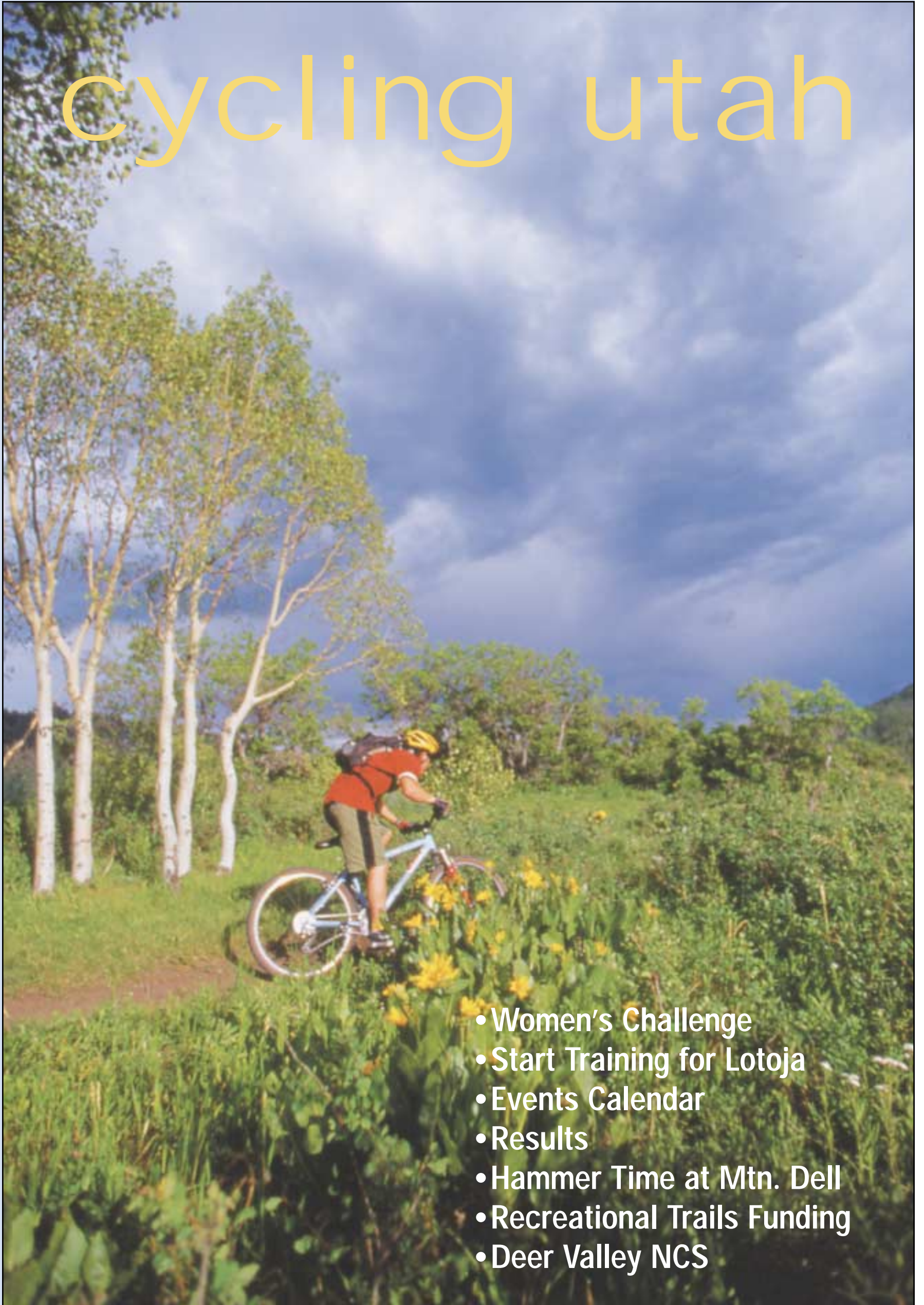


cycling utah



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SPEAKING OF SPOKES

We are all Starfish

By Dave Ward

Publisher

I had a few errands to run to purchase several items for the vacation we are leaving on tomorrow. My normal routine would be to jump in my car. But this time, I decided to jump on my bike. You see, I have been thinking lately that I need to make the bicycle a more utilitarian part of my life.

All the stores I needed to stop at were within a three mile radius of my home. So, I donned my cycling gear, located my bike lock and pannier, and was off. A couple of hours later, I was back home with all my errands accomplished.

The benefits from this decision were small, but worthwhile. I felt better because of the physical exercise. I had ridden about 9 miles which, if \$.30 a mile represents a good approximation of what it costs to drive my car, saved me about \$2.70. There was a little less pollution in the air. I had enjoyed the freshness of being outdoors.

This one event of riding instead of driving is not going to



make any noticeable difference in the world. But it brings to mind the story of the boy who would wander along the beach finding starfish left exposed by the low tide and toss them back into the deeper waters. A man observed him doing this and, after the boy had tossed one such starfish into the water, said to the boy, "If you were to do this the rest of your life, it would make no difference in the world." The boy replied, "It made a difference to that starfish."

The impact from my one decision today will make no difference to the state of the world. Indeed, if I continue to make similar choices in the future, there will be no difference in the world. But it makes a difference to me. I feel better physically,

and I feel good emotionally because I made a choice consistent with my concern for the environment and my natural frugality.

I urge others to join me in using bikes in a more utilitarian manner. It is not a difficult thing to do. Take that mountain bike that hangs in your garage most of the time, put a rack on it, replace those knobby tires with a pair of slicks, get a pannier or two and a couple of bungee cords, purchase a good bike lock, and you are ready to ride when you have errands to run. Then, when such an errand arises, you just grab your helmet and you are out the door.

If your employment situation is such that you do not need a vehicle during the day, consider riding to and from work. If your place of employment has shower facilities, great. Most do not, but I have found that a small hand towel is great for quickly washing down.

Whether it be running errands or commuting to work, riding your bike will take only a little longer than driving your car. If the traffic is bad, it may even be faster. You will enjoy the ride, and arrive at work more refreshed than if you had driven.

On our own, we really will make little difference in the world. Together, perhaps we will have an impact. If so, that is even better. But most importantly, we will have a difference in our own lives.

Cover Photo: Mike Schneider in American Fork

Photo by Adam Clark



Eric Carter on his way to winning the Dual Slalom at the Deer Valley NCS. More on Page 11 Photo by Dave Iltis

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TRAIL OF THE MONTH

Summertime is Hammer Time Around the Mtn. Dell Watershed

By Gregg Bromka

It's summer time and the living is easy, right? Not! It's "hammer time." By now you've been racking up the miles, are feeling good about your fitness level, and, perhaps, have entered a mountain bike race or two, so it's time to put your money, rather, your muscle, where your mouth is. The miles of this near-all-singletrack loop located in Salt Lake City's backyard fall short of epic proportions, but the vertical gain is a quick gauge as to whether you've been "walking the walk, or talking the talk" this spring.

Three trails, each with a distinct personality, are tied together to make a 20.5-mile loop around the Mountain Dell watershed, located a few miles east of Salt Lake up Parleys Canyon. After a few warmup miles on pavement, you'll embark on the "new" Mormon Pioneer Trail, debuted by the Salt Lake Ranger District in 2000, which rises from Little Dell Reservoir to Big Mountain Pass. The wide, well constructed path is an easy spin initially to the city's Affleck Park Picnic Area, where it then tilts upward at granny-gear-required, government-issue, eight- to ten-percent grades. In an hour's time, you'll have gained nearly 2,000 feet. There, the Great Western Trail traces the county line along the Wasatch Crest to Parleys Summit. Although the ridge seems subdued from afar, it packs a punch with its multitude of long-winded and short stinging climbs on both rough and buffed trail; you'll double your vertical gain. By the time you reach Parleys Summit, your legs might be screaming "uncle" (as did mine), and the prospect of coasting down the busy but smooth interstate will look all-too inviting. But don't succumb to the lactic acid build-up in your legs nor to the modern marvel of transportation. Instead, sneak back into the wilds on the oft-overlooked Sheep Trail and let gravity pull you back to Mountain Dell on one of the Wasatch's singletrack secrets.

What's that, you haven't been logging long miles or making the podium on the local race scene? No problem. Skip the Great Western Trail and target either the front or back ends of this loop, both of which are intermediate rides. Mormon Pioneer Trail is a fine 11-mile out-an-back ride in itself. The descent from Big Mountain Pass is worth every drop of sweat to reach it. Alternatively, spin up I-80 to Parleys Summit and catch the Sheep Trail downhill back to Mountain Dell for a 12-mile loop. Hesitancy while descending the grassy track on your first go round will turn to fevered



The Notorious Joe Food tackles the Great Western Trail high above Little Dell Reservoir.

Photo by Gregg Bromka

freewheeling on subsequent outings.

Location: 6 miles east of Salt Lake City.
Distance: 20.5-mile loop.
Tread: 2.5 miles of paved road and a touch of dirt road. The rest is singletrack and doubletrack-that-rides-like-singletrack.
Aerobic level: Strenuous. Although the miles are not excessive, your legs will confirm the vertical gain.
Technical difficulty: Low to moderate on the Mormon Pioneer Trail. Great Western Trail has more rough than buffed tread. Sheep Trail is pretty tame but the grass-coated track may hide untold surprises.
Elevation change: 5,570 to 7,870 feet. Gain is 4,100 feet. Season: May through October.
Notes on the trail: As mentioned earlier, this is a "near-all" singletrack loop, so you must first knock off a 2.5-mile warmup on paved UT 65 between Mountain Dell and Little Dell Reservoirs. Go past the entrance station to Little Dell Reservoir Park and dive off the roadway on any one of the anglers' paths near or past the road closure gates to poach the Mormon Pioneer Trail. (If you access the trail through the park you must pay the entrance fee.) Take the doubletrack left and stay close to the road. The two-track turns to singletrack beyond a wood footbridge then pops out

to UT 65 at a roadside outhouse and parking area. Cross the road to resume on the trail, which rises steadily to Affleck Park on lumpy tread. At the interpretive plaque describing the pioneers' Road to Zion near the park's entrance, take the dirt road left to the MPT. Cross the highway after a mile of moderate climbing and then pump hard in low gear up the hollow. The route moderates through the half dozen switchbacks before top-

ping out at Big Mountain Summit (mile 8). (The "old" MPT continues over the pass down to the East Canyon Road.)

Feeling fresh? If so, then go right past the green maintenance shack to climb the Great Western Trail; otherwise, make an about face, coast back to your car, and resolve to conquer this route at a latter date. The GWT takes no prisoners from the get-go with a pair of protracted climbs. Lift your head to take in the view of the Mill Creek ridge and of the valley that Brigham Young declared to be the right place before focusing on your front wheel as you dive down a pair of rough hills to Dry Hollow. Hoof up the infamous hike-a-bike then grind up several short painful hills through dense deciduous and coniferous growth, taking comfort in the smooth respites in between. A nasty climb on baby-head rocks brings you to the loop's high point atop aptly named Bald Mountain (mile 11.5).

Getting to Parley's Summit is less than direct as the GWT bobs along the ridge and around the heads of several drainages. Some sections are rugged and there is still lots of elevation to gain, but tucked into the mountain's folds are segments of amazingly sweet singletrack that are sure to replace any grimace with a mile-wide grin. Although the GWT is not marked through here and there are a couple of tempting turnoffs, the route is evident. Just don't descent off the ridge until you reach the end, which is highlighted by a mile-long stretch of flat, silky smooth tread leading to the Qwest relay towers.

Take the rutted doubletrack downhill. Where it bends left and you can see the Brake Test Area sign on the highway below,

fork right on the grassy lane for the Sheep Trail (about mile 16.5). "That's no trail," you'll likely bark out, as did I; just remember that many of life's finest pleasures come in disguised packages. Descend abruptly to where the pipeline is exposed, go around the gate, and struggle up one last hill. There's no shame in walking at this point. Level out for a bit; then embark on the 4-mile descent down Alexander Hollow. You can't get lost because the route is tagged with pipeline markers every couple hundred feet, and the only enticing turnoff is signed "danger keep out, archery range." The overgrown track is remarkably smooth, but be leery of unseen dips in the grass and sharp water bars that can launch you out of the saddle. A bit over 2 miles down and in a flat grassy clearing, fork left down the hollow on an initially faint single-track for the culminating glide that's "like budda." (If you start climbing under the power lines you missed the turn.) Singletrack reverts to pebbly doubletrack, and the nearby golf course signals the ride's end.

Access: From Salt Lake City, take I-80 about 6 miles up Parleys Canyon to Exit 134 (Mountain Dell, East Canyon, and UT 65). Just past the entrance to Mountain Dell Golf Course, park alongside the road near the steel gate posted "Salt Lake City Watershed." Do not block the gate!
 Excerpted from Mountain Biking Utah's Wasatch Front, by Gregg Bromka (due out spring 2002)

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BIKE ADVOCATE

Utah Lags Behind in Utilizing Trails Fund

By Charles Pekow

The trail is getting longer – the trail of Recreational Trails Fund (RTF) projects, that is. While pavement and pedals moved slowly in the project's first six years or so, since 1999, states and trail advocates have seen the light and have taken greater advantage of this federal funding program for bicycle and other trails.

Each state gets a share, which it can then award to local grantees. The program got only a total of \$37.5 million during its first six years, but the 1998 Transportation Equity Act for the 21st Century boosted its funding gradually to \$50 million a year. And it takes a while for states to fulfill their grant process and trails to get built, accounting for the sudden increase in spending and projects.

Federal law only requires a 20 percent match in cash or in-kind services (from the value of labor to supplies); yet states, communities and advocates think so highly of the program that they have matched it more than dollar for dollar. While state and local governments and the private sector have put up most of the match, some of the reported match comes from other federal sources, such as the Bureau of Land Management and U.S. Forest Service.

RTF funded 1,465 trail-related projects last year, compared with 2,524 started in the previous eight years the fund existed. RTF has provided \$103,610,502 million since 1993, while states and grantees have raised \$112,045,991 in matching funds. Idaho funded 100 projects overall, 36 in 1999-2000, using \$1,645,916 in RTF money and an amazing \$5,886,049 in matching funds – well above the national matching rate. Utah,

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meanwhile, funded 81 trails (36 in 1999-2000, spending \$2,451,295 from RTF and \$2,388,385 in matching funds, below the norm).

The Coalition for Recreational Trails competed a survey of RTF on a contract with the Federal Highway Administration (FHWA), which runs the program. CRT received reports from 47 states for

last year. (The others hadn't allocated their FY 2000 funding yet or didn't start any new projects during the period.) FHWA paid CRT slightly less than \$39,000 for the study, says Catherine Ahern, vice president of the American Recreation Coalition, which is affiliated with CRT, an alliance of trail advocates.

While state and local governments and private groups provided some of the extra donations, other federal agencies such as the U.S. Forest Service and Bureau of Land Management also chipped in. (Don't confuse RTF with the separate Transportation Enhancements Program, which funds similar activities.)

It seems grantees like to build trails with the money more than maintain them or teach people how to use them. Grants vary in size so while larger grants can build trails and bridges, smaller ones pay for improvements (water fountains, restrooms, parking lots) and maintenance.

Of 3,516 projects reported, 32 percent involved building trails, while another 12 percent involved bridge building or rebuilding. Only 11 percent cited maintaining trails as their main goal while 12% involved signage. A smattering of grantees used RTF funds mainly to buy equipment, build restrooms or parking lots, etc.

States can use up to five percent of their funds for safety and environmental protection but they reported only 56 educational projects and 79 efforts specifically focused on writing and printing maps and brochures. "It is a surprise (that relatively few projects reported an education component) but it also probably reflects where they see the need," Ahern says. "It is also possible organizations don't know five percent can be used for educational purposes." Idaho counted five education projects, spending \$65,105 from RTF and \$65,236 to match it – a much lower rate than it matched other projects. Utah, meanwhile, reported spending exactly the same from both sources (\$59,500) on four education projects.

RTF has funded 891 construction projects with \$47,800,483 million in grant money and \$57,741,132 in matching funds. Here's where Idaho's mammoth match came in: while the state used \$556,702 from RTF on 25 construction projects, it spent

continued on Page 6

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COACH'S CORNER

Time to get ready for Lotoja and the ULCER

By JR Smith

Training – In building for a long distance event such as Lotoja or the ULCER, after a proper base, start a program about 7-10 weeks away from your event and start increasing your mileage or time by approximately 15 percent per week. Remember we said time not intensity. In order to be able to perform or survive a long distance event you have to train your body to burn fat and not muscle glycogen. Your body has a lot of fat calories (approximately 50,000 plus) but little glycogen calories (approximately 2000). As your body operates at lower heart rates (approx. 60% of max. heart rate) you burn mostly fat calories for energy and as you come closer to lactate threshold (approx. 85% of max. heart rate) you burn mostly glycogen for energy. So in order to burn fat calories you train at lower heart rate ranges (70-80% of max heart rate) or in a zone you can talk but your breathing may be slightly forced at times. You try to do this even in the hills (use a smaller gear and spin). Extended training in these ranges will assist you to burn

more fat calories and leave more glycogen for the hills and the finish. This is the same type of training as done by Ironman competitors in order to survive the 8-11 hours plus of Hawaii. Your longest ride only needs to be approximately 75 % of the distance or time of your event. This should be done approximately 10-14 days from your event. You should then taper your riding or training.

Hydration – To maintain your plasma level you need fluids. Approximately sixty seven percent (67%) of your body contains fluids. To maintain this level you need to replenish these levels during a ride. Water is o.k. but studies indicate that an energy replacement drink is more effective. Your blood delivers oxygen and nutrients to your muscles and also it removes the heat active muscles generate. During an intense ride as much as half a gallon of perspiration can be lost every hour. This water comes from your bloodstream (plasma). Since approximately 45% of all body fluids are stored in the muscles, the drop in plasma affects them with cramps and fatigue.

Drink early and drink often. Don't go longer than 10-15 minutes without consumption of liquids. When you get thirsty it is too late. Thirst is not a good indicator of fluid needs. Studies indicate that just a 4% reduction in the amount of fluids in your body can result in an approximate 40% reduction in aerobic capacity.

Breathing - Concentrate on taking deep, rhythmic breaths rather than shallow quick ones. Climb in an upright position to fully expand your lungs. Make sure your bike fits properly. Being on too small of a frame causing you to be bent over or on too large a frame causing you to be too stretched out can reduce your ability to breathe properly. Lack of concentration or concentrating too much sometimes causes you to hold your breath (i.e. in tight corners or a fast paceline when riding close together). This almost causes hyperventilation, which is very fatiguing. Focus on being slight-


ly relaxed and smooth in your pedal strokes and movement. Ride with your arms slightly bent not stiff.

Glycogen - Riding increases your energy use by as much as 10-20 times than at rest. As your intensity increases the muscles rely on glycogen (stored carbohydrates) as its primary fuel. After approximately 2 hours of fast riding this fuel is almost depleted. At this point your muscles try to use stored fat which can result in your body only sustaining 50-60 % of its aerobic capacity. Use energy replacement glucose drinks on all hard rides and rides greater than 1 hour in duration. Emphasize endurance training, which gives your body the ability to use stored fats so that you can use glycogen later in the ride. Build a proper diet with the use of fruits, vegetables, and pasta to increase carbohydrate intake when activity level or intensity increases. Start your loading by eating car-

bohydrates (necessary to build glycogen stores) and fluids the day before your event. This keeps the liver full of glycogen and keeps your blood glucose level high.

Have fun and enjoy the excursion!


J.R. Smith is a licensed U.S.A. Cycling Elite Coach, Category 2 official and masters racer. He has been involved in cycling for approximately 20 years and has worked with previous U.S. National Team members and National Champions as well as managing a professional women's cycling team. He also has instructed at Bicycling Magazine and Olympic Training Center cycling camps. He presently operates a consulting business and performs services for coaching, bike fit, body composition analysis, and performance testing. He can be contacted at 801-944-2456 or via e-mail at consultjr@aol.com



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UDOT Approves Bike/Ped Plan

Do you want to know what direction the Utah Department of Transportation (UDOT) is headed with bicycle planning? Well, the UDOT Statewide Pedestrian and Bicycle Plan was approved this spring by the Utah Transportation Commission. The document is now available on UDOT's web page at www.dot.state.ut.us/progdev/.

The purpose of the plan is to "provide a framework to guide the Utah Department of Transportation (UDOT) and other public agencies in developing opportunities for walking and bicycling as clean, safe, convenient, cost-effective, and efficient modes of transportation." (from the plan) "The Department is pleased with the number of responses it received on the plan," said UDOT's Pedestrian and Bike Planner Sandy Weinrauch. "We want this plan to advance the safety of Utah's pedestrians and bicyclists and their input helps us meet this important goal."

The plan is a requirement of ISTE and TEA-21.

Unfortunately, there is no guarantee of funding to carry out the plan and so it remains to be seen what will be implemented.

Sandy Weinrauch can be reached at sweinrauch@dot.state.ut.us

Bootleg Canyon Named IMBA Epic Ride

Bootleg Canyon near Las Vegas, NV has been named one of eight IMBA Epic Rides for 2001. The guide will be published in the July issue of Bike Magazine.

The trail system contains 36 miles of cross country, downhill and singletrack. The system is located in Boulder City, NV, home of the Hoover Dam and was created by Brent Thomson. More information is available at www.imba.com/epics/bootleg_canyon.html and www.bootlegcanyon.com.

The IMBA Epics program is a way for IMBA to select and publicize great adventure mountain bike rides around the world. These rides inspire the professional and volunteer work of mountain bike advocates and fuel the dreams of riders everywhere. The typical IMBA Epic route takes an average rider four-to-six hours to complete. Memories of these rides last for years.

IMBA hopes that mountain bikers will add these trails to their "must-ride" lists and travel to these locations when opportunities arise. IMBA members are also invited to participate in this year's Epic celebration events – two-day affairs that blend a day of trailwork on the Epic route with a group ride the following day.

Trails Funding continued from Page 4

\$4,845,735 in other money on the jobs. Utah, meanwhile, built 12 trails with \$931,459 from RTF and \$875,799 from elsewhere.

All told, states reported funding 833 maintenance projects (renovations, improvements, etc.), almost evenly split between the \$25,755,496 million in RTF money and \$25,774,006 in matching funds. Though grantees started almost as many maintenance projects as construction jobs, they spent a lot less, with the average

construction job costing \$118,453 vs. \$61,860 on maintenance. Idaho spent \$521,327 from RTF and \$528,662 to match it on 30 maintenance projects. Utah spent \$454,214 in RTF money and \$45,964 to match it on 13 such projects.

Out of 2,497 projects for which CRT obtained data, 498 (20 percent) involved paved trail biking and 903 (36 percent) mountain biking. CRT acknowledges that its data aren't complete – some states didn't provide complete info on all projects and CRT only used what states told them. Officials

may differently interpret definitions of funding use categories, such as "trail maintenance," "trail grooming," "trailhead work," etc.

States spent some of the money for motorized transit trails (snowmobiling, motorcycling, etc.). Idaho reported spending

\$1,214,326 in RTF money and \$5,470,598 to match it on 74 non-motorized projects. Utah funded only 11 non-motorized projects with \$693,011 from RTF and \$637,351 to match it. (In some cases, both motorized and non-motorized users can enjoy trails.)

THE U.L.C.E.R. COMETH

August 18 is the date for the Bonneville Bicycle Touring Club's 17th annual century – the Utah Lake Century Epic Ride (affectionately known as the ULCER). This is a non-competitive bicycle ride for cyclists of all ages and abilities. There are three distance options offered this year:

- American Century - This option circumnavigates Utah Lake over gently rolling hills through Lehi, Goshen, Springville, Provo, and back to American Fork. (distance is approximately 105 miles)
- "Bakers" Metric Century - This option follows the American Century route to Springville where transportation is provided back to American Fork High School. (distance is approximately 74 miles)
- Challenger - An out & back ride - following the American Century route to the first rest stop (distance is approximately 46 miles).

Last year, this event drew approximately 700 cyclists from around Utah. The ride is supported with five well-stocked rest stops along the route. Additionally, technical assistance is available from Bingham Cyclery.

Registration/Check-in will open at 6:30 a.m. at American Fork High School, located at 510 N 600 E (Caveman Blvd) in American Fork. Registration will close at 7:45 a.m. All riders must be ON the road by 8:00 a.m. and OFF the road by 4 p.m. Entry forms will be available at Salt Lake area bicycle shops or you can register online at active.com. For additional information see www.bbtc.net or contact Steve Barnes at 801-523-5962 or skma30@aol.com.



Ryder Hesjedal's late-race winning attack in the Men's Short Track XC at Deer Valley

Photo by Dave Iltis

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Route 211

Climbing with the Angel of Mt. Evans

By Greg Overton

Imagine the Snowbird hill-climb at twice the length, starting at 7500 feet and finishing at 14,000 feet. Imagine the weather at 14,000 feet in late July. Some days are sunny, some are snowy, some are hailing. It could be sleeting, raining, and below freezing. It's always windy. It can do all of this in one afternoon above timberline. And people ride bikes there? For fun? Yes they do. Gees, I've even done it! Never really called it fun at the very moment though. One reason is because on Colorado's Mount Evans, I was usually trying to catch my friend Glenn Volmer.

Glenn was a sort of mentor for me when I was trying to be a bike racer a decade and more ago. He was born about twenty years ahead of me, and ahead of me is where he stayed when we would ride our bikes up hills. He never let me forget either of those "aheads" either. "You're letting this old man wax your behind up these hills!", he'd say. Then he would remind me of our age difference, give me the *xact*



time split, chuckle, and take off again. I hated it. Liked Glenn, but hated that I could leave, or at least stay with my contemporaries, but could hope only to keep his wheel when the road climbed higher.

Glenn worked at the REI store in Denver when I started there in the bike department. We became quick pals because we both had the bike jones. We began riding together in the hills west of town, and the loong struggle on my part began as I could not seem to overcome gravity at the same rate that he could. We rode together for the next ten years, and as my "racing career" went uphill, my losses to Glenn became smaller, and

eventually I learned to hammer before the hill to even the score...but he was always there on the ascent. Then almost magically, ahead of me.

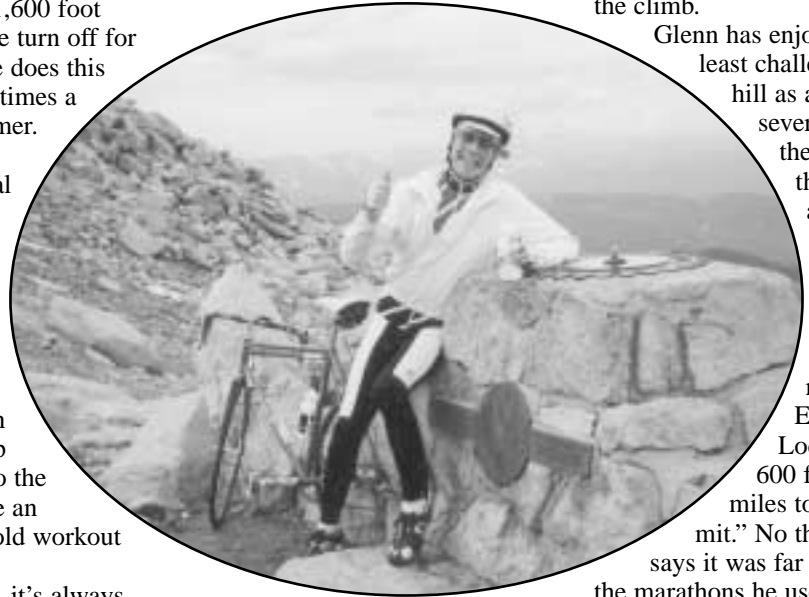
Glenn lives at about 7500 feet near the town of Evergreen, west of Denver, and a "short" 12 mile climb over the 11,600 foot Squaw Pass to the turn off for Mount Evans. He does this ride two to three times a week in the summer. He measures his seasons in vertical gain instead of mileage, although his mileage would dwarf many other serious riders. Every road around Evergreen goes up at a steep angle, so a ride to the post office can be an anaerobic threshold workout if you want.

But for Glenn, it's always been the Mount Evans climb that keeps him going. Whether from his home, over Squaw Pass, or the race route from the town of Idaho Springs, he will climb this mountain, weather permitting,

sometimes more than a dozen times in a short three month window of clear road and humane temperatures. He will make the assault many more times than that, only to be refused by the mountain in the form of snow, stronger winds than normal, or hailstones that come as though they're aimed at your noggin. Lightning is a favorite above timberline as well, and there is no cover, so when that

father was part of the crew that constructed the road, the highest paved route in the United States. That was in the twenties, and Glenn seems to feel a special attachment that is deeper than just a favorite climb. I would imagine that his dad had tougher days building this road than any of us has had riding it for pleasure or fitness, and I doubt there are any two other men more familiar with every switchback, false flat and beautiful vista on the climb.

Glenn has enjoyed, or at least challenged, this hill as a competitor several times on the bike, and three times as a runner over the past two-plus decades. "There used to be a foot race from the Echo Lake Lodge at 10,600 feet, fourteen miles to the summit." No thank you! He says it was far tougher than the marathons he used to run in those days. "Think about it, fourteen miles STARTING at ten and a half thousand feet, and the



begins, it's time to turn around no matter how close to the summit you may be.

He has a very real closeness to this road that goes beyond just a challenging bike ride. His

continued on page 14



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MECHANIC'S CORNER

A View from the Pit at the Women's Challenge

By Tom Jow

The Hewlett Packard Women's Challenge bicycle stage race is the largest race in the United States for women, and one of the premiere events for women in the world. However, it was with some reservation that I agreed to work as team mechanic for my friend Jim Safford and his EarthLink team. My main concern was working fifty-percent more hours as I work at Wild Rose, yet being paid half as much. Still, bicycles are my passion and I find racing of any sort to be exciting. The last race I worked at was the HP Challenge, in 1997.

My main duties as team mechanic are to clean and service the team bicycles, and to ride in the team caravan vehicle during the race to address mechanical problems. My secondary duties include shopping, laundry, driving and carrying luggage. The typical day begins around 7 a.m. and ends just before dinnertime (sometimes 9 p.m.).

Stage one: It seems like mechanical problems come all at once, and at the worst time in the race. Just after Team Saturn launched an attack, several riders had punctures. There was a crash. Then Jennifer's front wheel got into someone's derailleur taking out three spokes. After dodging many riders and team cars we nearly drove past her holding her front wheel in the air. My first race wheel change in five years. We stayed the next two nights at

Redfish Lake Lodge in Stanley. The morning of stage two there was a mist floating over the lake while jagged peaks rose above the clouds into the light of the sun. It was so cold the Saturn mechanics could not wash the cars because the water hoses were frozen.

Stage three: We were all relieved that the sun is shining for the race today from Stanley to Ketchum. More often than not it snows atop Galena pass. It was quiet day in the car but excitement at the finish. Amber finished fifth in the stage!

Stage four: Today was the first stage of the mechanics wheel change competition. Each mechanic is timed for a front and rear wheel change in the "pit". Points are awarded for the finishing order and the mechanic that accumulates the most points wins. My EarthLink orange fingernails helped me finish second with a respectable time of twenty-six seconds.

Stage six: We were servicing Team Goldy's today in addition to our own. One of their riders was involved in a crash. The neutral support changed the wheels, but her brakes were knocked out of adjustment by the wheel change and it was slowing her down. I leaned out the window (just like in the pictures) and adjusted the rear brake on the fly.

Not only did I work with equipment, I also lived with it. Upon arrival at the Burley Best Western, my room became the team storage room. All the team's equipment – eight bicycles, spare wheels and parts,

tools, massage table, three food boxes and two boxes of water bottles. The girls even ate breakfast there. Fortunately, there was still enough room for the essentials: bathroom and bed.

Stage seven: Another quiet day in the car for us but excitement in the team camp because Amber finished 8th in the stage today. Today was the second stage of the wheel change competition. I was fast at twenty seconds but received a penalty of ten seconds for not having the rear wheel in completely.

Stage eight: Today was the day we planned to win a stage and it happened! After missing an early break of eight riders, Amber and another rider bridged nearly a 3-minute gap, catching on at the base of the climb. After a little rest in the group, Jim gave her instructions to go for it if she felt good. She did, winning solo by a minute and a half. We were so nervous for the last 5 km. I think Jim was nervous about having to shave his moustache after the stage win.

Stage ten: This is the longest stage of the race as well as the hottest. We expected to hand out many water bottles (feeding) from the car today. It was a feeding frenzy. Pam would drop back and signal the commissaire that she wants water. He then calls us up to feed. We drive up to the back of the peloton and give her a many bottles as she can carry. Usually many riders drop back at once; therefore many teams are called up at once. Chaos ensues. There becomes a long line of cars on both sides of the road with horns honking, people

yelling and riders all around waiting for their team car. We fed from the car three times in addition to the two stationary feed zones on the course.

Stage eleven: Amber finished 6th by two-tenths of a second in today's time trial. Is there anything more I could have done?

Stage twelve: The criterium start is not until 4 p.m. The final stage of the wheel change competition was today. I had to beat Brian to have any chance at the prize. My time today is better, 23 seconds.

Stage thirteen: The last stage of the race and I think that most everyone is ready for it to be over. But you can't let your guard down. Did I forget to check that bolt? After climbing Freeze-out hill, Amber's seat was loose and moving around. Not being able to tell what was really wrong, we had to have neutral support change her bike. We then stopped on the side of the road and repaired hers.

Catching up to them in a couple miles, we put her back on her own bike. The team did a great job of pacing Amber back up to the group. She is our top G.C rider in 15th place. Disaster avoided.

Despite my initial reservation, I had a good time. There is nothing like the excitement of good racing. I saw many old friends and made some new ones. The team did very well. I even won the mechanic's competition. Most of all, it was rewarding to be such an integral part of a team effort. I want to thank the EarthLink team of Jim Safford, Steve Scott, Dotsie Cowden, Amber Neben, Jennifer Stevens and Pam Wolkoff for this wonderful opportunity.

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

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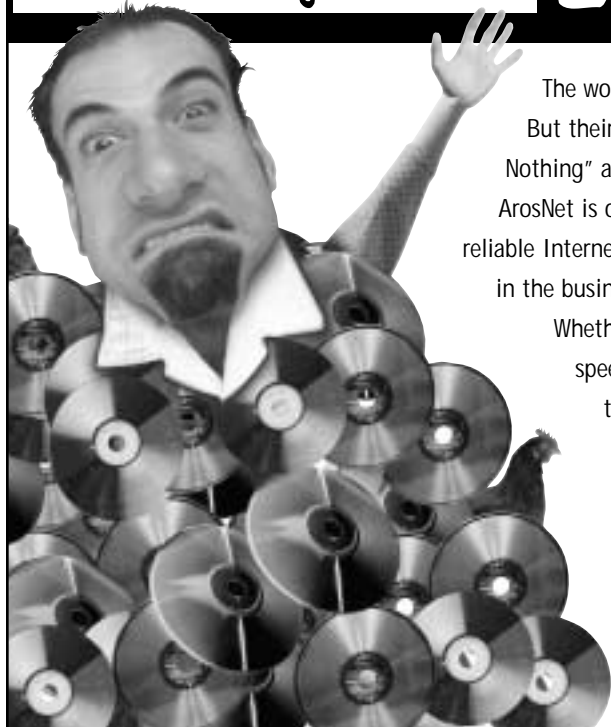
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Surviving the Challenge

Strong contingent of Utah and Idaho women compete in the country's biggest stage race

By John Foster

The 2001 Hewlett-Packard Women's Challenge stage race bred intricate, beautiful bike racing art of the most stunning variety. Idaho's spectacular mountain scenery is more breathtaking than any rendering, and the race caravan saw much of that scenery during this, the most hilly edition of HP in years. Art was found in the teamwork of Saturn, whose total domination of the race – the overall race win, the overall team win, and six stage wins out of thirteen – superseded the almost perfect effort they put forth in 2000. It was also found in Saturn's team leader Lyne Bessette, a Quebecois whose masterful tactical sense and aggressive racing gave her an overall margin of victory that was the greatest in race history. And taking part in it all were eleven women from Utah and Idaho – an impressive 12% of the field.

The race began as it has begun for the last four years, at the International Center for Birds of Prey in Boise. Falcons, hawks and eagles from all over the world sent off starters from eleven US-based teams, the Acca-Due team out of Italy, the Intersports team from Canada, a combined French/Canadian national team, and national teams from Holland, Great

Britain and Germany. Stage one traveled from the outskirts of Boise, around the airport on roads used every Tuesday night for the local training race, onto a small highway to the finish in the mountain town of Idaho City. Again, like last year, the stage was decided by the wind, as a lead echelon formed that ultimately decided the race's top twenty overall. Occasional Utah visitor Jeannie Longo destroyed the field single-handedly, taking only Lynne Bessette with her as they motored away from the rest of the pack.

Stages two and three were the most hilly of the entire race, but the expected continuation of Longo's fireworks did not materialize. An early break away, begun by Utah/Idaho resident Andrea Foster, was the focus of stage two. All the breakaways were reeled in except for research scientist and recent returnee to cycling Joan Wilson, who managed to latch on to the lead group and finished a fine third place for the stage.

Stage three climbed from the high mountain town of Stanley, over Galena Pass and finished in Ketchum/Sun Valley. Again, Longo was expected to attack repeatedly on the hill, but Saturn was able to neutralize everything she threw, even managing to get it's two "sprinters," Petra Rossner and current Utah resi-

dent Ina Teutenberg, to the finish with the main pack of climbers. The fireworks that were expected from Longo shifted focus to the Points and Sprint Points competitions, where a strong battle was shaping up between Nicole Freedman, Catherine Marsal and Idaho rider Brooke Blackwelder.

Stage four was a morning time trial outside of Ketchum. In an unusual format, the two closest riders in general classification raced head-to-head, gaining time bonuses for passing riders who began ahead and for beating the opposing rider. However, the strangest part of the day came from the UCI officials, who were tasked with imposing the rules on positioning for time trials. It was astounding to see the official measure for level seats on ground that was not level, and to see her enforce UCI rules with either a piece of string or her own eyeball of what she deemed legal. Riders with special time trial bikes passed inspection while the majority of those with aero bars attached to their road bikes were sent back to the mechanics for being "too high." While Bessette put in an impressive effort to finally wrest away the leader's jersey from Longo, the time trial was so short that the most of the field treated it as more an annoyance than a stage.

Stage five was the evening of the time trial, and involved a circuit race around the Sun Valley village of Elkhorn. Saturn decided that the best defense was offense, and with about 1/3 of the race to go, Ina Teutenberg went off on a solo chase for victory. With about ten laps to go, Bessette heard that Longo was at the back of a much-dwindled pack and so went on the attack, taking two riders with her. Teutenberg waited, and when Bessette caught her at the top of the hill, she put all those Park City winter miles to good use in driving the break to a 1 minute gap before dropping off the break and letting Bessette power to a decisive advantage. Dutch rider Chantal Beltman took the win.

Stage six was the race's turning point, a 70 mile slog through bare Idaho farmland. Before the stage Ryan Littlefield, Contender

Bicycles owner and erstwhile manager of the Utah team bearing the same name, commented that while it should be a mellow stage, it would probably turn out to be anything but. He was right. A 13 rider breakaway, containing 5 Saturn riders and Blackwelder, powered away from the field on the windswept roads into Burley and put almost ten minutes into a field that contained a frustrated Longo. Blackwelder came through for fourth place in a sprint finish, with Saturn's Rossner taking the win after a very impressive 500 meter lead-out from Teutenberg.

Stages seven and eight would prove Longo's last chance to make that time back, and the last chance for now-second place rider Rasa Polikeviciute to dethrone Bessette. Both stages were medium length, mostly flat, and had

continued on page 14

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ROAD RACING

HP Women's Challenge Hits Idaho

Photos by Doug Karcher



Clockwise from top left: Stage 12 Statehouse Crit starting line; Stage 1, Birds of Prey; Andrea Foster and Amy Williams, Elkhorn Circuit Race; Goldy's and Webcor riders, Elkhorn Circuit Race; Goldy's, Webcor, and Contender riders, Statehouse Crit; Jeannie Longo and Race Winner Lynn Bessette breakaway in Stage 1

See related stories on pages 8 and 9

MOUNTAIN BIKE RACING

DEER VALLEY NCS ROCKS THE WASATCH BACK



Clockwise from top left: GinaHall, 9th place Women's Short Track (photo by Christine Iltis); Leigh Donovan, 1st Place Dual Slalom (photo by Dave Iltis); Men's Short Track (photo by Dave Iltis); Carl Swenson, 4th place Men's Short Track (photo by Christine Iltis)



HESJEDAL AND ALEXANDER CLEAR WINNERS IN DEER VALLEY NCS CROSS COUNTRY

PARK CITY (Ut.), 28 June 2001 - Ryder Hesjedal of Canada and Caroline Alexander of Great Britain rode to victory in the men's and women's cross country races on a tough mountain course at Deer Valley Resort in round three of the Chevy Trucks National Off Road Bicycling Association National Championships Mountain Bike Series.

COURSE AND CONDITIONS

Lap length: 6.2 miles
 Elevation: start/finish 7000 feet
 Climbing: 1635 feet a lap
 Conditions: Very dry, sunny, dusty, low wind, approx. 90F.

Both men's and women's races contained one of the strongest international fields seen on the Chevy Trucks NORBA circuit this season.

Caroline Alexander (Specialized), who only last weekend finished tenth overall in the HP Women's Challenge road stage race, powered away from her rivals on lap one of three-and-a-half, and never looked like being challenged. Alexander is regarded as one of the world's best mountain bike climbers. The course included three big climbs with a total elevation gain of 1635 feet.

Mary Grigson, Australia (Subaru/Gary Fisher), the Chevy Trucks NORBA series leader, stayed with Alexander on the first climb, but then faded and dropped back to sixth place. She rallied on the final lap and finished second.

Ruthie Matthes, Boulder, Colo.

(Trek/Volkswagen), assumed second place when Alison Dunlap, Colorado Springs, Colo. (GT), had a flat tire on lap two. Matthes remained in second until the resurgent Grigson rode past her on the final lap.

Grigson retains second place overall in the series.

Utah's Sally Warner finished 26th. Teresa Eggerston and Elena Felin finished 28th and 38th respectively.

MEN'S REPORT

Ryder Hesjedal, Canada (Subaru/Gary Fisher) dominated the men's race in which he out-climbed the two-times world cup champion, Australia's Cadel Evans (Volvo/Cannondale).

Hesjedal, 21, from Victoria, B.C., used his characteristic attacking style to great effect on the long, steep climbs. He attacked early and kept on attacking, while the tenacious field refused to let go.

Cadel Evans, Todd Wells, Tucson, Ariz., Ziranda Madrigal, Mexico, (Turbo) and Pavel Cherkasov, Russia (Subaru/Gary Fisher), led the chase group. By lap three of four-and-a-half Hesjedal had gradually opened a lead of 35 seconds over Evans, with the others strung out over the following minute.

Evans counter attacked in hope that Hesjedal would crumble, and early in lap four the gap came down to 20 seconds. But Hesjedal dug deep and had enough in reserve to rebuff the advance of the experienced Aussie.

This win gives Hesjedal the overall lead in the series, and at only 21 years of age he is one of the youngest riders to have led the Chevy Trucks NORBA series.

Utah's Eric Jones finished 20th, Gabriel Blanco finished 28th and Bryson Perry finished

cycling utah

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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 top of president's circle on the U of U campus (just east of Univ. st @ 200 so.), for more info, if you have a bike to lend, etc.: email slccritical-mass@yahoo.com



Mountain Bike Racing

General Info

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

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

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

Utah Races

July 4, 11, 18, 25 — Canyon Park Mountain Bike Series, Provo Canyon, (801) 322-3788

July 4 — Sundance Mountain Bike Races, Cross-Country, 9 a.m., (801) 225-4100

July 7 — Brian Header, Intermountain Cup #6, Brian Head, UT, XC and DH - Clark Krause, (435) 586-2770

July 8 — Brianhead Epic 100, qualifier for the 2001 World Solo Championships, Brian Head, (909) 866-4565

July 8 — Canyon to Canyon Pedal Cup, East Canyon Resort, (801) 583-6281

July 14 — Chris Allaire Memorial, Intermountain Cup #7, Solitude, UT, XC - Ed Chauner, 801-942-3498

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

July 21 — Canyon Bicycles' Draper Dash, Intermountain Cup #8, Draper, UT, XC - Ed Chauner, 801-942-3498

July 28 — Pedal Powder, Intermountain Cup #9, Powder Mountain, (801) 479-5015

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 ? — Deer Valley Rally, Utah State Mountain Bike Championships, Deer Valley, (801) 375-3231

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 hwsg@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 Teton, 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

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

Mountain

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Cycling Utah web site (www.cyclingutah.com) or call the Mayor's office at 535-7738 or Chris at 486-9002.



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

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

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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.

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

Utah Road Races

July 3,10,17,24,31 — RMR Crit Series, Salt Lake, (801) 944-8488

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

July 12,26 — Salt Air TT Series, Every other Thurs, (801) 944-8488

July 7 — Sugarhouse Crit, Sugarhouse Park, sugarhousecrit.com, (801) 232-9756

July 8 — UVCC Crit, Utah County, (435) 649-4641

July 14-15 — Gate City Grind Stage Race, (208) 282-2503 or (208) 652-3532

July 21 — Up the Dam Hill Road Race, Hyrum, UT (435) 752-5131

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

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

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

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

September 5,12,19,26 — DMV Crit Series, Every Wednesday, Salt Lake, (801) 944-8488

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 hwsq@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

July 7-12 — USCF Master's National's, Spokane, WA, (509) 455-7657

July 14-15 — Gate City Grind Stage Race, (208) 282-2503 or (208) 652-3532

July 28 — Twilight Criterium, Boise, ID, (208) 343-3782

July 29 — The Morning After Criterium, Boise, ID, (208) 343-9130

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.

Regional Tours

July 6 — Annual Antelope by Moonlight Bike Ride, 10:00 PM. start, check-in begins at 8:30 p.m., Davis County Causeway, Antelope Island State Park entrance This a popular non-competitive ride, held at night during the full-moon. Ride along the Great Salt Lake on the Davis County causeway and on to Antelope Island State Park. Views are spectacular, food is delicious. Registration fee includes park entry, t-shirt and refreshments, 20 miles round trip, Neka Roundy, Davis County Tourism, 801-451-3286


July 15-21 — Bicycle Idaho, Melba to Ketchum to Melba, (541) 385-5257

July 21-22 — Fiberpipe Idaho MS 150 Bike Tour, Glenn's Ferry, Boise, ID, www.idahoms.org, (208) 388-1998

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

-The Seventeenth Annual

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 Utah Lake Century Epic Ride
Saturday, August 18, 2001
6:30am Check-in time
Ride options of 46, 74, or 100 miles
 All riders must be on the road by 8 am & off the road by 4 pm
Produced by
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 • On-road support from Bingham Cyclery
 • SAG support from Bonneville Bicycle Touring Club Volunteers
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Ogden 3239 Washington Blvd. 399-4981	Sunset 2317 No. Main 825-8632	Layton 110 No. Main 546-3159	

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For Sale: Scott AT-3 Liteflite MTB Bars with built in bar-ends, brand new, \$25, Dave, (801) 328-2066

HELP WANTED

CONTRIBUTING WRITERS: *cycling utah* is always in need of writers and photographers to help cover the great cycling that happens in our region. Phone us at (801) 268-2652 or email dave@cyclingutah.com

MISCELLANEOUS

FOR RENT: Bicycle Cargo Case. TricoSports Ironcase. \$25 minimum (up to 3 days) and \$5/day for each additional day. Deposit required. Call David (801) 261-4121 (H) or 268-9868 (W).

FOR SALE - BICYCLE, RECUMBENT - PTS Turbo 1000 indoor recumbent bike with computer, built in fan to cool you, was nearly \$1000, now \$300. 278-1118.

FOR SALE: Swamp Cooler - Roof Mount, Side Draft Style, \$140, (801) 328-2066

MOUNTAIN BIKES

FOR SALE: 1997 Schwinn Homegrown Factory Sweet Spot Full Suspension mountain bike. Color is polished chrome, size 17", XT shifting, LX brakes, LX hubs/Mavic 221 hard anodized rims. Judy

XL 3" travel fork. Ridden lightly by a woman rider only. Excellent condition. Asking \$700.00. Please contact Tanya at 883-0974.

FOR SALE: Cannondale F700 MT Bike, blue, size Large, LX-XT, Mavic rims, Easton bars, Shimano pedals, CAAD 3 Frame, almost new, \$750, (801) 352-9509

ROAD BIKES

FOR SALE: Mavic 700c Helium wheel set, \$275.; Trek 60cm 1400 road bike, 7 speed, down tube shifters, \$250.; ITM 14cm Titanium Quill Road stem \$50. (970) 243-7165.

FOR SALE: Raleigh Road Bike, 7005 Aluminum Frame, Carbon Fiber Fork, Shimano 16 Spoke Aero Wheel set, 18 speed 105 Components, New Never ridden Asking \$1200.00 please call Alan @ 942-5293 or email alanride@hotmail.com

Tandem KHS/Milano road bike. Less than 200 miles; bought new 9 months ago. Red, large size (captain 6'1"/I am 5'4"). Will sell for \$1,000.00; paid \$1700.00 - odometer, rack and better seats and pedals included. Call Susan at 487-6392.

FOR SALE: Albert Eiesentraut custom road bike, 59 cm, Ultegra 8 speed STI, dark green with yellow lettering, absolutely mint, not a scratch, \$2500 new, now \$1200 obo. 801-278-1118.

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Route 211- continued from page 7

last eleven miles above timberline! The cold, the rain, the grade." Do I have to think about it?

In the last few years, Glenn says his pace has slowed - I'll believe it when I see it. I'm not falling for that one - and that he just rides the hill now for enjoyment and fitness. Fitness huh? Let's see, as of late June, he's ridden something like 70,000 vertical feet. Bear in mind, this is in an area where the roads are snowy until April. His best year was 277,000 and something feet. But who's counting? Yeah, Glenn, I can see your need for a grueling Mount Evans ride a couple times a week to keep the knees loose, Dude. Pffff.

He makes his point by mentioning Tony Rominger using the area for training in his quest for Indurain a few years ago. Tony made the 28 mile climb in well under two hours, then proclaimed it his favorite climb in the world. "This was on his training Colnago with fenders! That's a climber." Yeah, Glenn, that's one of 'em anyway. Every American climber has tried to master this hill, from Bob Cook, whom the race is named for (his record stood for nearly two decades after his death from cancer as a top U.S. rider), to Alexi Grewal, Mike Engleman, Andy Hampsten, Scott Moninger, Bobby Julich and Jonathon Vaughters. Yeah, Glenn, those are all real climbers, but they're not nearing their sixth decade. My hat's off to you, pal.

If you get a chance, and the fortitude, to try Mount Evans, the race is on July 28 this year. But if not, take a weekend and go over there to try it. It's a climb that everyone should try at least once. Glenn Volmer will tell you that the mountain has a special spirit that you will experience. I might tell you that the "spirit" is a biting wind, and driving sleet from Summit Lake on up to the top that will make you hate me for suggesting the trip. You may think of a few names on your own as well. Nevertheless, it is a benchmark to strive for. You will probably see mountain goats along the way as they sun themselves on the road. You may even see the kind on two wheels, and if you do, give him a "hello" for me. Then try to grab his wheel and hang on.

Bicycling Phone Directory

National

Racing

USA Cycling - USCF, NORBA, NBL, NCCA 719-578-4581
National Bicycle League(BMX) 614-777-1625

Advocacy

Int'l Mountain Bike Association 303-545-9011
League of American Bicyclists 202-822-1333

Utah

BMX Racing

Rad Canyon BMX Track 801-964-6502

9700 S. 5250 W., West Jordan

Harbor Bay BMX Track 801-253-3065

Lindon Boat Harbor, 2130 W. 600 S., Lindon

Mountain Bike Racing

Intermountain Cup Mountain Bike Series 801-942-3498

Road Racing

USCF Utah Representative - Dirk Cowley 801-944-8488

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

Touring

Bonneville Bicycle Touring Club 801-596-8430

Advocacy

Mayor's Bicycle Advisory Committee(SLC) 801-486-9002

or 801-535-7738

UDOT Bicycle/Pedestrian Coordinator- Sandy Weinrauch 801-965-3897

Wasatch Front Regional Council Bike Planner:

George Ramjoure 801-292-4469

Bonneville Shoreline Trail Committee 801- 816-0876

IMBA Utah Representative - Jon Gallagher 435-655-7250

Useful Numbers

UTA Bikes on Buses 801-287-4636

Stop Smoking Cars (license#, model, location,date) 801-944-SMOG

Women's Challenge - continued from page 9

canyon-style, 8 mile climbs to the finish. Stage seven to the top of Pomerelle Mountain and stage eight to the top of Magic Mountain. Neither had an affect on GC, as no attacks had any affect on the stronger-by-the-day Bessette. The only kink in Saturn's race came when third place overall Kim Bruckner had to drop out before stage seven, complaining of severe saddle sores that wouldn't even allow her to walk down the stairs in her cycling shorts.

Stage nine saw Saturn again on the offensive, with Bessette and an amazing Rossner dropping all but two of the field on the last of three climbs out of the Snake River Canyon, allowing Rossner an easy sprint for the win. Stage 10 was the longest of the race, but Saturn rode dominantly, neutralizing all attacks and setting up a perfect leadout to give Teutenberg the victory. Three riders were kicked out of the race following stage ten, including Andrea Foster. The officials imposed a sanction for drafting behind a vehicle - something that had been previously overlooked throughout the race - and gave her the choice of being kicked out or paying a \$1200 fine to continue. She opted for the former and kept her pocketbook closed.

Stage eleven was the main

time trial, climbing out of the farm town of Emmett and finishing on Boise's drag race strip, Firebird Raceway. Bessette again put her stamp on the race, obliterating the rest of the field. Contender Bicycles team rider Alison Bergeson had an impressive effort, powering her Cervelo to 37th place, just ahead of US time-trial specialists Elizabeth Emery of Intersports and Andrea Ratkovic of 800.com. Stage twelve was the Boise Statehouse criterium where Bessette again dominated, making her way to the break and putting another 45 seconds onto her lead - almost 5 minutes.

The thirteenth and final stage took the riders from Middleton to the Boise neighborhood of Hyde Park, where riders did five laps around a short, criterium-style finishing circuit. Again, Saturn showed why they are the best, placing 1-2, with Teutenberg taking her second stage of the race and padding the team's total prize money haul that would eventually reach almost \$40,000. Three riders from Utah and Idaho didn't make it to the finish stage: Foster, Theresa Korn from Boise and Jean McFall from Boise. Eight riders from Utah and Idaho did finish: Sima Trapp, Brooke Blackwelder, Becky Bjork, MaryAnn Fleckenstein, and Liza Rachetto from Boise, and Alison Bergeson, Ina Yoko-Teutenberg and Amy Williams from Utah.

BICYCLE SHOP DIRECTORY

NORTHERN UTAH

Heber City

Heber Mountain Sports
160 S. Main
Heber City, UT 84032
(435) 657-1950

Logan

Al's Cyclery and Fitness
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(435) 752-5131
www.alssports.com

Joyride Bikes

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Sunrise Cyclery

138 North 100 East
Logan, UT 84321
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www.sunrisecyclery.net

The Sportsman Clothing, Shoes, & Equipment Co.

129 N. Main
Logan, UT 84321
(435) 752-0211
(888) 821-5213

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Christy Sports

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Deer Valley, UT 84060
(435) 649-2909
www.christysports.com

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SOUTHERN UTAH

Cedar City

Cedar Cycle
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www.cedarcycle.com

Moab

Chile Pepper

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Moab Cyclery

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(800) 451-1133
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(435) 259-7882
(800) 635-1792
www.poisonspiderbicycles.com

Rim Cyclery

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(435) 259-5333
www.rimcyclery.com

Price

Decker's Bicycle
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Price, UT 84501
(435) 637-0086
www.bicyclemd.com

Springdale

Bike Zion
1458 Zion Park Blvd.
Springdale, UT 84767
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(435) 772-3929
www.bikezion.com

St. George

Bicycles Unlimited
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(888) 673-4492
www.bicyclesunlimited.com

Red Rock Bicycle Co.

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www.bikestgeorge.com

WASATCH FRONT Davis County

Bountiful

Bountiful Bicycle Center
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Bountiful, UT 84087
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Pedersen's Ski and Sports

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(801) 298-4551

Layton

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Layton, UT 84041
(801) 546-3159
www.binghamcyclery.com

Sunset

Bingham Cyclery
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Sunset, UT 84015
(801) 825-8632
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Salt Lake County

Holladay

Canyon Bicycles
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Salt Lake City, UT 84124
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www.canyonbicycles.com

Golsan Cycles

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Salt Lake City, UT 84117
(801) 278-6820
www.golsoncycles.com

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Cottonwood Mall
Salt Lake City, UT 84117
(801) 278-5353

Spin Cycle

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Holladay, UT 84117
(801) 277-2626
(888) 277-SPIN
www.spincycleut.com

Murray/Midvale

Bingham Cyclery
707 East Fort Union Blvd.
Salt Lake City, UT 84047
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www.binghamcyclery.com

Canyon Sports Ltd.

1844 E. 7000 S.
(Ft. Union Blvd.)
Salt Lake City, UT 84121
(801) 942-3100
www.canyonsports.com

Pedersen's Ski & Sports

6191 S. State
Fashion Place Mall
Murray, UT 84107
(801) 266-8555

Downtown Salt Lake

Guthrie Bicycle
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Salt Lake City, UT 84111
(801) 363-3727
www.redrocks.com

Wasatch Touring

702 East 100 South
Salt Lake City, UT 84102
(801) 359-9361
www.wasatchtouring.com

Wild Rose Mountain Sports

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Salt Lake City, UT 84103
(801) 533-8671
(800) 750-7377

East Salt Lake/ Sugarhouse

Bicycle Center
2200 S. 700 E.
Salt Lake City, UT 84106
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(801) 484-0404
www.redrocks.com

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(801) 582-1541
www.pl-houseofspeed.com

REI

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Salt Lake City, UT 84109
(801) 486-2100
www.rei.com

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762 E. 12300 South
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(801) 501-9713
www.canyonsports.com

T&T Bike and Ski

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Sandy, UT 84092
(801) 944-8038
(877) SKI-PHAT
www.altacam.com

South Jordan

South Valley Cycles
10433 S. Redwood Road
Suite G
South Jordan, UT 84095
(801) 446-1415

Taylorsville

Swen's Cyclery
5626 S. Redwood Road
Bennion-Taylorsville, UT
84123
(801) 967-9585

West Valley City

Bike World
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Salt Lake City, UT 84123
(801) 968-2994

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Mad Dog Cycles
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University Mall E-98
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(801) 225-3000

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Copeland's Sports

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Weber County

Ogden

The Bike Shoppe
4390 Washington Blvd.
Ogden, UT 84403
(801) 476-1600
www.thebikeshoppe.com

Bingham Cyclery

3259 Washington Blvd.
Ogden, UT 84403
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Ogden, UT 84405-1504
(801) 392-5500
www.oshmans.com

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12 & Under

1. Derek Owen
2. Caleb Bertch

9 & Under

1. Carson Ware
2. Jaden Robbins

Beg Men 13-15

1. Andrew Hochstrasser
2. Aaron Danforth
3. Ryan Emery

Beg Men 16-18

1. Tyson May
2. Chad Hut
3. Skyler May

Beg Men 19-29

1. Steven Brumbaugh
2. Paul Stevens
3. Mark Lugo

Beg Men 30-39

1. Darren Ware
2. Adam Macpherson
3. John McClennan

Beg Men 40+

1. Jim Hochstrasser

Beg Women 19+

1. Mellisa Kline

Clydesdale

1. Justin Griswold

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2. Ronald Benesch
3. Aaron Mullins

Exp Men 16-18

1. Paul Clark
2. Tyler Turkington

Exp Men 19-29

1. Jeff Bates
2. Brian Behrmann
3. Blake Zumbrunnen

Exp Men 30-39

1. Steve Cook
2. Bart Adams
3. Rob Fornataro

Exp Men 40+

1. Bruce Allen
2. Ken Chord

Men 50+

1. Dwight Hibdon
2. Bob Stevens
3. Allen Egbert

Pro Men

1. Gabriel Blanco
2. Kevin Day
3. Jarom Zenger

Pro/Exp Women

1. Roxanne Toly
2. Jessica Arbogast
3. Kristi McIlmoil

Spt Men 16-18

1. Derek Telleson
2. Dustin Wynne
3. Richard Bennett

Spt Men 19-29

1. Jeramia Johnson
2. Chris Christiansen
3. Chad Wassmer

Spt Men 30-39

1. Joseph Czop
2. Josh Woodbury
3. Chris Williams

Spt Men 40+

1. Edwin Dilbeck
2. Scott Burton
3. Asa Kelley

Spt Women 19+

1. Kathy Sherwin
2. Pamela Hanlon
3. Stacy McClurg

Spt/Exp Men 13-15

1. Kyle Wehmanen
2. Andrew Downing
3. Christopher Ivester

Women 13-18

1. Hilary Wright

Women 35+

1. Patricia Garcia
2. Carma Owen
3. Barbara Clark

Utah Summer Games

Cross Country, June 16, 2001

Boy's 9-under

1. Carson Ware, St. George, 18:00
2. Brett Cecil, Parowan, 18:10
3. Wyatt Moore, 18:30.

Boy's 12-under

1. Derek Owen, St. George, 31:47
2. Tres Wilson, Park City, 32:17
3. Matthew Downing, Woodland Hills, 32:43.

Girl's 12-under

1. Brittani Furnival, Enoch, 46:47
2. Jullianne Winter, Enoch, 56:02
3. Shelby Randquist, 1:10:38.

Beginning Boy's 13-15

1. Kevin Neville, St. George, 50:05
2. Michael Niemann, Cedar City, 54:48
3. Tracon Kirk, St. George, 56:08.

Sport/Expert Boy's 13-15

1. Jim Brumder, 1:12:27
2. Andrew Downing, 1:24:36
3. Tony Heaton, Orangeville, 1:33:15.

Beginning Men's 16-18

1. Craig Rodriguez, Cedar City, 44:00
2. Neno Delgudice, Park City, 45:44
3. Chris Kirkham, Santa Clara, 47:28.

Sport Men's 16-18

1. Richard Bennett, 1:24:32
2. Taylor Hemming, Park City, 1:27:10
3. Brent Westenburg, 1:30:28.

Expert Men's 16-18

1. Scott Allen, 1:40:31
2. Dylan Johns, 1:42:41.

Beginning Girl's 13-18

1. Hilary Wright, Park City, 58:34
2. Lindsay Owen, St. George, 58:48
3. Christine Welsh, Cedar City, 1:03:12.

Beginning Men's 19-2

1. Rusty Lugo, Sandy, 41:45
2. Mark Lugo, Sandy, 43:28
3. Jeff Whipple, Santa Clara, 43:58.

Sport Men's 19-29

1. Richard Abbott, 1:15:22
2. Ron Prue, 1:16:43
3. Jeramia Johnson, 1:19:36.

Expert Men's 19-29

1. Zepplin Tittensor, 1:26:58
2. Jared Hynes, 1:27:10
3. Jeff Baites, 1:29:19.

Beginning Women's 19-34

1. Kami Wilkinson, 56:01
2. Jenna Lisonbee, Orem, 58:00
3. Neena Bullock, Cedar City, 58:47.

Sport Women's 19-plus

1. Kathy Sherwin, Heber City, 1:05:0
2. Pam Hanlon, Park City, 1:08:25
3. Jennifer Hanks, Salt Lake City, 1:15:02.

Beginning Men's 30-39

1. Darren Ware, St. George, 45:45
2. Rory Ackroyd, Cedar City, 47:32
3. Ron Randquist, 54:44.

Sport Men's 30-39

1. Joe Czop, 1:17:03
2. Jesse Ferrer, 1:20:33
3. Tim McArthur, 1:24:51.

Expert Men's 30-39

1. Brian Jeppson, Cedar City, 1:26:38
2. Matt Wolf, 1:37:24
3. Steve Wallenfels, 1:38:42.

Beginning Women's 35-over

1. Bobbi Kirk, St. George, 54:16
2. Bonnie Jones, Cedar City, 57:15
3. Carma Owens, St. George, 1:04:01.

Beginning Men's 40-over

1. Curtis Madsen, Layton, 48:32
2. Ken Snoy, Layton, 51:39
3. R. Heggie Wilson, 51:56.

Sport Men's 40-over

1. Scott Toly, 1:31:20
2. Brad Norman, 1:31:54
3. Dave Roth, Sandy, 1:36:24.

Expert Men's 40-plus Division

1. Pete Kueffner 1:35:18
2. Craig Egerton, Cedar City, 1:41:02
- 3.

David Olsen, Moab, 1:44:03.

Men's 50-over Division

1. Jerry Simmons, LaVerkin, 1:26:17
2. Galen Downing, 1:46:34.

Elite Men's Division

1. Shannon Boffel, Salt Lake City, 1:27:37
2. Carter Davis, Salt Lake City, 1:28:45
3. Chris Fox, Salt Lake City, 1:36:02.

Elite Expert Women's Division

1. Elena Felin, Provo, 1:23:04
2. Chanda Jeppson, Cedar City, 1:24:09
3. Kristy McIlmoil, Provo, 1:25:39.

Clydesdale Division

1. Ronald Benesch, 1:27:27
2. Justin Grinold, 1:29:27
3. John Miller, 1:29:44.

Road



**Bike
Racing**

**Snake River
Stage Race**

May 26-27, 2001

Pro 1-2

1. Marc Yap; 03:22:54:92
2. Matt Newbill; 03:23:10:01
3. Quincy Thomas; 03:23:14:08

Women's 1-3

1. Kristin Armstrong; 02:36:33:71
2. Jenny Tobin; 02:39:06:49
3. Brooke Blackwelder; 03:14:10:97

Men's 3

1. Kelly Williamson; 03:18:48:67
2. CJ Rench; 03:19:14:45
3. Bryan Horsburgh; 03:19:18:19

Women's 4

1. RaLee Eck; 02:45:40:62
2. Susan Keller; 02:45:48:54
3. Jennifer Wiebe; 02:45:55:00

Men's 4-5

1. Mike Critz; 03:07:26:43
2. Ryan Schmidt; 03:07:39:81
3. Dan Kadrmaz; 03:07:42:69

**

1. Kris Carte; 02:47:07:92
2. Lois Lindsay; 02:49:31:26

Master's 35+

1. Mark Schaefer; 02:37:52:54
2. Gene Pearson; 02:39:46:22
3. Dennis Porter; 02:40:10:66

Master's 45+

1. Drew Chilson; 02:49:14:18
2. Terry Patterson; 02:49:29:13
3. Kris Thoreson; 02:50:01:60

Master's 55+

1. Hardin Davis; 02:46:31:47
2. Gary Powers; 02:54:41:98
3. David Deichman; 03:06:09:58

Cache Classic Stage Race

June 2-3, 2001

Pro 1-2

1. Sandy Perrins; 03:44:11:43
2. Gardie Jackson; 03:44:52:83
3. Steven Tibbitts; 03:45:13:97

Women's 1-3

1. Namoi Williams; 03:20:59:94
2. Maren Partridge; 03:22:12:81
3. Karen Dodge; 03:22:22:51

Men's 3

1. Ian Howells; 03:44:48:58
2. Stephen Fullmer; 03:44:59:29
3. Brent Cannon; 03:47:41:27

Women's 4

1. Jamie Williams; 02:30:11:49
2. Ralee Eck; 02:30:32:14
3. Cherell Jordin; 02:32:11:69

Men's 4

1. S. Keith Anderson; 03:15:30:88
2. Bart Nichols; 03:15:36:57
3. Sean Young; 03:16:16:47

Master's 35+

1. Rich Graves; 03:04:07:76
2. Mark Schaefer; 03:04:32:43
3. Jeff Pease; 03:06:15:89

Master's 45+

1. Dirk Cowley; 03:05:31:18
2. T Lasse Bjerga; 03:06:54:57
3. Larry Strom; 03:08:37:11

Men's 5

1. Eadric Biessel; 01:29:27:00

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1, 2, 3 SEPTEMBER 2001

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Caspar Criterium

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SUBWAY



Just before the hill in the High Uintas Criterium

Photo by Alan Huestis, Studio 404

- 2. Tim Ricks; 01:29:33:00
- 3. Terry Williams; 01:30:03:00

Women's 5

- 1. Christine Mouritsen; 01:44:52:00
- 2. Nicole Parker; 01:58:26:00

**High Uinta's Classic
June 16-17, 2001**

Pro 1-2

- 1. Gardie Jackson; 04:23:13:71
- 2. Steven Tibbitts; 04:23:30:96
- 3. Cody Waite; 04:23:35:00

Women's 1-3

- 1. Heather Albert; 04:38:15:85
- 2. Maren Partridge; 04:41:53:38
- 3. Christine Iltis; 04:53:04:28

Men's 3

- 1. Ian Howells; 04:20:31:65
- 2. Thad Stocker; 04:24:02:64
- 3. Brent Cannon; 04:25:01:65

Women's 4

- 1. Jo Garuccio; 05:04:03:87
- 2. RaLee Eck; 05:04:40:44
- 3. Jami Smith; 05:07:00:99

Men's 4-5

- 1. Evan Hepner; 04:22:09:95
- 2. Shawn Lupclio; 04:22:30:55
- 3. Jeff Herran; 04:23:12:59

Master's 35+

- 1. Mark Schaefer; 04:10:03:79
- 2. Rich Graves; 04:10:20:85
- 3. Mark Weideman; 04:13:29:31

Master's 45+

- 1. T Lasse Bjerga; 04:07:00:58
- 2. Dirk Cowley; 04:07:08:40
- 3. William Corliss; 04:19:12:31

Junior Men

- 1. David Blanco; 03:45:09:63
- 2. Tyler Putnam; 03:48:02:60
- 3. Tyler McConnell; 04:10:59:16

Citizen's

- 1. Charles Schuster; 04:16:49:91
- 2. Ted Scroggin; 04:34:25:34

Citizen's

- 1. Scott Horn; 04:31:08:60

Citizen's

- 1. Kim Larson; 03:35:52:37

Citizen's

- 1. Karrie Robison; 04:00:26:20

Citizen's

- 1. Claudine O'Meara; 03:31:59:11

**Utah State Road Race
June 24, 2001**

Cat 1-2 - Men

- 1. Christian Johnson; 03:10:39:38
- 2. John Osguthorpe; 03:10:39:38
- 3. Gardie Jackson; 03:10:39:38

Cat 1-2-3 - Women

- 1. Karen Dodge; 02:34:19:77
- 2. Margaret Douglass; 02:38:32:17
- 3. Laura Howat; 02:38:32:17

Cat 3 - Men

- 1. David Bush; 03:17:04:32
- 2. Jeremy Smith; 03:17:04:32
- 3. Brent Cannon; 03:20:30:37

Cat 4 - Women

- 1. Cherell Jordin; 01:25:10:17
- 2. Heather Mastakas; 01:25:10:17
- 3. Jo Garuccio; 01:25:11:17

Cat 4-5 - Men

- 1. Jim Morgan; 02:22:13:56
- 2. Evan Hepner; 02:22:21:19
- 3. Bart Nichols; 02:22:21:19

Masters 35+ - Men

- 1. Dennis Porter; 02:15:11:74
- 2. Eric Schramm; 02:15:11:74
- 3. Rich Vroom; 02:15:11:74

Master 45+ - Men

- 1. Dirk Cowley; 02:15:11:74
- 2. Gary Porter; 02:15:13:60
- 3. Charles Palmer; 02:15:13:60

Master 55+ - Men

- 1. John Haney; 02:36:00:00
- 2. Gary Peirce; 02:36:35:25
- 3. Lee Bourne; 02:38:35:25

Jr. - Men

- 1. Preston Moon; 01:27:33:53
- 2. Brain Klepper; 01:27:33:53
- 3. Tyler McConnell; 01:28:05:69

Team in Training Offers

Cycling Conditioning and Century Training

Do you want to get in shape to cycle a 100 mile century ride? Or if you're already in shape, perhaps you would like to ride with other fun people and contribute to a great cause. The Leukemia & Lymphoma Society's Team in Training is a highly successful program where volunteers sign up to help raise funds for research and patient support. In return they receive coaching, camaraderie and travel to some of the best century rides in the country.

Leukemia is still the number one disease killer of children between the ages of 1 and 14. Twenty-five years ago, only 5% of children diagnosed with Leukemia survived. Today, 73% of children with Leukemia and 76% of those with Hodgkin's disease will live thanks to the research funded by people involved in projects like Team in Training.

The Utah Team in Training is having informational meetings June 28th thru July 14th in the Salt Lake area, Provo, Orem and Ogden. The cycling team is in its second year and has participated in the Las Vegas Century and the Lake Tahoe Century. Training for El Tour de Tucson on November 17th will begin July 21st.

To find out specific locations and times for the informational meetings or just to get more information, visit <http://utahntbike.homestead.com> or call 519-6600. For more information about the Leukemia & Lymphoma Society and Team in Training, visit www.leukemia-lymphoma.org

UCI World Cup comes to Durango in July

Durango, Colorado will be the site of a Tissot UCI World Cup mountain bike race for downhill, dual slalom and cross-country from July 13-15. The World Cup is a series of sixteen races, eight cross-country and eight downhill/dual slalom that include Durango as well as Vail, CO in September.

The racing includes pro cross-country time trials on Friday, downhill and dual slalom on Saturday, and cross-country on Sunday as well as some amateur racing and a vendor expo.

Look for Olympic Champion Miguel Martinez, Bas Van Doren and Mary Grigson as well as superstars Hoydahl, Evans, Dupouey, Frischknecht and Larsen in the men's field; and local Olympian Ruthie Matthes, Sydor, Blatter, Dunlap and Fullana among the women.

For more information and race schedules, to volunteer, or to be a sponsor or vendor visit the website at www.durangoworldcup.com.

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Utah Summer Games lets Everyone Live Their Dream

By Jon McConnell

"Be your own hero" was the slogan of the 2001 Utah Summer Games in Cedar City. With the opportunity to win medals and a Summer Games' yellow jersey on the line for groups of all ages, it was truly a venue where anyone with the desire to excel had an opportunity to live the dream of a cycling champion.

The Summer Games' race-courses are some of the best in the state. Thursday morning's four-mile hill climb up Right Hand Fork to the Cedar City "C" gains nearly 2000 feet and twists in and out of tall pines as you grind to a scenic overlook of the city. Later that day a time trial as flat as a table top covered ten miles in a classic five-mile out and back. The criterium returned to Chekshani Cliffs, a small housing development south of Cedar City, with all right turns running clockwise, the race climbed a series of small hills before dropping to a big square and the finish line. Finally, the road race was moved back to the Newcastle route up and over Iron Mountain due to a fresh coat of tar and chip seal on the flatter New Harmony race that promises to be a Summer Games classic next year. "It's the best bang for the buck in racing around here," according to Jeff Stenquist, "The courses are not watered down at all, they are real classic road race venues."

It ain't all about glory at the Summer Games; for most, it's about seeing friends they only see once a year. For others it's reaching heroic heights that they could only dream about in the past. Look around and you will see those who came to play, game faces on and ice in their blood ready to battle anyone who gets in their way. So, it's up to you to decide what it is that you want out of the games in Cedar City.

Why do people go to the Summer Games year after year? According to 77 year-old, four-time national champion Milo Haddock he said, "What else is there to do?" plus it's good training for the senior games in St. George. In his first time at the Summer Games, mountain biker Greg Gibson describes his first road race, "This is my first crit and I got whooped, they go really slow and then they go really, really fast, but I think it's going to make me a better biker." Greg took advantage of the Summer Games discount - if you pay for one sport you get to enter the next one for five dollars. So he raced his mountain bike one weekend and then got to try four different road races for the first time for cheap - now you can't beat that deal with a frame pump! For Nutra-Fig pro John Osguthorpe, it's about training for the Cascade Classic - a six-day stage race. Racing the two weekly crits in Salt Lake, the 3 day, four race Summer Games in Cedar City and then the Utah Championship road race in Morgan on Sunday, John hopes to simulate the stress of racing a long stage race. Alice Pust, an "addicted" fixture at the Summer Games, "...loves to see all the people" she has befriended over the years. Perhaps Bruce Hoffman, a 12 year old from Layton, summed it up best, "Because I want to and it's fun!"




The big story of the race was Lavoid Leavitt of St. George. Riding a slick-tired mountain bike, the 81-year-old contended with five-bypass surgeries and diabetes instead of a host of lycra clad foes. Lavoid wants to keep his toes and feet so he's gotten serious about cycling. Now he is off insulin and down thirty pounds. "I feel like I'm getting younger, instead of older", he said as he pedaled by after completing a ten mile time trial in 40 minutes.

Hardin Davis had his A game in gear for 2001. He set personal


best times in every event and won each gold medal in his age group. It started for him on the hill climb where he bested his previous time, and continued as he nearly nipped the younger Gary Powers as he celebrated with upheld arms in the forty-five minute criterium. In the time trial, masters 30-34 racer Marek Shon set the pace, "It was

long and hard. I was just trying to stay away from Johnny (Osguthorpe) who started thirty seconds back." There were stories of guts and glory in each race, but the important thing was that nearly one hundred people showed up to celebrate the joy of bicycle racing. With all these good reasons to go, I'll bet we'll see you there in 2002.



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TOURING

A Cycling Tour through Provence

By Beth Hoffman

After weeks of discussing our upcoming bike trip in Southern France, Alice called with the bad news. "I got a hernia from laughing too hard," she told me, holding her side in pain. "The doctor said I can't go on the trip." I looked at the phone in disbelief, hoping she could picture my face through the sound waves. A hernia, from laughing?! She had to be kidding me, but it was true. She canceled her flight the next day and I was alone with a ticket to France and the lingering urge to bike in Provence. Having no prior experience with bike touring, two busy weeks of work ahead of me and a useless six years of Spanish, I decided to go with a prepackaged group bike tour with Backroads and skip the adventure of touring on my own.

I had been on group travel trips before. There was the nauseating double-decker bus ride full of large, round tourists traveling from the American Army base in Karlsruhe, Germany that I had the misfortune of spending an entire weekend with in Paris. Or the hike up Mount Rinjani in Indonesia with monkeys eating trash and people going to the bathroom in every nook and cranny of the mountain. Maybe the most amusing was the mother on our tour in Israel who yelled across the ruins of Jericho to her son, "Jeremy, get off the God Damn rocks!" I had traveled with groups before, and therefore was tentative about the bike tour, so I signed up for a camping trip instead of the posh hotel trip hoping I might avoid the undesirables.

The friendly, fit female

guides that met us at the Avignon train station were my first clue that I had done the right thing. We piled into a van and headed off to the first campground where they had set up the ancient camp cook trailer. The roundish red metal structure was full of shelves and coolers and the side popped out to create a makeshift covered kitchen. Always full of delicious French foods, the trailer served up not only the typical French bread, wine and cheese for lunch and post ride snacks, but the guides prepared traditional foods such as Cassolet in its kitchen.

The day's routine began with an early start and a hot breakfast with strong European coffee. Soon after we took down our tents and packed up our bags so the guides could meet us at the next campground. We filled our bags with tasty French chocolates and trail mix, filled water bottles and made sure we had enough cash on hand for any stops we might want to make in small beckoning cafes or wineries. The guides went over the maps, pointing out any confusing turns or notable sights. The maps were accompanied by directions that fit into the plastic slot on the top of the saddle bag on the front of the bike, making riding and finding your way at the same time possible. Then we were then off, each at his or her own speed, stopping when we liked or riding off into the clear sun filled day as fast as possible.

The catalog and helpful reservationist both claimed that the riding was as hard as you wanted it to be. They were right. I left the trip barely able to walk and the guides asking, "do you

ever pick your head up when you ride?" The regular ride averaged 50 KM and additional loops were given on the directions to increase the mileage and difficulty. Each guide played a different role each day; one rode along in the middle of the group, another brought up the rear, and a third drove the van up and back to make sure there were no problems or riders that preferred a van shuttle.

Each day's ride was unique. One day we rode the entire day through olive groves. Another brought us up and over a pass surrounded by white granite faces and beautiful cumulus clouds. We spent a day in the pouring rain riding as fast as we could with semi trucks on a heavily industrialized highway. The next day we tried to stay upright as we visited the Chateaneuf du Pape wineries. The riders in the group also varied greatly; from the couple in matching lycra shirts advertising all of the races they had done together to the woman celebrating her 70th birthday, everyone rode as they pleased. At least half of our group of 12 was also there alone, ready to meet new people and enjoy themselves fully.

My favorite day came towards the end of the trip around the medieval town of Les Baux-De-Provence. Where as the town was full of tourists walking through its cobblestone streets eating expensive ice cream and buying tacky art, the ride was quiet and challenging. We wound through towering white rock walls and tall conifer trees as we climbed the steep long uphill to the town. After

most of our group had left the town I rode off by myself in search of the campground. But on the way I passed a sign for the Cathedrale d'Images, a limestone quarry converted into a museum. I stopped, locked up my bike and entered the caves. Alone in the museum, I looked in awe at the 20-foot high walls with projected images on them. Music accompanied the slides of medieval buildings and gargoyles and the rooms of rock felt as if I had really entered a dark and ancient castle. As I left and rode back to the campground alone in the sunset, I knew the trip had been worth every penny and felt fully satisfied.

Unfortunately Backroads does not run camping trips in Europe anymore. (*editor's note: see cycling utah's Tours and Travel section for companies that currently run tours to Europe*). There are also companies that will make all of the arrangements for you in Europe and even bring your bags from one place to another in addition to providing you with maps and directions. These "self-guided" tours are less expensive and can even provide you with a rental bike. But the group tour in my eyes provided everything I would ask of from a trip: won-



derful food, breathtaking natural beauty, varied terrain, challenging riding and even personable riders that made the trip even more enjoyable.

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MOUNTAIN BIKE RACING

Snowbird Mountain Bout

Story and Photos by Nichole Wangsgaard



Top: Pro Men's Winner Gabriel Blanco
Bottom: Expert 19-29 Winner Jeff Bates

While many people endured scorching 90 degree weather at the 25th Annual Utah Arts Festival, Mountain Bike Racers enjoyed slightly cooler weather for the 14th Annual Mountain Bout at Snowbird Ski Resort, Saturday June 23.

The 2.7 mile circuit course started at 8,000' in Gad Valley and rose 700 vertical feet on each lap. The view of the ski resort was intense and riders knew that each climb would be a painful challenge for their healthy lungs.

Pro and expert men rode multiple laps. Pro rider Gabriel Blanco hammered ahead of the pack right at the beginning of the race and increased his lead all throughout the race. His first place performance took just 1 hour and 37 minutes. Kevin Day finished second and Jarom Zenger respectfully third.

Park City native Roxanne Toly lead the Pro/Expert women. Roxanne started the first grueling climb in second place. After taking the lead shortly after, Roxanne held her position for the next three laps to finish first just thirty seconds ahead of Jessica Arbogast. Kristi Mcilmoil finished third.

The name "Young Riders" is becoming well known at the Intermountain Race Series. These riders are receiving high honors in their divisions at every race. Young Rider Paul Clark lead his team to a first place finish in the Expert men division 16-18.

For many mountain bike racers in Utah, the Mountain Bout race at Snowbird was a warm up for the Norba National Championships Series at Deer Valley. Snowbird was #5 of the 11 race Intermountain Cup Series.

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the few that want to finish first
and the many that just want to finish.

SATURDAY, SEPTEMBER 15, 2001

For event registration information visit www.epek.com/LOTOJA
or call Cindy at 801-622-8133 or 800-497-7335 x.133
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