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SPEAKING OF SPOKES

Doping and the Abuse of Trust

By David Ward
Publisher

I want to believe Floyd Landis. I also want to believe Tyler Hamilton. But then, I wanted to believe Ivan Basso. Heck, I even wanted to believe Jan Ullrich. I never suspected Eric Zabel. You see, these guys were my sporting heroes. I love cycling, I have loved racing, and I love following the professional racing scene. I love having heroes, and I want them to not just be good, but to be good guys.

The recent rash of revelations and confessions is very disconcerting and disappointing. With so many riders from the Telekom team of the 1990's coming forward, it strains reason to think that riders, doctors and soigneurs of other teams were not also engaged in doping activities. It calls into question, fairly or unfairly, the achievements of all riders in at least the last fifteen years. Certainly many succeeded cleanly and honestly, but how can one know who to believe?

My wife, Karma, asked me, "Do you think Lance Armstrong will confess?" This was really the follow up to the implied question, "Do you think Armstrong is also guilty of cheating?" Well, how can one



avoid asking these questions given the current state of evidence and confessions?

On another front, the Landis arbitration hearing has, to a certain extent, been a sordid circus with the incredibly idiotic attempted intimidation of Greg LeMond by Landis's business manager, Will Geoghegan. And LeMond's proclivity to quickly assume and publicly accuse Landis and Armstrong of using performance enhancing substances has been distasteful as well.

In sum, the current state of affairs has left me sad and disappointed with many whom I admired for their achievements and, as the rumors, allegations and evidence began to accumulate, to whom I extended the benefit of the doubt because of their sincere and vehement denials. Now I know many were lying, and of the rest, I know not who to believe.

As a child, my hero was Mickey Mantle. Later, I remember the disappointment I felt when I found that he was alcoholic. I learned then to separate achievement from character. Not that Mantle was a bad guy, but he had his personal issues and challenges. And he was not the paragon of virtue that my child's mind had made of him.

But this is worse. This is knowingly and intentionally cheating to achieve what is otherwise unachievable and to alter what otherwise might have been. And no matter what is said by Bjarne Riis about the "conditions that were given at the time", no matter the pressures to perform, no matter the compelling and overwhelming desire to win at all cost, there is no justification. Their cheating destroys their accomplishments.

About the only good thing I have heard in these recent confessions was stated by Zabel when he said, "It's not important whether it happened once or a hundred times. The point is, that it was forbidden to dope, and I did anyway."

I am not so naive as to believe the use of performance enhancing drugs is a recent phenomenon. Indeed, one need only to remember the death of Tom Simpson who

collapsed with amphetamines in his system on the climb to Mont Ventoux in 1967 to know better. And a reading of Les Cols Mythiques du Tour de France (Legendary Climbs of the Tour de France) makes clear that drug use to enhance performance has been with us for a long time.

But it has evolved into what Christian Prudhomme, director of the Tour de France, has labeled the "culture of doping". And I guess that is what I had hoped did not exist. What I had hoped was cheating by some but not many, and not by those whom I really wanted to admire.

I am uncertain where this leaves us, the cycling fans who have invested our time, our hearts and even our money, in following the competition and successes of our heroes. I will still follow professional racing. I will still have my favorites that I pull for. I will still admire the athleticism of those who compete in what I consider to be the toughest endurance sport in the world. And I will still thrill at magnificent performances.

But the trust is lost, and it takes a long time to extend trust when it has been abused. I will wonder about the riders and their achievements until I can be convinced that the science of detecting abuse remains ahead of the science of abuse.

Even more importantly, though, is that I will mourn the loss of integrity that has brought about this race between the science of abuse and its detection. I am not certain that integrity, or at least the belief in its existence, will ever be regained. And that is what saddens me the most.



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Photo: Joaquim Hailer. Find your photo at zazoosh.com.

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ROAD RIDING

What Every Rider (Racer, Beginner, Club Rider) Should Know

By Susan Snyder

From running stop signs to using the wrong lanes at intersections to riding three abreast, cyclists can be their own worst enemies.

'Fess up. You know you've done one or all of those things -- maybe more. We all have, especially when caught up in the group-think of a club ride.

But whether you ride a bicycle as daily transportation or take leisurely weekend rides to the coffee shop or pound out the miles on club rides or team training rides, you are the driver of a vehicle in the state of Utah. And that can be a difficult concept to respect -- especially when stopping for a red light or moving left to avoid going straight in a right-turn-only lane screws up your cadence or your paeline.

Still, as cyclists we need to exhibit the kind of driving skills we want to see in others. And it's not all that hard. According to the League of American Bicyclists' "BikeEd" program, a national bicycle traffic education curriculum, there really are only six principles of traffic law that all drivers expect:

Drive on the right side of the road. Drivers entitled to the spaces that they already occupy. Yield to crossing traffic when crossing a larger road. Yield to change lanes. Slowest vehicles use the right lane or the right side of the lane. Use the

proper lane at intersections.

Let's consider these principles as we look at some of the most common errors experienced road-riders make:

Problem: Groups of recreational club or race team members bunching up in a right-turn-only lane when they intend to go straight.

Solution: It is against the law to go straight in a lane intended for only right or left turns. Most cyclists would not do this in their cars. We should not do it on our bikes either. It confuses other drivers. Scan over your left shoulder before reaching the intersection. When it is clear, signal your intention to move into the straight-through lane and move over. Always use the right-most lane that goes where you want to go.

Problem: Riding too far to the right.

Solution: Individual riders and commuters most often make this mistake. Don't be timid. Cyclists ride to the right of the travel lane because of the speed-positioning principle above, not because they are inferior road users. Position yourself 2-3 feet from the edge of the travel lane and at least 3 feet from cars passing on your left. If the road is too narrow to have this amount of space, take the lane and ride in a steady, straight line. Motorists can, and will, move

around you as they would any other slow-moving vehicle.

Problem: Commuters, club and team riders failing to stop at red lights and STOP signs.

Solution: For pity's sake, stop! These signs and signals help drivers follow the principle of yielding to crossing traffic. Don't ignore them. Also, don't allow motorists to motion you through a four-way stop when it is not your turn. Never allow another driver decide when you get the right of way. The law already does that. Make them obey it, as you intend to do.

When riding in a group, avoid confusion by treating the group as a single vehicle and go through at once. If you're straggling four or five bike lengths behind the group, stop and wait your turn.

When stuck at one of those never-changing traffic lights, make certain that you are not sitting too far to the right of the travel lane. Since you are going straight, sit in the center. Most of the time this will place you over the loop that triggers the light. If not, press the pedestrian button and reposition yourself in the traffic lane. You're doing this because no other traffic is around, so repositioning should be no big deal.

Problem: Commuters, club and team riders filtering to the front of a line of traffic at an intersection when

there isn't room to do so.

Solution: Filter forward only if you have 2-3 feet from the edge of the lane on your right and 3 feet from the car on your left. Remember, anything narrower is too narrow to share, and you should take the lane. Taking your proper place helps motorists see you as the vehicle drivers that you are.

Problem: Riding more than two abreast.

Solution: Stop it. It is illegal, and it hacks off every motorist on the road. Don't give people ammunition against cyclists.

Problem: Yelling "clear" for other riders at intersections.

Solution: Team and club riders routinely do this. Never make someone else's traffic decisions or let someone else make yours. Communicate with riders behind you by using hand signals and yelling "slowing" or "stopping." Yes, it will screw up your paeline. But paelines are specialized maneuvers intended for use on closed racing courses. We cannot expect to use them on open roads without some adaptations.

Problem: Road rage -- ours in response to theirs. Solitary riders, such as longtime commuters, fall into this trap. You're tired; traffic is smelly, and it's 100 degrees. The jerk behind you blows his horn,

and you respond with the Universal Finger of Understanding. He accelerates and turns you into a bumper sticker.

Solution: When the 700-pound gorilla throws feces in your face, you must be the higher-functioning primate. Nothing good comes from an angry encounter with something larger than you. Hold your line and ignore the bully. If the encounter continues, stop, pull over, jot down his tag number and call the cops. No, the guy isn't going to learn anything -- but that's a given, no matter what happens. However, you'll feel better, and he will be gone.

Those of us who ride daily have far more opportunities to develop bad habits -- too many of which we pass along to novice riders who look to us as examples. We can, and must, do better.

Susan Snyder, of Ogden, is 30-year road cyclist and a League Cycling Instructor and Regional Trainer for the League of American Bicyclists. To find free LAB "BikeEd" classes anywhere in Utah, log onto the Salt Lake City Bicycle Collective Web Site at www.slcbikecollective.org. Or find a League of American Bicyclists instructor in your area by logging onto www.bikeleague.org.

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cycling utah's 2007 Bicycle Club Guide Part II

Autoliv Cycling Club

Sponsors - Autoliv Total Rehab The Bike Shoppe Avery Milliken Dow Corning Draw Form Olson Petersen Shelby Walker Gmac Arvin Dr. Naylor Battery Space.com Trail Tech Dr. John Pobanz DDS

Contact - Jim Nelson, 801-6259211, jim.e.nelson@autoliv.com

Website - www.livcycling.com

Type of Cycling - Road Racing, World Famous Tuesday/Thursday Lunch Rides, Mtn Bike Racing Juniors Mtn Bike Racing Team

Location - Ogden

Description - The key word for Autoliv Cycling Club is 'Inclusion'. We welcome all comers to our world famous Tuesday/Thursday lunchtime rides. We have been very involved with masters road racing and this is our second year sponsoring a Juniors Mountain Bike Development Team. We strive to make everyone feel welcome and continually encourage people from other teams and clubs as well as the community at large to ride with us and enjoy the sport of cycling with us.

Bikeman.com

Sponsors - Bikeman.com, Salsa Cycles, Panaracer, SRAM, Avid, Truvativ, Rockshox, Lazer Helmets, Lake, Slick Willy Lube, Greyhound Juice, Cyr Bus Line, Cyrious Java

Contact - Alan Starrett, alan@bikeman.com, 800bikeman or Troy Nye, tee-bone65@gmail.com, 8012304052

Website - www.bikeman.com

Type of Cycling - Mountain Bike Racing, Road Racing, Cyclocross

Location - Woolwich, Maine

Description - From collecting medals at the Masters World's, to the top podium step of NCS mountain bike races, Team

Editor's Note: If you missed getting your club listed, you have a second chance. We will publish part III of the club guide soon. If you would like your club listed (it's free), please email dave@cyclingutah.com for details.

Bikeman has a long history of top performances around the country. If you would like info on becoming a part of one of the top amateur teams in the country, please email our Team Director at alan@bikeman.com.

Color Country Cycling Club

Sponsors -

Contact - John Stavros, 435-865-9648, johnrides4fun@hotmail.com

Website - www.colorcountrycycling.org

Type of Cycling - Recreational road riding and recreational mountain riding

Location - Southern Utah, Cedar City

Description - Our club splits its focus between recreational road riding and recreational mountain riding. Both groups have some seriously fast people that treat every moment on the bike like a race but most club rides can accommodate a wide variety of riders. Our club began over 10 years ago with 27 members. We now have around 100 members of all ages and abilities who enjoy both fat and skinny tire riding. We also have an active National Mountain Bike Patrol sponsored by IMBA, the BLM, and the US Forest Service. We provide first response first aid at numerous regional events including Interbike in Las Vegas. Our mission is to promote the enjoyment of cycling, work with local government land managers in a spirit of cooperation, and support the organized events in our area.

FFKR Architects/Sportsbaseonline.com

Sponsors - Xango

Contact - travis@velosportracing.com

Website -

Type of Cycling - Road, Mountain, Cyclocross

Location - Salt Lake City

Description - Our ranks include the complete spectrum of racers from very talented juniors to highly accomplished masters racers and everything in between. Experienced members enjoy mentoring new comers to the sport as well as striving to improve themselves. Our team is a perfect environment to hone your riding

skills, improve your fitness, learn how to race, and meet genuine people. We take the sport of cycling seriously but have a lot of fun along the way. Regular weekly team rides are scheduled on non-race weekends in addition to participation in weekly shop rides. Our annual pilgrimage to St. George for a weeklong training camp is one of the highlights of the year for all who attend. We also promote two of Utah's classic races: Downtown and Sugarhouse Criteriums.

Mi Duole

Sponsors - Barbacoa, Spin Cycle, JonesWaldo, South Mountain Rehabilitation, DurhamJonesPinegar, IBI Group

Contact - Chris Peterson, peterson-4chris@yahoo.com

Website - www.miduolecycling.com

Type of Cycling - Road racing and some mountain bike racing

Location - Salt Lake City

Description - Mi Duole roughly translates from Italian as "I suffer." Mi Duole

is one of the oldest racing teams in the Intermountain West, having formed in Salt Lake City in 1984. Alumni include one of the founding members Marty Jemison, previously with the U.S. Postal Service team, and Levi Leipheimer, now riding for the Discovery Channel Team. Currently, the club has members who race criteriums, and others who concentrate on road races. There are many who race, and some who don't. The purpose of the club is to provide a network for a fairly broad range of racers and riders.

Ogden One Cycling

Sponsors - The Bike Shoppe, Harristone, Sun Valley Mortgage

Contact - Dave Boucher, 801-560-4053, ogdenone@msn.com

Website - www.ogdenone.com

Type of Cycling - Road Racing, Recreational Road Rides, Recreational Mountain Bike, Mountain Bike Racing

Location - Ogden

Description - The Ogden One Cycling Club supports cycling in the Ogden

community. It is a friendly encouraging club which promotes cycling at all levels and categories. Our goal is to promote cycling for everyone from the recreational rider to the serious racer. We will volunteer our time and services to help out when needed as well as provide sponsorship for races and team members. Family participation welcome and encouraged. The Ogden One Cycling Club provides a great atmosphere for the most experienced riders to the novice. This club is for everyone!

Park City Perfect 10 Bountiful Mazda/Bountiful Bicycle Cycling

Sponsors - Bountiful Mazda, Bountiful Bicycle Center

Contact - David King, 801-447-3498, davidbiking@gmail.com

Website - www.bmbbc.com

Type of Cycling - Recreational road, road racing, recreational mountain bike

Continued on page 21



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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!



Battle Bay BMX — (801) 796-8889

Rad Canyon BMX — (801) 824-0095

Deseret Peak BMX — deseretpeak-bmx.netfirms.com, Tooele

May - October — Rad Canyon BMX, Practice Tuesdays 6:30-8:30 pm. 9700 S. 5250 W., South Jordan, (801) 824-0095.

May - October — Rad Canyon BMX, Single Point Races Thursdays, Registration 6-7 pm, racing ASAP (7:30pm). 9700 S. 5250 W., South Jordan, (801) 824-0095.

For more BMX track info, visit cyclingutah.com

Calendar of Events sponsored by



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Advocacy Groups

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) 487-6318.

Salt Lake County Bicycle Advisory Committee — Meetings are the second Monday of each month from 5-7 p.m. in suite N-4010 of the

Salt Lake County Government Center, 2001 S. State, SL, (801) 485-2906

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

Provo Bike Committee — Meetings are the first Wednesday of each month, 5:00 p.m. in the City Council office, 351 West Center Street, Provo, Call the City Council offices at 801-852-6120 or email gilbert.bradshaw@gmail.com or duncanish@gmail.com

Davis Bicycle Advisory and Advocacy Committee — Contact Bob Kinney at (801) 677-0134 or Bob@bike2bike.org

Mooseknuckler Alliance — St. George's Advocacy Group, www.mooseknuckleralliance.org

Mountain Trails Foundation — Park City's Trails Group, (435) 649-6839, (435) 731-0975, carol@mountaintrails.org, www.mountaintrails.org

Park City Alternative Transportation Committee — normally meets on the second Tuesday of the month at Miner's Hospital at 9:00am, call to confirm, (435) 649-6839, (435) 731-0975, carol@mountaintrails.org, www.mountaintrails.org

Utah Bicycle Coalition — Statewide advocacy group, utahbikes.org

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

2007 Events

Salt Lake Critical Mass — Last Friday of every month, 5:30 pm, meet at the Gallivan Center, 200 S. between State and Main in SLC, for more info, if you have a bike to lend, etc.: email slccritcalmass@yahoo.com

June 2 — National Trails Day, Volunteer on Trail Projects, call Eric Spreng at REI, (801) 486-2100 for info.

June 2 — National Trails Day, 9am, Meet at White Pine Touring at the Rail Trailhead, Coffee and bagels, Bike to Wanship or Drive to Wanship, At Wanship fencing and weed patch project, Commemorative Bandanas and lunch for the first 50 workers, Celebration of National Recreation Trail Designation for the Rail and Utah State Parks 50th Birthday (435) 649-6839, (435) 731-0975, carol@mountaintrails.org, www.mountaintrails.org

June 16 — Venture Outdoors Festival, 3-9 pm, Millcreek Township Festival, cycling gurus on hand, 3100 S. 2900 E, (801) 466-0686, millcreekoutdoors.org

September 21? — Mayor's Bike to Work Day presented by Salt Lake City Mayor's Office and MBAC, a mellow ride with Mayor Rocky Anderson under police escort from Liberty Park to the City/County Bldg, then free breakfast and raffle for all participants, Cost: free, 7:30 am, Liberty Park, Jordan Gates, 535-7939, Meet at the northeast corner of Liberty Park



Tours and Festivals

June 2 — Draper Trail Days Mountain Bike Ride. Starts 9am at Equestrian Center located at 1600 E. Highland Drive., 6 mile loop, For more information go to: www.DraperTrailsDay.com or call Ken Murdock at 205-3700.

June 14-17 — IMBA Trail School, BLM, Cedar City, Utah, contact Wade Judy, wjudy@blm.gov

June 16-17 — Cycle Idaho's 10th Annual Boise to Idaho City Tour, Boise to Idaho City (camp over night) and back to Boise, Harley Parson (208) 288-2327 or (208) 573-8123, cycleidaho.com

July 7-July 8 — Rocky Mountain Bicycles Dirt Series Women's Mtn Bike Camp, Park City. Contact (604) 905-8876 or info@dirseries.com for more info.

July 8-19 — Great Divide Colorado, Salida, CO to NM, dirt, Adv. Cycling Association, (800) 755-2453

July 18-22 — Girlfriends Go Tours: Park City Mtn Experience. Mountain Bike Clinic & Summer Camp for Women. All inclusive 5-day bike camp. For more info, www.girlfriendsgo.com or Lynn, (435) 640-3931

July 21-27 — Cycle Montana, Whitefish to Lincoln, 252 miles, Adv. Cycling Association, (800) 755-2453

August 18-19? — Mountain Bike Challenge for MS, Tamarack Resort, Idaho, jefflarsenboise@yahoo.com, (208) 938-9917

September 15-22 — Colorado Canyon Country, Grand Junction, Kokopelli Trail and more, dirt, 335 miles in the dirt, Southern Utah, Adv. Cycling Association, (800) 755-2453



General Info

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

USA Cycling, Mountain Region, (UT, AZ, NM, CO, WY, SD), (719) 866-4581

Weekly Series Races

Wednesdays — May 9, 16, June 6, 20, July 18, August 1, 15, Soldier Hollow Training Series, (alternates with Sundance) 6 p.m., (801) 358-1145

Wednesdays — May 23, 30, June 13, 27, July 11, 25, August 8, 22, Sundance Weekly MTB series, 6:30 pm, alternates with Soldier Hollow Training Series, Sundance Resort, (801) 223-4121

2007 Utah MTB Races

June 2 — Draper Challenge Mountain Bike Race. Starts 9:30am at Equestrian Center located at 1600 E. Highland Drive. For more information or to register go to: www.DraperTrailsDay.com or call Ken Murdock at 205-3700.

June 2 — Sundance Spin, Utah State Open Championship, Intermountain Cup #6, Sundance, UT, XC - Ed Chauner, 801-942-3498

June 3 — Bountiful Bomber Downhill Race, Utah DH Series, Bountiful, UT, (801) 375-3231

June 9 — Deer Valley Pedalfest, Intermountain Cup #6, Deer Valley, UT - Ed Chauner, 801-942-3498

June 15-17 — NORBA National Mountain Bike Series #3, Deer Valley, UT, XC/ST/DH/4X/Super-D, (435) 884-3515

June 21 — Sundance Kids MTB Race, kids under 12, 5 pm, Sundance Resort, (801) 223-4849

June 23 — The 12 Hours of the E100, 12 hour endurance race with site fee to benefit National Ability Center, Individual and Two and Four person Team Categories, Park City, thee100.com, (435) 649-2129

June 30 — Chris Allaire Memorial, Utah State Open Championship, Intermountain Cup #7, Solitude, UT, XC - Ed Chauner, 801-942-3498

June 30 - July 1 — Bald Mountain Challenge Downhill, DH and Super-D, Utah DH Series, Deer Valley, UT, (801) 375-3231

July 4 — Sundance Super-D Downhill Race, 9 am, Sundance Resort, (801) 223-4849

July 7 — Wimmer's Bicycle Race XC, Intermountain Cup #8, Sherwood Hills Resort, Logan, UT, (435) 752-2326

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

July 14-15 — Flyin' Brian Downhill Race, DH and Super-D, Utah DH Series, Brian Head, UT, (801) 375-3231

July 14 — Snowbird Mountain Bout, 20th Annual, Intermountain Cup #9, Snowbird, Ed Chauner at (801) 942-3498

July 19 — Sundance Kids MTB Race, kids under 12, 5 pm, Sundance Resort, (801) 223-4849

July 21 — Taming the Tetons, Intermountain Cup #10, Jackson Hole, WY, Ed Chauner at (801) 942-3498

July 21 — The Endurance 100/Mind Over Mountains, 100 mile team relay, 50 mile solo, Park City, thee100.com, (435) 649-2129

July 28? — CANCELLED - Brian Head Epic 100 and Titanium 50, 50 and 100 mile races, Brian Head, (909) 633-6729

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July 28 — Park City Perfect 10 Endurance MTB Race, 7 a.m. to 5 p.m., Solo (M/F), Duo (M/F/coed), Three person teams (M/F/coed) categories, The Canyons Resort, Park City, (435) 659-1188 or visit www.youngriders.com

August 4 — Cook-Sanders Associates Wolverine Ridge XC Race, 14th Annual, Intermountain Cup #12, Series Finals, Jill Smith, jsmith@evanstonwy.org 307-783-6459 or Paul Knopf, pknopf@evanstonwy.org 307-783-6458; or 1-866-783-6300 ext. 470., evanstoncycling.org

August 11 — 4th Annual Sundance Single Speed Challenge, 10 am start, Sundance Resort, Sundanceresort.com or (801) 223-4121

August 16 — Sundance Kids MTB Race, kids under 12, 5 pm, Sundance Resort, (801) 223-4849

August 18 — Sundance Super-D Downhill Race, 9 am, Sundance Resort, (801) 223-4849

August 25 — The Endurance 100/ Mind Over Mountains, 100 mile, 100 km, and 50 mile individual races, Park City, thee100.com, (435) 649-2129

September 2-3 — Sundance Showdown, DH and Super-D, Utah DH Series, Sundance, UT, (801) 375-3231

September 8-9? — CANCELLED 24 Hours of Soldier Hollow, noon to noon, Heber, UT, (801) 243-0704

September 8 — Sundance Super-D Downhill Race, 9 am, Sundance Resort, (801) 223-4849

September 15-16 — Silver Spur Fall Classic XC race, also Trail Run and climbing contest, Snowbird and Alta, UT, 801-933-2110

September 15 — Tour des Suds, 26th Annual, Park City, (435) 649-6839

September 22 — Widowmaker Hill Climb 10 AM, Ride to the top of the Tram, Snowbird Resort, (801) 583-6281

September 22 — 12 hours of Sundance, 7 am-7 pm, Sundance Resort, (801) 223-4849

October 15-16 — Huntsman World Senior Games. Must be 50 years or older. three events: hill climb, downhill, and cross country. 800-562-1268 or hws@infowest.com

October 13-14 — 24 Hours of Moab, 12th Annual, (304) 259-5533

2007 Idaho and Regional MTB Races

June 2-3 — Moose Chase XC and DH, Knobby Tire Series, Coeur D'Alene, ID, (208) 338-1016

June 2-3 — Salmon Idaho Slammer, Wild Rockies Series, XC, DH, Salmon, ID, (208) 388-1971

June 9 — Idaho City Excellent Adventure, Wild Rockies Series #3, XC, Idaho City, ID, (208) 388-1971

June 17 — Silver Mountain DH, Knobby Tire Series, Kellogg, ID, (208) 338-1016

June 20 — Cache to Game XC Race, Mike Yokel Park, Jackson, WY, 12 mile MTB XC, Call (307) 733-5056

June 23-24 — Soldier Mountain XC and DH, Knobby Tire Series, Soldier Mtn. Ski Resort, Fairfield, ID (208) 338-1016

July 1 — Silver Mountain DH, Knobby Tire Series, Kellogg, ID, (208) 338-1016

July 1 — Urban Assault, Knobby Tire Series, Downtown Boise, ID, (208) 338-1016

July 4 — 12th Annual WYDAHO Bike Race, XC, Grand Targhee Ski and Summer Resort Alta, WY, 1-800-TARGHEE ext. 1309 or awilliams@grandtarghee.com, grandtarghee.com or Andy at (307) 353-2300 x-1309

July 14-15 — Brundage Mountain Bike Festival, Wild Rockies Series #4, XC and DH, McCall, ID, (208) 388-1971

July 21 — Taming the Tetons,

Intermountain Cup #10, Jackson Hole, WY, (801) 942-3498

July 22 — Teton Pass Hill Climb, Wilson, WY, 8:30 road race, 10:30 mountain bike race - points for each Race, (307) 690-9896

July 28 — Galena Grinder Whit Henry Memorial Race XC and Marathon, Knobby Tire Series, Ketchum, ID, Don Shepler (208) 720-3019, (208) 726-4010 or don@galenalodge.com or 208-338-1016

July 28 — Laramie Enduro, 111 K mountain bike race, Happy Jack, Laramie, WY, 307-745-4499

August 1,8,15,22 — Teton Village Short Track XC Series, 6:30 pm, Teton Village, WY, (307) 690-9896

August 4 — 23rd White Knob Challenge, Knobby Tire Series, Mackay, ID, Kurt Holzer at (208) 890-3118 or 208-338-1016

August 4 — Durango MTB 100, Durango, CO, (970) 259-7771

August 4-5 — Pomerelle Pounder, DH, freestyle, Utah DH Series, Wild Rockies Series #5, Burley, ID, (208) 388-1971

August 10-12 — NORBA National Mountain Bike Series #6, XC/ST/DH/MTNX/Super-D, Snowmass Resort, Aspen, CO, (435) 884-3515

August 18 — Rendezvous Hill Climb, Teton Village, WY, 6.1 miles, 4139 vertical feet, (307) 690-9896

August 18-19 — Tamarack Twister Idaho State NORBA XC and DH Championship Finals, Knobby Tire Series Final, Tamarack Ski Resort, Cascade, ID (208) 338-1016 or (208) 325-1000

September 14-16 — Boise to Bogus Banzai, 16.5 mile, 4100 vertical foot descent, also Super-D and DH, Wild Rockies Series #6, also NW NORBA Singlespeed Championship, plus music by the Beach Boys, Boise, ID, (208) 388-1971

September 15-16 — 24 Hours of Grand Targhee Mountain Bike Race, XC, Grand Targhee Ski and Summer Resort Alta, WY, 1-800-TARGHEE ext. 1309 or awilliams@grandtarghee.com, grandtarghee.com or Andy at (307) 353-2300 x-1309

September 23 — NW NORBA Collegiate MTB Conference Race, Open to all riders, Knobby Tire Series, ?, ID, (208) 338-1016

October 7? — 12 Hours of Bootleg Canyon Race, 2500' climbing per lap, Boulder City, NV, tmr-unlimited.com, (702) 277-6536



General Info

Utah Road Racing - USCF, Utah Cycling Association - James Ferguson, 801-476-9476

USA Cycling, Mountain Region Road Racing (UT,AZ,NM,CO, WY,SD), George Heagerty, (719) 535-8113.

Utah Weekly Race Series

Canyon Bicycles Rocky Mountain Raceways Criterium — Saturdays at 12 noon in March, Tuesdays in April - September, 6 pm, 6555 W. 2100 S., West Valley City, UT, Map, (801) 209-2479, utahcritseries.com April 3,10,17,24, May 1,8,15,22,29, June 5,12,19,26, July 3,10,17,24,31, August 7,14,21,28, September 4,11,18,25

Salt Air Time Trial — Every other Thursday April 13- September 28, I-80 Frontage Road West of the International Center, (801) 209-2479, utahcritseries.com April 12, 26, May 10,24, June 7, 21, July 5,19, August 2,16?,30, September 13,27

DMV Criterium — Wednesday's, Driver's Training Center, Where: 4700 S. 2780 W., West Valley City Times: A Flite - 6pm. B Flite - 7 pm., C/D Flite 7:45 pm, 801-

651-8333, utahcritseries.com April 4,11,18,25, May 2,9,16,23,30, June 6,13,20,27, July 4,11,18,25, August 1,8,15,22,29, September 5,12,19,26

Royal Street Hillclimb Time Trial — Every other Thursday, 5:30 p.m., 900 ft. elevation gain, Royal Street and Deer Valley Drive, Park City, (435) 901-8872, utahcritseries.com July 12,26, August 9,23, September 6

Canyon Sports Night Riders Criterium Series — Fridays, June 1, 22, July 13, 27, August 24, September 7, 21, A flite, B flite, C flite, 9 pm - 11 pm, signup at 8 pm, USCF permitted, qualifies for upgrade points, Rocky Mountain Raceways, 6555 W. 2100 S., West Valley City, UT, for more information, CanyonSports.com or (801) 942-3100.

Logan Race Club Time Trial Series — Thursdays, 6:30 pm, Logan, UT, (435) 787-2534

2007 Utah Road Races

June 2 — Utah State Time Trial Championship, Antelope Island, Utah, 10, km, 20km or ~40km depending on your category, 801-476-9476, ferg@natca.net

June 2 — Crack of Dawn Hillclimb, 6:00 AM, Millcreek Canyon, (801) 583-6281

June 2 — Draper Challenge Hillclimb Race, Starts 10:30am at Equestrian Center located at 1600 E. Highland Drive. For more information or to register go to: www.DraperTrailsDay.com or call

Ken Murdock at 205-3700.

June 9 — Sugarhouse Crit, Sugarhouse Park, SLC, UT, (801) 209-2479

June 16-17 — Cook-Sanders Associates High Uintas Classic Stage Race, 19th Annual, Kamas, UT to Evanston, WY, contact Jill Smith, jsmith@evanstonwy.org 307-783-6459 or Paul Knopf, pknopf@evanstonwy.org 307-783-6458; or 1-866-783-6300 ext. 470, evanstoncycling.org

June 21-23 — Utah Summer Games, Time Trial, Hill Climb, Criterium, Road Race with overall Omnium, Righthand Canyon, Lund Hwy, Desert Mound, Checkshani Cliffs, Cedar City, (435) 865-8421 or (435) 559-2925

June 24 — Darek Leyde Downtown Criterium, a portion of the proceeds will be donated to cancer research, Pioneer Park, Utah State Criterium Championship, Salt Lake City, (801) 209-2479

June 30 - July 1 — Gate City Grind Stage Race, (208) 282-2503 or (208) 233-0951

July 1 - July 7 — CANCELLED Tour of Utah, America's toughest stage race, eight stages, (801) 400-6129

July 7 — Porcupine Hillclimb, Big Cottonwood Canyon, Salt Lake City, (801)-424-9216

July 14 — Farmington Festival Days Criterium, Farmington, UT, Tyler Servoss velo11@gmail.com or (949) 637-0159 or bebikes.com

July 28 — Coalville Road Race, also, juniors and masters Utah State Championship, Coalville, UT, 801-424-9216

August 4 — Huntsville 100 Road Race, Huntsville, UT, (801) 576-1531

August 11 — Wolf Creek Pass Road Race, Utah State Road Race Championship for category riders, Starts in Francis. Route goes over Wolf Creek Pass to Tabiona and then back over the pass to the finish in Francis, (435) 513-0432, parkcitycycling.com

August 18 — Snowbird Hill Climb, 8 AM, registration from 6-7:30 am, 10.2 Miles from Shopko on 9400 S. 2000 E. to Snowbird, (801) 933-2110

August 18-19 — Tour de Gap Stage Race, in conjunction with the Iron County Fair, Parawan, UT, (435) 990-1393

August 25 — Jeff Rogers Memorial Sanpete Classic Road Race, Spring City, UT, jeremysmithslc@yahoo.com or 801-558-7215

September 1 — Skull Valley TT, Skull Valley, UT, Crystal Chambers, teaminertia_cyclingclub@yahoo.com or (801) 446-8183 or golsancycles.com

September 8 — LOTOJA, 206 miles from Logan, UT to Jackson, WY, (801) 546-0090

September 15 — The Climber's Trophy, an individual time trial up the south side of Big Mountain from MM 3 to MM 9., first rider up at 11 AM, contact Jon Gallagher jonbear68@msn.com or teamcsr.org

September 15-17 — Hoodoo 500, 500 mile ultramarathon bike race in S. Utah, St. George, Hoodoo500.com

September 22 — Harvest Moon Historic 25th Street Criterium,



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ID, more info: FSAlliance.org, Tina 208-282-2854 or mladtina@isu.edu

September 30 - October 6 — Monument Valley & 4 Corners Tour, Monticello, UT, (801) 556-3290

October 5-7 — Moab Century Tour, Moab to La Sals and back, 45, 65, 100 mile options, Tour benefits the Lance Armstrong Foundation, (435) 259-2698

October 6 — Yellowstone Fall Old Faithful Cycling Tour, West Yellowstone to Old Faithful and back, MT, (406) 646-7701

October 5-6 — Bikes for Kids with Dave Zabriskie, October 5th - dinner and silent auction, October 6 - metric century (62 miles) plus 4 and 25 mile options in Salt Lake City and Murray. We will be giving away 1,000 bikes, helmets and jerseys to disadvantaged children in the Salt Lake Valley. The start time is 7:00 am at the Costco in Murray and a bike safety and rodeo will be held at 11:00 for all kids. Contact Teresa at (801) 453-2296 or tmay@finsvcs.com.

October 20 — Las Vegas Century, 25, 50, 64 and 109 miles, Jim Little (702) 360-4751 or vegasbikeclub.org

October 20 — Tour de St. George, Ride with us around Snow Canyon State Park, Quail Creek Reservoir and Washington County's newest reservoir, Sand Hollow. 35, 60 & 100 Mile Option. 100% of the proceeds to benefit local bicycling advocacy, 8:00am at 900E & 100S (Dixie State College), www.tourdestgeorge.com, 435-229-5443, info@tourdestgeorge.com.

December 31 - January 1 — New Year's Revolution, century each day, 50, 70, 100 mile options, Ride out the old year, Ride in the New Year, Benefiting Parkinson's Disease, 8 am, Phoenix, AZ, Contact Bob @ 801.677.0134, bike2bike.org

Multi-Sport Races

June 2 — Salem Spring Triathlon, Salem, UT, racetri.com, (801) 423-3321

June 9 — Desert Sharks Splash Triathlon, adult long and short and kids division, Deseret Peaks Aquatics Center, Tooele, UT, 801-450-8477 or desert-sharks.com

June 9 — Pleasant Grove Triathlon, 14 and under Super Sprint (1 mile run, 3 mile bike, 250 yd swim), Sprint for all others (3.1 mile run, 8.5 mile bike, 500 yd swim), team categories also, pgtri.com, (801) 796-1745

June 16 — Telos Utah Valley Triathlon, Olympic and Sprint, Benjamin, Utah, www.t3triathlon.com, 801-368-8279 or email csnow360@yahoo.com

June 16 — Utah Summer Games Triathlon, Olympic and Sprint, Hurricane, Utah, utahsummergames.org/sports/triathlon.html, 435-770-3122 or email jared@sgtrifecta.com

June 23 — DinoLand Triathlon, Vernal, UT, 435-789-7720 or eteamz.active.com/DinoLandTri

June 23 — Provo Triathlon, Utah Lake State Park, Provo, UT, (801) 225-0076

June 30 — Deer Creek Triathlon, Midway, UT, trailrun.com or 801-373-3900

July 1 — Battle at Midway Triathlon, Olympic Distance Tri, Midway, UT, 801-450-8477, bamtriathlon.com/

July 14 — TriUtah XANGO Echo Triathlon, Echo Reservoir, Coalville, UT, Sprint and Olympic distance open water swim triathlons, Sprint road: 750 Meter Swim/20K Bike/5K Run, Olympic road: 1.5K Swim/40K Bike/10K Run, www.triutah.com, info@triutah.com, 801-631-2614 or 801-631-2624

July 28 — Blanding Hillman Triathlon, Swim .75 mile, Bike 15 miles, Run

3.2 miles. Kids' triathlon **July 27**. Recapture Reservoir, Blanding, 435-678-1314 or email solsen@sanjuanschools.org

August 4 - TriUtah Cache Valley Classic Triathlon, Hyrum Reservoir, Hyrum, UT (near Logan, UT), Sprint and Olympic distance open water swim triathlons, Sprint road: 750 Meter Swim/20K Bike/5K Run, Olympic road: 1.5K Swim/40K Bike/10K Run, www.triutah.com, info@triutah.com, 801-631-2614 or 801-631-2624

August 4 — Fish Lake Triathlon, Fish Lake, UT, goldmedalracing.com or (801) 492-3442

August 11 — Scofield Triathlon, Olympic, Sprint and Novice, the highest elevation triathlon in the USA, Mountain View State Park Boat Ramp, Scofield, www.scofieldtriathlon.com, email info@scofieldtriathlon.com or (801) 557-6748

August 11 — Utah Half Triathlon, Provo, UT, racetri.com, (801) 423-3321

August 18 — Nissan Xterra Mountain Championship, offroad triathlon, XTERRA: 1.5k swim / 30k mountain bike / 10k trail run, XTERRA Sport: 750m swim / 15k mountain bike / 5k trail run, Pineview Reservoir to Snowbasin, 1-877-751-8880, xterraplanet.com

August 25 — TriUtah Jordanelle

Triathlon, Jordanelle Reservoir, Park City/Heber City, UT, Sprint and Olympic distance open water swim triathlons, Sprint road: 750 Meter Swim/20K Bike/5K Run, Olympic road: 1.5K Swim/40K Bike/10K Run, www.triutah.com, info@triutah.com, 801-631-2614 or 801-631-2624

August 26 — Wild Ride XTERRA Regional Championship Mountain Triathlon, McCall, Idaho, (208) 388-1971

September 8 — Camp Yuba Triathlon, Yuba State Park, UT, racetri.com, (801) 423-3321

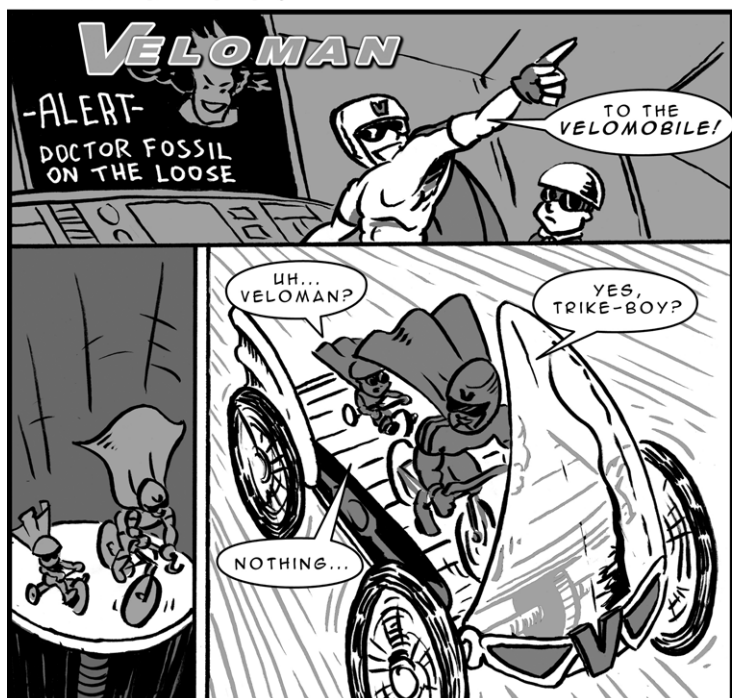
September 15 — TriUtah Ogden Valley Triathlon, Pineview Reservoir, Huntsville, UT, Sprint and International distance open water swim triathlons, Sprint road: 750 Meter Swim/16mi Bike/5K Run, Olympic road: 1.5K Swim/32mi Bike/10K Run, www.triutah.com, info@triutah.com, 801-631-2614 or 801-631-2624

September 22 — Kokopelli Triathlon, Sand Hollow Reservoir, St. George UT, sgtrifecta.com, race@sgtri.com, (702) 401-6044

September 27-30 — Adventure Xstream Expedition Moab - 300 mile team race, kayak, trek, mountain bike legs, (970) 259-7771

October 20 — TriUtah Escape to

CYCLOTOON



Lake Powell Triathlon, Bullfrog Marina, Lake Powell, UT, 1 mile swim, 25 mile bike, 6 mile run, www.triutah.com, info@triutah.com, 801-631-2614 or 801-631-2624



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Royal Street Café Bounce Back Offer:

Purchase a \$7 one-time ride on the Silver Lake Express chairlift from the Snow Park Ticket Office, enjoy lunch at Royal Street Café, and receive a free lift ticket voucher for a scenic lift ticket any day of the 2007 summer season.

Royal Street Café and chairlifts open June 14th through Labor Day, then chairlifts continue to operate weekends only through September 16th, conditions permitting.



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MOUNTAIN BIKE RACING

Gillespie Bests Fox; Riley Wins at 5 Mile Pass



Above: Thomas Spannring leads Cris Fox (00) and Charlie Gibson (388) in the pro men's race.
Right: Amanda Riley (The Athlete's Place) cruising in the pro women's race.
photos: Joaquim Hailer. See more photos at zazoosh.com

By Brad Pilling

It was a weekend of cold temperatures and a constant threat of snow that greeted racers for the 11th Annual 5 Mile Pass race in the west desert. May 5th should be safe weather for racing, right? Driving up to the race you saw the majority of racers looking more like skiers than bikers (it snowed in the SLC valley). Even race director Ed Chauner looked like a lift operator with his ski hat and puffy down jacket. Springtime in Utah!! Although the previous weekend was in the 80's and the following weekend would break the 80's, all who attended the 5 Mile Pass race had a high temperature of only 46 degrees with a constant threat of snow but near perfect course conditions.

The pro men endured the long and windy 44-mile, 4-lap course with style. Bart Gillespie (Cannondale/Velo de Animas) set out on a solo crusade for the victory with a 2:59:05 time trial finishing 1st overall, followed by Cris Fox (Canyon Millcreek) in 2nd. Thomas Spannring (Cannondale/Monavie) was 3rd at 3:02:50. In his blog about family and racing (bartmangbikestowork.blogspot.com), Bart Gillespie summed up the race as such:

"I don't really have anything too creative to say about the 5-mile pass race yesterday. I rolled off the front a couple minutes into a cold and windy 3-hour tour of some of Utah's best moto'ed up dirt roads...



Without the wind, 4 laps takes about 2:45, with the wind 2:59. I should have ridden with the group for 3 laps and then put in a 1 lap TT, that would have been more stimulating, but then I could have gone to Antelope Island for that."

If only it was that easy for the rest of us...


Superman Cris Fox turned out a solid race effort for 2nd place. He commented "I might have used the middle ring about 2 minutes today, just for kicks. Well except for this one section that was hiking for all."

The pro women category was dominated by Jackson resident Amanda Riley (The Athlete's Place)

with a 3-lap time of 2:36:13. She was cooking with gas out there. Roxanne Toly (Jans) finished 2nd at 2:45:09 with Revolution Peak Fastener racer Jenn Hanks in 3rd at 2:46:42.

5 Mile Pass proved to be the timeless desert course that has made it so popular over the years. Challenging power climbs on miles and miles of desert double track. The masses battle leg burn and anaerobic hear rates as they power up the relentless climbs that make this course such an early season challenge...but all are stronger for having raced in the cold, dry desert.

See results on page 18.



28 July, 2007

Canyons Resort, Park City Utah

7:00 am to 5:00 pm

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mountain bike race to benefit

The Young Riders & Mountain Trails Foundation

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MECHANIC'S CORNER

Expect the Best, Prepare for the Worst

By Tom Jow

Most cyclists are familiar with the psst, psst, psst sound of a tire punctured. Many are also aware of the crunch, crunch, crunch and spin, experience of a chain breaking during a steep hill climb. These are experiences that happen to everyone sometime or another. In fact, on one solo trail ride I had two spare tubes, gave one away, got two flats, received a tube from a passing rider, and then punctured one last time before reaching the car. So, as we come into summer and our rides become longer, it becomes more important to have the necessary gear along in order to deal with mishaps out on the road or trail. There are basics that everyone should have on every ride. Then, there are additional items to bring depending on how long you'll ride, where you ride and with whom.

For a ride of any distance, a pump and spare tube are the least that should be packed along. Also consider a patch kit and if necessary, some tire levers. As a compact option, many riders now carry a CO2 tire inflator instead of a pump. Water or sports drink are important to help prevent ride slowing dehydration. Also remember the

sunscreen!

Longer rides have the potential to take us further from the aid of the city. The farther out you go, the chances of seeing people who can help are reduced. Consider carrying more tubes. Mountain cyclists should also have an Allen wrench set and chain tool with spare chain links. Many good multi-tools are available that contain these and other tools. On all day mountain bike rides spare parts will be helpful. One handy item is a piece of old tire sidewall for patching a large cut or tear in a tire (an energy bar wrapper or dollar bill works in a pinch). Modern mountain bike frames have a replaceable rear derailleur hanger that bends easily to protect both frame and rear derailleur. When needed, having one of these can be a ride saver. Spare cables and chain ring bolts weigh nothing and take up little space.

Where the ride takes place alters what to bring along. Weather can vary widely between the valley and the mountains. Sun and blue sky may shine down low while thunderstorms come out of nowhere at higher altitudes. On the road or trail, climbs can be blistering hot, while ridge tops and descents are cold and breezy. For these conditions compact layers such as wind vest and

arm warmers are essentials for any cyclist's kit. They are also perfect for cool early starts or late finishes. In addition, a waterproof rain jacket, warm hat and gloves are worth their weight in the event of a drenching downpour.

Riding in a group may also require you to pack your kit a little differently. Often times a group will ride harder and faster than a solo rider. Maybe the ride goes longer than planned. Be sure to bring plenty of food and drink, enough to complete that unexpected extra loop. In some cases, a small headlamp may not be a bad idea. Group energy and excitement may also lure riders into riding above their skill level. This could lead to crashes. Bumps and bruises are of little consequence, but broken bones, joint dislocations and bleeding wounds need attention. A first aid kit with an assortment of band-aids, gauze pads, butterfly closures and adhesive tape will handle most of the bloody stuff. Having a sling to hold the arm up after breaking a collarbone or dislocated shoulder makes walking out a lot easier.

Flat tires happen. Stuff breaks and people crash. Hey, every cyclist loves a little adventure. However, be ready with basic needs for flat tire repair, food and drink. Plan ahead for the all day epics. Consider whom you are riding with for clues to the unexpected challenges that may lay ahead. Have fun and expect the best, prepare for the worst.

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Kotval and Perrins Sprint to Wins in Bear Lake Classic

Above: Kirsten Kotval takes the sprint over Laura Howat (left) and Laura Patten (right)

Right: The Pro/1/2 break with Bear Lake in the background. Todd Hageman (Binghams) is on point. Winner Perrins is last in line. photos: Tammy Calder

By Logan Race Club

With cool temperatures and high clouds just itching to burn off, the 2007 Bear Lake Classic took place Saturday May 19th from the Blue Water Resort in Garden City, Utah. On the schedule, the Pro-1-2 and Category 3 men were to complete two laps of the 51-mile circuit around Bear Lake. The Cat 1-3 women and remaining fields were slated to complete one lap. In the Pro-1-2 men's event, many teams showed up with full rosters of 5+ riders. Multiple teams boasted 7 riders at the start of the longest Utah event to date.

A docile pace was enjoyed early on by roughly 50 starters through Garden City, and attacks didn't start in earnest until about 5 miles into the event. With the each team having 5+ riders, it took multiple attacks to get the right combination off the front. Such a move did not occur until the field was headed south on the eastern side of the lake. Roughly 28 miles into the event, Mike Fogerty of Porcupine/Specialized initiated a solo move on a gentle roller that caused a slight reaction by a small group of 3 or 4 riders. Within moments, more riders were leaping out of the peloton. Soon the group up front was nine riders strong and most

major teams were represented. With over 70 miles remaining the break dropped into formation quickly, taking the pressure off their teammates behind. Present in the break were Scott Patten (Vanguard Media), Mark Skarpohl (Cole Sport), Mike Fogerty (Porcupine/Specialized), Patrick Ramirez (Contender Bicycles), Cameron Hoffman (Ogden One), Ben D'Hulst and Todd Hageman (Bingham's), and Sandy Perrins and Marc Yap (Sienna Development).

By the conclusion of the first lap, the gap to the field was less than a minute. The few teams that missed the break or were not happy with it were stationed on the front of the field trying to limit the damage, especially with roughly 50 miles remaining. Within 40 miles of the finish however, the break's



time advantage had grown rapidly to 2:30. It wasn't until the leading group of nine started south on the east side of the lake for the second time, that the fireworks began. Multiple attacks from Bingham's, Sienna Development and Cole Sport began to shrink the break, and by the southern most point of the circuit, the lead group had dwindled to 6 riders: D'Hulst, Hageman, Skarpohl, Perrins, Yap and Hoffman had all made the selection. The main field also began to feel the effects of the distance and wind. The Contender Bicycles Team, who had lost Ramirez from the break, began to drive a small chase group. The lead six continued to test each other for the final 10 miles, but nothing got away. Mark Skarpohl (Cole Sport), Ben D'Hulst (Bingham's) and Marc Yap (Sienna Development) were the most active riders in the final miles, but nothing was decided by the final left hand turn with roughly one mile remaining. Yap lead out the sprint with Hoffman on his wheel followed by Perrins, Hageman, Skarpohl and D'Hulst, respectively. The first to jump was Perrins with roughly 250 meters remaining. Aided by a slight tailwind, Perrins held it to the line for the victory. Hoffman finished

second with Hageman placing a strong third for the second year in a row. Skarpohl and Yap rounded out the top 5.

At the awards ceremony after the event Hoffman and Perrins chuckled over the course of the day's events.

"I didn't want to go up against Cameron to the line, as he's one of the craftiest riders in Utah," laughed Perrins, "but Marc (Yap) had done so much for me over the last 20 miles, I had to give it everything."

In the Pro-1-2-3 women's event, a strong group of women racers started the day representing some of the more prominent women's teams in Utah. Vanguard Media, Intermountain Financial and Ivory Homes each fielded squads. With a slight wind and terrain that favored a bunch gallop, the women's field stuck together for the entire race. By the final left hand turn to the finish, Laura Patton and Laura Howat of Vanguard Media and Kirsten Kotval of Ivory Homes led the field toward the finish. Taking the victory in the sprint was the 2006 national master's criterium champion (35+), Kirsten Kotval, followed by Laura Howat and Laura Patten, respectively.

See race results on page 18.





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MOUNTAIN BIKE RACING

Sager on a Roll; Hanks solos to win at Stan Crane Memorial ICS Race



Above: Jennifer Hanks flying.
Right: Ryan Harrison won the men's Expert 19-29 class.
Photos: Joaquim Hailer. See more at Zazoosh.com.

By Brad Pilling

Memorial Day heralded a new racecourse in Draper, Utah for the Stan Crane Memorial Draper Intermountain Cup race; the fifth event in the twelve race series. Stan Crane had raced in the Sport class and was a team sponsor of the Revolution/Peak Fastener team prior to his death in February 2006 at the age of 33. His wife Carmen attended the race with her 3 sons (2 who raced).

The course incorporated a portion of the new trail system that Draper City has been building the last couple of years along with the main Corner Canyon 'sand' road and some gnarly singletrack through the golf course to complete a loop. The course finish literally wound through Draper residents' backyards. What a way to feel involved with the community.

The pro men had a nice field of 14 starters and they blazed up the trail not quite at 9 am sharp. With twenty seven 9-and-under finishers and twenty eight in the 10-12 class racing at 8:15am...things got a little backed up. Yep, the racer turnout was amazing. The pro class was dominated with fast performances. Jason Sager (Cannondale/San Jose Hotel) finished first in 2:18:30 followed by Bryson Perry (Healthy Choice/Guru's) at 2:22:19 and Thomas Spannring (Cannondale/Monavie) a close third at 2:23:08.

Following the victory, Sager commented, "This is why we do it. Nice weather. Fun course. Great neighborhood support." His comments were shared by many.

The top three raced together for a while, but Sager pulled away and left Spannring and Perry to duel it out. Perry ended up passing Spannring at the top of the long climb on lap one, with eventual 4th



place Cris Fox (Canyon Millcreek) passing Spannring at the bottom. Said Spannring, "I started to feel better after the first lap and bridged back to Fox who seemed to be hurting at that point. I passed him and had a much better time on the downhill, started to feel good on lap three and got within 15 seconds of Perry. I could see him putting in a big effort, because he noticed I wasn't far off."

Fox trailed the lead group by five minutes at 2:28:02 while former expert 30-39 racer turned pro Rich Abbott (Revolution/Peak Fasteners) had a really solid race finishing 5th at 2:28:07.

The pro women race was almost as exciting. Solo starter Jenn Hanks (Revolution/Peak Fasteners) held on to first with a 2:52:29 and had most of her registration fee returned as prize money.

As indicated by the kids' races to start the day, huge classes and great competition were found in the age group categories. The course laps were 9.4 miles in length with Garmin GPS verified +/- 1,500' of climbing per lap. Single speed class winner Jon Gallagher (Cole Sport) said, "It was a really fun course. Bombing fast and a great DH." He wished he'd changed his rear tire, though. With the 'loose over hard pack' Clark's downhill section, many racers hit the bushes.

Strong support for the race was given by Draper Trails representative Ken Murdoch. He vowed more trails would be built this summer enabling more racing for 2008. With that kind of support and the huge turnout, everyone is looking forward to next year, new course or not,.

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RIDE OF THE MONTH

Canyons of the Wasatch, Part II



Little Cottonwood is a classic climb. Photo: Dave Iltis

By Gregg Bromka

Now that bicycling season is in full swing, you're probably facing a packed schedule of road races, charity centuries, or weekend fun rides of higher quality and intensity. To accomplish your cycling objectives this summer, your training rides should be getting longer and/or tougher. If riding the flats throughout the valley isn't cutting it any more, and the tamer canyon roads like City Creek and Emigration are becoming easy to knock off, then it's time to eye the Wasatch's "Tri Canyons:" Mill Creek, Big Cottonwood, and Little Cottonwood. Whereas Emigration and others allow you to build your cardiovascular base and perfect your high cadence spinning, the Tri Canyons will put power in your pedal stroke. Conquer these rides in one day and you'll have captured the infamous Wasatch "Trifecta."

Mill Creek Canyon Road

Mill Creek Canyon is a haven for picnickers, anglers, hikers, and mountain bikers, but it is also prized by local road cyclists. Embraced by pine, fir, and aspen woodlands and edged by a babbling brook, the winding road has a country lane feel to it. Although the road is narrow and has no shoulder, the margin of comfort is fair to good because traffic is slow, and motorists are well aware that bicyclists are sharing the road.

In a car, the curvy road is as rhythmic as a lullaby, but on a bicycle the canyon's stair-step profile is more rock-and-roll. The dozens of "micro-hills" are trivial individually, for none is more than a quarter mile long. But over the 9.9-mile climb, they collectively gang up on you and produce a surprising elevation gain of over 2,600 feet. That's not to say that Mill Creek Canyon is grueling because there are respites that follow each short, hard effort.

June is the best month to pedal Mill Creek Canyon Road because the upper canyon, above the Maple Grove Picnic Area, is snow-free and is closed to vehicles until July 1. But don't expect to have the whole road to yourself. Hikers with dogs are plentiful and tend to wander from lane to lane, and cabin residents have vehicle access privileges. Descend prudently, stay to the right, and anticipate person, pooch, or car around every bend.

Mill Creek Canyon Road begins at the intersection of Wasatch Boulevard and 3800 South. Take Exit 4 off I-215 for 3900 South.

Big Cottonwood Canyon Road

BCCR is the classic test of one's endurance and climbing prowess, blending gradual spin-ups and leg cramping inclines over its 15-mile length. Just making it up and down Big Cottonwood garners due respect in the local cycling circle; knock it off with relative ease and you're ready for the pro race circuit. If you're a recreational rider but want to experience riding in a peloton, then sign up for the annual Big Cottonwood Hill Climb on July 7 and test yourself against the region's best climbers; call (801) 424-9216 for information.

After a rather pleasant two-mile warm up, the road arcs skyward for the notorious, 0.8-mile, 10-percent pull up to Storm Mountain Picnic Area. Next, the Mill B switchbacks announce another grueling grind past Moss Ledge. Past the "Mississippian Marble" interpretive sign, the road levels and actually seems to decline a bit, but don't get used to it, for the climb past Silver Fork Lodge is a straightaway bruiser. And the road doesn't let up much thereafter past Solitude to Brighton. If you found 3,850 feet of elevation gain to be child's play, then chug another three miles up to Guardsman's Pass and tack on another grand of vertical.

Other than to peg your heart rate,

ride BCCR for its scenic beauty. The lower canyon is clutched by tall ragged walls of upended rock, whereas the upper canyon opens to glacier-cut bowls and treeless peaks. Interpretive signs along the way tell the story of the area's dynamic geology and captivating human history. To make your ride complete, you can dine at a café, chat with rangers at a visitor center, or stroll a boardwalk around a placid pond.

Big Cottonwood Canyon Road begins at the intersection of Wasatch Boulevard and Fort Union Boulevard/7200 South. Take Exit 6 off of I-215 and follow Wasatch Boulevard southward toward "Ski Areas."

Little Cottonwood Canyon Road

"Little" Cottonwood Canyon doesn't mean smaller and easier than Big Cottonwood Canyon. It means shorter and steeper. In fact, with a profile that rivals some of the Tour de France's toughest climbs, riding Little Cottonwood is all about putting power to the pedals. Even with a triple chainring, there are few places to "spin." Inasmuch, it's the mother of local hill climbs and is well respected in the local cycling community; those outside the spoked circle will just chuckle dumbfoundedly when you mention where you rode.

Averaging seven-percent grade (3,350-foot gain over 8.7 miles), LCCR packs a wallop from the start and keeps knocking you senseless to the very top. Along the way, you'll face many sections of nine percent grade, namely Tanner's Flat (an oxymoron), Snowbird, and

between Snowbird and Alta. Even the respites will have your heart redlined. Putting LCCR at the final leg of the final stage of last year's Tour of Utah was downright cruel, and although every roadside spectator along the Tanner's Flat section cheered wildly as racers crept by, they all winced at the agony the racers' endured.

There is more to Little Cottonwood Canyon than a day of pain and suffering, although that's a large part of it. The sights of tall, serrated ridges, lush valleys hanging above the glacially cut canyon, and snowfields clinging to cirques well into midsummer are truly inspirational. And you don't have to make a beeline back down either because there are always activities and good eats at Snowbird Resort and plenty of sight seeing at neighboring Alta.

Start LCCR at the flashing billboard near the Temple Quarry Nature Trail. From I-215, take Exit 6, and travel south on Wasatch Boulevard/UT 190. Stay straight on UT 210 at the La Caille turnoff.

Want a riding buddy to pace yourself? How about a few hundred? Then mark August 18 on your calendar for the annual Snowbird Hill Climb; call (801) 933-2110 for information.

Get a copy of Gregg's Utah guidebooks: Bicycling Salt Lake City, Mountain Biking Utah, Mountain Biking Utah's Wasatch Front, and Mountain Biking Park City & Beyond. at your favorite bike shop.

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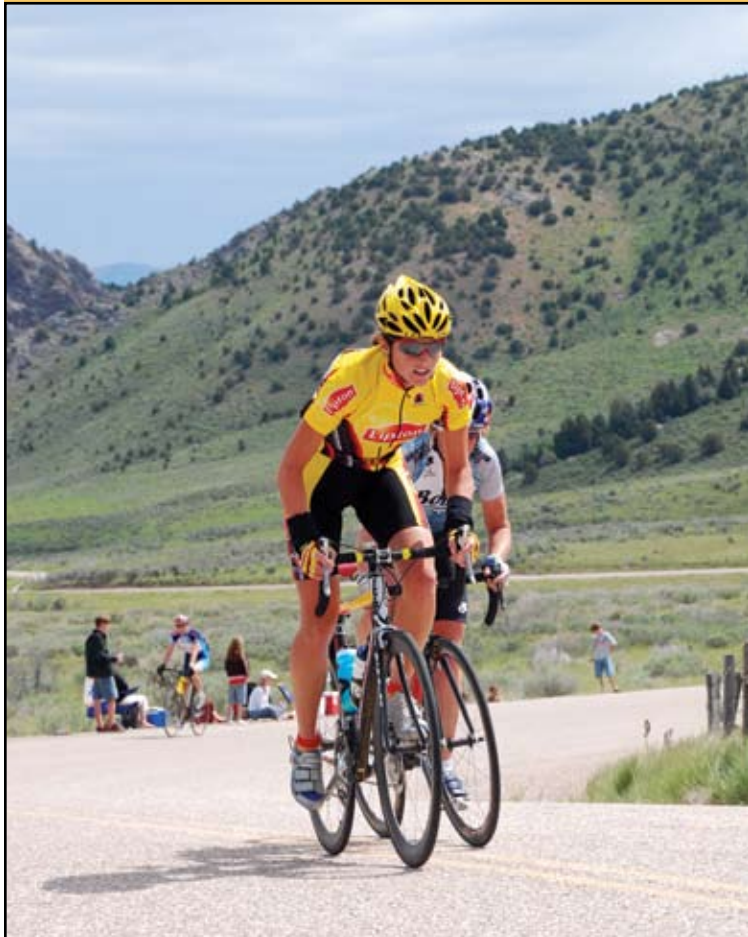
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ROAD RACING

Perry takes Another Win, Evans Triumphant in Garden Creek Gap Road Race



By Sam Krieg and Rob Van Kirk

200 racers made the pilgrimage to Arimo Idaho for the 3rd annual Garden Creek Gap Road Race. With a new mountain top finish for 2007, this year's race brought a bit more flavor and a ton of "BIG HURT" to the racers that challenged the Gap. The course's defining

feature is the 1,042ft, 8-mile climb. This year however 300 head of cattle on the course added to the flavor of the event and brought out the cowboy and cowgirl inside of all the racers.

Heavy holiday weekend traffic on the course didn't materialize, however, it turned out to be the cattle drive and not extra vehicle traffic that temporarily slowed the

race. Riders, cowboys, herding dogs and even most of the cows remained calm and courteous as each pack weaved its way through the dozens of cattle being moved along the course to summer pastures. The only damage turned out to be lots of bikes in need of a good spray wash afterwards!

Earlier this spring, race organizers Idaho Cycling Enthusiasts (ICE) decided to move the race from late July to late May in hopes of avoiding the blistering heat that plagued the race in its first two years. As it turned out, the weather was cool and cloudy at the start and warmed only into the low 70s as the sun came out later in the race. Winds stayed light for the entire day.

The Pro/1/2 men had 5 laps up the climb to contemplate training harder or taking up golf. With several breaks throughout the day falling short of staying away the final decisive trip up the climb saw the cream rise as Bryson Perry (Sienna Development-Goble Knee Clinic), Jeff Louder (HealthNet/Maxxis), and world and national masters champion Richard Feldman (Durance Cycleworks), took the podium spots. Less than 10 seconds separated the three riders over the 8-mile climb.

The woman's 1-3 race saw a battle between rising star Nicole Evans (TEAm Lipton) and local gun Kris Walker (Bob's) on the final climb. Nicole powered away alone on the climb to an impressive win — opening up a 2-minute gap on her closest



Above: The category 3 men in the Gap. Left: Nicole Evans leads Kris Walker. photos: Brian Lehnhof.

See more photos at AnthemPhotoWorks.com

competitor. In the Men's Cat 3 race, Ian Tuttle (Snake River Brewing) gapped about 7 chasers before the final climb — soloing to win by a mere 4 seconds to a charging group led by Ice's Rob McGovern and Ben Nichols (Porcupine). The Top 6 Cat 3 finishers were separated by less than one second! The Men's 35+ saw a similar group sprint on top of the Gap. Craig Kidd (ICE) edged out Gary Porter and Zan Treasure (Bountiful) for the win.

Teammates Mark Zimbleman and Jerald Hunsaker (Bountiful) went 1-2 in the 45+ race. Ken Louder (SBO) dominated the 55+ field with a cow dung covered Cervelo Soloist Carbon.

Overall the 3rd annual Garden Creek Gap was a screaming success. Cool temps and incredible roads made for a great race in southern Idaho.

See results on page 18.

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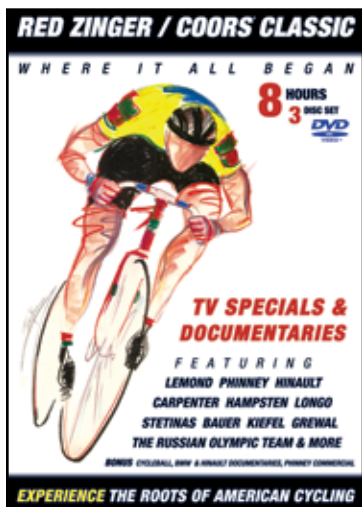
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MOVIE REVIEW

**Red Zinger/Coors Classic
Retrospective is a Must Have**



That's a fairly accurate depiction of the event's roots. In contrast, the more polished – for the era – production of the later Coors Classic races, shown on major networks then, serves to illustrate how far cycling had come in the life of this event. Commentary sometimes borders on remedial, explaining terms and racing to novice viewers. But one must keep in mind that this was filmed in the timeframe when cycling really began to reach the American consciousness, and terms that anyone today who is even remotely aware of cycling would know, were still as new as the sport itself to the majority of viewers then.

But the real treat is the footage of outstanding racing and the scenery. There are glimpses into team strategy meetings and on the road conversations between riders and coaches as part of the terrific behind the scenes footage here, along with wonderful insight into the rider's struggle during a major stage race. The disc set is a must have for anyone who is interested in the foundation laid by riders like Boyer, Lemond, Phinney and Hampsten that the next generation of Armstrong, Julich, Jemison, and Andreu built their careers upon. The only thing that could have made it better for me would have been running narrative from Bob Roll! Buy it anyway, it's a great view and you will not regret it.

'The Red Zinger/Coors Classic, Where It All Began' dvd set is available at your local bike shop or online at www.velogear.com.

News from Park City's Mountain Trails Foundation

Updated 2007 Trail Maps are now available in Park City Bike Shops, Visitors Centers and Book Stores with a brand new format that features the entire trail system on one side of the map and favorite areas magnified on the other side. The updated mid season map will be updated and available in early August.

The Flying Dog Trail located in The Preserve, a new development above Glenwild in Park City is received rave reviews. This 8-mile trail features awesome vistas, wilderness type experience and a remarkable story of how the developer Kirkpatrick MacDonald drew in the trails before he drew in the lotlines.

Upcoming Events: Monday June 4: 6:00pm -- Cole Sport and Mountain Trails presents the Second Annual Share the Road Memorial Ride. The event begins at Cole Sport at 6:00pm and travels around the in town and Basin roads. Free.

Cyclingutah.com
for trails, event links, photos, back issues, links, and more!

sundance

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5:30pm @ Gallivan Center

- 3. Dan Minert; Bountiful Mazda 02:41:50
- 4. Jeff Ure; Bountiful Mazda Cycling Team 02:41:50
- 5. Donald Armstrong; Bountiful Mazda 02:41:51
- 6. Jon Gallagher; Cole Sport 02:42:01
- 7. Steve Warsocki; Porcupine/Specialized Racing 02:42:01
- 8. Bruce Bilodeau; Canyon Bicycles 02:47:19
- 9. Jonathan Gardner; Canyon Bicycles 02:47:20
- Cat 3 Male**
- 1. Ira Tibbitts; USU Cycling 02:48:23
- 2. Patrick Fasse; Vanguard Media Group Cycling 02:48:23
- 3. Robert McGovern; ICE/Robs Ride On Bike & Snow 02:48:29
- 4. Ben Nichols; Porcupine Cycling 02:49:17
- 5. Bradley Gehrig; SLCC 02:49:12
- 6. Connor O'Leary; FFKR/Sportsbaseonline 02:50:24
- 7. Robert Bennion; Biker's Edge 02:51:24
- 8. Nathan Armin; FFKR/Sportsbaseonline.com 02:52:45
- 9. Sean Hoover; Canyon Cycle Draper 02:52:46
- 10. Bill Demong 02:52:49

Bear Lake Road Race, Garden City, Utah, May 19, 2007

- Men's Pro/Cat 1/Cat 2**
- 1. Sandy Perrins; Sienna Development
- 2. Cameron Hoffman; Ogden One
- 3. Todd Hageman; Bingham/Northshore
- 4. Mark Skarpohl; Cole Sport
- 5. Marc Yap; Sienna Development
- Men's Cat 3**
- 1. Daniel Nelson
- 2. Cameron Candelaria; Canyon Bicycles
- 3. Patrick Fasse; Vanguard Media Group Cycling Team
- 4. Curtis Doman; Inertia
- 5. Matthew Mecham; SBR Sports
- Women's Pro/1/2/3**
- 1. Kirsten Kotval; Ivory Homes
- 2. Laura Howat; Vanguard Media Cycling Team
- 3. Laura Patten; Vanguard Media Group
- 4. Kelly C.
- 5. Sandra Hyra
- Men's Masters 35+**
- 1. John McKone; CCB/Volkswagen
- 2. Jonathan Gardner; Canyon Bicycles
- 3. Gary Porter; Bountiful Mazda
- 4. Mike Cooper; Vanguard Media Group
- 5. Zan Treasure; Bountiful Mazda
- Men's Cat 4**
- 1. Jeremy Clay; Utah Premier/Vanguard Media Group
- 2. Kyle Cramer; BR Sports
- 3. Kent Barton; MIDUole/Barbacoa
- 4. Corey Brand; Salt Lake City Cycling (SLC)
- 5. Shane Dunleavy; Vanguard Media Group Cycling Team
- Men's Cat 5 - A**
- 1. Elliot Smith; Team Inertia
- 2. Craig Willis; Logan Race Club
- 3. Shae Mayner
- 4. Bruce Bauer; Team Inertia
- 5. Colin Scott
- Men's Cat 5 - B**
- 1. Tony Anstine; Logan Race Club
- 2. Drew Neilson; Logan Race Club/Wimmer's
- 3. Troy Nye; Bikeman.com
- 4. Jedd Cox; D L Weston Construction

- 5. Dave Hogan
- Men's Masters 45+**
- 1. Louis Riel; Canyon Bicycles
- 2. Donald Armstrong
- 3. Bryan Williams; Logan Race Club/Goble Sienna
- 4. Mark Chrysler; D.A.R.E.
- 5. Peter Barguin
- Men's Masters 55+**
- 1. Ken Louder; FFKR/SportsbaseOnline
- 2. Gary Simmons; Bountiful Mazda Cycling Team
- 3. Bob Marcinko; ICE
- 4. Web Webster; Lander Cycling
- 5. Shannon Storrud; Porcupine Cycling
- Women's Cat 4**
- 1. Kaci Kite
- 2. Jamie Leake; Blackbottoms
- 3. Jillian Gardner; Canyon Bicycles
- 4. Melissa McDaniel; FFKR/Sportsbaseonline
- 5. Diane E. Evans; Bountiful Mazda
- Junior Boys 16-17**
- 1. Eric Stratton
- Junior Boys 14-15**
- 1. Keith Powell; Powell Ophthalmology
- Junior Boys 16-17**
- 1. Dana Hoffman; Ogden One
- Junior Boys 11-13**
- 1. Sam Trop; RMCC/Whos Your Daddy
- Junior Boys 14-15**
- 2. Steven Miller; RMCC/Whos Your Daddy
- 3. Colin Curtis; CVMC
- 4. Alex Trop
- Women's Master 35+**
- 1. Donna Wallace
- 2. Deborah; Chiquito
- 3. Roberta Powers; RMCC/Whos Your Daddy
- Junior Girls 11-13**
- 1. Angela Clyde; Logan Race Club
- Citizen Men**
- 1. Thomas Borschel; La Sportiva Mtn Running
- 2. James Swink; CVMC
- 3. Craig Curtis; CVMC
- 4. Steve Bills; DNA Cycling and Golsan Cycles
- 5. Randy Jones
- Citizen Women**
- 1. Natalie Petersen
- 2. Quinette Armstrong
- 3. Celia Nash
- 4. Corrinne Shepherd
- 5. Glenn McConkey

Garden Creek Gap Road Race, Pocatello, Idaho, May 26, 2007

- Pro/1/2 Men**
- 1. Bryson Perry; Sienna Dev't - Goble Knee Clinic 4:37:53
- 2. Jeff Louder; Health Net Maxxis 4:37:53
- 3. Richard Feldman; Durance Cycleworks - Lehman Brothers 4:38:04
- 4. Cameron Hoffman; Ogden One 4:38:12
- 5. Sandy Perrins; Sienna Dev't - Goble Knee Clinic 4:38:56
- 6. Justin Rose; Team BOBS-BICYCLES.com 4:39:46
- 7. Todd Hageman; Bingham/Northshore 4:40:24
- 8. Jeff Sargent; FFKR Architects/Sportsbaseonline.com p/b XANGO 4:43:24
- 9. Dave Harward; Porcupine/Specialized Racing 4:44:12

- 10. Nate Thomas; Sienna Dev't - Goble Knee Clinic 4:44:12
- Cat 3 Men**
- 1. Ian Tuttle; Fitzgerald's Bicycles 4:00:02
- 2. Robert McGovern; ICE/Rocky Mountain Surgery 4:00:06
- 3. Ben Nichols; Porcupine Cycling 4:00:06
- 4. Daniel Nelson; Y Cycling 4:00:06
- 5. Jared Inouye; Biker's Edge 4:00:06
- 6. Ali Goulet; RMCC Rhodes Mcann Erickson 4:00:06
- 7. Piotr Strzelec; Unattached 4:00:06
- 8. Ira Tibbitts; USU Cycling 4:00:37
- 9. Bruce Hoffman; Ogden One 4:00:44
- 10. Richard Urena; Vanguard 4:01:32
- Cat 4 Men**
- 1. Christian Ricks; BYU 2:51:00
- 2. David Gtronm; Wright/Park City Rides 2:51:00
- 3. Courtney Larsen; Dan L Weston Construction 2:52:32
- 4. Josh Carter; WSU 2:52:32
- 5. Perry Hall; Wright/Park City Rides 2:52:58
- 6. Brian Randall; RMCC 2:53:09
- 7. Kirk Minor; Vanguard Media Group Cycling Team 2:53:25
- 8. Joshua Hickman; Wright/Park City Rides 2:53:25
- 9. Patrick Greis; Wright/Park City Rides 2:53:46
- 10. Dustin Thiel; Porcupine Cycling 2:54:04
- Cat 5 Men**
- 1. Drew Neilson; Logan Race Club 1:32:25
- 2. Cortlan Brown; Bountiful Mazda Cycling Team 1:32:25
- 3. Mike Pimm; Fitzgerald's Bikes 1:32:25
- 4. Brian Dagnon; ICE/Rocky Mtn Surgery Center 1:33:42
- 5. Luke Lynch 1:33:57
- 6. Marcus Singleton 1:34:00
- 7. Matt Bradley 1:34:06
- 8. Rich Patterson; Parks 1:35:24
- 9. Tom Borschel; ICE/Rocky Mtn Surgery Center 1:36:08
- 10. James Crawford 1:36:25
- Master Men**
- 1. Craig Kidd; ICE/Rocky Mountain Surgery Center 4:04:30
- 2. Gary Porter; Bountiful Mazda Cycling Team 4:04:30
- 3. Zan Treasure; Bountiful Mazda Cycling Team 4:04:30
- 4. Kyle Brown; Ogden One 4:05:32
- 5. Bruce Bilodeau; Canyon Bicycles 4:05:32
- 6. Jeff Ure; Bountiful Mazda Cycling Team 4:05:32
- 7. Rick Greenawald; ICO 4:05:32
- 8. Stephen Tueller; Bountiful Mazda Cycling Team 4:06:11
- 9. Brian Schilling; Fitzgeralds Bicycles 4:06:34
- 10. Jeffrey Gasser; George's/BODE 4:06:34
- Master Men**
- 1. Mark Zimbelman; Bountiful Mazda Cycling Team 2:42:09
- 2. Jerald Hunsaker; Bountiful Mazda Cycling Team 2:42:32
- 3. Jeff Clawson; Canyon Bicycles 2:43:09
- 4. Donald Armstrong; Bountiful Mazda Cycling Team 2:45:08
- 5. Louis Riel; Canyon Bicycles 2:46:18
- 6. Chuck Collins; ICE/Rocky Mtn Surgery Center 2:51:22
- 7. Bob Walker; Bountiful Mazda Cycling Team 2:54:43
- 8. Michael Macdonald; Bountiful Mazda

- Cycling Team 2:54:57
- 9. Keith Anderson 2:55:08
- 10. Don Bowen; Bountiful Mazda Cycling Team 2:57:36
- Master Men**
- 1. Ken Louder; FFKR Architects/Sportsbaseonline.com p/b XANGO 2:56:59
- 2. Gary Simmons; Bountiful Mazda Cycling Team 2:57:35
- 3. Hardin Davis; Vanguard Media 2:58:07
- 4. Shannon Storrud; Porcupine Cycling 2:59:10
- 5. Jim Gilland; Bountiful Mazda Cycling Team 3:01:50
- 6. John Swyers; Durance Cycleworks 3:26:57
- 7. Gary Powers; RMCC 3:42:38
- Junior Men**
- 1. Steven Miller; RMCC 2:07:33
- Cat1/2/3 Women**
- 1. Nicole Evans; TEAm Lipton 3:02:19
- 2. Kris Walker; Team Bobs-Bicycles.com 3:04:07
- 3. Chellie Terry; Fitzgerald's Bicycles 3:06:19
- 4. Kelly Crawford; Team Bobs-Bicycles.com 3:10:08
- 5. Laura Howat; Vanguard Media Group 3:10:16
- 6. Ruthie Shapiro; Vanguard Media Group 3:12:35
- 7. Kirsten Kotval; Ivory Homes 3:13:39
- 8. Karen Appleby-Krieg; Team Bobs-Bicycles.com 3:14:43
- 9. Heather Holmes; Kenda/Xfusion 3:16:25
- 10. Jamie Bennion; Team Bobs-Bicycles.com 3:26:12
- Cat 4 Women**
- 1. Sarah Brown; Tamarack 1:50:38
- 2. Jamie Leake; Black Bottoms Cycling 1:50:44
- 3. Dina Mishew; Fitzgerald's Bicycles 1:50:58
- 4. Leslie Cooper; Vanguard Media Group Cycling Team 1:55:32
- 5. Gail Towsley 1:56:33
- 6. Diane Evans; Bountiful Mazda 1:59:55
- 7. Shanna Matheson; Porcupine 2:00:34
- 8. Kristin Vincent; Utah Velo Club 2:02:34
- 9. Jamie Carter; Vanguard Media Group Cycling Team 2:14:09
- 10. Brandi Gorden; Vanguard Media Group Cycling Team 2:15:03
- Master Women**
- 1. Margaret Douglass; Vanguard Media Group Cycling Team 1:59:55
- 2. Jodi Cuccia; Lost River Party Dogs 2:01:57
- 3. Roberta Powers; RMCC 2:24:10

Great Salt Lake Adventure from page 23

there. Odd, strange. Another mile or so of riding led to a hill that looked so steep I knew I'd have to walk it. I spotted a tree off the side of the road. That's it. That's where I'm sleeping. #S%^ it. I'm done. I felt horrible. I kicked some cow patties out of the way, threw down my bivy sack and crashed. I slept hard for 11 hours.

Promontory Mountains to Salt Lake City

When I woke, I felt worse. I was swollen all over, it was 22 F — my water was frozen. I had to max out my shoelaces just to get my shoes on. I was wearing every piece of clothing I had. The big hill from last night was still there and I was still going to walk it. I walked for about a quarter mile before I was warmed up enough to ride. When I got on the bike, it just plain hurt. Luckily, the road turned down hill pretty quickly. Once I got some speed going I felt a lot better. I got back on asphalt at the GSNM. 8:50 am 274.6 miles ending 34 miles of dirt. I pumped up my tires and lubed my chain. I was cold and sick of wind. I had been in 40's-ish and lower windy weather with no real shelter for 3 days. I wanted to be warm bad. The road turned up steeply for a bit only to turn into the biggest downhill of the entire ride; then flatness, as far as I could see. The road to Corinne (first significant town since Wendover) is flat and seems never ending. The wind and cold were unrelenting. I was beat down but I could see the Wasatch. I knew those hills! That's my home! The idea of coffee in Corinne pulled me along. Real HOT coffee, it's just down the road, keep pedaling. Kooky looking engineers on their way to Thiokol kept passing and doing double takes. I must have looked pretty bad. I felt bad. So cold. So windy. I pass a burned down building. On second glance, somebody had spray painted "hot springs" on the remaining walls of the burned down structure. I couldn't believe it. I wheeled into the parking lot and lo and behold, hot springs! I couldn't tolerate getting completely wet so I just soaked my hands and feet. What a relief! That gave me what I needed to make it to Corinne. What a morning! Nasty gas station coffee never tasted so good! I sat and enjoyed civilization for a bit. I pounded as much ibuprofen as I could find and set off again. The remainder of the ride felt surprisingly easy. Something about the houses, people and traffic kept pulling me along, not to mention the Red Bulls and various painkillers I kept popping every few hours. I rolled into Temple Square at 5:26pm. 369 miles, 3 days, 8 hours, and 36 minutes later than when I started. The 5 miles home felt like a piece of cake. I found what I was looking for. It wasn't a vacation or a challenge but a place inside myself I hadn't seen before. I was looking for a far out remote corner of my soul that I had never visited before. I was looking for the Lucin of my being. I found it. I found it not in Lucin but in the Promontory Mountains late in the night of 10-30-06. I lost everything in my everyday world and felt who I really am. I went from extreme endurance to extreme submission in just a few hours. I found the Lucin of my soul. I can't wait to go back.

James Kirk is a web designer living in Salt Lake. He's been riding bikes for as long as he can remember. James is currently seeking the next "death march ride". Got any ideas? Contact him at mountainbikesaltlake.com P.S. This ride was inspired by the Harris-Muir expedition of April 2006. You guys are bad ass! Thanks for the motivation!

Quick Shot by Chad Nikolz



MOVIE REVIEW

Contested Streets

Contested Streets is about what a city could look like with transportation planning focusing on non-auto transit versus the current reality of New York City. The film is a one-hour look at the integration of bicycles in transportation. The viewer will get a sense of how a community deals with transportation choices. This comes down to how the government provides those choices. Individual citizens are then able to make rationale decisions based on the transit mix and infrastructure provided. The cities portrayed in the film are Copenhagen, Paris, London and New York City. The section on Copenhagen, for example, the viewer will see how pedestrians and bicycles, buses, and cars equally share transportation. In an additional interview section, not part of the main film, you will also see the effects of one mayor, Enrique Penalosa, had on creating a more pedestrian/bicycle friendly city within one term in office. The first third of the film will impress the viewer with a historical account detailing why NYC is packed with cars. This seemingly impossible to change scenario is then contrasted with the efforts of other cities to make transportation more balanced and pleasant. America however is not Europe. The film could be enhanced if more American success stories could have been portrayed. Could Copenhagen transit come to Salt Lake City? After watching the film the viewer could imagine that possibility. It will take a change in attitudes by each citizen and our city leaders. Hopefully Mayor Anderson has had a chance to review the copy I gave to his office.

Produced by Transportation Alternatives (NYC) and Cicala Filmworks, 2006 — Documentary. www.contestedstreets.com

-Reviewed by Lou Melini

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TRANSCRIPT BULLETIN
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COMMUTER OF THE MONTH

Single Speed Woman



No need to adjust any derailleurs.

Photo: Mike Mattfeldt

By Lou Melini

This is the 24th edition (3 year anniversary) of the commuting column in Cycling Utah! This month will feature Ali Knutson who will discuss some women's issues and give us some technical expertise regarding her single speed commute.

Cycling Utah: There isn't much that keeps you from riding to work! What was your worst day?
Ali Knutson: I ride 12 miles (now 10 since I moved) round trip. Sometimes in bad weather I will put my bike on the bus. There was a storm with 4 inches of snow on the

Grand Teton Park Approves Plan for Pathways

Grand Teton National Park officials have approved a transportation plan that would allow construction of 41 miles of multi-use pathways, a realignment of the Moose-Wilson Road and development of a park bus plan. The path system, expected to cost roughly \$45 million, would include nine miles of paths from the park's south boundary to Antelope Flats Road, 15 miles of path between North Jenny Lake and Colter Bay, 10 miles along Teton Park Road from Moose Junction to North Jenny Lake Junction, and 3 miles along the Moose-Wilson Road from Granite Canyon entrance station to the Laurance S. Rockefeller Preserve. For more information, visit www.nps.gov/grte/park-mgmt/planning.htm.

Wyoming Strikes Mandatory Sidepath Law

Wyoming has expanded the rights of cyclists to ride on the road by repealing the mandatory sidepath law there. Wyoming Governor Dave Freudenthal signed the bill into law! It is now legal for cyclists to ride on the road even if an adjacent pathway is available. Friends of Pathways partnered with Cycle Wyoming, sponsors of the Tour de Wyoming, in working on this successful legislation. The bill passed the Wyoming House 55-4 in favor, and the Senate vote was just as strong, 27-2 on third reading.

-League of American Cyclists

ground. I was nearing the bus stop less than 2 miles from my home when a train came. I was blocked and ended up missing my bus by about 5 minutes. A normally 25 minute bike commute became a 70-minute slow ride due to the packed and icy snow.

C.U.: Why do more men commute to work vs. women?

A.K.: I can't speak for all women, but some of the issues are distance, time and convenience, safety, appearance, and family responsibilities. With regards to distance, there may be a slight perceptual difference with how far is too far to ride to work. The car for many women is convenient and convenience influences many of our decisions. Changing that behavior is difficult but essential. The safety reason is always a factor. Riding alone on the road may be an issue especially as it gets dark. Appearance is a big reason for not riding. Showers at work would be a boost. Women are to some degree expected to project a certain image, therefore hairstyles and make-up also affect bike commuting, though this may be an over-generalization. I have ridden to a gala with heels and a black dress, though not very far. Perhaps the biggest reason is family. The women are the ones who do the domestic errands, get the kids off to school, etc. So getting on a bike to ride

to work, unless one has a flexible schedule is quite difficult.

C.U.: Is there a single factor that would increase women bike commuters?

A.K.: There probably isn't one factor that stands out. As I mentioned earlier, changing the image of a car as a convenience is primary, though this is true of men as well. The Salt Lake Bike Collective offers women only bike classes. There is a lot to be said for building confidence by riding with other women.

C.U.: How do the men at work react to your commuting?

A.K.: Most think it is pretty cool. They think I must be in good shape. Some say that they would do it too, if it weren't for ____ (fill in the blank)

C.U.: Have you ever been verbally harassed by men during your commute?

A.K.: Not in a sexist manner, just the usual "get off the road", "get on the sidewalk", "get a car" or something that you can't print.

C.U.: You have quite the collection of bikes! Which one do you commute on?

A.K.: I currently commute on a Dawes track bike. I also own a Mark V Iro fixed gear, a Gary Fisher Sugar 4 mountain bike and old Free Spirit clunker cruiser. The Mark V is my "dress-up" bike for meeting friends, Alley Cat races and Critical Mass.

C.U.: You have a Free Spirit (sold by Sears)! My Free Spirit took me across the U.S. in 1975!

A.K.: Mine takes me to the grocery store. I have a milk crate tied to the rack. That's all I trust it to do!

C.U.: A single-speed is one type of bike that I do not own. Is there an ideal gearing for the varied terrain of Salt Lake City? Do you find that you need to change sprockets or the chainring frequently? Do you have a favorite tire for commuting?

A.K.: I like the 42t X 16t best. It allows me to do some hills, but not to low a gear for the flats. I change the chainring from summer (48) to winter (42) but that is just for warmth/ speed reasons. I try to work smarter not harder. I use 700 X 25c Bontrager Hard Case tire, my frame doesn't allow more than a 28c.

C.U.: Do you use a messenger bag to carry your stuff to work? How much weight can you carry before it becomes uncomfortable?

A.K.: I do use a messenger bag. However, I am not convinced it is the best way to carry things by having it on my back, especially in the summer. I am considering getting a rack if it will fit on my bike. The weight doesn't bother me too much, but the shape of the things I carry that may make it uncomfortable. I put my clothes next to my back and food containers further to the outside of the bag away from my back. I have carried 12 packs of Utah legal beverages and the weight was fine, just the shape of the boxes, so I used a mouse pad as a buffer.

C.U.: Do you have advice on fenders, mirrors, lights or other accessories?

A.K.: I do not have a mirror, but fenders are indispensable for riding in all kinds of weather. I like my LED lights as it is very bright and has rechargeable batteries. Spend the money on good lights! I use a small Techno filter mask when the air is bad. I have some sensitivity to dust. I found the mask really helped me when I rode in the inversion.

Thank you Ali for your participation. If you wish to be profiled in the column, have a commuter question you wish me to address, or other comments please send them to Lou@CyclingUtah.com.



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Cyclist Killed in Sanpete County

Terrence Bigelow of Centerfield was killed on April 25, 2007 by the driver of a Mazda minivan in Sterling, Utah. He was riding north on Highway 89. The van was also traveling north. The van drifted over to the right and struck the cyclist from behind. Bigelow was killed on impact. The driver was taken to Gunnison Valley Hospital and checked for injuries. No citations were issued, but the crash is still under investigation and will be reviewed by the Sanpete County Attorney. Bigelow was a corrections officer.

Cyclist Killed in Sardine Canyon

Robert Bennett of Brigham City was killed on May 18, 2007 in Sardine Canyon. He was traveling north when he made a u-turn on US 89-91 at the Cache/Box Elder County line at the summit. He struck by a south-bound car driven by Trudy Middleton that then swerved into northbound traffic where it was struck by a pickup truck. Bennett died at the scene as did Middleton. Her twelve-day old infant, Norrison Deschner, was airlifted to Primary Children's Medical Center where he was pronounced dead. The driver of the pickup and Michael Middleton were transported to Logan Regional Medical Center and released.

Cycling Utah will update this information in our next issue.

Park City and Salt Lake City Recognized for Bicycle Friendliness

Washington, DC – Five cities across the United States, including Salt Lake City and Park City, were awarded the coveted designation of "Bicycle Friendly Community" by the League of American Bicyclists. The award, given at levels from Bronze to Platinum, recognizes those communities that are improving conditions for bicyclists and bicycling.

"We salute these communities for their tremendous commitment to improving conditions for bicyclists," said Andy Clarke, executive director of the League of American Bicyclists. "They are making the streets safer for bicycling, educating bicyclists and motorists to share the road, promoting a wide range of bicycling activities and even stepping up the enforcement of traffic laws to protect bicyclists."

In recognizing the two Utah communities, the League noted that Park City, Utah is a great town for mountain bicyclists, and understands the importance of connectivity in the bike network. The community also has a Complete Streets policy that will be implemented starting this year.

Salt Lake City, Utah has a great bicycle culture and a strong Complete Streets policy that was initiated by the mayor in January 2007. With improvements planned for its cycling infrastructure and great in-town mountain biking, this city has a lot to offer cyclists.

The BFC program was initiated in 2003 and has received applications from more than 170 communities. Designations have been awarded to 63 cities and counties. Applicants complete a detailed on-line form with numerous questions in five key areas: engineering, education, encouragement, enforcement, and evaluation/planning. Local cyclists, national experts, and League staff review the applications. To learn more, visit www.bicyclefriendlycommunity.org.

Winds Almost Create a Few Ghosts at Ghost Town Century!

Bob Kinney, the person in charge of Bike-2-Bike has put on a number of events for the past several years (www.Bike2Bike.org). Given his experience, you can tell the level of experience he has if you enter one of his events. For example, at the Ghost Town Century held on May 5 in Tooele County, Bob gave all entrants a lightweight jacket — a more expensive gift than a cotton t-shirt. He must have had his crystal ball turned on when he made this decision. The start of the ride was chilly, perhaps the mid to upper 30's and never reached much above the mid 40's. Riders also encountered headwinds in the return leg of the ride as well as some precipitation.

This is the third year that Bike-2-Bike has put on the Ghost Town Century. As the name implies, the ride stops at or passes close to seven "ghost" towns, though a few are seeing a small resurrection of the non-ghostly type. The former mining town of Ophir is slowly being renovated. Fairfield also has some residents, but at one time it was the largest military installation in America and the third largest town in Utah with a population of over 10,000. In addition, part of the ride follows the old Pony Express trail and an old Mormon wagon train trail.

As with most century events, the Ghost Town Century had 65 and 50-mile options. The weather kept the number of entrants down this year. Because of the winds, many of the 250 + entrants chose the 65-mile option. Like most century rides requiring an entry fee, the Ghost Town Century provides needed funds to local non-profits. This year's ride netted \$3400 for Valley Mental Health. Having the Valley Mental Health (VMH) association helps the riders. The volunteers from VMH made up a large part of the 70 volunteers available to assist cyclists in need and to man the plentiful food stations. At this year's event the seven sag vehicles each put on 200 miles to shuttle 90 people to the finish of the ride due to the winds, which averaged over 35 mph (gusting to >50mph), and weather. Normally Bike-2-Bike shuttles less than eight. Food, gifts, emergency assistance, friendly volunteers and a charitable donation are all part of the entry fee in Bike-2-Bikes cyclist-friendly events.

I do not ride in Tooele County enough so I am glad my wife and I were able to participate. Overall the roads were in good shape, with most having shoulder space to ride. Except for the very end of the ride, traffic was sparse so conflicts with cars did not exist. One could appreciate the ride without a lot of road noise from cars. Given the level of service provided, I will be looking forward to riding other Bike-2-Bike events. Upcoming events include the PetroGlyph ride on June 9th and the scenic Heber Valley Century on September 22. Bob guarantees the weather will be great.

-Lou Melini

What would the world be like if everyone rode a bike?

Club Guide from page 4

Location - South Davis County
Description - The BMBB Cycling club has been together for more than ten years. We are a great group of excellent riders who enjoy several weekly group rides as well as long Saturday rides. We have a strong racing group and come out to ride centuries and LOTOJA in large numbers. When not on the road, we enjoy each other's company at a family summer party and an annual Christmas dinner. Come join the fun! Currently, we have about 80 members mainly from Davis County. The club participates in many local rides and is a member of the UCA. Some club members race in the UCA series and many participate in LOTOJA each year. The club has done many events to raise money for local causes and charities. Our main focus is to provide opportunities for individuals to ride in a Club environment and enjoy Club social events.

Utah Bicycle Touring Society

Sponsors -
Contact - Ron Wheeler, emerkcx@xmission.com or Lou Melini; melini@xmission.com
Website - www.UBTS.org
Type of Cycling - Self-supported overnight bicycle travel
Location -
Description - We are a new club to encourage self-supported bicycle travel. We are still developing our mission statement and goals. We have planned our 1st annual bicycle rendezvous where cyclists throughout the inter-

mountain west will travel to a designated campground (or other suitable destination) to meet on June 2nd and 3rd. We are also hoping to develop a state bicycle touring map and assist the Adventure Cycling Association (ACA) develop a north/south route connecting ACA routes. In addition we hope to be accessible to touring cyclists needing assistance or a place to stay.

Young Riders

Sponsors - Jans, White Pine, Mountain Trails, Snyderville Basin Recreation, Deer Valley, Park City Mountain Resort, The Canyons, Newpark Hotel, Clif Bar, Tosh, Alpine Trails, PC Orthodontics, Copy Depot, Bruce Allen Financial, Park City Chamber, Silver Mountain Sports Club, Body Coach, Park City Signs
Contact - Heinrich Deters, 4356591188, heinrichdeters@youngriders.com
Website - www.youngriders.com
Type of Cycling - Youth Cycling Program
Location - Park City
Description - Young Riders is entering into its 12th year of mountain biking. Our focus is to provide a safe and fun cycling experience for kids. We provide recreational programs for youths ages 6-14 years old, as well as, a competitive race program for teens ages 13-18 years old. 2007 programs include: Triathlon Camps and a youth Triathlon, YR/NORBA Kick Off Party at Squatter's P.C. (June 14th 5:00 7:00 p.m.), Hispanic Outreach program, Pee Wee Seasonal (6-7 year olds), week long camps and drop in rides for beginner, intermediate, advanced seasonal rides, downhill programs, 10 hour mountain bike relay race.

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TOURING

A Ride Around the Great Salt Lake: Finding A Remote Corner of the Soul

Above: The old highway near Wendover.

Right: The Shortcut.

Story and Photos by James Kirk

"Oh my god, I'm going to puke, I have to get off this bike!" I had been on my bike for 12 hours. All I needed was flat spot to sleep but standing at the base of a huge hill nothing looked flat. "What am I doing out here?" I thought aloud to no one.

I was looking for something different. I'm not sure what, but something different from what the previous season had been. My sum-

mer of 2006 sucked. I got fired from a local bike shop I had worked at for 8 years. The entire summer had been frustrating and bewildering. Cycling had been everything for the past decade, it's what I did all the time. It was my job. It was my recreation. It was my transportation. Everything that I had built my summers around for previous eight seasons had evaporated. I was fed up with cycling. I wasn't even sure I liked cycling anymore. I essentially quit riding after that.

I got another job and everything

stabilized but the idea of doing something completely different still stuck with me. Bike season ended and ski season hadn't started yet, leaving me with a lull in my work. A high pressure system dominated the entire western US. "I'm going to ride my bike around the Great Salt Lake", I thought. I'm not sure what started the idea. Years earlier, a visit to the Golden Spike National Monument had piqued my interest in the area. I was so intrigued by the landscape, I drove around the lake to see even more; what I found was an inspiring, vast, open landscape. It only took a few hours to drive around but the place stuck in my



head. I wanted to spend more time there. I never quit thinking about the area. I love a natural challenge and what's more natural than riding around a lake, especially the one you live next to and your hometown is named after. Honestly though, I just wanted to ride my bike again, for a long time.

I planned to leave on Friday but I still needed to build a bike to do it. I pieced together an old touring frame with the swankiest stuff I could find laying around my house (eight years in the biz, I had a lot). I took the majority of Friday — then I still had to attach racks, panniers and pack. Man that stuff takes a long time. I went to sleep pretty sure that's the last good sleep I'd have for a few nights.

Salt Lake to Just Shy of Wendover

I slept in much longer than I should have. I wasn't tired so much as nervous. I wasn't sure if I could really do this or not. I left my house nervously and headed downtown to start the timed part of the loop. I wanted to start from 0' 0' coordinates in SLC to create a clean, easily repeated loop. It was Saturday 8:45 am. The cold morning air felt good and invigorating as I headed west to Saltair. I had done this ride many times before and was totally in my element. I felt great; all I had ahead of me was many, many miles of desert riding. I was exactly where I wanted to be. I took a brief break at Saltair and braced myself for what I knew was coming.

Riding from Saltair to the Iosepa exit is the very worst cycling in the world, and riding a bicycle on the interstate is the single worst way to travel. You'd think a 12-foot shoulder would be enough to provide some sense of safety but when the entire width of it is interspersed with rumble strips spaced every 30 feet or so, you get no sense peace or security. Pedal, pedal, BRRRRRT, pedal, pedal, BRRRT pedal, pedal... you get the idea. By the time I reached Iosepa on the western side of the Stansbury Mountains, I was spent. "This sucks", I thought. I was tired and I had just started. I thought hard about calling the whole thing off. A Red Bull gets me back on the bike. As I resign myself to getting back on the interstate, I saw a frontage road. Getting on the frontage road gave me a badly needed boost; I was off the interstate, finally! The road surface was good and I was a sane distance from 80 mph semi's. After a few tantalizing miles the road veered north and left the interstate. This wasn't the road I wanted to be on. I had to lift my fully loaded touring bike weighing easily 100 lbs over a 5-foot high barbed wire fence. This wasn't going well. More

interstate. A tiny convenience store at Delle provided me with a needed sugar boost to get me motivated again. The road gets nicer as I continue west.

Boredom motivates me to bust out the iPod and rock out for a few miles. Enjoying the tunes, I notice someone walking on the shoulder miles ahead of me. I couldn't believe what I was seeing. How did that guy get here? There is nothing out here and Wendover is still 50 miles or more away. As I pass, I notice he is carrying a tiny, empty water bottle. "How far to nearest town?" he yells out to me as I pass. I slow down and turn around to talk to him. "A long ways", I say. "Maybe 50 miles or more". He seems bummed, agitated, just plain weird. "You'll get a ride!" I yell as I pedal away. I felt bad but what could I do for him? I take a break at next rest area. Finally, I can see the salt flats.

Another hour or so of interstate riding gets me to the Knolls exit. The old two-lane highway has been abandoned here in favor of I-80. It parallels the interstate but a few hundred yards south. It was the perfect contrast to how the day started. My iPod was still going, cars were virtually non-existent, Wendover was in sight, everything was great. This is exactly where I wanted to be. All the efforts of the day finally payoff, I ride 40 miles into the sunset, through the salt flats with nothing but several more days of riding ahead of me. This was truly awesome riding. The iPod cranks out a few more tunes; then dies. I wonder why I brought it.

I spot a small building south out on the salt flats. It looks like a good windbreak and it's far from the road. Turns out it's a FAA radar station. I wonder if I'm going to get cooked in the night with microwaves. I'm whooped; I'll take the risk. I gladly get off the bike and settle in for the night. Nice calm night, I sleep well.

Wendover to Lucin

I wake the next morning feeling excited about getting away from the interstate. I ride the few remaining miles into the first service station near Wendover. Coffee! Oh my god, hot coffee! What a treat. I refuel my water, pound as much coffee as my stomach can handle and stock up on supplies. This is my last chance to buy anything until Corinne. I get trapped by a trucker talking at me about how he used to race bikes. He goes on and on about every little detail about his custom Italian racing bike that he couldn't remember the name of. C'mon! I used to get paid to do this. Get me out of here! I start riding again. The pain of riding is less than that guys conversation.

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Above: The TL Bar Ranch Road near Wendover. Right: The last day.

A long hideous climb gets me out of civilization and closer to where I want to be. I take a break at the crest of the hill and am entertained by a herd of antelope. If you haven't been to the west side of the Great Salt Lake, you owe it to yourself to do so. The area defines open space. As I'm recovering from the climb, I notice a shortcut that bisects the valley in front of me. I had driven the road before and I knew exactly where it went. The more traveled route traverses the valley along a contour line, and the shortcut looks as though it will take miles off the traditional road. From where I'm standing, it looks as though the shortcut's road surface is good. I chose the shortcut. Little did I know the shortcut was 8 miles long and cut right through the lakebed, which would be great, if it was dry - but it wasn't! Snow and rain a few days before left the lakebed surface an ultra-sticky, drive train wrecking, wheel stopping, bike wrecking, cyclist killing, gooey mess. My bike got so clogged with mud and I was so far off the beaten path that I thought I was dead. An image of me walking into Wendover, pannier in each hand passed through my mind. I started freaking out before realizing that was the worst thing I could do. I looked for sticks to clean off my bike but the salt decays everything out here. There was nothing solid around for miles and my bike wouldn't even roll. A small brushy plant that somehow makes a living out here provided me with the cure. When I rolled my bike over these little scrubby bushes the mud would slowly start coming off. I got my bike to start rolling again and stupidly pushed ahead. The surface hardened and I was able to ride again. In classic yin-yang style the riding surface became one of the most fantastic places I had ever ridden. The surface was flat as a pool table and covered with a psychedelic, trippy cracked, mottled texture. The riding was fast and unlimited. You could ride anywhere. I left the beaten path and rode willy-nilly all over the place. It was a gas. Eventually, I rejoined the main road. What an odyssey! Don't take the shortcut! The rest of the day consisted of

riding a gravel road that was for the most part fast but you had to be on your toes the whole time. I traversed the length of the Pilot peak range until late in the day. I saw two cars all day. The day wore on. It felt like I was crawling at 10-12 mph. Hills that looked small but felt big were never ending. I was getting tired and cranky then pissed. I intended to camp at Lucin that night but the town was just not appearing. Where the f- is Lucin?! I'm beat; I don't think I can ride any more. The sun was getting low in the sky. I start looking for alternate places to camp. I spot a boulder way off in the distance. That's where I'm camping. #\$\$%^ Lucin, I'm done. As I roll up to the boulder I see the oasis of Lucin just around the hill. Oh thank god. I couldn't have gone on any longer.

Lucin is an old ghost town that was built primarily to provide water for the steam locomotives passing through. An old spring-fed retaining pond and a few foundations is about all that's left. After being in unrestricted wide-open space for 2 days, the small group of trees felt pretty cozy. I wandered around, took a few pictures and settled down for the night. I ate and got into my sleeping bag; I took in the sunset over the Lucin pond. I felt a million miles away; it felt right. A large owl perched nearby and we watched the world go dark. He screeched on a regular basis, letting me know, he agrees; it does feel right. It was the dark side of the moon. This is what I came out here for. My phone didn't work. The nearest paved road was 6 miles away. Home felt far, far away, all the way across the Great Salt Lake.

Lucin to Promontory Mountains

The wind screamed all night long. I slept poorly. I awoke to tiny white-caps streaming across the Lucin pond from the wind. This set the tone for the day. As I was loading my bike, I sprained my ankle in a vicious way. I tried to ignore it and pretend like it never happened. What else could I do? The next 6 miles of dirt to the highway felt HARD. It was windy, flat and the road surface

Day 1	Salt Lake to just shy of Wendover	115 miles
Day 2	Wendover to Lucin	59 miles
Day 3	Lucin to Promontory Mountains	96 miles
Day 4	Promontory Mountains to Salt Lake	89 miles
Total		359 miles, 3 Days, 8 Hours, 36 minutes

was loose, deep gravel. Pretty rough on skinny tires and first thing in the morning!

At last! Paved road, oh my god, what a relief! Signs indicate 47 miles to Park Valley. Piece of cake I think as I wizz down the speedy asphalt. Compared to what I had been on the day before, the riding was easy. Few cars passed. It felt remote but not dangerously remote. The road turned and started climbing. Then the wind kicked in. Out there on Highway 30, if you're taller than 4 feet, you are the tallest thing around for miles and miles. Winds were ripping off the Grouse Creek Mountains and hitting me nearly head on. It got worse and worse until I was in my 42-32 gear going downhill into cold wind! It sucked. It felt as bad as riding can get; then the road really started climbing! For the first time on the ride, I checked my phone; I had a signal. I could bailout. "I'll just go a little further, it'll be easier for my woman to find me in Park Valley", I think. My knee is absolutely killing me. I have to pedal with my knee sticking out at a funny angle to relieve the pain. I start switch backing in the road. Then some houses appear; things get more interesting. I arrive in Park Valley at 4:30. I find a wellhead 12 inches from gasoline pump. It ran clear. I use it. I didn't have any choice. It tasted good.

Getting off the bike for a few minutes and drinking tons of water got me energized again. I felt I could make it to Kelton then I'd be OK to ride tomorrow. I started riding east and the road dropped quickly. I was in complete ecstasy. This was the first time in 3 days of riding that I was going fast enough to enjoy it. The speed pumped energy into me. I went for miles without pedaling. Free energy! The turn-off to Kelton arrived, more dirt road! The road was packed hard and super smooth. I was in my big ring cruising at 25 mph down dirt roads TOWARDS my home. The sun was setting. Once again, everything was good, this is cycling at it's best. Now I remember, this is why I ride.

The ghost town of Kelton appeared and in classic Great Salt Lake style I was the tallest thing around for miles. I didn't want to camp here. It had nothing to draw me in. I wanted to keep riding, finally I was feeling good - I wanted to put this newfound energy to use. I saw some crags across the valley. They looked like they'd provide a good windbreak. I was going there. Little did I know they were 15 miles away. The sunset started going off behind me. I kept looking back and was more and more stunned every time. Then I began to lose my mind.

I reached the crags as the sun completely set. I was feeling even better than earlier! My knee didn't hurt, my energy level felt bottomless, hot damn! I was in a good mood. If I could make it home tonight I wouldn't have to worry about camping. Yea I can do that, why not? I had enough battery power for my lights. I had enough food, but I didn't have a blinky for the back. This is what worried me the most. Stoked to make back to Salt Lake in less than 3 days I jumped on my bike with newfound zeal. The next few hours are some of the most surreal riding I've ever done. I fully lost my mind out there in the Promontory Mountains that night. No lights are visible out there; all I could see was the 40 feet

in front of me that my headlamp illuminated. I had no idea what was around me. I rode through the Salt Hills Flat marshy area. Cold and humid. I saw a skunk. Owls flew through my beam. Then the road turned UP, abruptly. I shifted into my granny and spun away. It felt like the road just kept going up and up and up. It was never ending. My winning streak started to turn. All of a sudden, I wasn't so sure about riding home tonight, but I thought I could make it to Golden Spike National Monument and sleep on the pavement there. A flat surface to sleep on sounded so nice. I was sure I'd be gone by opening time. Just a few more miles, a few more miles, a few more miles then suddenly I felt sick. I'd been riding nearly 12 hours. Where am I going to sleep? In the corner of my vision I spot an abandoned house. I stop to look.

The house was set off the road a hundred yards or so. The sound of crackling electricity was in the air, but not the regular kind of sound you're used to. This sounded ominous and menacing. This sounded like Satan telling you to kill your family. A tiny barn stood between



the house and me. I started to push my bike towards the house. When I encountered the barn I shown my light into barn and was greeted by a 2 foot tall barn owl 2 feet from my face, awesome. He flew out inches from my head in complete silence. That house felt evil in a way I can't even come close to explain-

Continued on page 19

ADVOCACY

Sophie's Ride to School Day

Riding to school on the bike path approaching Redstone.
Photo: Patrick Cone

By Lynn Ware Peek

12-year old Sophie Frankenburg knows about activism and advocacy. On May 18, National Bike to Work/School Day, she organized over 100 kids to ride to her school together, a community service project to complete her middle school education, and to make a difference for her community. I'll give her an A+.

"I started with the basics," young Sophie said, "how to let the parents and kids know about riding to school and how to get them interested." Sophie found herself in the middle of organizing all the details of a major event. "At first I was worried that everyone would say 'why would you want to ride to school?' but then over 100 kids sent in permission slips."

Sophie started her effort a couple of months before the big date. She was on the local public radio station several times to promote her event, talked to teachers and administrators, organized police escorts, and even conducted her own meeting – "there were principals, Carol Potter of Mountain Trails Foundation, policemen, and sheriffs," tells Sophie. Her mom, Carolyn, chuckled that Sophie had to direct these "grown-ups" who might get a bit off-track with their own ideas. "Sophie had to let them know she had an agenda with details that she needed to cover." How does a 12 year old show respect for her elders while trying to keep them on track?

Now she knows.

The seven-mile ride to Ecker Hill Middle School started at the Yarrow Hotel in Park City. Mountain Trails Foundation eased the early hour by organizing donated warm beverages and pastries. Equipped with helmets, bells, and balloons tied to their bikes, the 80 or so 6th and 7th graders headed off in a high-energy buzz to pick up more comrades at two other stops. The kids were on fire and having a great time.

Though Park City is slowly piecing together its network of bike paths, there are some obvious gaps. "I didn't know how we would get across Kimball Junction," says Sophie, "I thought we would just go across the crosswalk." And hope for the best.

Sophie's youthful enthusiasm was infectious and those who had the power willingly jumped in to help. The Summit County Sheriff Dept, the Utah Highway Patrol, and the Park City Police sent out officers en masse (after coffee and bagels at the Newpark Field House, of course) to just shut down the busiest intersection in Park City, Kimball Junction. "They are doing it all for us!" I heard an excited girl say. The kids were proud they had propelled themselves there and it seemed the motorists were honoring them by stopping and letting them by.

I heard a statistic that goes something like this: when we were kids, 90% of us self-powered to school. Today 90% get a motorized ride. Indeed, there were many kids

who rode their bikes that day who couldn't have imagined you could actually do it. To them, a car or bus ride means it must be too far to ride a bike. Through Sophie's tenacious efforts, the gap was bridged for these kids, and will likely find the desire to hop on their bikes more often – knowing what they learned that day.

From what I have seen in observing my own kids since Ride to School Day, they have been much more willing to just hop on the bike without a complaint. There has been a steadier stream of kids riding to the neighborhood schools in that "this is what we do" manner. Call it empowerment if you wish. I think it is empowerment, but I think the kids also just realize that fun, health, and efficiency is theirs – all they have to do is climb on the bike seat.

Carol Potter of Mountain Trails Foundation said that Sophie was a joy to work with, "we were so impressed with her leadership, her insight and execution. She showed organizational skills of an adult." Great job Sophie!

The message here is to all of us. What better group to begin activism and advocacy with than our youth? And if 12 year-old Sophie can pull off a big event like this, doesn't it serve to inspire the rest of us? Every one of those kids who rode their bikes those seven miles (and seven back) will do it next year, or maybe sooner. They will also encourage their friends to join, and friends of friends, and so on, and so on, and so on.

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