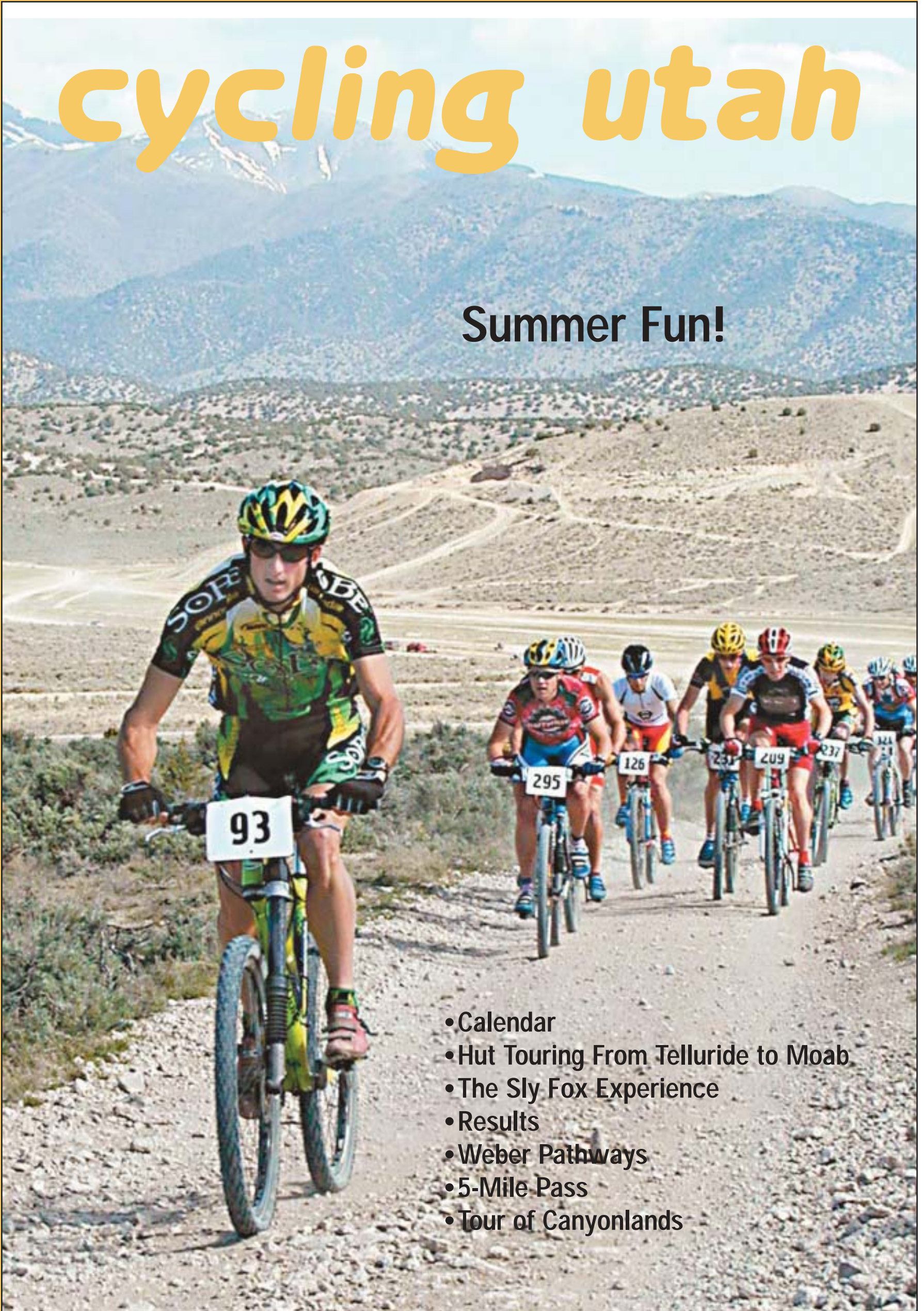


cycling utah

Summer Fun!



- Calendar
- Hut Touring From Telluride to Moab
- The Sly Fox Experience
- Results
- Weber Pathways
- 5-Mile Pass
- Tour of Canyonlands

Ironman Triathlon to be held in Provo

Provo, Utah - The inaugural Ironman Utah Triathlon is set to take place on Saturday, June 8 in Provo and neighboring Utah County.

More than 1800 of the world's fittest athletes from 25 different countries will battle it out for 17 grueling hours as they attempt to complete a 2.4 mile swim, 112-mile bike and a full 26.2-mile marathon before finishing at the BYU Track and Field Complex.

Utah County and Provo will play host to the event, with the swim taking place in Utah Lake, and the bike and run in and around Utah County. The bike section stretches from Mona Lake to Vivian Park.

Athletes will be competing for a \$50,000 pro purse, as well as 80 qualifying spots for the 2002 Ironman World Championships being held in Kona, Hawaii in October.

Provo, Lake Placid, N.Y., Madison, Wisc., and Panama City, Florida are the only Ironman Triathlons being in the continental United States.

For more information on the Ironman Utah Triathlon, visit www.ironmanutah.com



Top: East Canyon Race winner Ryan Littlefield powers the break. Photo: Chuck Collins

Bottom: Got Wheels? Bike Art at the Bike Bonanza by Jason Bultman. Photo: Dave Iltis



100 Riders rode along with Mayor Rocky Anderson on The Mayor's Bike to Work Day in Salt Lake City. The Mayor is on the right being interviewed.

Photo: Pat Dierks, UTA

Cover Photo:
Eric Jones leads Cris Fox and the Men's Pro Field at 5-Mile Pass
Photo: Robert Truelsen

Phil Meador
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- Truckerville Time Trial, 8 a.m. Saturday: 10 miles, flat
- Holt Arena Criterium, 2 p.m. Saturday: 1 km, technical course with slight hill (fun course!)
- Marsh Valley Road Race, 8 a.m. Sunday: 17.5 mile rolling loop with good to fair pavement and little traffic
- Awards party, 12:30 p.m. Sunday

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TUESDAY NIGHT WORLD CHAMPIONSHIPS

The Sly Fox Experience

By Thomas Cooke

A few weeks ago, I was on the starting line of the Tuesday Night Worlds (that's the Tuesday night Rocky Mountain Raceway criterium for those of you who do not partake). Cris Fox rolled up next to me on the front row, and immediately my heart rate shot up a few beats. The reason being a few weeks before, Cris had attacked from the gun and went on to win the race. A bike racer with my years of experience usually does not worry about that sort of move. The first racer to attack in this sort of race usually draws laughs from the more experienced racers, since we all know the pack will reel him in easily. But this is Sly we are talking about. And he pulled it off.

"Hey T.C., why don't you write your next story about me?" said Sly, as we were waiting for the official to start the race. I wasn't thinking about the next topic for my column right then and there. The thoughts going through my head were more along the lines of "is he going to go hard right from the gun? If so (which was most likely), should I roll the dice and go with him?" My hesitation came from my knowledge of bike

racing tactics which told me the stunt Sly pulled in the previous race rarely works once, let alone twice. It was a fluke as rare as lightning striking in the same place twice. Sly is, after all, a mountain biker. No offense. But generally speaking there is a cliché that mountain bikers who foray into road racing know how to go really hard, they just don't know when to go really hard.

Sly has been around here for a long time, a fixture in the Utah mountain bike racing scene. In 1991, Sly raced to a 2nd place finish in the Junior World Championships in Italy. We are talking some serious "back in the day" here. Some seasons have treated Sly better than others, but since I have known him (since about 1993) he always comes out to race, whether he has good legs or not. The first year I gave mountain bike racing a serious attempt, Sly won something like 25 races. Not a good year to start out in the Expert ranks. One year, he raced the Big Bear, California NORBA Finals event on a Saturday morning, then hitchhiked back to Utah so he could race the Alta mountain bike race the next day. My wife and I picked him up on I-15 somewhere outside of



Photo: Nichole Wangsgaard

Fillmore at about 2 a.m. He was standing in the median, waving his wheels at anyone going by with a bike rack on their roof. The problem was, we had been on the road for three weeks and had no room for another passenger. After partially disassembling his bike and doing some creative repacking, we hollowed out a space in the back of our Cherokee that might have

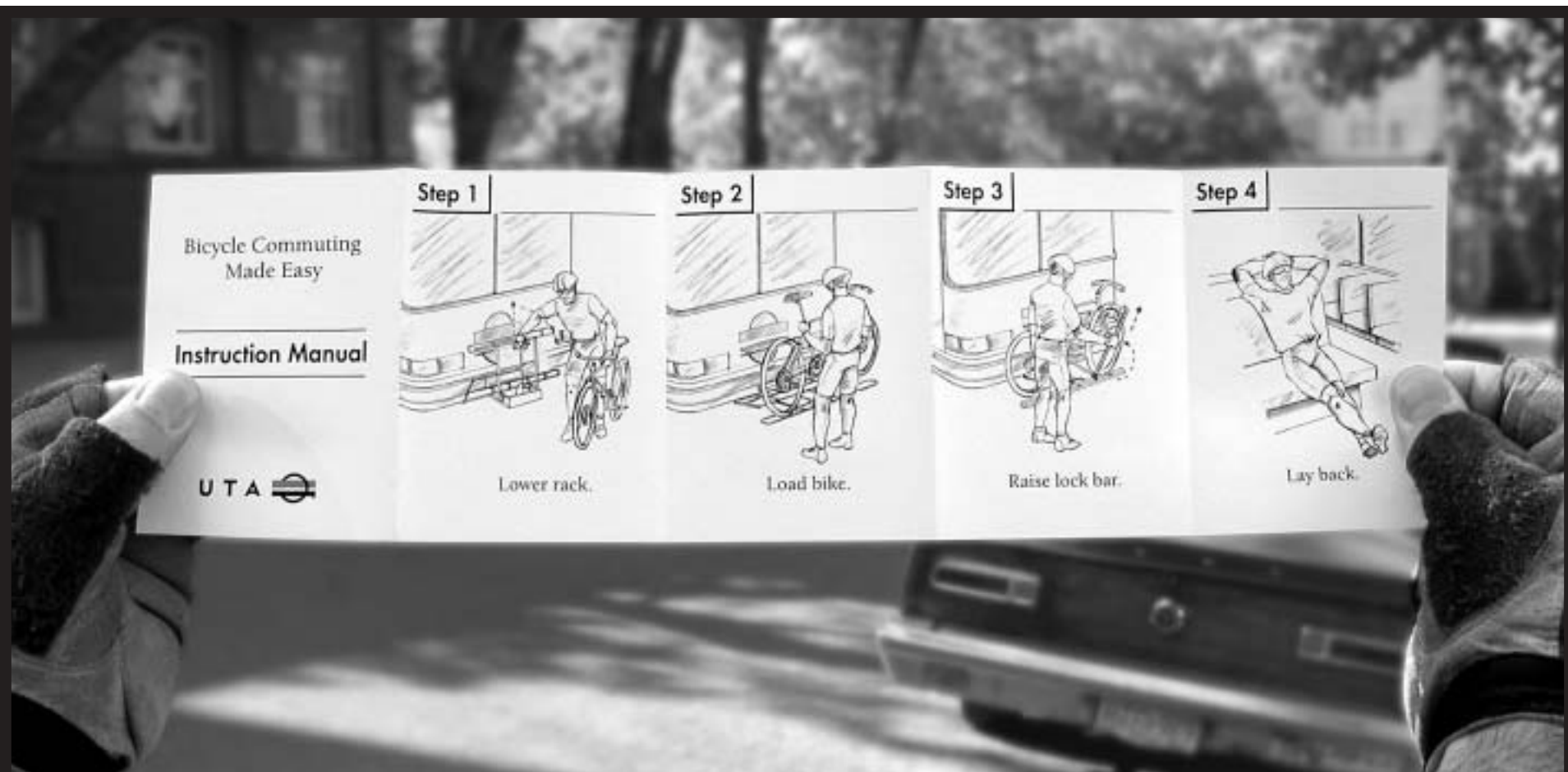
been sufficient for a medium sized dog. It was plenty for Sly. When I asked him why he was trying to get back for the Alta race, he said, "I need the money".

So why not go with Sly if he were to attack from the gun again? And why not write a story about Cris Fox (a.k.a. Sly, Firefox, Beavis, etc.). The last time I had followed Sly anywhere was on a night lap of the 24 Hours of Moab, and bad things happened. We were waiting in the staging area together at some dark hour of the night. His team was winning the Pro division. For us to be going out at the same time meant his team was already a full lap ahead of mine. As demoralizing as that was, I still had to laugh every time I looked at Sly's home made head lamp; basically an aluminum tube wrapped with wads of duct tape with a bunch of wires running down his back to a giant battery that made his jersey pocket sag down to his butt. Sure enough, our teammates came in to finish their laps at roughly the same time. Sly stayed on my wheel for a little while as we raced up the sandy road, letting me set the tempo while saving precious minutes of battery time. When he finally turned his head lamp on and took the lead, I couldn't believe the wattage that thing was kicking out. I followed him as long as I could, until we took an "alternative line" down a sketchy descent that resulted in a

trip over the bars and a broken frame for me. He went on to turn a night lap that was faster than most of everyone else's day laps.

Back to Tuesday night at the RMR. The gun went off and Sly clipped into his pedals faster than anyone, a skill critical in mountain bike racing but usually not so important in road racing. I clipped in quickly as well and in no time the two of us established a gap on the field by the first turn. At the second turn I looked back and saw the whole field strung out single file, and I thought to myself better to be up here than back there. It looked like misery. Guys were coming unglued trying to chase us down. Sly was driving it so hard I couldn't even take a pull. It was short lived, though. Lightning doesn't strike in the same place twice (at least in the Tuesday night criteriums). What was left of the field eventually caught us, and man, they were pissed. There was an onslaught of attacks and counter-attacks that resulted in the winning breakaway of five or six riders. I managed to be in the breakaway, so my tactic paid off, although I can't honestly call it a tactic. As for Sly, he didn't win that night, for obvious reasons, but it sure would have made a great story if he had.

Editor's note: Thomas is a category 1 road racer and sales rep. in the bike industry.



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ADVOCACY

A Report from Weber Pathways

By Geoff Ellis

Weber Pathways is a private, non-profit organization based in Ogden, Utah. Our mission is "to promote, plan and preserve a coherent network of non-motorized public pathways in Weber County." Founded in 1995, our organization comprises a volunteer board of 25 trustees, plus a paid executive director and hundreds of other volunteers and friends from Weber County communities.

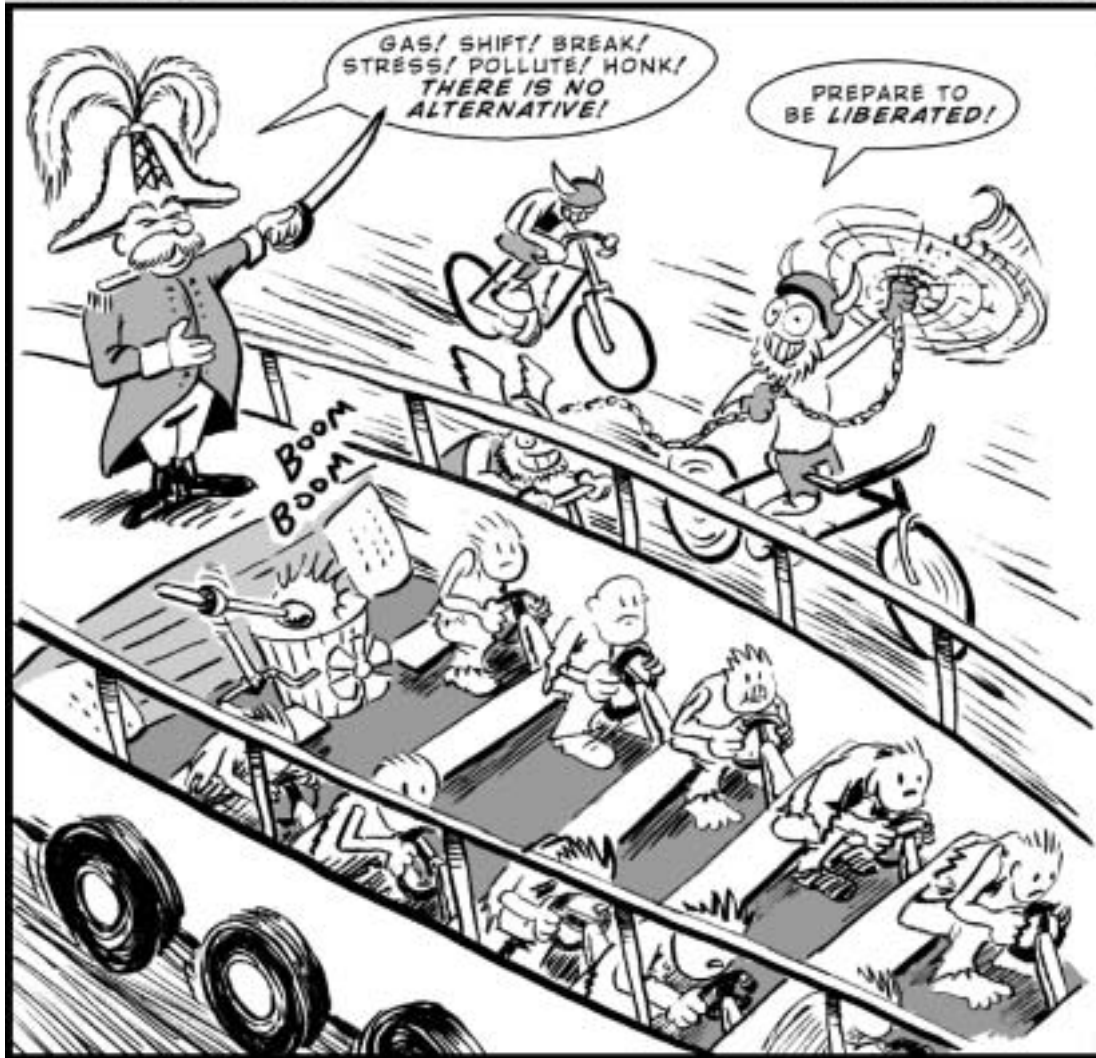
The pathways we are helping to create encompass a broad range of non-motorized uses, including biking, hiking, horse-back riding, and winter sports. We also prepared and advocated an on-street bike route plan that was implemented by Ogden City two years ago. Weber Pathways is less of a hands-on trail-building organization than a trails advocacy organization. We have found that construction is the easy part; most of the work is in the planning and negotiations necessary to create a place for the trails to go!

Our current projects include the creation of a master plan for pathways in Ogden Valley, a beautiful but fast-developing mountain valley on the eastern side of the Wasatch Range. Our goal is for the plan to be adopted as part of the county's general plan for the area, so that safe pathway routes and access to traditional recreation sites will be part of official development standards, just as highways, parking lots, and other "improvements" are today. We know that the automobile will always be the primary mode of transportation here, but we don't believe that it should be the only possible mode of transportation.

We are also working with six Weber County communities to complete the Centennial Trail, a 27-mile loop that will include the Bonneville Shoreline Trail on the foothills east of Ogden plus the Ogden River Parkway and the Weber River Parkway. The project is challenging not only because of the number of players involved but also because of its scope: We envi-

CYCLOTOON

BY NEAL SKORPEN



sion not just an asphalt pathway along the rivers, but a corridor of protected riparian forest and wetlands, the enhancement of aquatic habitat and fishing access, and opportunities for kayaking and canoeing.

About 10 miles of the Centennial Trail have been completed to date, mostly within the city of Ogden. Sites we still hope to save include a large pond that could serve as a town fishery and floodwater retention site, and a stretch of the river where some rare natural hybrid cottonwood trees grow. These trees, associated with an unusual abundance of insect and bird species, were once found all along the Wasatch Front but

have been destroyed by development and stream alterations in most places.

A significant project nearing completion is our rails-to-trails project in northwest Weber County, near Plain City. The Little Mountain Branch Railroad was built by the Union Pacific in 1971 to compete with the Southern Pacific hauling salt and other minerals from the Great Salt Lake. Traversing farmland and wetlands, including the Harold Crane Waterfowl Management Area, the railroad corridor passes through some of the best waterfowl and shorebird habitat in the state and offers a panoramic view of the Wasatch Range to the east.

After the UP-SP merger, the branch became redundant and was prepared for abandonment. It was in danger of being sold for private development when Weber Pathways began raising money to save it for pathway use. We were able to purchase the 10-mile corridor from the railroad and arrange for its eventual ownership by the county and the Utah Division of Wildlife Resources. Improvements are being made this spring to smooth out the trail surface, install gates and fencing, and create two trail-heads. The corridor will be opened to the public and dedicated as the Little Mountain Rail Trail on National Trails Day, June 1, 2002. Utah's second rails-to-trails conversion, it will be a great trail for mountain biking and equestrian use, especially during the cooler months.

Most of Weber Pathways funding comes from private

grants and donations, although we work in partnership with several governmental agencies. It is amazing to me to think of our growth from a group of seven individuals a few years ago to Northern Utah's largest trail advocacy organization today. Last year we were honored by the state as "Utah's Organizational Public Health Hero" for our work in creating places where people can walk or bike safely, and thus improve their health. We have published a trail map, which is available to the public free of charge, and more information can be found on our website, www.weberpathways.org, or by contacting us at (801) 393-2304 or P.O. Box 972, Ogden, UT 84401.

-Geoff Ellis is the Executive Director of Weber Pathways

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Consistency and Choice

By Bill Harris

It seems like just yesterday that the Olympics were in our backyard. But the fact is we are nearly to the mid point of the competitive cycling season. While watching the world's best winter athletes we probably all set some pretty lofty goals for our cycling season. For some it may be to win the State Road Race, for others it may be to complete your first century ride. Whatever your goals, while the snow was on the ground hopefully you took the time to map out a plan to reach them. The question now is: have you already veered from the path? Or, have you stayed the course?

Achievements and accomplishments in cycling do not happen accidentally. They are the result of consistent, daily action towards your cycling goals. This consistent action will move you from where you are today, to where you want to be and to accomplish more than you though possible.

Ultimately, whether you reach your cycling goals or not, is up to you. Fortunately, at birth you are given your greatest power to achieve these goals – the power to choose. Every moment offers you a choice: to exercise this power by setting and holding a direction or to veer from the path. Every choice counts! There are no insignificant choices, no neutral actions. Even the smallest gesture has a consequence, leading you toward or away from your goals.

Success is the intentional, pre-meditated use of choice and decision. Unless you choose – with certainty – what it is you want, you accept table scraps by default!

You are born with great capabilities, but you will not achieve your potential until you call upon yourself to fulfill it.

As you work towards your goals make the right choices that keep you on track.

Some choices you may encounter:

- To do my workout or not?
- To eat this or to eat that?
- To go to bed or stay awake?
- To drink this or drink that?
- To do my workout or somebody else's?
- To do all my intervals or just a few?
- To do all my workout time or shorten it up?

These are just a few of the choices you may encounter. We all know which choices to make. The question is "will you make it?"

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

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Bike Commuter Killed

Late on May 12, 34 year-old David Vara of Ogden was hit while commuting on his bicycle to his job at a local grocery store. Lt. David Tarran of the Ogden Police Department reported that Vara was apparently struck by a 1983 gray BMW in a hit-and-run accident on Monroe Street near 16th Street in Ogden. He was taken to McKay-Dee Hospital where he was pronounced dead on arrival. The police have a suspect, but as of May 17, no charges have been filed.

New Salt Lake City Bike Map

The Salt Lake City Mayor's Bicycle Advisory Committee and the Mayor's Office have released the 2002 version of the Salt Lake City Bikeways Map. The map contains updated bike route information for Salt Lake City as well as other useful information. Copies of the map are available at Fishers, Bingham's, Guthrie Bicycle, Wasatch Touring, and Bicycle Center as well at the City/County Building and the SLC Transportation Division at 349 South 200 East, Suite 450.. The map can also be viewed online at: www.slcgov.com/transportation/BicycleTraffic/map.htm

Salt Lake to Host UCI 'Cross Race

USA Cycling has announced a schedule of 18 races that have been submitted to the UCI for consideration in the 2002 international calendar. Salt Lake City will be the host of the Redline Cup on November 23rd. The race series culminates with the national championships on December 13-14. For more details and updates, visit www.utahcyclocross.com.

700 East Input Needed

UDOT is working on a plan for 700 East between 9400 S. and 12300 S. This is a well traveled for recreational cyclists. Cyclists can voice their concerns by visiting www.700eastproject.com or by calling Eileen Ringnald at 904-4000 or Evelyn Tuddenham at 975-4900.

Big Cottonwood Hill Climb

Help To Heal Foundation, Inc., a charitable non-profit organization that promotes athletic events to fund cancer research, will be presenting the Porcupine Big Cottonwood Hill Climb on Saturday, June 29th, 2002. This year's proceeds will benefit The Leukemia & Lymphoma Society. Help to Heal will be working with volunteers from Team in Training. "Not since the 1960s, when at its peak Big Cottonwood Canyon

events were attracting top cyclists from as far as California, have there been staged cycling events in this canyon", said Gary Bywater, a past Category 1 racer and current Category 1 national official. Bywater noted that the last event was in 1972. Set up for both elite and recreational cyclists, the 13-mile climb will begin at the Porcupine Pub and finish at Solitude Mountain Resort. For more information, call Mark Walton at (801) 364-3511.

2002 HP Women's Challenge

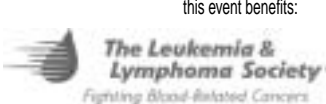
This year's HP Women's Challenge will take place from Saturday, June 15th, 2002 to Sunday, June 23rd, 2002. This marks the nineteenth year for the invitational stage race, which features Elite women racers from around the world. This year's course includes an Individual Time Trial, Criterium, and 7 Road Stages. The total race distance is 542 miles (867km) with course altitudes ranging from 2,000 feet (609.6 meters) to 7,800 feet (2,377 meters). The total climb exceeds 11,000 feet (3,400 meters). The HP Women's Challenge is conducted in accordance with 2002 UCI regulations and is held under a USA Cycling permit.

This year's prize list is \$75,000 in cash. For more information call (208) 672-7223 or visit www.womenschallenge.com.



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Route 211

Something Happened on the Way Here

by Greg Overton

I've been around cycling more than twenty years now. Not counting childhood when we'd remove the chrome fenders and banana seats on our Stingrays and the like, put on knobby tires and ride them through the woods of north Georgia. Kind of like BMX bikes, but ridden in a mountain bike sort of way.

But the past twenty years or so have been centered around racing, road racing specifically, and the daily toil of bike shops. I was thinking about images of those twenty years, from the old days on a Motobecane borrowed from a cousin who'd gotten past the "ten speed" craze of the seventies, to my ride to work last week with my buds. There are a few snapshots that play in my mind when conversation or circumstances open the mental scrapbook, so I thought I'd throw some of them down on paper. Apologies to my pals who are right now rolling their eyes at the thought of hearing them again.

I saw Bernard Hinault, five time Tour de France winner and legend, ride the downtown Denver Tivoli Criterium stage in the Coors Classic in the pouring rain, bombing through a turn with his rear wheel taking a decidedly wider line than his front, teeth clenched, rear tire skidding, just to stay on the wheel in front of him and keep from crashing. Bernie, as Bob Roll affectionately called him, surely had nothing to prove to anyone, especially the cat. 1 rider in front of him. He could have sat up, paraded around for an hour, signed some autographs, and called it a tremendous career. I remember thinking at the time, "this guy wants to win this race,

and he'll do anything to get it." Did he win? Naw, Davis Phinney won, I think, but Bernie sure didn't give it to him.

I think it was at that same "Thrilla in Boulder" that I suddenly became less afraid that my bike was going to get scratched or otherwise damaged. After the race, I wandered through the team cars to find, in horror, that the Euros just piled their bikes in a heap! I mean, these are the legendary bikes of Sammontana Bianchi, La Vie Claire, System U, etc., Tour winning bikes! Bikes we saw in Winning magazine, and dreamed of, and they're literally piled up beside the team car without regard. After that I started leaning my bike against walls, letting it fall - well laying it over - on the ground, you know, treating it like the big boys did! The sight of all those bikes piled up like a bunch of thrift store slag comes to mind every time I console a broken-hearted customer who just got a nick in the paint of his new bike.

One of the coolest things I've seen, and it came out better on television later, was a stage finish of the Coors Classic where the final turn before the finish was a wide, fast 90 degree turn that the riders absolutely flew through while jockeying for sprinting position. Steve Bauer, great Canadian rider, great sprinter, takes his shot at inside position, and loses. He crashes across the turn, I mean bike out in front of him, he's on his hip sliding across the road, hands dragging behind, and his metal watch band is throwing sparks from scraping the road for about five feet behind him. It looked awesome. Somebody out there has to have a photo of that moment. Steve was okay, but the watch, ehem, lost a bunch of time on GC.



There were other crashes, like the one in the downtown Boulder criterium, where in a fast left hand corner with a lovely dip in it, a rider a couple spots ahead of me cooked the turn, became airborne, and found the "No Parking" sign with his shoulder, whirling like a Frisbee to the ground. He hit the sign post just about a foot above the stack of hay bails in front of it (they were placed there in case of a crash). Both rider and sign were seriously bent out of shape. The pace immediately slowed, and stayed that way until someone forgot what we'd just seen, and launched off the front. I never forgot, though.

The other one that sticks with me was in the Bannock Criterium, downtown Denver, when the cat. 4 and cat. 3 crowd were split into two groups apiece, each comprised of 125 riders (there was no cat. 5 at the time). In those days, even the cats. 1,2 and pro group was usually over a hundred riders. In a group that size, on a twisty course, you do not want to be on the outside in the turns because if someone on the inside swerves or even fidgets, just like a rumor, it's much worse when it gets out to you. The cat. 4 race was a typical "who can go the hardest till they throw up" sprint, and we watched the group nervously swerve on a tight turn, and the swerve moved outward. A young rider on the outside was forced into the curb at

about a 45 degree angle. I'll leave you with your own image of the outcome as he "endoed" over the curb, and flew toward the accompanying sidewalk chin first, while still holding the handlebar at about waist level. It's not a pleasant one, but it's an image that has stuck with me since.

I reached 64 mph on my trusty Basso, descending Loveland Pass, before helmets, on old sew ups. I was stupid. But it was exhilarating. I have children now, and I think about that descent and others like it, and I think about chipmunks crossing the road, snow melting across the road, and rocks, even pebbles. I won't do that again, ever. Oh yeah, I also think of the guy, and I hope you're healthy and well wherever you are, who hit a cow descending Payson Canyon a few years ago. Gotta keep a heads-up for open range grazing. Here's hoping the cow is well (done) also.

I had an employee at a bike shop who was always crashing - not just bikes, but cars, scooters, himself while rock climbing. You get the picture. I won't mention his name, but it sounds a lot like Dan. He goes for a snowy January ride on the Provo Canyon bike path on his mountain bike. Can't leave well enough alone, though, and decides to ride off the path on some trails, which happen to include a side slope to the river about twenty feet below. You see this coming, right? Luckily he didn't drown, fished his bike out, and made it back to the shop (a couple miles), but we had to thaw his clothes, which were frozen to the skin, with the shop's heat gun (used for removing decals from frames). We did this while he sat on the bike because his pants were frozen to the seat. I hope his Mom doesn't read Route 211.

Another friend, actually my employer at the time at a bike shop, is taking his new custom bike out for the first time on our

group ride. There are about twenty people on the ride. We left the shop at 5:30pm, so traffic is heavy on Orem's State Street. We're stopped by a red light, and he starts to do his famous trackstand. To do a trackstand, you have to move the front wheel from side to side occasionally to keep your balance while standing still on the bike. But if your stem isn't tightened....well, you fall over. Hard. At the head of a group of waiting bikes and riders. On a very crowded multi-lane street. And twenty of your closest friends, along with half the population of Utah County laugh uncontrollably. Uh, except me, the loyal employee, of course. Right!

I'm glad funny stuff never happened to me on a bike. Well, there was the time I was SURE that I heard the bell signaling one lap to go in a criterium. I was in front by a bit, rode like a Banshee to protect my lead, and crossed the line with arms raised. Ah, victory is Glorious!... Everyone in the crowd laughed, and I was passed by every single rider in the group. I think those who had dropped out of the race for various reasons got back on their bikes to pass me! Guys who had crashed. Guys with flat tires. I finished dead last, and was brought to the podium by the announcer, for what I thought would be the much-deserved correction of this error. No, it was "What were you thinking? There was one lap to go still."

Then there was the first time I rode on a velodrome. It was in Colorado Springs. You know, you can go really fast on a track bike, but after a hard, fast sprint, unlike a road bike, you can't sit up and coast down, cool hands-on-hips style. The crash lasted for about twenty feet. That's a concrete track, too.....I never liked track racing.

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Letter to the Editor

Critical Mass Embarrassing

My family and I attended the Critical Mass ride on the last Friday in April. This has been billed as a casual ride around downtown to make drivers more aware of cyclists.

However, it should be billed as an attempt to make drivers more ticked off at cyclists. Few participants rode on the left-hand side of the road. In fact, some rode along the yellow line or even in oncoming traffic lanes. We were on a four or five lane road, and the cyclists were taking up the entire width of the road.

Needless to say, we left the group after about two blocks, embarrassed to be seen with such an inconsiderate group of people. If the goal is to make drivers more aware and respectful of cyclists, then we need to show our respect for the drivers as well.

-Emily Allen

Senate Adopts Conserve By Bike Amendment

Washington, DC - During yesterday's debate on the energy bill, the United States Senate adopted an amendment that would promote energy conservation through bicycling. The Conserve By Bike Amendment passed by a voice vote and was recommended by Senator Frank Murkowski (R-AK), Ranking Member of the Energy Committee, as an amendment that „suggests the obvious benefits of the bicycle.

Introduced by Senator Richard Durbin (D-IL) and Senator Susan Collins (R-ME), the Conserve By Bike Amendment establishes within the Department of Transportation a Conserve By Bicycling pilot program. This program would oversee up to 10 pilot projects geographically dispersed across the country designed to conserve energy resources by providing education and marketing tools to convert car trips to bike trips. In addition, the projects would encourage partnerships between stakeholders from transportation, law enforcement, education, public health, environment, and energy fields. Project results and energy savings must be documented, and the Secretary of Transportation is instructed to report to Congress on the results of the pilot program within two years of implementation.

The Department of Transportation is also authorized to conduct a study on the feasibility and benefits on the conversion of car trips to bike trips. The amendment authorizes \$5.5 million for the pilot projects and the study.

"We have been spending a modest amount of federal, state and local funds on bicycle facilities since 1991. This amendment will leverage those investments and help people take advantage of the energy conservation choices they have in getting around their communities," Durbin stated.

The full energy bill is slowly making progress through the Senate, but debate on drilling in the Arctic National Wildlife Refuge has yet to occur. Once the bill passes in the Senate, it will go to conference with the House to work out any differences prior to being sent to President Bush for signing. Regardless, the amendment is a tremendous win for bicycling.

According to Elissa Margolin, League Executive Director, "With the adoption of the Conserve By Bike Amendment, the Senate recognizes the important contribution bicycling makes to energy conservation in this country. Senators Durbin and Collins have shown tremendous leadership on this issue."

-League of American Bicyclists


Johnson Named Interim CEO of USA Cycling

Effective May 1, 2002, USA Cycling Chief Operating Officer and former Utah bike racer Steve Johnson will serve as interim Chief Executive Officer for the national sports governing organization.

The temporary position move comes after the announcement that current CEO Lisa Voight will change management roles to Senior Advisor for Olympic and International Relations to USA Cycling.

The search for a permanent CEO began earlier this year, with the process on track to name a candidate in mid-June. Until that time, all USA Cycling executive business matters will be handled by Johnson. He may be reached at 719/866-4875, or email sjohnson@usacycling.org.

The 18th Annual **ULCER**
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 dave@cyclingutah.com

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Photos by Bob Truelsen
Executive Editor



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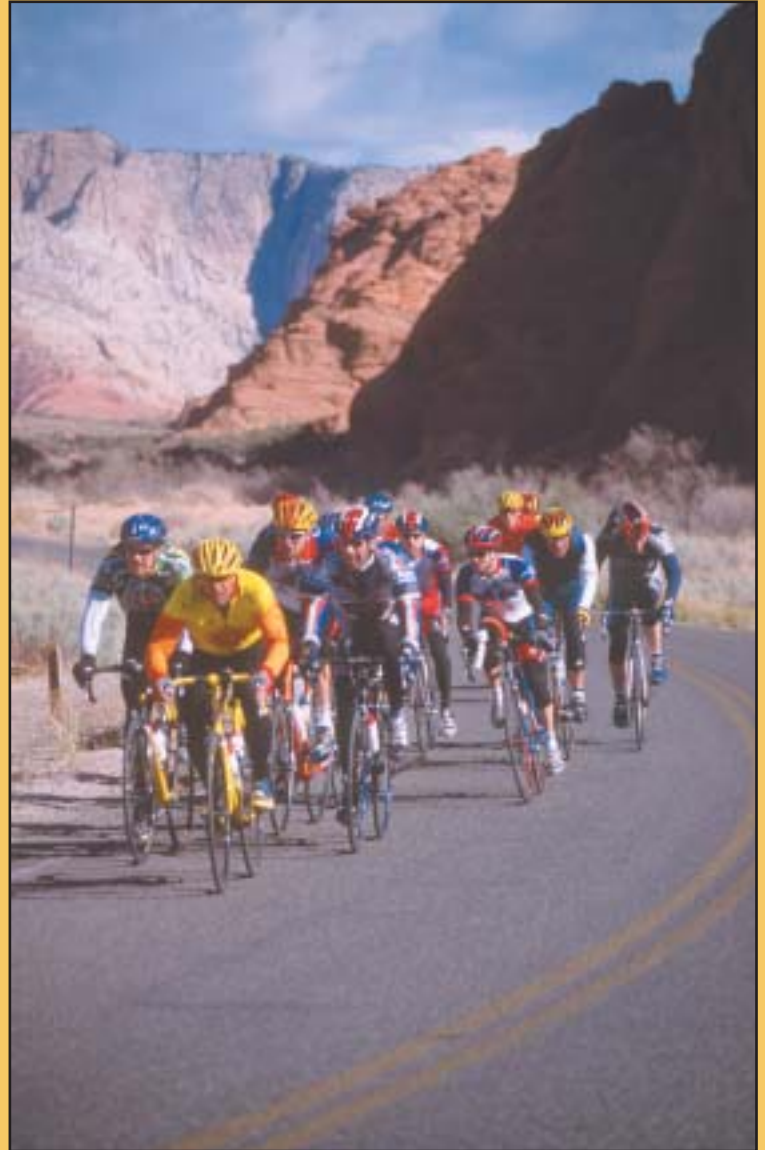
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Tour of Canyonlands



Tour of Canyonlands Downhill at the Z Turn on the Moab Rim Trail, April 20-21, 2002. Photo: Action Shots, Moab.

Chum's Classic



Action at the Chum's Classic. Results on Page 14. Photo by Jacob Thatcher

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CALENDAR OF EVENTS

Calendar Guidelines:

Listings are free on a space available basis and at our discretion. Submit your event to: dave@cyclingutah.com with date, name of event, website, phone number and contact person and other appropriate information. Let us know about any corrections to existing listings!

Calendar of Events is sponsored by



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Harbor Bay BMX — (801) 253-3065.
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General Info

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

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

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

Events

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

June 1 — National Trails Day, 9 AM: Dedication of the Little Mountain Rail Trail, at the Harold Crane Trailhead, 2700 North 6700 West, in Weber County. This 10-mile long trail is Utah's second rails-to-trails project and is suited to mountain biking use. Events will include a 5 K fun run preceding the ceremony. For more information, contact Weber Pathways at (801) 393-2304 or www.weberpathways.org



General Info

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

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

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

Utah Races

Wednesdays — Soldier Hollow Training Series, (801)310-0166

May 15 - September 18 — Sundance weekly race series, Every Wednesday evening. Start time 6:30 registration 5:30, Sundance Resort/ upper parking lot, (801) 223-4849

May 25-26 — Bordertown Challenge, Wild Rockies Series#3, Oasis, NV, (208) 342-3910

May 25 — Cache Valley's Joyride, Intermountain Cup #4, Wellsville/Logan/Sardine Canyon, UT, (435) 245-6950

May 27 — Sundance Citizens Series, Super D, registration 8:00 AM Start time 9:00 , Sundance Ski Resort, (801) 223-4849

June 1 — Bountiful Bomber Downhill, Bountiful, (801) 375-3231

June 8 — Pedalfest XC, Intermountain Cup #5, Deer Valley, UT - Ed Chauner, 801-942-3498

June 15 — Sundance Citizens Series, Cross Country, registration 8:00 AM Start time 9:00 , Sundance Ski Resort, (801) 223-4849

June 15 — Utah Summer Games, Intermountain Cup #6, Cedar City, (435)865-8421, (800)FOR-UTAH, (435) 586-2770

June 23 — Deer Valley Bald Mountain Challenge #1, Downhill and Super-D Time Trial, Deer Valley, (801) 375-3231

June 29 — Snowbird Mountain Bout, Intermountain Cup #7, 15th Annual, Snowbird, (801) 942-3498

July 4 — 7th Annual WYDAHO mountain bike race, Grand Targhee, ID, (800) TARGHEE ext. 1313

July 4 — Sundance Citizens Series, Cross Country, registration 8:00 AM Start time 9:00 , Sundance Ski Resort, (801) 223-4849

July 6 — Brian Header, Intermountain Cup #8, Brian Head, UT, XC, Clark Krause, (435) 586-2770

July 7 — King of the Wasatch Downhill and Super-D Time Trial, Park City Mtn. Resort, (801) 375-3231

July 13 — Canyon to Canyon Pedal Cup, 7 am, East Canyon Resort, (801)583-6281

July 13 — Chris Allaire Memorial, Intermountain Cup #9, Solitude, UT, XC - Ed Chauner, 801-942-3498

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

July 13 — Blue Mountain Bike Chase, 25 mile race, Monticello City Recreation, Monticello, UT, (435) 587-2029

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

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

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

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

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

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

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

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

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

Regional Races

May 25-26 — Bordertown Challenge, Wild Rockies Series#3, Oasis, NV, (208) 342-3910

May 25-27 — Iron Horse Bicycle Classic, Road and Mountain Events, Durango, CO, (970) 259-4621

June 1 — Revenge of the Singletrack, Wild Rockies Series #4, Twin Falls, ID, (208) 342-3910

June 22-23 — Idaho City Excellent Adventure, Wild Rockies Series #5, Idaho City, ID, (208) 342-3910

July 6 — Pomerelle Peaks, Wild Rockies Series #6, Albion, ID, (208) 342-3910

July 13-14 — World Cup DH/4X5: Telluride, CO, (719) 578-4581

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

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

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

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

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

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

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- March 2 Red Rock Desert Rampage, St. George, UT
- March 23 Bike Fest 2001, St. George, UT
- May 4 Aardvark Showdown at Five Mile Pass, Lehi, UT
- May 25 Cache Valley's Joyride
- June 8 Pedalfest XC, Deer Valley, UT
- June 15 Utah Summer Games XC Race, Cedar City, UT
- June 29 The 15th Annual Mountain Bout, Snowbird, UT
- July 6 Brian Header, Brian Head, UT
- July 13 Chris Allaire Memorial/Utah State Open, Solitude, UT
- July 27 Pedal Powder, Ogden, Utah
- August 10 Taming the Tetons, Jackson Hole Mtn. Resort, WY
- August 24 Wolverine Ridge XC Race, Double Points!, Evanston, WY

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



Road Racing

General Info

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

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

RMR = Rocky Mountain Raceway

DMV = Dept. of Motor Vehicles Training Track

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

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

Utah Road Races

May 7,14,21,28 — RMR Crit Series, Salt Lake, 944-8488

May 1,8,15,22,29 — DMV Crit Series, Every Wednesday, Salt Lake, 944-8488

May 2,16,30 — Salt Air TT Series, Every other Thurs, 944-8488

May 25-26 — Snake River Stage Race, (208) 465-6491

May 25-27 — Cache Classic Stage Race, Logan, UT, (435) 752-5131

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

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

June 13,27 — Salt Air TT Series, Every other Thurs, (801) 944-8488

June 1 — The Pro Police Critterium, Dee Events Center, Ogden, (801)944-2456

June 8 — Utah State Road Race Championships, (801) 944-8488

June 15-16 — High Uintas Classic Stage Race, Kamas, UT to Evanston, WY, 307-783-6458 or 800-328-9708

June 21-23 — Utah Summer Games, Cedar City, (435)865-8421, (800)FOR-UTAH

June 29 — Big Cottonwood Canyon Hillclimb,13+ miles, (801) 583-6281

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

July 3,10,17,24,31 — DMV Crit Series, Every Wednesday, Salt

Lake, (801) 944-8488
July 11,25 — Salt Air TT Series, Every other Thurs, (801) 944-8488
July 13 — Sugarhouse Crit, (801) 944-8488
July 14 — UVSC Circuit Race, Utah County, (435) 649-4641
July 6-7 — Gate City Grind Stage Race, (208) 282-2503 or (208) 652-3532
July 16-21 — Utah Six Pac, (801) 944-8488
July 28 — Utah State Time Trial Championships, (801) 944-8488
August 6,13,20,27 — RMR Crit Series, Salt Lake, (801) 944-8488

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

August 8,22 — Salt Air TT Series, Every other Thurs, (801) 944-8488

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

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

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

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

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

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

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

September 2 — Eureka RR, great road race through the Tintic Mining District, Eureka, UT (801) 553-1065

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

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

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

Regional Races

May 25-26 — Snake River Omnium, Nampa, ID, (208) 465-6491

May 25-27 — Iron Horse Bicycle Classic, Road and Mountain Events, Durango, CO, (970)259-4621

May 25-27 — Ecology Center Classic, 4 stages, \$10,000 prize list, Missoula, MT, (406) 728-5733

May 25-27 — Platte Bridge Station Stage Race, 4 stages, Casper, WY, (307) 234-5330

June 2 — Lyle Pearson Classic/Roubaix Road Race - 75+ mi Boise, ID, (208) 343-3782

June 4 — Idaho Cycling Enthusiasts Criterium Series, Pocatello, ID, Rob Van Kirk at 208-282-2503 or vankrobe@isu.edu

June 7-9 — Elkhorn Classic Stage Race, Baker City, OR, (503) 652-3763

June 15-23 — Hewlett Packard Women's Challenge, Idaho,

208-672-7223

June 22 — River Spirit Circuit Race, Boise, ID, (208) 343-3782

June 18 — Idaho Cycling Enthusiasts Criterium Series, Pocatello, ID, Rob Van Kirk at 208-282-2503 or vankrobe@isu.edu

June 29 — Idaho State Time Trial Championships, Bellevue, ID, 7am, (208) 726-7693

June 30 — Ketchum Criterium, Ketchum/Sun Valley, Idaho, Greg Stock (208)726-0707 or gstock@svidaho.net

July 9-14 — USCF Master's National's, Bakersfield, CA, (719) 578-4581

July 6-7 — Gate City Grind Stage Race, (208) 282-2503 or (208) 652-3532

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

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

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

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

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

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

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

Continued on page 15

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

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

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

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

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



Mountain Bike

Tours and Festivals

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

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

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

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

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

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

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**Telluride -
Continued from page 16**

mountain creeks. Towering ponderosa pine, quaking aspen, lodgepole pine, blue spruce, Douglas fir, Rocky Mountain juniper and heaps of sagebrush decorated the entire 206 miles, with a greenhouse variety of wildflowers and plants adding a smattering of color to the greens and browns.

It was an incredible collection of vistas strung together, back-to-back, forming a sort of per-

winds you'd only imagine near the gates of Hell) or the road might level off, another all-too-familiar climb would come into view.

Finally, after completing the day's 37 rigorous miles, we reached the Graham Ranch, owned and operated by Tam Graham. Designated as the halfway point of our trip, it also marked the only luxury we'd have during the week - a hot shower. Graham leases a cabin on his property to the hut system and allows riders to use his shower house while at the ranch.

as much fun to ride on as a pile of manure.)

Later that night, as Pittman and Burke rolled into the corral that surrounded our hut, I overheard them express, in so many unrepeatable but colorful colloquialisms, utter disdain for day six's official route (they had ridden the dirt road all the way and skipped the smooth asphalt).

Having survived snow, wind and most of the hardest climb, I peeled myself off the cattle guard, struggled into my pack and onto my bike, and climbed higher into the La Sals. We finished the day without Watkins throwing his bike off a cliff in frustration or having any major mechanical problems (not a single flat tire in our entire group the whole trip).

Bouncing down Sand Flats Road in Moab the next day, it was difficult to separate one day from another. The realization that I had just ridden 200 miles, climbed almost 17,000 feet, and was only now finishing off the last of the 21,000 feet of downhill, made my head spin.

I found myself wishing I was back on the first climb, with my

posterior throbbing from the pressure, sweat stinging my eyes, the sun scorching my neck, earning my passage with hard work and a little help from the huts.

If You Go

The cost for a week in the hills with you, your bike and nature is affordable - \$425 per person. Just be sure to make reservations in advance. If you're planning to take a large group, you may want to call earlier to ensure you can all ride together. The hut system operates from early June to the end of September, depending on the previous winter's snowpack and route conditions: Be prepared for early- and late-season fits from Mother Nature as well.

Here are a few tips about what to expect and how to prepare for seven days on a bike and six nights in a hut.

- Be in reasonably good physical condition. You have all day to get from hut to hut, but there are no aid stations along the way.

•Be prepared for anything. You're riding in the mountains for most of the trip and in the heat of the desert for the rest. Anything can, and will, happen. Lightning, rain, snow, floods, bears, dehydration, feuding hut mates and broken bikes are most common.

•Make sure your bike is in good working order and that you can repair it yourself if it does break down. Bring the right tools and spare parts. The nearest shop is in either Moab or Telluride.

•Arrange a shuttle from Moab to Telluride so you don't have to take multiple vehicles.

Joe Ryan and the San Juan Hut System are the best source for answering questions about the huts and helping you to prepare for your trip. You can visit them on their web site at www.sanjuanhuts.com, or call them at (970) 626-3033 for more information.

Reprinted with permission of Utah Outdoors Magazine.

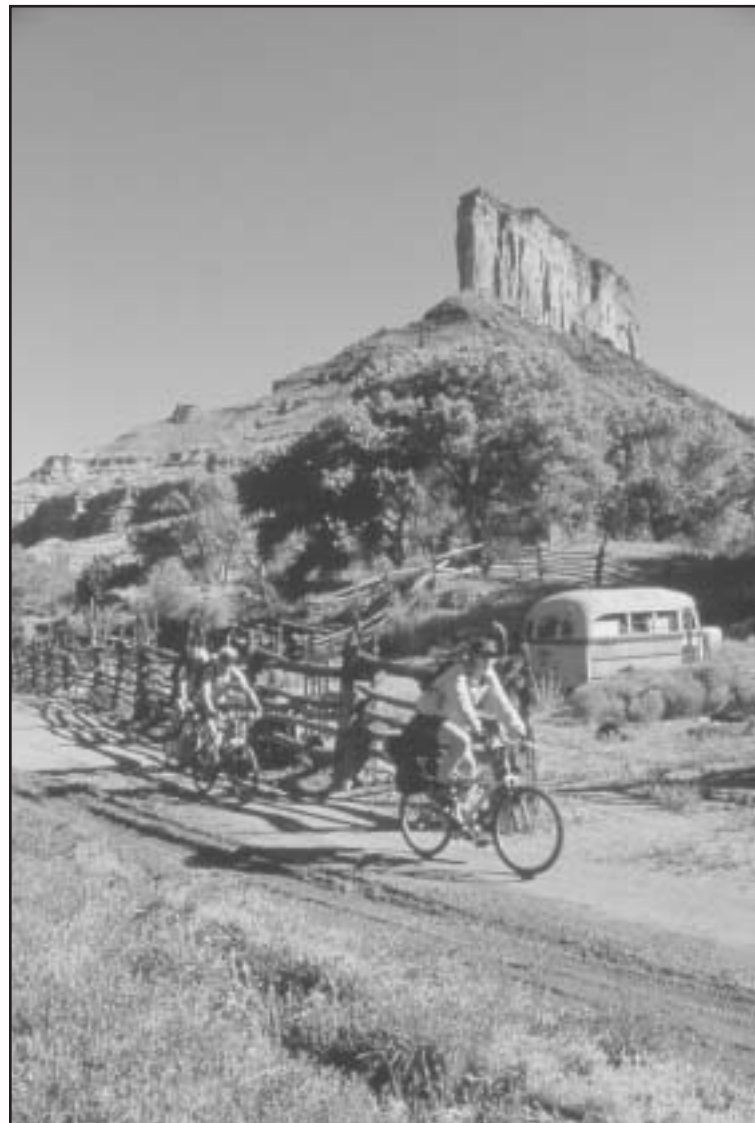


Photo: Chris Watkins

sonal weeklong nature film. But beauty wasn't the only attraction of the trip. Most of our group of six, including myself, were attracted by the self-guided system, lightweight travel, remote placement of the route, and the chance to pedal at a moderate pace while absorbing the side shows going on around us.

On day three, after a spectacular climb through a green-walled maze, we reached a stunning view of the Colorado Plateau, the La Sal Mountains in the distance and the remote Henry Mountains where the skyline began to fade. The course description detailed the lookout as Windy Point.

The road wound a continuous pattern parallel to the ridge, before abruptly climbing over fingerlings of the ridge that jutted irreverently across our path. It was like a roller coaster ride, only more predictable and painful. Each time we thought the wind might let up (the day's ride had been through constant

That night it started to rain. The next morning the reality of living and working as a cowboy on a plateau at 9,000 feet hit us like the blanket of snow that fell over the ranch. It veiled our romantic outlook of round-ups and rodeos and made us think twice about the 32 miles that lay ahead.

Donning rain suits, fleece hats and far too many layers of high tech underwear, we set out for Gateway, a small trailer park that posed as a town, where our next hut sat in a grove of cottonwoods next to the Dolores River. Most of our group (myself, Watkins, McPerson and McGuinness) had chosen an alternate route, to eliminate most of the day's climbing and dirt roads. The detour added eight miles to our would-be 32 miles. But, it also kept us out of the high country, where lightning was an ever-present threat and the roads might become impassable. (The wet weather makes red clay and sandy roads about

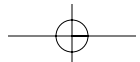
	Route	Miles	Ascent	Descent	
Day 1	Telluride to Last Dollar	14.9	2,800'	550'	8,750' to 11,000'
Day 2	Last Dollar to Spring Creek	26.3	1,600'	3,500'	11,000 to 9,100'
Day 3	Spring Creek to Columbine	34.3	1,800'	1,800'	9,100' to 9,100'
Day 4	Columbine to Big Creek	37.2	1,600'	2,200'	9,100' to 8,500'
Day 5	Big Creek to Gateway	32.5	2,100'	5,900'	8,500' to 4,700'
Day 6	Gateway to La Sal Hut	22.5	4,000'	900'	4,700' to 8,200'
Day 7	La Sal Hut to Moab	38.4	2,000'	6,200'	8,200' to 4,000'
	Total	206.1	16,300'	21,050'	8,500' to 4,000'

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RACE RESULTS

**Mountain
Bike
Racing****Aardvark's Showdown at 5-Mile
Pass - May 4, 2002,
INTERMOUNTAIN CUP - RACE # 3****12 & Under**

1. Carsen Ware: 12:28:23
2. Wyatt Moore: 12:29:35
3. Corey J. Denton: 12:38:34

9 & Under

1. Caleb Kast: 12:19:50

Beg Men 13-15

1. Rick Grahm: 01:14:55
2. Ryan Harrison: 01:17:20
3. Chris W. Peterson: 01:19:44

Beg Men 16-18

1. Kyle Wehmanen: 01:14:28
2. Aleks F. Roising: 01:15:11
3. David L. Peterson: 01:17:00

Beg Men 19-29

1. Rob Hopkins: 01:05:05
2. Brandon Smith: 01:08:27
3. Ryan M. Christensen: 01:09:30

Beg Men 30-39

1. Keith Payne: 01:10:48
2. Michael S. Macfarlane: 01:10:49
3. John P. Denton: 01:14:46

Beg Men 40+

1. Darren Ware: 01:19:06
2. Frank R. Ryburn: 01:20:33
3. Cory Lambert: 01:21:38

Beg Women 19+

1. Christie Johnson: 01:27:59
2. Sarah Bills: 01:29:25
3. Juliet Mickelson: 01:32:50

Clydesdale

1. Coleman Barney: 01:11:06
2. Chris Brown: 01:13:10
3. Stan Mickelson: 01:14:22

Exp Men 16-18

1. Dustin Wynne: 01:39:15
2. Brent Westenburg: 01:40:32
3. Zach King: 01:47:24

Exp Men 19-29

1. Kyle Gillespie: 02:11:58
2. Zac Hardy: 02:12:54
3. Alex Rock: 02:14:14

Exp Men 30-39

1. Ian Harvey: 02:11:50
2. Todd Henneman: 02:16:05
3. Richard Abbott: 02:17:29

Exp Men 40+

1. Jim Rogers: 01:36:16
2. Dennis McCormick: 01:45:15
3. Ken Chord: 01:48:40

Men 50+

1. Roger Gillespie: 01:54:20
2. Bill Peterson: 01:56:19
3. Gary Kartchner: 01:59:45

Pro Men

1. Eric Jones: 02:30:58
2. Bryson Perry: 02:37:10
3. Cris Fox: 02:46:00

Pro/Exp Women

1. Elena Felin: 01:43:45
2. Sally Warner: 01:46:45

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1. Cheryl Rondeau
2. Ellen Temby
3. Kimberley Franklin

F Expert 19-29

1. Nina Baum
2. Abigail Hippery
3. Becca Blay

F Expert 30-39

1. Sonya Swartzentruber
2. Pamela Hanlon
3. Sonja Evers

F Expert 40-99

1. Deborah Shumway-Herb
2. F Junior 10-18
3. Rachel Webster

F Junior 10-18

1. Hilary Wright
2. Allison Lewis
3. Sonja Evers

F Junior X 10-18**F Pro 19-99**

1. Shonny Vanlandingham
2. W Melissa Thomas
3. Sarah Tescher

M Beginner 19-24

1. Evan Truesdale
2. Andrew Billo
3. Josiah Halverson

M Beginner 25-29

1. David Drury
2. Dwight Olivier
3. Pamela Hanlon

M Beginner 30-34

1. Dean Dischler
2. Marc Hamel
3. Paul Byars

M Beginner 35-39

1. Robert Letson
2. Bruce Hinrichsen
3. Martin Fox

M Beginner 40-49

1. Daniel Gurtler
2. Marc Harvey
3. Daniel Prentice

M Sport 19-24

1. Sharbel Dussault
2. Cashion Smith
3. Stephen Sontag

M Sport 25-29

1. Daniel Adams
2. Jason Lapointe
3. Christopher Peters

M Sport 30-34

1. John Derby
2. Frederico Valdez
3. Chad Wassmer

M Sport 35-39

1. Kenny Jones
2. James Nyysti
3. Ron Bakowski

M Sport 40-49

1. Aiken Scherberger
2. Robert Willcox
3. Mark Gouge

M Sport 50-99

1. Barb Clark
2. Beth Gouge
3. Rebecca Starkweather

F Beginner 19-29

1. Brook Shinsky
2. Kary Thompson
3. Diane Arthur

F Beginner 30-39

1. Theresa Carr-Spannri
2. Heather Kriegshauser
3. Cindi Hansen

F Sport 19-29

1. Lara Kendall
2. Stacey Donottue
3. Greg Lewis

F Sport 30-39

1. Lauri Medina
2. Mindi Hoffmaster
3. Mary Wehe

M Expert 30-34

1. Todd Carver
2. Tomas Adamec
3. Chad Oleson

M Expert 35-39

1. David Harris
2. Greg Frozley
3. Mason Rickard

M Expert 40-49

1. Sean McCourt
2. Larry Johnson
3. Bradley Schneider

M Expert 50-99

1. Bill Connelly
2. Tom Barnum
3. Don Mapel

M Junior 10-14

1. Bligh Gillies
2. Tim Hardy
3. Tres Wilson

M Junior 15-18

1. Aubrey Miller
2. Eric Deming
3. Austin Baker

M Junior X 10-18

1. Eric Marrison
2. Jonathan Yaseen
3. James Sancineto

M Single Speed 19-99

1. Robin Guillaume
2. Ladd Mcclain
3. Cris Fox

M Semi Pro 19-99

1. Jeremy Horgan-Kobels
2. Travis Brown
3. Jay Henry

Master's 45+

1. Neal Stoughton: 04:23:01:74
2. Dirk Cowley: 04:23:08:42
3. Mark Sierski: 04:23:09:62
4. T Lasse Bjerga: 04:23:27:01
5. Carl Racine: 04:24:40:85

Master's 55+

1. Jim Miller: 04:28:23:93
2. Gary Powers: 04:40:19:58

Master's 55+

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2. Gary Powers: 04:40:19:58

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1. Jim Miller: 04:28:23:93
2. Gary Powers: 04:40:19:58

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• 10k Run

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• 10k Run

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Thursday, June 20
• Hill Climb- 9 a.m.
• Time Trial - 5 p.m.

Friday, June 21
• Criterium - 7 a.m.

Saturday, June 22
• Road Race - 7 a.m.

• Omnium Awards

**BMX Dirt
Jumping**

Exit 59 Skatepark in Cedar City
Friday, June 7 at 5 p.m.



Calendar - Continued from page 11



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, (801) 355-4376.

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

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

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Tours

May 25-27 — Northwest Tandem Rally, Boise, ID, (208) 336-9102

June 2 — America's Most Beautiful Bike Ride, 35, 72, 100 miles, benefit for the Leukemia Society, Lake Tahoe, NV, (800) 565-2704

June 8 — Five Peaks Ride, Ketchum, ID, (208) 726-7693

June 15 — Little Red Riding Hood, women-only ride, Cache Valley, (801)272-1302

June 21 — Annual Antelope by Moonlight Bike Ride, 10:00 P.M. 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

June 22-23 — MS 150 Bike Tour, Benefits MS Society, Cache Valley Fairgrounds (400 South 500 West, Logan, Utah), (801) 493-0113

June 29 — Comstock Silver Century, Carson City, Nevada, (800) 565-2704

June 29 — Killer Loop, a 66 or 100 mile loop from Cedar City through Brianhead and Back to Cedar. This ride features 8000 plus feet of climbing at altitudes up to 10,400 feet. (435) 586-7567

June 22 — 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, Rob Van Kirk at 208-282-2503 or vankrobe@isu.edu

July 14-20 — Bicycle Idaho, Melba to Ketchum to Melba, (541) 385-5257

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

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

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

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

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

August 31 — Cache Valley

Century Tour - 100 mi/100 km. Hosted by the Cache Valley Veloists Bicycle Touring Club. 7AM registration/check in at Richmond City Park, 12 mi north of Logan on Hwy 91. Registration fee for members \$12 (early) \$15 day of ride; non-members \$15 (early), \$18 day of ride. Fee includes rest stops, lunch and t-shirt. For information and forms 435-713-0212.

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

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

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

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

September 22-28 — OATBRAN, One Awesome Tour Bike Ride Across Nevada, following the Legendary Pony Express Trail on U.S. Hwy. 50 - America's Loneliest Road, 5 days of riding, 420 miles from Lake Tahoe to Great Basin National Park, (800) 565-2704

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

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

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

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MOUNTAIN BIKING

Hut to Hut Touring in the San Juans

206 Miles from Telluride to Moab

by Brooks Stevenson

Below and behind me, my five companions strained against the 20 percent grade of the remote desert track in John Brown Canyon, just west of Gateway, Colorado. We must have looked absolutely pitiful: Our bikes and bodies loaded down with gear, we hunched over our handlebars like decrepit old men, swaying back and forth in the saddle as we pedaled and sweated profusely - like mob bosses on the witness stand.

It was the sixth day of a seven-day mountain bike ride from Telluride, Colorado, to Moab, Utah, and we were plodding along on the toughest day of the trip - a 22-mile course that gains 5,000 grueling vertical feet and loses a disappointing 900. When we left Telluride, jagged peaks fractured the skyline at nearly every vantage point. For the last five miles, the oil and gravel swath had teased and taunted, appearing to crest, only to dart left or right in a steep ascending coil of switchbacks that led to more quad-clenching

grinding.

Finally reaching the apex of the first major ascent, 5.3 miles into the ride and 2,500 feet above where we started, I stripped off my pack and shirt and lay on a cattle guard (the most hospitable surface I could find not coated with red clay and the fine taupe-colored dust that lined the road) to wait for the others. I caught my breath and drank some cold lemonade, as the my mind replayed the previous days' rides - rides through thick aspen and pine forests, verdant fields of wildflowers, sweeping cattle ranches and wild wind-swept ridges.

Logistically, the San Juan Hut System from Telluride to Moab is fairly simple: You bring yourself, your bike, your clothes and any bike repair items you may need, and the hut is stocked with the rest (food, water, fuel, sleeping bags, mattresses and toilets). The route is almost entirely doubletrack forest roads, with optional singletrack available on 70 percent of the 206 miles, and only a few miles of pavement where you have to deal with traf-

fic.

Our packs were a bit beefier than I had imagined (35-40 pounds), but it was too late now. As we cruised through Telluride and began climbing on Last Dollar Road, conversation flowed, the scenery entranced and the weight of our loads seemed to lighten.

Last Dollar Road ascends 2,800 vertical feet to the first hut over a meager 15 miles, proffering views of the Lizard Head Wilderness, San Miguel Mountains and a smattering of named and unnamed peaks towering over 13,000 feet. For the mean time, ogling the vistas kept our minds off the riding.

The San Juan Hut System follows the San Juan Mountains through Colorado for most of the trip, before it drags you into the La Sal Mountains and dumps you spandex-over- Styrofoam into the red rock canyon country of Moab.

Our group of riders included: Craig Pittman, a set designer for TV shows; John Burke, a graduate student at UC Berkeley; Christine McFerson, an urban



Photo: Chris Watkins

planner in Sacramento; Mary McGuinness, a small-animal veterinarian in Dublin, Ireland; and Chris Watkins and myself.

As I lay in bed the first night, listening to the mice begin their forage in our hut, one phrase from the San Juan Hut System's Mountain Bikers Bible, provided by San Juan Huts owner and operator Joe Ryan, stuck in my head, "The route is remote... riders must possess survival

skills." Before I could decide what to worry about, sleep took over, and soon it was morning.

We left Last Dollar Hut, riding into a deep, pine-shrouded abyss, and leveled out 3,000 vertical feet below at a glorious series of ranches and fields teeming with wildflowers and divided haphazardly by clear

Continued on page 12

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