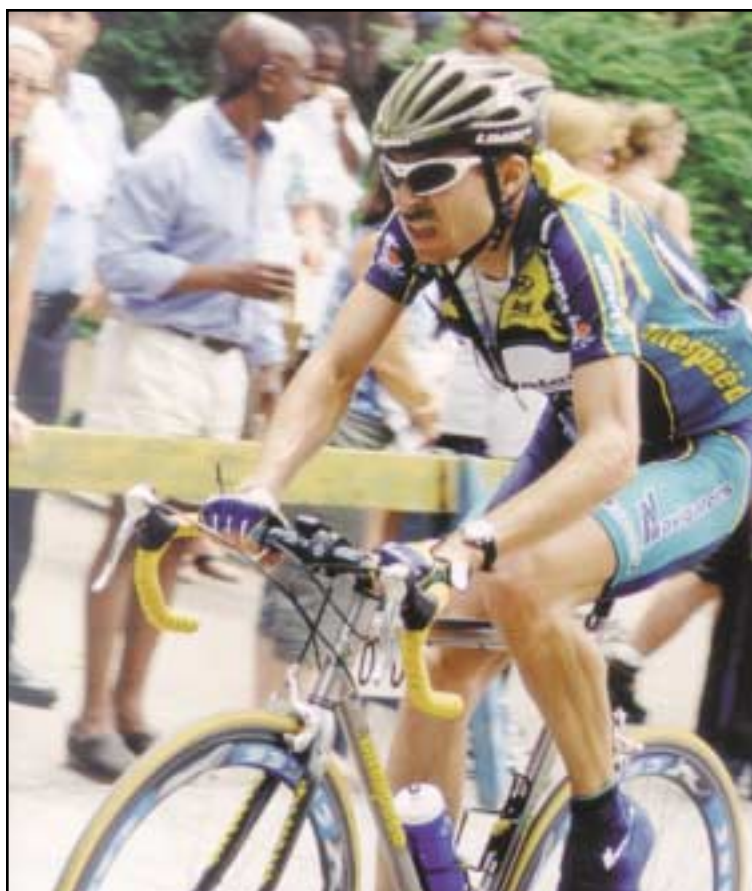
The Tour of the Gila is the hardest high-altitude stage race in the US, and an event where Swindlehurst has always ridden well. "To be up in the mountains - literally, up in the mountains - is fantastic." Which is why a race like Boulder to Breckenridge motivates Swindlehurst out the door on 6 hour dirt-road training rides. However, his motivation for the 2001 event is a little more

focused and not as serious as it was in 2000. "I overprepared last year and I think it put me in a hole," he says. "I did a lot of high altitude intensity and a lot of long rides specifically for that race and I think it put me in that hole. This year I'm trying to just take it like another race."

His hard training aside, Burke knows that luck will play a large factor in who wins The Race. "The person who wins it will be as lucky as they are strong," he

says. "I mean, no one will have a perfect day - there's a lot that can go wrong." Still, Burke Swindlehurst considers himself one of the favorites. He's won the best high-altitude races in the US multiple times and would like nothing more than to add The Race to his resume. "My motivation is good right now," he says. "I'm ready for this."

Find out more about The Race (the Saturn Bicycle Classic) at www.zingerbikerace.com. You can also follow Burke's season at www.navpro.com.



Burke on the Manayunk Wall in the 2001 USPRO Championships in Philadelphia. photo by Elaine Wahsburn

after the start, probably alone, with unbelievable stories of suffering, courage and luck to tell - will win \$15,000.

"I've been thinking about this race from the first day I heard about it," says Burke. "At first it sounded like some sort of a pipe dream, but when I heard it was definitely going to happen I started preparing for it up here," he says, tapping his head. When rumors of a new "super race" began in February of 2000, preparing mentally was the best preparation Burke could hope for. "The injury hit in November of 1999 a couple weeks after I started training. My leg was so painful, I thought I had done something permanent. I took a full month off, and the day I got back on the bike the pain was back in six minutes of riding." After month away from the training he needed, Burke steeled himself against the injury. (It turned out to be a severely inflamed iliotibial

NORBA National events in the western US. "So far this year the only time I've gotten on my mountain bike was to race," says Swindlehurst. "Racing my mountain bike is nice but I get paid to race on the road. That's my top priority."

His 2001 season with Navigators afforded Swindlehurst the opportunity to race in Europe for a few weeks earlier this spring. He found success, infiltrating key breakaways and driving train in the final kilometers for on-form teammate Vassili Davidenko. For a guy who, until recently, made his home in tiny Hurricane and who now lives in even smaller Kamas, Swindlehurst could have found racing in Europe for the first time since his days with Saturn quite a shock. "Actually, I didn't mind it so much. A new experience is always nice. And I've always wanted to go to Italy. The only bummer was that I didn't get to do my Tour de France:

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