

MOUNTAIN WEST CYCLING JOURNAL

cycling utah

2005 EVENT CALENDAR!

DIRT
PAVEMENT
ADVOCACY
RACING
TOURING

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SPEAKING OF SPOKES

Lobbying for HB 49

By Dave Ward
Publisher

The legal status of cyclists has taken a great step forward in Utah thanks to the efforts of some key individuals and the response by many to requests that they become involved in persuading legislators to pass House Bill 49.

Precipitated in large part by the tragic death last fall of Josie Johnson, and commonly known as the "3-foot" bill, this law, to be codified as Utah Code Ann. 41-6a-706.5, reads as follows:

"An operator of a motor vehicle may not knowingly, intentionally, or recklessly operate a motor vehicle within three feet of a moving bicycle, unless the operator of the motor vehicle operates the motor vehicle within a reasonable and safe distance of the bicycle."

Further, when finally passed, it came with a one-time appropriation of \$20,000 for a public education campaign to promote bicycle safety. This amount will be



matched with an equal amount of federal funding.

The bill, as originally drafted, simply required that the operator of a motor vehicle, when overtaking or passing a bicycle, maintain a distance of at least three feet between the motor vehicle and the bicycle. After a tortuous voyage through the Utah House of Representatives and the Utah Senate, the bill finally emerged and was passed as quoted above.

While the merits and effectiveness of the bill as finally passed can and will be debated, it remains an important step in the legal status and protection of bicyclists on the roads. The foundation is now in place to be able to legally require motorists to be give

cyclists a safe distance, and to educate the public of this requirement.

I became involved when I began receiving, as a subscriber to the Mayor's Bicycle Advisory Committee's (MBAC) e-mail list, e-mails from MBAC and from John Weis, the primary instigator of this bill and its resulting voice and volunteer lobbyist, requesting assistance in securing the passage of this bill. These e-mails kept me and all the other subscribers to that list updated on the status of the bill and on what efforts we could take in helping to secure its passage.

At their suggestion, I contacted my representative, Tim Cosgrove, to voice my support of the bill. Naturally, you cannot easily get a legislator on the phone while the legislature is in session. So, I was pleasantly surprised when I received a personal call from Tim, at 10:00 p.m. that evening, to discuss this bill as well as other issues before

the legislature.

From there, I followed the developments in the legislature and the amendments to the bill till it was finally passed in the House and sent to the Senate. I next learned that the bill was being tied up in the Senate rules committee. Various reasons were given for this, with the main import being that we now needed to contact our senators to voice support for this bill and to secure its release from the rules committee.

I have to confess that, not being actively involved in politics, I could not recall who my senator was. I went to the web page for the legislature, a very useful and informative source, and learned that my senator is Gene Davis, who is also the assistant minority whip and a member of the rules committee. I called Mr. Davis, and was passed through to his voice mail. (Not all legislators have voice mail, but as the assistant minority whip, Mr. Davis does.) I also e-mailed him and Senator Curtis Bramble, a member of the rules committee. Unlike my representative, I received no responses at that time from either Senator. (I did receive, just prior to its final passage by the Senate, an e-mail from Senator Davis indi-

cating he would be voting for the bill.)

Subsequently, additional e-mail from Mr. Weis contained information on all the members of the rules committee, and the apparent fact that the bill was being help up by Senator Bramble. There was some indication that the hold up may have been due to Senator Sheldon Killpack. At any rate, I then chose to e-mail all the members of the rules committee. In this and other e-mails and in my calls to Senator Davis, I indicated that I was contacting them because I was an avid cyclist and also in my capacity as the publisher of cycling utah. With Representative Cosgrove and Senator Davis, I also informed them I was a voter in their districts.

That was my involvement in the process. I was gratified to learn later that, as a result of my and others efforts, the bill finally came out of the rules committee, again amended, this time by Senator Bramble, in what turned out to be its final form, but also with the \$20,000 education campaign appropriation. This last was

Continued on page 14

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Cover Photo: Kari Gillette on the Slickrock Trail with the La Sals in the background.
Photo: Joaquim Hailer
See more photos of his at joaquimhailer.com

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cycling utah is published eight times a year beginning in March and continuing monthly through October.

Annual Subscription rate: \$12
(Send in a check to our P.O. Box)
Postage paid in Murray, UT

Editorial and photographic contributions are welcome. Send via email to dave@cyclingutah.com. Or, send via mail and please include a stamped, self-addressed envelope to return unused material. Submission of articles and accompanying artwork to cycling utah is the author's warranty that the material is in no way an infringement upon the rights of others and that the material may be published without additional approval. Permission is required to reprint any of the contents of this publication. Cycling Utah is free, limit one copy per person.

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UTAH NEWS

1000 Bicyclists Participate in Josie Johnson Memorial Ride

By Jason Bultman

On Saturday, October 30th, the sun finally broke through the clouds after weeks of mostly cold, cloudy weather. On that day, around 1000 bicyclists rode together on a 25-mile ride from the University of Utah to the mouth of Big Cottonwood Canyon and back. Bicyclists on all types of bikes and of all ages and abilities participated, and a new movement to raise awareness for bicyclist safety was born. The ride was in memory of Josie Johnson, who was hit from behind and killed while riding her bicycle up Big Cottonwood Canyon on September 18, 2004.

This ride was a phenomenal response from the bicycling community and touched many lives for a positive turn on such a horrible tragedy. Ride organizers were astounded at the flood of bikes that showed up in the morning. While setting up we were treated to the melodic sounds of the accordion by Richard Johnson, Josie's father. As the crowd grew larger, ride organizers got folks signed up and handed out the "For Josie" yellow bibs. Mayor Rocky Anderson reminded everyone to follow traffic law as it pertains to cyclists as well as motorists. Dr. John Weis introduced the Josie Johnson Memorial Fund and read a letter from U of U president Mike Young outlining support from the administration for making the university more bicycle-friendly. Senate candidate Paul Van Dam and his wife Mary Dawn Bailey strolled up in their recumbent tandem and spoke to their experience touring over 600 miles through Utah and their commitment to bicycle advocacy.

The mass of bicycles hit the route promptly at 12 noon and headed south. By the time this snake of riders arrived at Fort



A remembrance of Josie Johnson led by her father Richard Johnson (not shown).

Photo by Dave Ittis

Union Boulevard, the throng had expanded by absorbing scores of riders that had been waiting on the route. All participants congregated at the mouth of Big Cottonwood Canyon to wait for everyone to arrive. While folks climbed the hill on 7200 South toward the canyon, friends and family members shared stories about Josie's life. Her brother Ken Johnson thanked the ride organizers and sponsors and shared how his sister was passionate about climbing mountains, especially on their last ride up Big Cottonwood together. Malcolm Campbell read the names of the six bicyclists who were hit and killed in 2004 – Joey Mahana, Samuel B. Hall, Kade Rosemann, Robert Hirschi, William Fails, and Josie Johnson – and a 60-second moment of silence was observed.

The Johnson family was grateful for the successful event with such outpouring support from the community. Josie's parents Richard and Betty shared "We will never forget the gathering of that sea of cyclists. It was a great tribute to our daughter." Likewise the ride organizers would like to thank all who took time from their busy Halloween schedules to participate. The Josie Johnson Memorial Ride will be an annual event, currently set for September 24 in 2005.

The response to Josie's death also includes the formation of a new statewide bicycle advocacy organization. The Utah Bicycle Coalition is being formed under the leadership of former Salt Lake City mayor Ted Wilson. To get involved with your local group, visit the new advocacy link at cyclingutah.com, where you can also find the link to download the new Utah Bicycle Commuter Guide to learn commuting and safe riding tips.

Charges Filed in Johnson Death

As we reported in our October 2004 issue, Josie Johnson was struck and killed on September 18, 2004 while riding up Big Cottonwood Canyon. Over the course of the winter, after an extensive investigation by the Salt Lake County Sheriff's Office, Elizabeth DeSeelhorst, the driver of the vehicle that hit and killed Johnson, was charged with Negligent Homicide on January 20, 2005 by the Salt Lake County District Attorney's Office. DeSeelhorst faces up to one year in jail and a fine of up to \$2500 if convicted of this Class A Misdemeanor.

On February 17, DeSeelhorst was arraigned in the Third District Court in Sandy and plead not guilty. Her case goes to a pre-trial hearing on March 24th. She is being represented by Greg Skordas

Ken Johnson, the brother of Josie Johnson said, "We would welcome an apology from her as part of the healing process for us and for her." In regards to the trial, Johnson also said that the execution of justice is important both as part of the healing process and so that something like this won't happen to someone else.

-Dave Ittis

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RIDE OF THE MONTH

Pedaling Petroglyphs in Moab

By Ron Georg

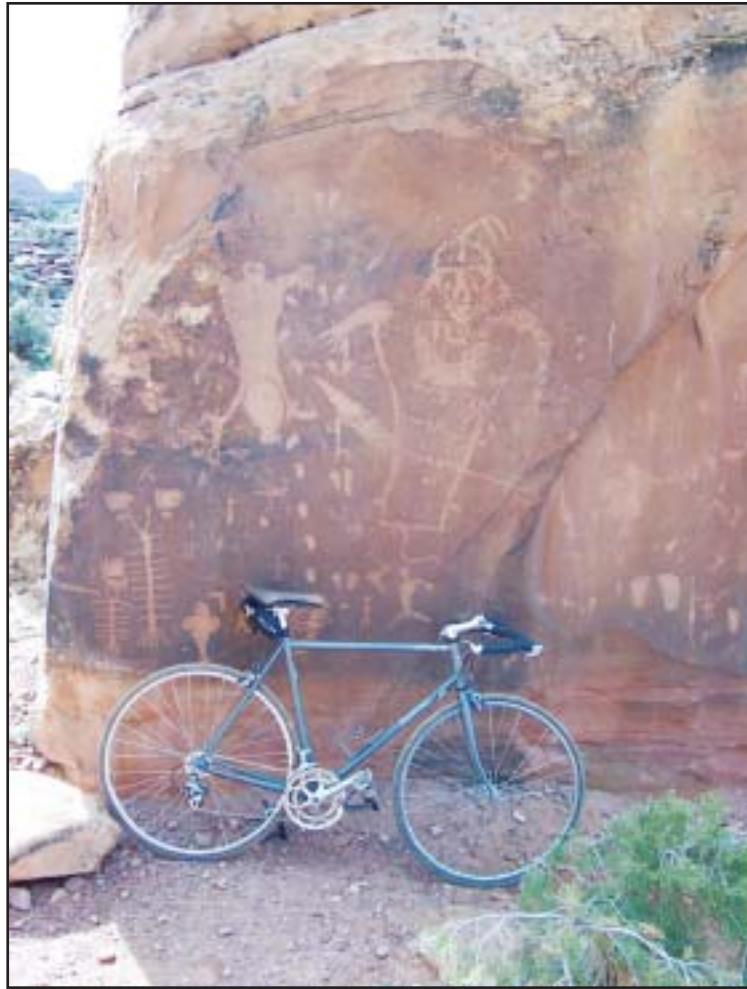
It's an odd way to start a tour description, but let me begin with an apology of sorts. That is, I dislike bicycle computers. And, when you come down to it, I'm not even that apologetic. To me, they represent a triumph of quantity over quality.

So, the following tour is based on street names and landmarks. It features short segments, no more than about six miles, so you can break it up easily. The whole tour, with stops, should only take a few hours. If you want more, I've included information on how to extend the tour, but it will take you from the backroads of Moab to the highways.

Kane Creek—the Motherlode

Moab is rife with archaeological significance. While most of the arrowheads and other artifacts have been scooped up in heavily visited (and lived-in) spaces, the petroglyph artwork on the rocks remains, even close to town. Without ever getting more than about five miles from Main and Center streets, you can spend an afternoon touring the sites.

I'll start this tour at Main and Center, for a couple of reasons. First, that puts you close to coffee to start your ride and beer to wind it down. Second, that's the address of the Moab Information Center. When I conceived this tour, I went to the MIC looking for general information about our local petro-



Ron's Trusty Salsa at Birthing Rock Photo by Ron Georg

glyphs.

When I found the brochure "Moab Area Rock Art Auto Tour," I was initially crestfallen. For a moment I thought someone had beaten me to the punch, then I realized they missed the point.

Sure, the route is roughly the same as mine, but the pamphlet recommends using a car. The tour goes like this: "Drive this far. Get out of the car. Look. Get back in." Still, you might want to pick up a copy so you'll have a map and real mileage, if that's your thing.

So, to get started head west on Center. (If you don't know which direction that would be, remember, you're still at the information center. They know.) On 100 West, if you can go off-road, go left. (If you can't go off-road, even mellow off-road, go right on 100, left on Williams Way, and left again on 500 West. Pick up after the rest of the description gets back on the road.) Where 100 West bends left, you can pick up the Millcreek Parkway non-motorized path. Continue straight, over the pedestrian bridge. Immediately after the bridge, by the park bench, duck into the woods.

There you'll pick up a wood-chip trail which is an extension of the mostly concrete Parkway. This spur is suitable for a road bike if you have a high tolerance for off-road riding; I regularly use this section on my mustache-bar and toe-clip equipped Salsa La Raza with 25mm tires. After the trail goes under the road, turn right and go up the walkway to 500 West. Go right on the road. Mountain bikers may want to first ride the singletrack trails you can access by going straight after the underpass.

After a short hillclimb on 500 West, you'll come to a stop sign. Turn right onto Kane Creek Drive. You'll soon pass the Nature

Conservancy's Matheson Wetlands Preserve on the right, which is worth a visit. Across the street is the defunct chairlift up the Moab Rim, which will soon be dismantled as the Nature Conservancy has purchased that property as well.

After the wetland, the road sidles up to the Colorado River as you pass through The Portal, where the river punches its way out of the Moab Valley. Note: if you'd enjoy a geological homework assignment, find out how it is the river runs perpendicular to the valley. At this point the headwind may begin. It often blows upstream, especially in spring, and you'll be going downstream. Don't worry, this is an out-and-back, so you'll get the advantage later.

Now settle into a good pace; you've got several miles to the first stop (more than a couple/few, but fewer than many). You'll pass the Moab Rim trailhead, then Moonflower Canyon, where you'll stop on the return (unless you'd prefer to stop now—this is your tour). When the road turns to dirt, road bikers will need to decide whether to proceed. If you rode the wood-chips, you shouldn't have a problem with this short stretch of dirt.

If you don't mind leaving your bike for a short hike (if you bring a lock you could secure it to the information kiosk), the first stop is at the large, well-marked Amasa Back parking area. Across the street you'll see two hiking trails, one low and one high. Take the high trail to the base of the cliffs above you; there you'll find one of the more extensive, varied petroglyph panels in the area.

Beyond there the road will get slightly rougher, especially as the season progresses and spinning tires turn the road's winter-graded surface back to washboard. The climb will also get steeper, but you've got less than a mile to go. Just a little ways beyond the Amasa Back trailhead (not to be confused with the parking area), you'll see a parking area to the left, and a small turnout to the right. A short trail leads from the road to an art-covered boulder.

While even archaeologists shy from specific interpretations of many of the messages left on the walls for the ages, the first image you'll see is called the Birthing Scene, and for good reason. There can be little doubt that the panel represents either a prayer for fertility or a celebration of its fruits. Round the boulder and you'll find it was a popular posting spot.

Back on the bike, head back toward Moab. After you get back to pavement, start scanning the rock walls along Kane Creek road. Where the rock first rises up, there is a panel up high. A few hundred yards later there's another panel, lower down, which includes a symbol that looks like it was left

by a U. of U. fan.

At the Moonflower Canyon turnout there's an excellent panel that features a ghostly, Barrier Canyon style figure. This style of art is recognized as some of the oldest in the area, with the most impressive scenes found in the Horseshoe Canyon portion of Canyonlands National Park. Next to the panel is a really cool ladder up a crack in the rock; while it doesn't require ropes or advanced climbing skills, remember that it's easier to go up than down.

If prevailing winds hold, you should enjoy a swift cruise back to where the road bends away from the river, where there's the possibility that a strange little anomaly will turn the breeze around into your face again. If that happens, brace yourself—it will probably get worse on the next leg.

Moab Man Plays the Links

When you get to the stop sign at 500 West, go straight on Kane Creek. When you get to the stoplight, if you're game for another leg, turn right. Now you'll be on Highway 191 for a bit, so traffic will be an issue. You'll go through another light, and the road will tend upward. Just past Ye Olde Geezer Meat Shop on the left, look for Rim Tours across the street. Immediately past Rim there's a deteriorating footpath that leads off 191; take that path (roadies may want to walk—it's very short).

After the path crosses through some vehicle-blocking Jersey Barrier, turn right; you'll be on Holyoak Lane. Follow that to where it t-bones Millcreek Drive, and turn right. Millcreek will soon sweep to the left, where its name will change to Spanish Valley Drive. You won't notice; just follow the road as it turns past Tom Tom's Volkswagen Museum (it looks more like a junkyard, and you probably won't get a tour).

Now, if that breeze hit you in the face a while back, it's about to get stronger, just as you head uphill. It's not really long, or really steep, so bear down and you'll get it. After a couple/few miles you'll come to a four-way stop sign. Turn left here, and enjoy the short coast; if you carry enough momentum, you'll cruise right up the hill to the roundabout.

Take the roundabout to Westwater Drive, and follow that past the condos to where it parallels the golf course. In under a mile you'll see a turnout with a split-rail fence on the left, at the entrance to The Robertson's estate (this will be obvious). On the

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other side of the fence, protected from vandals, you'll see a strongly anthropomorphic panel that includes the images of Moab Man, whose commercial exploitation is exceeded only by Kokopelli.

Magic Carpet Return

Now comes the reward for that uphill headwind. Ideally, you've bought into my ideology, and you've either removed your computer or covered it with electrical tape so you can wait until the end of the day to check and record your miles. That way, when a Grand County Sheriff's Deputy stops you on one of the 25-mph roads you're about to descend, you really can say, "I'm sorry, officer, I wasn't aware I was going so fast."

Take Westwater back to the roundabout. If there's no traffic, enjoy two or three laps, watching that inside pedal, before you choose Murphy Lane to flow back to town. As you spend a few miles breezing down Murphy, remember that even though you're going somewhere around the speed limit, many local drivers go faster on this narrow road. Keep your traffic senses honed.

When Murphy ends at a stop sign on Millcreek Drive, go right. In less than a mile, go left on La Sal, which will take you through a residential neighborhood. At the end of La Sal, take a right onto the Millcreek Parkway. Cross the bridge, and go left. Look for the collection of interesting and innovative musical instruments in the park on the right; they're worth a stop.

Continue on, leaving the park to your right, and cross another bridge, and you're on the Parkway back to town. Shortly after you cross a dirt road with a stop sign, look for 400 East; as you see the road, turn right to go under it. The Parkway will soon lead you past the Youth Garden Project on the left, which is also worth a stop (though they might put you to work).

You'll soon see the first of two exit ramps off of the Parkway. At the first, fork right to go under 300 South, or go left to get on the road. At the next, just after the pedestrian bridge, stay left to follow the path to its end, after crossing under Main Street, at 100 West. Or, take the second right to get to 100 South and 100 East; the first right after the bridge takes you into a neighborhood.

Now you're near the beer and burgers. If you'd still like to ride more, there are more accessible petro sites at Courthouse Wash, just over the harrowing Colorado River Bridge on 191, and even more out on the Potash Road several miles beyond. For directions to those sites, which would be outside my afternoon meander, consult that free brochure from the MIC.

For questions or comments on this story, feel free to contact Ron Georg at ontwowheels1@earthlink.net. Please realize that, as a steel rider in a carbon-fiber world, he treats electronic correspondence with the same urgency as paper mail.

CYCLOTOON

BY NEAL SKORPEN



Bicycle Commuter Act and Conserve By Cycling Reintroduced in Congress

February 26, 2005 — The bicycling agenda is alive and well in the halls of Congress with less than three weeks to go before the National Bike Summit(r) (March 16-18 in Washington, DC). In addition to transportation reauthorization, bicycling commuter and conserve by bike legislation are once again being considered in the 109th Congress.

Congressman Earl Blumenauer (D-OR) and Mark Foley (R-FL) have reintroduced the Bicycle Commuter Act (H.R. 807). It is anticipated that Senators Olympia Snowe (R-ME) and Ron Wyden (D-OR) will reintroduce the Senate companion measure prior to the Summit. The Bicycle Commuter Act would allow an employer to add bicycling to the definition of transportation fringe benefit in the tax code. The transportation fringe benefit was added as an incentive to get more people to use alternative modes of transportation for commuting. The goal is to reduce traffic congestion, pollution and wear and tear on the roads. Under H.R. 807, employers could offer monthly cash reimbursement of up to \$100 to an employee who commutes to

work by bicycle, providing a tax benefit to the employer and helping defray commuting expenses for the bicyclist.

In addition, Congressman James Oberstar (D-MN) has introduced H.R. 722, the Securing Transportation Energy Efficiency for Tomorrow Act of 2005. This bill also includes language very similar to H.R. 807, but with a \$75 a month cap. Furthermore, H.R. 722 includes conserve by bicycling language, comparable to the language in last year's energy bill. This language would pro-

vide \$10 million to establish a pilot program with up to 10 geographically dispersed projects to use education and marketing and provide facilities to convert motor vehicle trips to bike trips as an energy savings measure. For more information, visit www.bikeleague.org or thomas.loc.gov.

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COMMUTER OF THE MONTH

Rasmussen Rides to School



By Lou Melini

This month's commuter profile will focus on Ken Rasmussen, a teacher at Taylorsville High School. Ken teaches biology, wildlife biology, sports medicine and a greenhouse class. He has 3 children, one of which is still in school at Utah State.

Cycling Utah: It took awhile but I finally connected with you. I had one of your students as a patient who told me that her teacher rode his bike to school everyday. She seemed to think that your cycling was "cool". How do the other students respond to a teacher who rides a bike to school? Could bicycle racing become a high school club sport?

Ken Rasmussen: Most of my students think it's cool. Several have gotten into biking partly because of me. I have helped several students pick out bikes and have done some mountain biking with a few including the White Rim trail. It would be difficult to add bike racing to high schools due to finances and liability. I have had 2 students that entered into competitive road biking but most are not interested in competitive cycling unless it is BMX.

C.U.: Obesity has been a hot topic and there have been noticeable increases in weight in children. Have you noted this and do you address it in school? **K.R.:** I have noted the lack of activity in students over the years. I do stress to the kids the importance of physical activity including cycling.

C.U.: Now for some basic questions, how long have you commuted, how many miles, what is your route and how many days a year?

K.R.: I have been commuting for about 20 years. I ride about 8 miles each way from South Jordan to Taylorsville incorporating the Jordan River Trail for most of my commute. My limits to riding are snow and 10 degree temperatures. The curves on the Jordan River trail can be icy. My family has rescued me a few times when I have been stuck due to inclement weather. Despite the ice of the Jordan River trail, the changes in seasons along the trail is a definite plus for using the trail. One other problem stops me from riding to work. It is difficult to stop riding, but during nasty inversions, I tend to get sick.

C.U.: It seems everyone who commutes on a bike has a reason, what's yours?

K.R.: I commute for a lot of reasons. The list is very long. First of all the commute helps me start the day relaxed. I enjoy the exercise aspect of the commute which adds to the overall miles I ride. I put more miles on my bikes than my car, so I know I am saving some money. In general I am an advocate for using bikes instead of cars for a variety of reasons. I have had a chance to bike in Europe a couple of times and I really like the bike culture there.

COACH'S CORNER

Intervals: Why, When, and How

By Darcie Murphy

Interval training is not new to cycling; it has been a vital component of cycling specific training for years. However, as with many aspects of training, their use is often obscurely understood. Knowing how, when and why to utilize interval training can accelerate an athlete's training and achievement.

The purpose of interval training is to develop and improve specific systems and strength. Generally, a longer total time can be spent working at a particular intensity if this total time is broken into smaller blocks of time (intervals) with rests taken between each time block. The net result is higher quality efforts. These efforts can eventually be combined to equal a higher sustainable power. For example, four intervals at 10 minutes each at 300 watts equals a total time of 40 minutes at 300 watts. Early in the season this may be possible for a particular cyclist, but 40 consistent minutes at 300 watts may not be feasible. As the coach and athlete work together utilizing interval methodology, a goal of maintaining 40 minutes at 300 watts can be accomplished. By eventually going from 4x10 minutes to 3x13 minutes then to 2x20 minutes and lastly 1x40 minutes the goal of 40 minutes at 300 watts is accomplished.

When should cyclists begin to utilize interval training? Of course, it is individual. A junior rider or an athlete relatively new to the sport should focus foremost on aerobic capacity and skill development. Interval training is not only physically demanding, it takes a large amount of structure, understanding and focus. For these reasons it can lead to burn out. Cycling is a job for a very select few, so for most, it is a sport of love and enjoyment. Therefore proceed with caution as intervals are introduced to your program.

More developed cyclists can and should use interval training throughout the season. It should be integrated properly into an annually periodized plan. Athletes who wait for warmer temperatures before putting in longer miles each year should typically wait 4-6 weeks before introducing intervals. These athletes should use the same caution that a junior or new cyclist to the sport should use.

Knowing what type of intervals to use often gets blurry. During base training, intervals should reflect the purpose of base miles. Athletes with a more limited amount of time to do this can introduce intervals that keep them at the top end of their aerobic capacity for specified durations of time. Well-developed cyclists can also begin strength intervals during a foundation period. During base building however, strength intervals on the bike should be used in proper coordination with strength training off the bike. The purpose of foundation miles is to develop a large aerobic capacity to last throughout the racing season. Base training requires many

hours on the bike, day in and day out. Intervals are typically utilized during this period to further develop aerobic capacity, strength or for a combination of both. In order to consistently train in this manner interval training during this period must allow for proper recovery. If interval training interferes with recovery to the point that it limits the time an athlete can spend on the bike then intervals should be reduced, or for a short time, eliminated.

As a cyclist gains strength and reaches the end of base training many racers make the mistake of going directly to racing and skip training the last two specific systems, lactate threshold (LT) and VO2 max. Though racing can and does give many people their 'race legs' that have been dormant for the winter, a wise combination of structured training to accompany early season racing is a good strategy to adhere to. Studies show that the LT system is one of the most trainable systems, much more so than the VO2 system. Max effort training also takes a large toll on a body's physiology as well as an athlete's mentality. Because of the relatively long time it takes to recover from such efforts, interval training focused on the VO2 system should be closely scrutinized. Thus, typical periodization following base training leads into a process of developing the LT system first.

For someone with fewer training time constraints it makes sense to spend a larger portion of time doing intervals just below their LT. Because the intensity is decreased, less recovery time is needed, thus more total time can be spent developing the LT system. The opposite holds true for a training schedule under more con-

straints. More time should be spent at or slightly above LT due to decreased overall saddle time. Proper recovery needs to be taken for both approaches to LT training. These specific ranges are most closely identified when using a power meter. A power meter will also acknowledge progress more definitely. However, training with heart rate can also be effective but some cardiac drift must be understood, expected and allowed.

Max effort intervals to develop the VO2 system are introduced to obtain max power outputs. The intervals will be shorter than those spent during LT training; generally 2-5 minutes. Focus should remain on a max effort each time as heart rates can vary depending largely on motivation, fatigue, hydration and even elevation. If using a power meter, a minimum ceiling should be set. At the point that the rider can no longer maintain an effort above that ceiling then the intervals can and should be altered. For example, rests between intervals can be increased, the interval duration can be decreased, or both. Or the workout altogether may need to come to an end. Max effort training can and should be a workout that is very fluid in that its limits should not be overly stringent. A coach who sends an athlete out to do 8x3 minute max efforts likely has less understanding than a coach who wants his or her athlete to accomplish 24 minutes total of max effort training and lets it be known that it can be

Continued on page 14

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ROUTE 211

Is Armstrong the Greatest Ever?



By Greg Overton

In case you haven't heard, Lance Armstrong made history in 2004 by becoming the first rider to win six Tours De France. Obviously this is a miraculous mark set by a miraculous athlete who has overcome huge odds to set himself apart as a Tour rider. Armstrong again left no doubt as to his being the boss of the peloton by winning any stage he planned, and a couple he probably did not plan to go after.

Once the celebrations ended in Paris and in the U.S., Armstrong's contemporaries, as well as his predecessors have been placed on the hot seat to give their opinion as to whether he is the greatest cycling racer of all. The rationale being that if the Tour de France is the world's toughest race, and Armstrong it's greatest champion, it stands to reason he would be crowned the greatest ever. Not so fast.

Several multiple winners of the Tour have been asked to comment on where Armstrong belongs in their club, or whether they belong in his. There are three other living five-time winners of the Tour: Eddy Merckx, Bernard Hinault, and Miguel Indurain. Merckx, Hinault and three-time winner Greg Lemond have all spoken on the matter. Indurain, typically soft-spoken and nearly reclusive has not been very public with his thoughts on Armstrong's place among the winners. Some of their comments have been interpreted as past champions expressing sour grapes that their marks have been bettered. I think there are some valid remarks and points to ponder, albeit frankly stating beforehand that all are great athletes and champions of the highest level.

Eddy Merckx, historically regarded as the greatest bicycle racer ever is a very close friend of Armstrong, and has been considered somewhat a mentor since Armstrong turned pro on the Motorola team, a team that raced on bikes made by Merckx's company. The "cannibal" as Merckx was called in his racing career was impressed with Armstrong's tenacity and talent, along with his attention to detail, another Merckx strong suit. Armstrong has credited Merckx for his own World Championship victory early in his career.

The Cannibal was a bit mum when asked about Armstrong's place at the head of the table. Merckx offered only the comment that, "...every era has its greatest and you can't compare different eras. Anquetil was the greatest rider of his era, I was the best of mine, and Hinault was the best of his era.

Armstrong is no different. He is the best rider of this era, and as such, must be considered one of the best of all time." When asked to clarify and place into order, Merckx basically repeated the statement and left it at that.

Bernard Hinault was a rider also known for his tenacity, and his

absolute intimidation of the peloton. Hinault won his fifth Tour with a broken nose and other bruises and scrapes from a mid-race crash while speeding to the line in a bunch sprint. Although he fell back in the next few days, and was several minutes behind teammate Greg

LeMond, Lemond was ordered by their team director to wait for Hinault, and in doing so, handed the Frenchman his fifth Tour win. Hinault won five Tours de France, and is now the technical director of the Tour. That position has given him a front row seat to each of Armstrong's victories. He has expressed great appreciation for

Armstrong's attacking style and panache in controlling the race, but did offer a view of the contrast in modern racers as compared to their forbearers.

"...Armstrong has been a great champion, but I would like to see him race more. It is impossible to compare his victories with those of Merckx or myself. How many Tours would Merckx or myself have won

Continued on page 14

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UTAH BIKE INDUSTRY

Got Flats? Big Steve is on Your Side



By Greg Overton

All cyclists have had the displeasure that comes with a punctured tube, and as riders in the desert west, it seems we have the market cornered. Thanks to our ever-spreading puncture vine, also known as goat head, cat's head, devil's thorn, and even common dubbeltjie. Scientifically, it is called *tribulus terrestris*, and for years cyclists have sought relief from its effect.

Steve Henich is here to help. He has been since 1993, in fact. That's when "Big Steve" began selling his green tire sealant, Flat Attack, through local bicycle retailers here in Utah. In those early days, Flat Attack was private labeled from another company called No Flats; meaning the sealant was manufactured by No Flats and sold in bulk to Flat Attack to be marketed by Steve under that name. It's a

common practice in most industries, and the cycling industry is no exception.

Henich has been in the bike business nearly his entire life, beginning in 1963, at his local bike shop. In the seventies, Steve worked for May's Cyclery in Provo, before leaving retail to become a sales rep for West Coast Cycles, importer of Diamond Back, Centurion and other leading brands. In 1978, while continuing as a sales rep, he purchased Cyler's Choice bike shop in Murray. Four years later he purchased Fisher's Cyclery in Sugar House, leaving life on the road to manage Fisher's full time. He is largely responsible for the metamorphosis of Fisher's into a high end "Pro" shop during the eighties.

After leaving Fisher's to new owners in 1989, Henich returned to the wholesale side of the bike industry, and discovered the solution to the

cyclists number one enemy, the puncture weed. That solution was a green tire sealant called No Flats. The product was so effective in eliminating flats that it was almost revolutionary. No Flats was the only green sealant, and by far the best available. Most sealants that have come along after it are in some way a derivative of the original, and have not cracked the closely held secret recipe. After several years of private labeling, and even mixing the product here in Utah, Steve bought the company in 2000, and moved all production to the Salt Lake valley, retaining the brand name Flat Attack.

Steve believes there are several factors that explain the superiority of Flat Attack. It is the first sealant to be fiber based, as opposed to being latex based like its competitors. This prevents the sealant "curing", or drying and becoming hardened and useless, which latex does over a short period of time. "The fibers used in Flat Attack will last virtually forever without curing, therefore continuing to seal punctures for years. The fibers also allow Flat Attack to seal up a 1/16" opening, sealing most nail and thorn punctures effectively, yet remaining in a lighter liquid form, which is much easier to inject into the valve, even in road bike tubes. It is compatible with both tube type and tubeless tires, and is not corrosive to rims or spokes."

Another important factor in the superiority of Flat Attack, according to Steve, is that it is non toxic and environmentally friendly. "Other sealants are ethylene glycol based, which is a cheaper way to go. But ethylene glycol is poisonous, to humans and animals. Flat Attack uses a food-based antifreeze, and is the only sealant with no poisons or carcinogenic agents in its composition." He continues, "People think, 'I'm not going to drink it', but those chemicals will leach into your body through the skin from touch, and ethylene glycol will settle in the kidneys and stay there. Even though our base chemical is more expensive, I just think it's the morally correct thing to use."

For more information on Big Steve and Flat Attack, visit flatattack.com.

INTERVIEW

The Badger at 50: A Conversation With Bernard Hinault



Interview by Daniel Smiechowski

The rain gently fell amid the grey skies of Brittany as I drove into the ancient town of Dinan, home to five-time Tour de France winner Bernard Hinault. The smell of freshly baked french bread and coffee surrounded my entry onto the farm of Monsieur Hinault, some five kilometers outside city limits.

Hinault looked trim and fit, in good sprits as he invited me inside to what seemed a four hundred-year-old farmhouse. Our interview was conducted entirely in French, which, I believe, accounted for its compatibility, goodwill and mutual respect.

The conversation began with the following question.

Smiechowski: What are you doing now?

Hinault: I am working as public relations director for the Tour de France and maintaining my farm.

Smiechowski: Do you still ride the bike?

Hinault: No, not at all....I believe there are two periods in life, one for the bike, the other for becoming active in one's work. I may, however, begin riding again when I am sixty.

Smiechowski: How was your birthday? (Hinault's recent.)

Hinault: It was great. The director of the Tour de France, Olympic Games and many others were present.

Smiechowski: Do you think Lance can win number seven?

Hinault: It is possible. That is to say, if all things remain relatively equal to 2004. Things to consider are conditioning and the exit and entry of various riders.

Smiechowski: How are things going with the marketing of your "Hinault frame?"

Hinault: Very well. The idea is to produce a high quality product.

Smiechowski: Which countries will do well in the Tours of the near future?

Hinault: Russia and Spain are possible favorites as well as China. Yes, that is right, I said China. China currently has two young women who are ranked world champions on the track. So, why not on the road?

Smiechowski: How has cycling changed since you were a rider?

Hinault: I have the impression that cycling is no longer a game but rather an employment....a job.

Smiechowski: Do you miss riding the bike?

Hinault: No, not at all. I have contacts with the Tour de France which keep me close to cycling.

Smiechowski: What is your opinion on the use of illegal drugs in cycling?

Hinault: Illegal drug use runs contrary to the image of health depicted by cycling. Distributors of these drugs must be prosecuted more harshly as they are criminals.

Dinan, France
November 28, 2004
Translation by Daniel Smiechowski

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COMPETITION SCHEDULE FOR PARK CITY CYCLING FESTIVAL ANNOUNCED

COLORADO SPRINGS, COLO. (January 10, 2005)—USA Cycling announced today the competition schedule for the 2005 Park City Cycling Festival presented by USA Cycling.

Scheduled for June 20-July 2, the opening week of the 13-day cycling extravaganza features elite, U23 and junior events before yielding to the master categories in week two.

After a successful inaugural year that saw 1866 competitors and nearly 2400 race entries, the 2005 festival has expanded to invite the nation's best men's and women's elite riders to Park City in an effort to unify all levels of competitive cycling as they compete for national championships. In total, over 2000 riders from across the United States are expected to compete for the 125 stars and stripes jerseys that are up for grabs.

The action kicks off with elite and junior time trials on Antelope Island State Park on June 21 before moving to nearby Deer Valley Resort for road race and criterium events.

Master categories take the stage beginning on June 27 and follow a similar schedule with time trial events on Antelope Island followed by road and criterium competitions at Deer Valley Resort.

Again co-organized by Blue Wolf Events and Team Big Bear, the Park City Cycling Festival presented by USA Cycling will be preceded by a world-class caliber mountain bike event. The fourth round of the 2005 NORBA National Mountain Bike Series is scheduled for Deer Valley Resort June 17-19 giving cycling enthusiasts an opportunity to test their skills on the fat tire circuit before taking to the road.

Visit parkcitycyclingfest.com and norbanationals.com for more information.

Armstrong - from page 7

if we had been allowed to concentrate our entire efforts to the Tour de France. If we had been absolutely fresh and peaking for the Tour while our competitors had been racing all year, we would most likely have dominated moreso. I would like to see Armstrong breathe the dust and see the mud of Paris Roubaix and the Spring Classics, racing to win, and to race the Giro d' Italia and enter the Tour with a grueling schedule behind him, as well his competitors. He is a great scientist of the Tour de France, and a great champion. No one has seriously challenged him. This must also be said. Eddy Merckx and me, we were more interested in racing than in training. Maybe that's the difference. Armstrong is able to train a lot of miles and race a little. But when he does race, he's always at his best and most fresh. That, too, is a mark of a great champion."

Miguel Indurain has really only offered a typically understated and polite comment, saying that, "Armstrong would be considered the most consistent in the Tour, having won the most Tours and the record would be his. But you cannot compare periods. The palmares (victory list) of Eddy Merckx is better than anyone's, including Bernard Hinault."

Lemond has readily applauded Armstrong's victories on the road, but has brought some of his own questions to the nagging accusations that Armstrong benefits from illegal performance enhancing supplements, thereby damaging his legacy. There has been a public conversation going on between Lemond and Armstrong since Lemond first ques-

tioned Armstrong's affiliation and friendship with Italian doctor Michele Ferrari. Ferrari has been linked and accused in several doping scandals, and has been linked to the allegations by Armstrong's accusers. Lemond begged the question as to why Armstrong would willfully continue this affiliation when he was being accused, and while Ferrari was being investigated.

This sparked a press-fueled escalation with words back and forth between the two, leading to more questions by Lemond. Other riders and team directors seem to hint at the seclusion of Armstrong from the public and the fact that he seems to never have a bad day, even in the mountains. Can one rider be so far above all of his "contemporaries" when not even Merckx had this kind of performance? In short, this comment by Lemond sums up his uneasiness, "Because of all that has occurred in the past ten years (doping) that [victory] does not have the same value as the five Tours of Hinault, for example."

History will be the judge of Armstrong's legacy, just as it has been the judge of the other greats mentioned here. Nevertheless, all seem to be in agreement that one champion stands alone at the top. Eddy Merckx has 472 victories, including five tours de France, five Giros d'Italia, three Vueltas e' Espania, and too many one day classics and championships to include here. To put this into perspective, Armstrong has 47 victories according to his website, including US amateur titles. All are great champions and all deserve the highest praise offered by their sport's community.

Utah to Host Two NORBA NMBS Races in 2005

This year, Utah will be host to two NORBA National Mountain Bike Series Races (NMBS). The first will be in Deer Valley from June 16-19. Events include cross-country, short track, downhill, mountain cross and super-D.

In addition, Team Big Bear recently announced the addition of the Brian Head NMBS to be held from August 4-7 at the Brian Head Resort in Southern Utah. Traditionally, Team Big Bear had held this event at Snow Summit, California, but this was no longer an option since downhill would not be allowed there any longer.

Tom Spiegel of Team Big Bear had worked with Brian Head in the past, having held their Brian Head Epic race there for several seasons. "The enthusiasm of Brian Head has been phenomenal," Spiegel said. Brian Head is only six hours drive from Southern California and is close to Salt Lake City and hence is a great location for a major race.

The Brian Head NMBS will feature the same events as the Deer Valley NMBS with the addition of the Marathon cross-country event. There will also be a return to classic slalom and classic cross-country with single distance loops for most classes. Riders can then compare times across categories. Over 1300 riders are expected at Deer Valley and Brian Head.

For more information, visit NorbaNationals.com.

-Dave Iltis

Red Bull - from page 11

"RomaHuck." "I came down here and my goal was to podium since it is the last year Red Bull is having this event (in Utah). There's no other event like it. I am stoked!"

The Red Bull Rampage began in 2001 and has become the freeride mountain bike competition by which all others will be measured. Held on cliffs just outside of Zion National Park at Kolob Reservoir Road, Red Bull Rampage is unlike traditional events with set courses. Riders choose their own lines and are judged on control, amplitude, style, fluidity, and the difficulty of the line they choose.

Beaver County Attorney Isn't Pressing Charges in Fails Death

As reported in Cycling Utah last autumn (see cyclingutah.com in the October 2004 issue), William Fails was hit from behind and killed on 9:30am on SR-21 one mile east of Minersville on Aug 12. There are still no charges against the 26-yr old pickup driver who claimed Fails swerved out into the travel lane just before he was side-swiped.

When reviewing the report, Beaver county attorney Von Christiansen said he considered two potential violations:

1. The driver of the bicycle was not as close to the right side of the road as practicable (referencing state law). "According to the report, there is a 3 foot-wide shoulder, and the bicyclist was one foot from the white line, and therefore 4 feet total from the edge of the road. There was nothing to push him out into the lane so he was in violation of the law."

2. The motorist didn't properly move around the vehicle. (There were no witnesses to dispute the driver's claim that the bicyclist veered into the turn lane at the last second.)

Mr. Christiansen, when considering whether or not to bring a charge, stated that while the driver appears to be partially at blame, the family did not seem to be full of vengeance or pressing for justice. He said that unless something else is brought forth in the investigation that his decision is final: "justice is best served in this case by not pursuing prosecution." In a more recent conversation with Mr. Christiansen, when the outcome of the Josie Johnson case was announced (negligent homicide), he was more receptive. He was interested to learn the details of the investigation.

Cyclists are urged to share their concerns with Beaver county attorney Von Christiansen at 435-438-6441 (phone), 435-438-5348 (fax), or vjchristiansen@beaver.state.ut.us.

-Jason Bultman

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MOUNTAIN BIKE RACING

Frozen Hog Becomes "Thawed Lamb"

By Bruce Argyle

In the three years of the Frozen Hog mountain bike race, it's seen every extreme of weather. Last year, riders faced a one-mile dash carrying their bikes through deep snow. This February 12, a heavy rain was falling in Lambert Park as the racers arrived. The Frozen Hog would not stay frozen for long.

At 8 a.m., race-coordinator Bruce Argyle took his Gemini for a test-ride. The surface of the singletrack was exposed, surrounded by six inches of snow. "Coming back from the test ride, my tires were as clean as if I'd been at the car wash," said Bruce. "Despite the rain, the trail was still frozen rock-hard."

Race organizers from UtahMountainBiking.com and Utah Rocky Mountain Bikers huddled with Craig Skidmore, chair of the Alpine City Trails

Committee. Other options included a short doubletrack loop (sure to disappoint the racers who'd come to enjoy winter singletrack), or give up and send 100 riders home. The decision: the race would go on the single-track.

The trail held during the first lap. By the second lap, the surface was starting to squish. At the end of the race, here and there, the top three inches had thawed into dirt soup. "In retrospect, I made the wrong call," said Bruce. "I didn't think it would thaw in just an hour."

Race numbers disappeared under a coating of brown. Heavy overcast, rain, and splashing mud took their toll on racers' vision, as riders blew past supposedly well-marked trail forks. Many racers abandoned their glasses, preferring dirty water in the eyes to no vision at all. "I was covered in mud from head

to toe. I was soaking wet, and almost broke my bike -- chain problems -- but it was an awesome time," said racer Chad Spencer of Bluffdale.

The course in Alpine's Lambert Park used a two-mile doubletrack shakeout before dropping onto singletrack for loops of 3.5 miles. Expert riders did three laps. Gregy Gibson of Provo, riding for Racers Cycle Service, had the fastest Expert three-lap time at 59:42. Several expert riders made it through the mud on singlespeed bikes.

Sport riders did two laps. Top female finisher was Lya Wodraska of Salt Lake City, with a two-lap time of 69:59. The youngest rider on the main course was 13-year old Austin Willes of Murray, who finished his two laps in 97:02. The oldest was 48-year old Larry Wimmer of Sandy, who clocked a two-lap time of 54:31 to take second in Sport Men 40-plus.

Racers seemed to have a great time. Forty-plus racer Jeff Hiatt of Cedar Hills says, "This was my first-ever race and I still can't get over the thrill. It was very well organized and despite the mud, it was very enjoyable and a great learning experience for me."

While riders were contending with chain suck, the race officials were having their own problems with the weather. Course marshals watched a couple of lost riders head down the doubletrack looking for a place to get back on the race course, but couldn't read their numbers, and didn't have a dry piece of paper to write on, anyway.

"We were prepared for zero degrees with a north wind," said Chad Hunter, who turned the Lambert Park pavilion into a toasty refuge for 100 riders by wrapping it in clear plastic, "not rain and a total melt-down."

Back in the pavilion, volunteers assisted the Utah Rocky



Above: Frozen Super Hero at the Frozen Hog. Mud Man?

Left: Linde Smith

Photos: Joaquim Hailer (see more photos at joaquinhailer.com)

Mountain Bikers club as they scrambled to make sense of race results. Finishing times couldn't be written on the racers' tags until they were washed and dried by the propane heater. Often, names and team affiliation rubbed off the tags as they were cleaned. One team that registered day-of-race was rubbed completely out of existence.

The race raised money for signs and other improvements to Alpine's trail system. "The last

thing we want is for Alpine to spend money fixing damage caused by the race," said Michael Engberson of UtahMountainBiking.com. "By the time we're through patching up these trails, they'll be as good as new, or better."

See Results on page 18.

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May 28	Cache Valley's Joyride, Logan, UT
June 4	Deer Valley Pedalfest, Deer Valley Resort, UT
June 11	Utah Summer Games XC Race, Cedar City, UT
July 9	Chris Allaire Memorial/Utah Open State Championship, Solitude, UT
July 16	The 18th Annual Mountain Bout, Snowbird, UT
July 23	Taming the Tetons, Jackson Hole, WY
August 13	Wolverine Ridge XC Race, Double Points!, Regional Finals, Evanston, WY

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FREE RIDING

Red Bull Rampage 2004

By Piney Kahn

Virgin, UT, October 31, 2004 - Undaunted by days of downpours, thirty of the best freeride mountain bikers from around the world (including riders from the Czech Republic, Germany, Australia, England, Ireland, France, Canada, and the US) gathered to bid a fond farewell to Red Bull Rampage in Virgin, Utah. The sun came out just in time to dry out the dirt on the qualifying ridge, the same intimidating ridge used for finals at Red Bull Rampage 2001-2003. Unfortunately, the plan of breaking in a brand new ridge for finals had to be scrapped due to soggy soil, but that did not stop the bar from being raised. "This year's Red Bull Rampage is epic and blows all of the other events away. There were lines that would put you on the podium last year. The same lines this year might not get you qualified," said Judge Darren Butler, an experienced freerider himself (Darren competed at Red Bull Rampage 2001).

Riders took turns climbing the red mountains and aggressively charging down a variety of difficult lines from the 1,500-foot high starting gate. Testing their technical abilities in downhill and overall freeriding, they repeatedly attacked the mountain competing for glory and a \$15,000 prize purse.

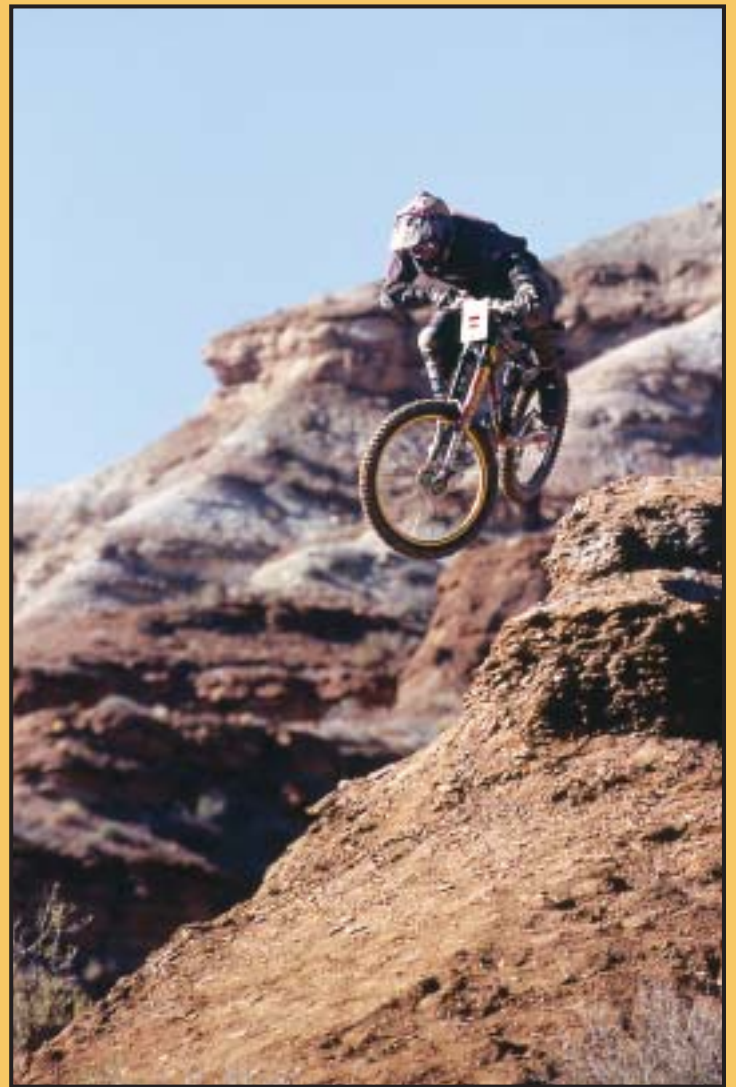
A "KAYODIC" HALLOWEEN

"Kayodik" Kyle Strait took home first prize today at Red Bull Rampage 2004, pulling out an



astounding last run of the day. Kyle said, "I did a couple of whips and a drop that I always overclear during practice and I overcleared it again. I came down to the bottom and took my hands off of the handle bars -- for the longest I've ever had them off for...I was scared during the last jump, but thought to myself, let's

make this." Being Kyle's fourth year competing in Red Bull Rampage, he knew exactly what he was getting into. Making a name for himself in biking since the age of 10, Kyle is now 17 and killing it in 2004, including placing third at the World Championships in France (the only downhill medal rewarded to



Above: Josh Bender.
Left: Wade Simmons in the Finals.
Photos: Brian Schiele, mtbbrian.com

a US rider), and now the gold at Red Bull Rampage 2004!

Nineteen-year-old Englishman, Gee Atherton, won second place today, viewing the rain as a positive thing: "The conditions were a bit wet, but I think it helped in the end because you could build better lines and kickers because the soil held together." Knowing that the competition was fierce, Gee went into his final run with determination: "I really liked my line, but I knew I needed to step it up so I added in another drop to my line. I stuck the Super T drop -- a 30 foot gap."

Canadian Steve Romaniuk was

determined to place well today - and he did! Bringing home third place, Steve said, "My adrenaline is at notch 23. I kept hearing people screaming on the hillside. It felt right and I thought to myself, now is the time to hit the gap." A former motocross rider, Romaniuk broke onto the mountain bike scene in 2003 with a fifth place finish at Red Bull Rampage. Steve's unbelievable riding have earned the 19-year-old daredevil nicknames like "RomaniAK" and

Continued on page 9



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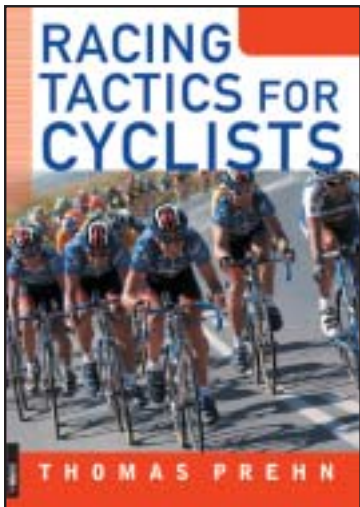
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BOOK REVIEW

Thomas Prehn's Racing Tactics for Cyclists



By Terry McGinnis

From one racer to another, I can't recommend this book. Simply put I have learned or experienced nearly every tactic discussed in Prehn's detailed guide, unfortunately for me it took EIGHTEEN years of trials, tribulations and notably, mistakes to gain the knowledge one can find in the stories on these pages. It's just not fair. A resource like this was not available when I began my career.

On the other hand, as a coach, this may become mandatory reading for my clients. Prehn uses personal experience and easy to understand graphics to instruct riders of all abilities in putting their newfound fitness to work for them. He discusses "reading" races, basic tactics, describes when to attack and when not to. He also covers the basics of pace lines, echelons, blocking and breakaways.

I particularly enjoyed his use of actual events as examples for different situations. Having been racing myself since Prehn won the US Pro Championship in 1986, I was familiar with many

of the names and races he discussed and it helped provide vivid images of the situations and tactics.

Not that Racing Tactics for Cyclists is the definitive, comprehensive answer to any and all situations; I don't think that can be written. Each race is unique in its own right and not every defining race moment has the "perfect" tactical answer, but Prehn does a great job of covering the fundamentals. It starts out with the basics and quickly leads the reader through more complicated tactics like echelons and breakaways.

Prehn draws a lot from his experience as a "Lone Ranger" or the giant-killer of his day.

This "Lone Ranger" insight is exactly what a beginning racer, Cat 4/5's and intermediate Cat 3's could benefit from. While team tactics are more prevalent in Cat 1/2 races, there is a dearth of it in the lower categories, which I believe is the target audience for this book and will certainly have the most to gain from reading it. Prehn does discuss plenty of team situations; it's just that when he does they are not very complex or what you would expect at a Pro level. Precisely the information new riders and journeymen will benefit from reading.

For Cat 1/2 riders like myself, it will be a nice refresher course. Because even after eighteen years of racing, I still learn things every race. That is why I'll be keeping my copy of Racing Tactics for Cyclists close at hand for reference and so should you.

Racing Tactics for Cyclists is available on cyclingutah.com's road racing calendar page.

UDOT Releases New Free Bicycle Commuting Guide

SALT LAKE CITY – The Utah Department of Transportation announces the release of the new 2004 Utah Bicycle Commuter Guide, a 16-page booklet that encourages Utahn's to try safe bicycling to get to work.

"We wanted to create a guide that would be easy to read and provide helpful information to

those wanting to commute via bicycle," Sharon Briggs, UDOT's bicycle and pedestrian coordinator said. "A vigorous bike ride is a fun and healthy way to start your day. It also helps our transportation system work better by lowering the number of cars and trucks using the road."

The guide's primary goal is to make sure that those who bicycle commute know how to do it safely.

"We included everything from making sure a bike is

ready for the trip, to the proper equipment and attire a bicyclist would need, to what the state laws are regarding bicycling on our roads," Briggs said. "We want to make sure that anyone who rides a bike to work, does it as safely as possible."

The guide is available via a free download (PDF) on the UDOT Web site at www.udot.utah.gov.

Coach's Corner - from page 6

accomplished in a variety of ways. Again a power meter is an invaluable tool for max effort training as it will show in a much more defined manner when a workout may need to be altered and can also track progress.

Lastly, working between LT and VO2 max systems to develop a strong buffering system can also benefit from interval training. The ways to do this are many. Max effort intervals with an effort to recovery ratio of 1:1 or 1:1.5 where the recovery is not complete before beginning the next interval will increase not only the ability of the body's buffering systems to work through metabolite production but is also great for mental training—it teaches an athlete to 'work through the pain.' Within well defined parameters a workout that has the rider go back and forth from LT to a level at which the body produces more metabolites than can be buffered then back to LT then above again is also a good 'buffering systems' workout. This type of 'over-under' workout typically demands less recovery between workouts in comparison to max effort intervals. Both of these workouts are focused on heightening and improving the body's ability to buffer metabolite production at maximal intensities.

The purpose of interval training should be specific and well structured. A general understanding of the yearly plan needs to be developed by both coach and athlete. An athlete who understands the goals of interval training will be much more focused and is likely to gain more from their training.

Darcie Murphy is a coach with Carmichael Training Systems along with her husband Tommy Murphy. She works with a wide variety of athletes from the beginner to the professional athlete. For more information about CTS services and coaching, email Darcie at Dmurphy@trainright.com or call 435-787-8556 (www.trainright.com).

Speaking of Spokes - from page 2

an unanticipated benefit included by Senator Bramble.

This was my first real involvement in using my personal efforts with my representative and senator, and with other legislators, in securing passage of a law. The constant e-mails seeking assistance and directing these efforts were a big factor in my involvement, and John Weis and the MBAC deserve our thanks for this. John further deserves huge appreciation for his sacrifice of time and effort.

Also deserving thanks are former Salt Lake Mayor Ted Wilson. Ted became incensed by the senseless death of Josie Johnson, and since that time has been involved in organizing an advocacy group to increase awareness and seek protection of cyclists on the roads. Ted, too, was instrumental in lobbying for

and securing passage of HB 49.

Finally, Representative Rosalind McGee and Senator Curtis Bramble deserve appreciation. Representative McGee introduced the original bill in the House, and Senator Bramble was instrumental in getting it out of the rules committee, with funding, in the Senate. These people had much on their legislative plates, and their support and help was very necessary in getting this bill passed.

This is just a beginning, and the bill in its final form may still leave much to be desired. But its passage is an important starting point, and gives focus, impetus and hope for the future. If we can continue to mobilize this type of effort, we may eventually have an unqualified requirement that cyclists be given a safe and reasonable distance of no less than 3 feet by motor vehicles.



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(435) 674-2929
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(800) 776-2099
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Zion Cycles

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zioncycles.com

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Joyride Bikes

65 S. Main St.
Logan, UT 84321
(435) 753-7175
joyridebikes.com

Sunrise Cyclery

138 North 100 East
Logan, UT 84321
(435) 753-3294
sunrisecyclery.net

Park City

Christy Sports
7580 Royal St. E-107
Silver Lake Village
Deer Valley, UT 84060
(435) 649-2909
christysports.com

Cole Sport

1615 Park Avenue
Park City, UT 84060
(435) 649-4806
colesport.com

Jans Mountain Outfitters

1600 Park Avenue
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Park City, UT 84060
(435) 649-4949
jans.com

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(435) 647-9174
steineriksen.com

Summit Cycle and Snow (opening in April)

1571 West Redstone Center
Dr., Suite 120
Park City, UT 84098
(435) 575-0355
summitcycling.com

White Pine Touring

1790 Bonanza Drive
P.O. Box 280
Park City, UT 84060
(435) 649-8710
whitepinetouring.com

Vernal

Altitude Cycle
580 E. Main Street
Vernal, UT 84078
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altitudecycle.com

WASATCH FRONT

DAVIS COUNTY

Bountiful

Bountiful Bicycle Center
2482 S. Hwy 89
Bountiful, UT 84087
(801) 295-6711

The Biker's Edge

390 N. 500 W. Suite 1
Bountiful, UT 84010
(801) 294-4433
bebikes.com

Kaysville

The Bike Rack
232 N. Main Street
Kaysville, UT 84037
(801) 544-5300
bushesbikerack@aol.com

Sunset

Bingham Cyclery
2317 North Main
Sunset, UT 84015
(801) 825-8632
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Salt Lake City

Bicycle Center
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Salt Lake City, UT 84106
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bicyclecenter.com

Salt Lake City

Bingham Cyclery
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Salt Lake City, UT 84108
(801) 583-1940
binghamcyclery.com

Fishers Cyclery

2175 South 900 East
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fisherscyclery.com

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go-ride.com

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guthriebicycle.com

Guthrie Bicycle

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(801) 484-0404
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REI

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(801) 486-2100
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Wasatch Touring

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Salt Lake City, UT 84102
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wasatchtouring.com

Wild Rose Mountain Sports

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(800) 750-7377
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South Valley

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1300 E. 10510 S. (106th S.)
Sandy, UT 84094
(801) 571-4480
binghamcyclery.com

Canyon Bicycles

762 E. 12300 South
Draper, UT 84020
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Golsan Cycles

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Canyon Sports Outlet
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cycling utah

CALENDAR OF EVENTS

Calendar Guidelines:

Listings are free on a space available basis and at our discretion.

Submit your event to: dave@cyclingutah.com with date, name of event, website, phone number and contact person and other appropriate information

Let us know about any corrections to existing listings!



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Thursdays — BMX Race with Laurie at Rad Canyon, 942-3100

Fridays — BMX Racing at the new Ogden Track. Meet at Canyon Sports at 5:15 p.m., 621-4662

For more BMX track info, visit cyclingutah.com



**Cycling
Events**

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) 328-2453.

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.

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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, (801) 374-2033 or tjensen@korve.com

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

Events

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

March 5, 2005 — Sports Am/Sports Guide, 12th Annual Bike Swap and Show, Utah State Fairpark, 10th W and N. Temple, Grand Building, 10 am, SLC, (801) 583-6281

April 1-3 — Moab MUni Fest (a mountain unicycling event), Moab, UT, zadig@engineer.com

or Rolf Thompson at (801) 870-5949

April 14 -15 — Disorderly Conduct V, freeride movie!, Kona exposition, April 14th at Brewvies and April 15th at the U of U, contact Spin Cycle at (801) 277-2626 for tickets and info.

May 7 — GOTS, Bike and Outdoor Toy Swap, Wild Rose, 702 3rd Ave, SLC, (801) 533-8671

May 7-8 — Young Riders Bike Swap, Annual White Pine Touring swap to benefit The Young Riders youth based mountain bike program, great time with food and raffles, White Pine Touring, 1790 Bonanza Dr., Park City, (435) 655-2621 or visit www.youngriders.com

May 14 — Canyon Sports Bike and Wife Swap, Ogden Store, 705 W. Riverdale Road, and Cottonwood Store, 1844 E. Fort Union, (801) 621-4662 or (801) 942-3100

May 14-21 — Cycle Salt Lake Week, weeklong festival with bike races, Bike Bonanza, Cycle Salt Lake Century Ride, Bike to Work day, and more!

May 15 — Cycle Salt Lake Mountain Bike Tour, 2-5 pm, Meet at Popperton Park at 11th Ave & Virginia St. in SLC, Brian Price, (801) 328-0499 or brian@slcbikecollective.org

May 16 — Tailwinds Bicycle Touring Downtown Historic Tour, Meet at Popperton Park at 11th Ave & Virginia St. in SLC at 6:00 PM, Grant Aagard (801) 272-1302

May 17 — 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, Lisa Romney, 535-7939, lisa.romney@ci.sl.c.ut.us. Meet at the northeast corner of Liberty Park

May 19 — Bicycle Movie Night presented by SLC Bike Collective. This is a fundraiser for the SLC Bike Collective. Prizes! Movie will have bicycle theme with at least one bicycle. Location Tower Theatre, 9th East and 9th South, SLC. Cost: \$5 suggested donation. Time is 7:00 PM. Brian Price at (801) 328-2453 or brian@slcbikecollective.org

The Mayor's Bicycle Advisory Committee, the leading bicycle advocacy group in Salt Lake and Utah, wants to encourage all cyclists to participate.

There are monthly meetings on the second Wednesday of every month at 5 p.m. in the City & County Building, Rm. 326 or 335, 451 South State Street. For details, visit the Cycling Utah web site (www.cyclingutah.com) or call the Mayor's office at 535-7939 or Brian at 328-2453.



**Mountain
Bike**

Tours and Festivals

April 1-3 — Moab MUni Fest (a mountain unicycling event), Moab, UT, zadig@engineer.com or Rolf Thompson at (801) 870-5949

April 29-May 7 — Fruita Fat Tire Festival, Endurance Race, Clunker Crit, Prizes, Fun, Fruita, CO, (970) 858-7220

May 13-15 — San Rafael Swell Mountain Bike Festival, 17th Annual, Emery County, (435) 637-0086

July 16 — Brian Head Bash Fat Tire Festival, Group Rides and more, (435) 677-3101

August 5-7 — Dinotrax Fat Tire Festival, Rides, Pasta Feed, Bluegrass Music, Flaming Gorge, (435) 781-2595

September 3-5 — Brian Head Fall Colors Fat Tire Festival, Group Rides and more, (435) 677-3101

Sep 22 - Sep 25 — IMBA Trail School, Friends of Pathways, Jackson, WY, David Vandenberg, fop@wyoming.com

Sep 29 - Oct 2 — IMBA Trail School, Bureau of Land Management, Vernal, UT, Daniel Gilfillan, daniel_gilfillan@blm.gov

Oct 6 - Oct 9 — IMBA Trail School, Moab Trails Alliance, Moab, UT, Kim Schappert, kschappe@hotmail.com

Oct 13 - Oct 16 — IMBA Trail School, Dixie National Forest, Cedar City, UT, Nick Glidden, nnglidden@fs.fed.us

October 27-30 — Moab Fat Tire Festival. Group rides, bicycle DemoExpo, fun competitions, evening entertainment. Moab, UT, (435) 260-1182

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November 5 — 10th Annual Blue Diamond to Jean Mountain Bike Benefit. 33 mile non-competitive ride. Blue Diamond, NV, (702) 228-4076 or (702) 837-6522 or (775) 727-5284.



General Info

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

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

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

Weekly Series Races

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

Wednesdays — starting May ? and every other Wed. until August ?, Sundance Weekly MTB series, 6:30 pm, alternates with Soldier Hollow Training Series, Sundance Resort, (801) 223-4849

Utah MTB Races

March 5 — Desert Rampage, Intermountain Cup #1, St. George, UT, XC - Kayleen Ames, (435) 245-3628

March 12 — Frozen in Time Icebike Race, mountain bike time trial, 9 am, Park City Municipal Golf Course Nordic Track, benefit for IMBA, (801) 560-8581

March 26 — Cholla Challenge, St. George, UT, XC, Jerry Simmons, (435) 674-3185

April 23-24 — Tour of Canyonlands, TT, HC, Moab, UT, (303) 432-1519

April 30 — Showdown at Five Mile Pass, Intermountain Cup #2, Lehi, UT, XC, Ed Chauner at (801) 942-3498

May 7 — Bordertown Challenge, 14th Annual, Wild Rockies Series #3, Oasis, NV, (208) 342-3910

May 14 — Hammerfest at the Hollow, Intermountain Cup #3, Soldier Hollow, Midway, UT, Ed Chauner at (801) 942-3498

May 21 — The Sundance Spin, Intermountain Cup #4, Sundance Resort, Sundance, UT, Ed Chauner at (801) 942-3498

May 28 — Cache Valley's Joyride, Intermountain Cup #5, Sherwood Hills Resort, Logan, UT, (435) 245-3628

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

June 4 — Deer Valley Pedalfest, Intermountain Cup #6, Deer Valley, UT - Ed Chauner, 801-942-3498

June 4-5 — Bountiful Bomber Downhill Race, Utah DH Series, Bountiful, UT, (801) 375-3231

June 11 — Utah Summer Games, Intermountain Cup #7, Three Peaks Recreation Area, Cedar City, (435)865-8421, (800) FOR-UTAH, (435) 586-5125

June 16-19 — NORBA NMBS #3, Deer Valley, UT, XC/ST/DH/MTNX/Super-D, (719) 866-4581

July 2 — The 12 Hours of Endurance, 12 hour endurance race to benefit National Ability Center, Individual and Team Categories, Park City, (435) 649-2129

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

July 9 — Chris Allaire Memorial, Utah State Open Championship, Intermountain Cup #8, Solitude, UT, XC - Ed Chauner, 801-942-3498

July 9 — Blue Mountain Bike Chase, 25 mile race, Monticello City Recreation, Monticello, UT, (435) 587-2029

July 9-10 — Bald Mountain Challenge Downhill, DH and Super-D, Utah DH Series, Deer Valley, UT, (801) 375-3231

July 16 — Snowbird Mountain Bout, 18th Annual!, Intermountain Cup #9, Snowbird, Ed Chauner at (801)942-3498

July 23 — Taming the Tetons, Intermountain Cup #10, Jackson Hole, WY, Ed Chauner at (801)942-3498

July 23 — The Endurance 100/Mind Over Mountains, 100 mile team relay, 50 mile individual, Park City, (435) 649-2129

July 30 — Brian Head Epic 100, qualifier for the 2005 World Solo Championships, Brian Head, (909) 866-4565

August 4-7 — NORBA NMBS #7, XC/ST/DH/MTNX/SuperD/Marathon, Brian Head Resort, Brian Head, UT, (719) 866-4581

August 6 — Durango MTB 100, Durango, CO, (970) 259-7771

August 13 — Allwest Communications Wolverine Ridge XC Race, 12th Annual, Intermountain Cup #11, Series Finals, Evanston, WY - contact Paul Knopf or Amanda Wanner at planning@allwest.net or (307) 783-6470 or (866) 783-6300

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

August TBA — Utah DH Series, (801) 375-3231

August 21 — Widowmaker Hill Climb 10 AM, Ride to the top of the TramSnowbird Resort, (801) 583-6281

August 27 — The Endurance 100/Mind Over Mountains, 100 mile and 50 mile individual race, Park City, (435) 649-2129

September 3-5 — Flyin' Brian Downhill Race, DH and Super-D, Utah DH Series, Brian Head, UT, (801) 375-3231

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

September ? — 24 Hours of Soldier Hollow, Heber, UT, (435) 615-8220

September 17 — Tour des Suds, 25th Anniversary, Park City, (435) 649-6839

October ? —Utah State Singlespeed Championship, 10 am start, Sundance Resort, Sundanceresort.com or 801-223-4121

October 10-11 — Huntsman World Senior Games. Must be 50 years or older. three events: hill climb, downhill, and cross country. 800-562-1268 or hwsq@infowest.com

October 15-16 — 24 Hours of Moab, 10th Annual, (304) 259-5533

Idaho and Regional Mountain Bike Races

March 20 — Desert Sol Cup #2, Mountain Bike Racing, Boulder City, Nevada, 702-277-6536

April 10 — Desert Sol Cup #3, Mountain Bike Racing, Boulder City, Nevada, 702-277-6536

April 10 — Barking Spider, Wild Rockies Series #1, Nampa, ID, (208) 342-3910

April 29-30 — 18 Hours of Fruita, Fruita Fat Tire Festival, Fruita, CO, (970) 858-7220

April 30 — Oregon Trail Classic, Wild Rockies Series #2, Baker, OR, (208) 342-3910

May 7 — Bordertown Challenge,

Wild Rockies Series #3, Oasis, UT, (208) 342-3910

May 22 — 5th Annual Coyote Classic, Boise, ID, (208) 338-1016

May 28-30 — Iron Horse Bicycle Classic, Road and Mountain Events, Durango, CO, (970) 259-4621

June 4 — Kelly Canyon Knobby Challenge XC, Knobby Tire Series, Kelly Canyon Ski Resort, (Rhire), Idaho Falls, ID (208) 338-1016

June 11 — Revenge of the Singletrack, Wild Rockies Series #4, Twin Falls, ID, (208) 342-3910

June 1,8,15,22,29 — Wednesday Night MTB Series/Wood River Cup #1-4, ID, (208) 481-0300

June ? — Teton Village Short Track XC #1, 6 pm, Teton Village, WY, (307) 733-5228

June 18 — Idaho City Excellent Adventure, Wild Rockies Series #5, Idaho City, ID, (208) 342-3910

June 25-26 — Soldier Mountain XC and DH, Knobby Tire Series, Soldier Mtn. Ski Resort, Fairfield, ID (208) 338-1016

June ? — Cache to Game XC Race, Mike Yokel Park, Jackson, WY, 12 mile MTB XC, Call (307) 739-9025

July 3 — Urban Assault, Knobby Tire Series, Downtown Boise, ID, (208) 338-1016

July 4 — 10th Annual WYDAHO Bike Race, Grand Targhee Ski and Summer Resort Alta, WY, 1-800-TARGHEE ext. 1313 or 307-353-2300

July 9 — Pomerelle Peaks, DH, Wild Rockies Series #7, Albion, ID, (208) 342-3910

July ? — Teton Village Short Track XC #2, 6 pm, Teton Village, WY, (307) 733-5228

July ? — Teton Village Short Track XC #3, 6 pm, Teton Village, WY,

(307) 733-5228

July ? — Teton Pass Hill Climb, Wilson, WY, 8:30 road race, 10:30 mountain bike race - points for each Race, (307) 733-5228

July 14-17 — NORBA NMBS #5, Schweitzer Mountain Resort, ID, XC / ST / DH / MTNX / Super-D/Marathon, (719) 866-4581

July 23 — Taming the Tetons, Intermountain Cup #10, Jackson Hole, WY, (801) 942-3498

July 21-24 — NORBA NMBS #6, Snowmass, CO, XC / ST / DH / MTNX / Super-D/Marathon, (719) 866-4581

July 31 — Laramie Enduro, 111 K mountain bike race, Happy Jack, Laramie, WY, 307-745-4499

August 7-8 — 21st White Knob Challenge, Knobby Tire Series, Mackay, ID, Kurt Holzer at (208) 890-3118

August 20-21 — 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

August 27-28 — Brundage Bike Festival, Wild Rockies Series #8, XC, DH, McCall, ID, (208) 342-3910

September ? — Galena Grinder, Galena Lodge, ID, (208) 726-4010 or harleyquinn7@onebox.com

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

September 24-25 — Lava Rama, Wild Rockies Series #9, XC, DH, Road Criterium, Lava Hot Springs, ID (208) 342-3910

October 1 — Las Vegas 12 Hour Race, 2500' climbing per lap, Las Vegas, NV, tmr-unlimited.com, (702) 277-6536

Continued on Page 16

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The 2005 Tour of the Storm
April 23rd and 24th

Schedule of Events

Saturday, April 23
30km Time Trial
First Rider at 7:00am

Main Street Cafe Crit
First Group off at 1:00pm

Sunday, April 24
Hurricane Hammerfest RR
First Group off at 7:00am

Category	Stages	Fee
Jr Men	3	\$25
Cat 4/5 Men	3	\$52
Masters 35	3	\$52
Masters 45/55	3	\$52
Cat 3 Men	3	\$52
Open Women	3	\$50
Cat 1/2 Men	3	\$65

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CALENDAR OF EVENTS

Road
Racing

General Info

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

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

Utah Weekly Series Races

Rocky Mountain Raceways Criterium — Saturday at noon in March, After March, Tuesdays, A/B's - 6 pm, C/D's 7 pm, 6555 W. 2100 S., West Valley City, UT, (801) 944-8488

Salt Air Time Trial — Every other Thursday, I-80 Frontage Road West of the International Center, ~8000 W., 6 pm, (801) 944-8488

DMV Criterium — 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 (May 4-August 31), Map

Royal Street Hillclimb TT — May 12 - September 22, Every other Thursday, 5:30 p.m., 900' elevation gain, Royal Street, Park City, (435) 901-8872

Wednesdays — Thanksgiving Point Criterium Series, April 6-September 28, 6 p.m., Lehi, visit utahvalleyracing.com for more information, or call (801) 400-6130

Thursdays — Logan Race Club Time Trial Series, 6:30 pm, see www.loganraceclub.org for weekly locations, Logan, (435) 787-2534

For dates, see below.

2005 Utah Road Races

March 5,12,19,26 — RMR Crit Series, Salt Lake, (801) 944-8488 (Saturdays in March, Tuesdays starting April 1)

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

April 6,13,20,27 — DMV Crit Series, Every Wednesday, Salt Lake, (801) 553-1065

April 2 — Hell of the North, just north of the Salt Lake Int'l Airport, 5 mile circuit, includes 1.75 mile stretch of dirt road!, Christian Johnson, (801) 937-6348

April 9 — Buffalo Stampede Road Race, Antelope Island, (801) 589-3675

April 23 — Earth Day Pedal Cup, 10:00 AM, City Creek Canyon, (801) 583-6281

April 23-24 — Tour of the Storm, 3 stages, 2 days, Hurricane, UT, (801) 944-5042

April 30 — East Canyon Road Race, 11 AM, East Canyon Resort, (801) 583-6281

CONTINUED FROM PAGE 15

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

May 4,11,18,25 — DMV Crit Series, Every Wednesday, Salt Lake, (801) 553-1065

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

May 12, 26 — Royal Street Hillclimb TT, 5:30 p.m., Park City, UT, (435) 901-8872

May 7 — RMCC Rhodes Criterium, Pioneer Park, Salt Lake City, (801) 944-5042

May 10-15 — 5 Crits in a Row, E-Center, Gateway, Rocky Mountain Raceways, Deer Valley/Park City, Sugarhouse, (801) 944-5042

May ? — Women's Road Racing Cycling Clinic, group riding, racing skills and tactic, bike safety, SLC, (801) 485-4558 or (801) 466-6312

May 21-22 — Bear Lake Classic, 54 miles, one lap around Bear Lake (Pro/1/2 do 2 laps), flat on the west side and north, great rollers that are a blast on the east side, start at Blue Water Resort, 3 man TT on Sunday, Tour on Sunday, Bear Lake/Garden City, Kevin Rohwer, (435) 770-9852

May 26-29 — Tour of Utah Thanksgiving Point Stage Race, 5 stages, \$24000 prizelist!, Lehi, UT, Jason Preston, (801) 400-6130

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

June 1,8,15,22,29 — DMV Crit Series, Every Wednesday, Salt Lake, (801) 553-1065

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

June 9,23 — Royal Street Hillclimb TT, 5:30 p.m., Park City, UT, (435) 901-8872

June 4 — State Road Race Championship, Logan, UT, (435) 752-5131 or (435) 787-2534

June 11 — Sugarhouse Crit, State Criterium Championship, Sugarhouse Park, SLC, UT, (801) 944-8488

June 12 — State Time Trial Championship, Salt Air, 30 km, (801) 944-5042

June 18-19 — High Uintas Classic Stage Race, 16th Annual, Kamas, UT to Evanston, WY, contact Paul Knopf or Amanda Wanner at planning@allwest.net or (307) 783-6470 or (866) 783-6300

June 20 - July 3 — Park City Cycling Festival, Elite, Masters, Junior, and Espoir National Championships, Park City, UT, (719) 866-4581

June 23-25 — Utah Summer Games, Righthand Canyon, Lund Hwy, Desert Mound, Checkshani Cliffs, Cedar City, (435) 865-8421, (800) FOR-UTAH

June ? — Porcupine Hillclimb, Big Cottonwood Canyon, Salt Lake City, (801) 442-5800

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

July 6,13,20,27 — DMV Crit Series, Every Wednesday, Salt Lake, (801) 553-1065

July 7,21 — Salt Air TT Series, Every other Thurs, (801) 944-8488

July 14,28 — Royal Street Hillclimb TT, 5:30 p.m., Park City, UT, (435) 901-8872

July 9-10 — Gate City Grind Stage Race, (208) 282-2503 or (208) 652-3532

July 16 — Sundance Hillclimb, 8 mile climb from Hwy 189 (Provo Canyon) to the top of the Alpine Loop, Provo, UT, (801) 400-6130

July 30-31 — Peak to Peak Challenge, Big Cottonwood and Millcreek Canyons, (801) 944-5042

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

August 3,10,17,24,31 — DMV Crit Series, Every Wednesday, Salt Lake, (801) 553-1065

August 4,18 — Salt Air TT Series, Every other Thurs, (801) 944-8488

August 11,25 — Royal Street Hillclimb TT, 5:30 p.m., Park City, UT, (435) 901-8872

August 7-8 — Cache Festival of Speed, Logan, UT, (435) 752-5131 or (435) 787-2534

August 12-14 — Tour de Gap Stage Race, in conjunction with the Iron County Fair, Parawon, UT, (435) 990-1393

August 20 — Snowbird Hill Climb, 7:30 AM, 10.2 Miles from Shopko on 9400 S. 2000 E. to Snowbird, (801) 933-2110

August ? — Jeff Rogers Memorial RR, San Pete, UT, Jeremy Smith, (801) 733-6687

September 6,13,20,27 — RMR Crit Series, Salt Lake, (801) 944-8488

September 7,14,21,28 — DMV Crit Series, Every Wednesday, Salt Lake, (801) 553-1065

September 1,15,29 — Salt Air TT Series, Every other Thurs, (801) 944-8488

September 8,22 — Royal Street Hillclimb TT, 5:30 p.m., Park City, UT, (435) 901-8872

September 10 — LOTOJA, 203 miles from Logan, UT to Jackson, WY, (801) 771-6200

September 24 — UTA Downtown Ogden Criterium, downtown in the Municipal Park between 25th & 26th Streets, Ogden, UT, (801) 589-3675

October 4-7 — Huntsman World Senior Games. Must be 50 years or older. Four events: hill climb, time trial, criterium and road race. 800-562-1268 or hws@infowest.com

October 8 — City Creek Bike Sprint, 10 am, 5 1/2 mile climb up City Creek Canyon in Salt Lake City, road or mountain bikes, UCA Points Series Event, (801) 583-6281

Regional Road Races

March 6 — Windy "Two-Person" Time Trial, Boise, ID, (208) 867-2488

March 13 — Slammer Road Race #1, Boise, ID, (208) 343-3782

March 19 — TT Training Series #1, Boise, ID, (208) 336-3854

March 27 — TT Training Series #2, Boise, ID, (208) 336-3854

April 3 — Spring Road Race #2, Ola Valley, Boise, ID, (208) 343-

3782

April 7, 21 — Idaho Cycling Enthusiasts Time Trial Series, Pocatello, ID, (208) 282-2503 or (208) 652-3532

April 12 — Tuesday Nighter #1, Pleasant Valley/Ten Mile Creek Rd., Boise, ID, (208) 343-3782

April 13, 27, May 11, 25 — Sam Boyd Circuit Race and Criterium, Las Vegas, NV, 702-228-9460

April 17 — Spring RR #3, Black's Creek, Boise, ID, (208) 343-3782

April 19 — Tuesday Nighter #2, Bogus Basin, ID, (208) 343-3782

April 23-24 — Tour of Walla Walla, WA, (509) 527-8724

April 24 — Monument Ridge Circuit Race, Boise, ID, (208) 343-3782

April 26 — Tuesday Nighter #3, Pleasant Valley/Ten Mile Creek Rd., Boise, ID, (208) 343-3782

May 1 — Spring RR #4, Emmett-Roubaix, Boise, ID, (208) 343-3782

May 3 — Tuesday Nighter #4, Bogus Basin, ID, (208) 343-3782

May 5, 19 — Idaho Cycling Enthusiasts Time Trial Series, Pocatello, ID, (208) 282-2503 or (208) 652-3532

May 10 — Tuesday Nighter #5, Pleasant Valley/Ten Mile Creek Rd., Boise, ID, (208) 343-3782

May 14 — Galena Hill Climb Time Trial, Galena Lodge to Galena Summit, ID, (208) 726-7693

May 15 — Birds of Prey Road Race, Kuna, ID, (208) 389-7429

May 21 — Eagle Hills Circuit Race, Boise, ID, (208) 343-9130

May 17 — Tuesday Nighter #6, Bogus Basin, ID, (208) 343-3782

May 24 — Idaho Cycling Enthusiasts Criterium Series, Pocatello, ID, 208-282-5426

May 21 — Trail Creek TT, Ketchum, ID, (208) 726-3497

May 25 — Tuesday Nighter #7, Pleasant Valley/Ten Mile Creek Rd., Boise, ID, (208) 343-3782

May 29-31 — Iron Horse Bicycle Classic, Road and Mountain Events, Durango, CO, (970) 259-4621

May 27-30 — Ecology Center Classic, 4 stages, \$10,000 prize list, Missoula, MT, (406) 728-5733

May 31 — Tuesday Nighter #8, Bogus Hillclimb, Boise, ID, (208) 343-3782

June 2 — Idaho Cycling Enthusiasts Time Trial Series, Pocatello, ID, (208) 282-2503 or (208) 652-3532

June ? — Grand Targhee Ski Hill Road Time Trial, 9 a.m., Alta, WY, (208) 354-3532

June 7 — Tuesday Nighter #9, Pleasant Valley/Ten Mile Creek Rd., Boise, ID, (208) 343-3782

June 10-12 — Tour of Eagle, Eagle, ID, (208) 884-1925

June 14 — Idaho Cycling Enthusiasts Criterium Series, Pocatello, ID, 208-282-5426

June 14-16 — Lyle Pearson Classic Stage Race, evenings, Boise, ID, (208) 343-3782

June 18 — Idaho State Time Trial Championships, Bellevue, ID, 7am, (208) 726-7693

June 18-19 — Ketchum Circuit Race and Criterium, Ketchum/Sun Valley, Idaho, Greg Stock (208) 726-0707

June 21 — Tuesday Nighter #10, Pleasant Valley/Ten Mile Creek Rd., Boise, ID, (208) 343-3782

June 24-26 — Elkhorn Classic Stage Race, Baker City, OR, (503) 652-3763

June 25-26 — Dead Dog Classic Stage Race, Laramie, WY, (307) 745-4499

June 28 — Tuesday Nighter #11, Bogus Hillclimb, Boise, ID, (208) 343-3782

July ? — North Las Vegas Criterium, Las Vegas, NV, 702-228-9460

July 5 — Tuesday Nighter #12, Pleasant Valley/Ten Mile Creek Rd., Boise, ID

July 5,19 — Idaho Cycling Enthusiasts Criterium Series, Pocatello, ID, 208-282-5426

July 9-10 — Gate City Grind Stage Race, (208) 282-2503 or (208) 652-3532

July 12 — Tuesday Nighter #13, Bogus Hillclimb, Boise, ID, (208) 343-3782

July 15-17 — Long Valley Stage Race, Boise, ID, (208) 343-3782

July ? — Teton Pass Hill Climb, Wilson, WY, 8:30 road race, 10:30 mountain bike race - points for each Race, (307) 733-5228

July 19 — Tuesday Nighter #14, Pleasant Valley/Ten Mile Creek Rd., Boise, ID, (208) 343-3782

July 23 — Well's Fargo Twilight Criterium, Boise, ID, (208) 343-3782

July 24 — The Morning After Criterium, Boise, ID, (208) 343-9130

July 23-24 — BYRDS Junior Stage Race, cyclist@cableone.net

July 30 — Hoot Owl Circuit Race, Pocatello, ID, 208-282-5426

August 2 — Tuesday Night Half-Bogus Ride, Bogus Hillclimb, (208) 343-3782

August 2, 16 — Idaho Cycling Enthusiasts Criterium Series, Pocatello, ID, 208-282-5426

August 4 — Idaho Cycling Enthusiasts Time Trial Series, Pocatello, ID, (208) 282-2503 or (208) 652-3532

August 13 — Mt. Harrison Hill Climb, Boise, ID, (208) 336-3854

August 16 — Tuesday Night Half-Bogus Ride, Bogus Hillclimb, (208) 343-3782

August 21 — Table Rock HC RR, Boise, ID, (208) 867-2488

August 23 — Tuesday Night Half-Bogus Ride, Bogus Hillclimb, (208) 343-3782

August 20-28 — Magic Valley Senior Games, Bill Hart (208) 543-4451

August 27-28 — Intermountain Orthopaedics Idaho State RR and Criterium Championships, Boise, ID, Kurt Holzer at (208) 890-3118

September 3-4 — Grand Valley Bicycle Classic, Road Race and Criterium, Grand Junction, CO, (970) 245-8850

September ? — Mt. Charleston Hill Climb, Las Vegas, NV, 702-228-9460

September 4 — Quail Hollow Hillclimb, Boise, ID, (208) 343-3782

September 10 — Race to the Angel, 20th Annual, 2800' climb, Wells, NV, (775) 752-3540

September 10 — Bogus Basin Hill Climb, Boise, ID, (208) 343-3782

September 17-18 — Lava Rama, Wild Rockies Series #8, XC, DH, Road Criterium, Lava Hot Springs, ID (208) 342-3910

Weekly
Rides

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

Mondays — Show and go road ride from Canyon Sports, 1844 East Ft. Union Blvd. at 6:00 p.m. Faster pace ride with emphasis on pacelining and sprinting. No drop format but come ready to fly! Any questions, Canyon Sports @ 942-3100.

Wednesdays — Show and go mountain ride from Canyon Sports, 1844 East Ft. Union Blvd. at 5:30 p.m. 10-15 mile off road, intermediate pace. Any questions, Canyon Sports @ 942-3100.

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Thursdays — Show and go road ride from Canyon Sports, 1844 East Ft. Union Blvd. at 5:30 p.m. Intermediate ride for those looking to put some miles on. Any questions, Canyon Sports @ 942-3100.

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

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



April 9 — Cactus Hugger Century, 5th Annual, 46, 76, or 100 mile options, Xetava Gardens, Kayenta/Ivins, St. George, (435) 656-2422 or (435) 635-5181

April ? — Tour de Summerlin, Las Vegas, NV, (702) 791-4275

April 16 — Willard Bay 100, BBTC Super Series ride, Bountiful to Willard Bay, (801) 485-6720

April 30 — Ghost Town Riders Century, Deseret Peaks Complex, 2930 West Hwy 112, Tooele, UT, (801) 677-0134

April 30 - May 1 — The "X" Rides, 8th Annual, 2 fun rides on and off Nevada's Extraterrestrial Highway, Rachel, NV, near Area 51, (800) 565-2704

May 7 — Yellowstone Spring Cycling Tour 2005, Lakeside Ride, West Yellowstone, MT, (406) 646-7701

May 7 — Color Country Century, 100 miles from Cedar City through Cedar Valley to New Harmony to Parowan, (435) 586 5210 or (435) 559-2925

May 8-13 — Monument Valley & 4 Corners Tour, (801) 556-3290

May 7 — Nephi 100, BBTC Super Series ride, Nephi, UT, (801) 943-2117

May 7 — Tour de Fire, metric double century, Las Vegas, NV, 702-228-9460

May 15 — Santa Fe Century, Santa Fe, NM, (505) 982-1282

May 21 — Cycle Salt Lake Century Ride, Salt Lake to Antelope Island and back, 31, 67, or 100 mile options. Utah State Fair Park, 155 N. 1000 W., SLC. 7:30 AM Mass start time. Registration opens at 6:00 AM., (801) 596-8430 or Fax (801) 322-5056 or jonrsmith@mac.com

May 22 — Bear Lake Classic Tour, 54 miles, one lap around Bear Lake, flat on the west side and north, great rollers that are a blast on the east side, start at Blue Water Resort, Bear Lake/Garden City, Kevin Rohwer, (435) 770-9852

May 15 — In The Valley 100, BBTC Super Series Ride, circles Salt Lake Valley, starts in Draper Park, (801) 943-2117

May 29 - June 8 — Utah Parks Tour, Southern Utah, Adv. Cycling Association, (800) 755-2453

June 4 — Little Red Riding Hood, women's only metric century ride, 35, 63, and 100 mile options, Wellsville, Cache Valley, (801) 486-8140

June 4-5 — Idaho MS 150 Bike Tour, Eagle, ID, (208) 388-1998 ext. 2 or (208) 342-2881

June 4-5 — Tour de Cure, Golden Spike Century, 40, 60 and 100-mile routes, raise money for the American Diabetes Association, Box Elder High School, Brigham City, UT, (888) 342-2383 x7075

June 5 — America's Most Beautiful Bike Ride, 35, 72, 100 miles, 14th Annual, benefit for the Leukemia Society, Lake Tahoe, NV, (800) 565-2704

June 11 — Bob LeBow Bike Tour - "Health Care for All.", routes from 3-100 miles, Nampa, Idaho, asandven@trhs.org or 208-467-4431

June 11 — Up and Over 100, bottom of Emigration Canyon to Park City, Coalville, and back, (801) 943-2117

June 12-18 — Utah Border to Border Tour, Kanab to Cornish (near Logan), 479 miles, (801) 556-3290

June 17 — Antelope by Moonlight Bike Ride, 11th Annual, 10:00 P.M. start, check-in begins at 8:30 p.m., at the Antelope Island State Park entrance. This a popular non-competitive ride, held at night during the full-moon. Views are spectacular, food is delicious. Ride along the Great Salt Lake on the Davis County causeway and on to Antelope Island State Park, the beach, and visitor center. Registration fee includes park entry, t-shirt and refreshments, about 20 miles round trip, con-

tact Neka Roundy, Davis County Tourism, (801) 451-3286 or tour@co.davis.ut.us

June 25 — Tour of Marsh Creek Valley, fully supported ride presented in conjunction with the Pocatello Riverfest! Options of 25, 62, or 100 miles on the lonely roads that traverse the lovely country between Pocatello and Malad Pass, then enjoy food, fun, and music at the Riverfest. Rob Van Kirk at (208) 282-2503 or (208) 652-3532

June 25-26 — MS 150 Bike Tour, Benefits MS Society and multiple sclerosis research, Cache Valley Fairgrounds (400 South 500 West, Logan, Utah), (801) 493-0113

June 26 — Comstock Silver Century Historical Tour, 13th Annual, Genoa / Carson Valley, NV, (800) 565-2704

July 1-4 — Northwest Tandem Rally, Bend, OR, nwtr2005@nwtr.org

July 2 — Killer Loop, a 66 or 100 mile loop from Cedar City through Brianhead and Back to Cedar. This brevet style ride features 8500+ feet of climbing at altitudes up to 10,400 feet. (435) 586-7567

July 10 — Mt. Nebo Loop, start in Nephi to Springville to the Mt. Nebo loop, (801) 943-2117

July 23 — 3rd Annual Tri County Tour, Boise, ID, Linda Laky, (208) 336-1070 x 106 (linda@united-waytv.org)

July 23 - August 1 — Great Divide Wind River, Jackson to Lander, WY, dirt and road, Adv. Cycling Association, (800) 755-2453

July 31 - August 5 — Bicycle Idaho, Coeur d'Alene to Wallace to Coeur d'Alene, (541) 385-5257

August 31 — Chalk Creek 100, Park City to Coalville to Chalk Creek and back, (801) 943-2117

July 31 — Stanley Challenge, Boise, ID, (208) 867-2488

July ? — Moonshadows in Moab, benefits Tyler Hamilton Foundation, 435-259-2698

August 13 — ULCER, Century Tour around Utah Lake, 100, 74, and 46 mile options, (801) 947-0338

August 14 — Blue Cruise Wheels for Wellness, Meridian, ID, (208) 387-6817

August tba — Cycle For Life, benefit ride for injured cyclists, 8, 30, 66, and 100 mile options, Eden Park, Eden, UT, (801) 272-1302

August 20 — Promontory Point 125, Brigham City to Promontory, (801) 943-2117

August 27 — Desperado Dual, 200 mile double century in Southern Utah, 100 mile option, Panguitch, (435) 586-7567

August 28 — The Big Ride, 164 miles, Mt. Green over Monte Cristo, to Evanston and back, (801) 943-2117

August 28 - September 3 — BBTC Southern Utah Parks Tour, (801) 486-8140

August 28 - September 2 — SPUDS 10 - Gooding to Salmon, Idaho, 1-866-45-SPUDS

August 27 — Cache Valley Century Tour - 100 mi/100 km/40mile options. Hosted by Cache Valley Veloists Bicycle Touring Club. 7AM registration/check in, 12 mi north of Logan on Hwy 91. Registration fee \$18 (early), \$20 day of ride. Fee includes rest stops, lunch. For information and forms call 435-752-2253.

September 5-10 — WYCYC XV, ride across Wyoming, Lander to Dubois, Cyclevents, 1-888-733-9615.

September 3-9 — Cycle Utah Tour, Southern Utah, Adv. Cycling

Association, (800) 755-2453

September 5 — Hooper Horizontal 100, State Agriculture Building to Hooper and Back, (801) 943-2117

September 11 — Tour de Tahoe, ride around Lake Tahoe, 72 miles, Lake Tahoe, NV, (800) 565-2704

September ? — Galena Tour, Galena Lodge, ID, (208) 788-9184

September 11-17 — Southern Utah National Parks Tour, (801) 596-8430

September 18-24 — OATBRAN, One Awesome Tour Bike Ride Across Nevada, following the Legendary Pony Express Trail on U.S. Hwy. 50 - America's Loneliest Road, 5 days of riding, 420 miles from Lake Tahoe to Great Basin National Park, (800) 565-2704

September 24 — Josie Johnson Memorial Ride, this memorial ride is being dedicated in Josie's honor to bring the community together to raise awareness for bicycle safety, meet at the corner of 500 South and Guardsman's Way (1580 E) at 11:30 am, ride will start at 12 noon, www.slcbac.org or call Jason at (801) 485-2906 eve. or (801) 565-6163 day

September 24 — Heber Valley

Olympic Century. 50 & 70 mile options. Enjoy scenic Heber Valley during its autumn finest during this fun and challenging ride that visits the Olympic venues. Contact Bob @ 801.677.0134, bike2bike.biz

September 25 - October 1 — LAG-BRAU (Legacy Annual Great Bike Ride Across Utah), Blanding to St. George, 400 miles on scenic highways and through National Parks, fundraiser for young Native American education, (801) 278-6220

September 25 - October 1 — CANYONS III - A Ride Across Southern Utah, Springdale to Lake Powell, 1-866-CycleUT

October 7-9 — Moab Century Ride, Moab to La Sals and back, 45, 65, 100 mile options, Tour benefits the Lance Armstrong Foundation, 435-259-2698

October 2-7 — Monument Valley & 4 Corners Tour, (801) 556-3290

October 8 — Yellowstone Fall Old Faithful Cycling Tour 2005, West Yellowstone, MT, (406) 646-7701

October 15 (tba) — Las Vegas Century, 22,37,55,80 and 110 miles, benefits Ronald McDonald House. (702) 252-4663 ext 4

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MAY 21, 2005



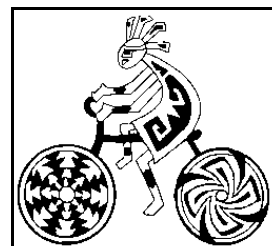
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START TIME: 7:30 AM @ THE UTAH STATE FAIR PARK, 155 NORTH 1000 WEST
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31 MILES, 67 MILES AND 100 MILES.

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RACE RESULTS



Utah Cyclocross Series Race #6 Fort Buenaventura Park 11-6-04

Men A+ 14 Starters

1. Bart Gillespie
2. Thomas Spanning
3. Jon Gallagher
4. Tom Horrocks
5. Jim Fearick
6. Anthony Johnson
7. Dirk Cowley
8. Sam Moore
9. Racer Gibson
10. Darrell Davis

Men A 10 Starters

1. Greg Freebairn
2. Step-o-han Warssocki
3. Gary Fuller
4. Michael Burnside
5. Linde Smith
6. James Nelson
7. Daren Colltie
8. Kris Arnott
9. Gregg Steele

Women A 3 Starters

1. Tiffany Pezzulo
2. Maren Gibson
3. Priya Noronha

Men B 25 Starters

1. Charles Heaton
2. Zepplin Tittensor
3. Roger Gillespie
4. Perry Woods
5. Nick Ekdahl
6. Mike Kracht
7. Gordon Garrett
8. Mark Miller
9. Strika Chord
10. George Klonizos

Men C 17 Starters

1. Guy Perry
2. Lewis Rollins
3. Justin Fugate
4. Ryan Ashbridge
5. Stacy Goodrick
6. Josh Gunter
7. Pat Putt
8. Gregory Adams
9. Jason Kawakami
10. Dev Letendre

Women B 4 Starters

1. Melissa Harrison
2. Marie-France Morin
3. Kym Buttschaldt
4. Rene Polman

Juniors 3 Starters

1. Andrew Nelsen
2. Tanner Putt
3. Andrew Putt

Utah Cyclocross Series Race #7 Wheeler Farm 11-7-04

Men A+ 12 Starters

1. Bart Gillespie
2. Thomas Spanning
3. Art O'Connor
4. Jon Gallagher
5. Sam Moore
6. Dirk Cowley
7. Darrell Davis
8. Jim Fearick
9. Nathan Kammerath
10. Anthony Johnson

Men A 17 Starters

1. Mitchell Peterson
2. Greg Freebairn
3. Michael Burnside
4. Linde Smith
5. Step-o-han Warssocki
6. Robby Milne
7. Matt Karre
8. John Iltis
9. James Nelson
10. Jesse Gora

Women A 4 Starters

1. Amy Campbell
2. Theresa Eggerston
3. Kathy Sherwin
4. Tiffany Pezzulo

Men B 22 Starters

1. Craig Farnsworth
2. Mark Miller
3. Gary Dastrup
4. Perry Woods
5. Mike Sohm
6. Ted Tatos
7. George Klonizos
8. Strika Chord
9. Mike Bronn
10. Kris Arnott

Men C 18 Starters

1. Lewis Rollins
2. Chris Petersen
3. Josh Gunter
4. Stacy Goodrick
5. Alan Greenburg
6. Ryan Wheeler
7. Dan Nye
8. Louis Melini
9. Gregory Adams
10. Jeff Gooch

Juniors 2 Starters

1. Andrew Nelsen

Utah Cyclocross Series Race #8 Wheeler Farm 11-14-04

Men A+ 7 Starters

1. Bart Gillespie
2. Art O'Connor
3. Kelly Ryan
4. Darrell Davis
5. Sam Moore
6. Tom Horrocks
7. Racer Gibson

Men A 9 Starters

1. Mitchell Peterson
2. Matt Karre
3. Step-o-han Warssocki
4. Michael Burnside
5. Greg Freebairn
6. Linde Smith
7. Sean Hoover
8. Robby Milne
9. Devon Alvarez

Men B 26 Starters

1. Craig Farnsworth
2. Mark Miller
3. Ted Tatos
4. Justin Cox
5. Kris Arnott
6. Joe Hanrahan
7. Gary Dastrup
8. Perry Woods
9. Mike Kracht
10. Nick Ekdahl

Men C 22 Starters

1. Clemens Miller
2. Kevin Ely
3. Lewis Rollins
4. Ryan Ashbridge
5. Jack Towery
6. Calvin Cahoon
7. Jason Kawakami
8. Alan Greenburg
9. Christopher Gleason
10. Pat Putt

Women A 5 Starters

1. Amy Campbell
2. Kathy Sherwin
3. Theresa Eggerston
4. Meg Horrocks
5. Maren Gibson

Women B 2 Starters

1. Joanna Miller
2. Marie-France Morin

Utah Cyclocross Series Race #9 Wheeler Farm 11-20-04

Men A+ 14 Starters

1. Bart Gillespie
2. Art O'Connor
3. Kelly Ryan
4. Jon Gallagher
5. Darrell Davis
6. Bryson Perry
7. Ali Goulet
8. Sam Moore
9. Racer Gibson
10. Lance Runyan

Men A 20 Starters

1. Mitchell Peterson
2. Linde Smith
3. Jesse Gora
4. Michael Burnside
5. Matt Karre
6. Step-o-han Warssocki
7. Robby Milne
8. Greg Freebairn
9. Sean Hoover
10. James Nelson

Masters 35+ 10 Starters

1. Art O'Connor
2. Jon Gallagher
3. Sam Moore
4. Step-o-han Warssocki
5. Greg Freebairn
6. James Nelson
7. John Iltis
8. Charles Collins
9. Steven P. Lewis

Masters 45+ 5 Starters

1. Darrell Davis
2. Dirk Cowley
3. Ron Peeleman
4. Peter Barquin
5. Jeff Street

Women A 5 Starters

1. Karen Dodge
2. Amy Campbell
3. Tiffany Pezzulo
4. Maren Gibson
5. Priya M. Nordonha

Men B 31 Starters

1. Kris Arnott
2. Roger Gillespie
3. Craig Farnsworth
4. Ryan Harward
5. Will Nesse
6. Justin Cox
7. Clemens Miller
8. Nick Ekdahl
9. Ted Tatos
10. Mike Kracht

Women B 2 Starters

1. Joanna Miller
2. Marie-France Morin

Men C 23 Starters

1. Chris Petersen
2. Ryan Ashbridge
3. Kevin Ely
4. Lewis Rollins
5. Jack Towery
6. Stacy Goodrick
7. Calvin Cahoon
8. Louis Melini
9. Chris Huskinson
10. Christopher Gleason

Juniors 3 Starters

1. Andrew Nelsen
2. Andrew Putt
3. Tanner Putt

Utah Cyclocross Series Race #10 Wheeler Farm 11-27-04

Men A+ 10 Starters

1. Bart Gillespie
2. Kelly Ryan
3. Jon Gallagher
4. Art O'Connor
5. JJ Clark
6. Brad Van Orden
7. Dirk Cowley
8. Racer Gibson
9. Sam Moore
10. Nathan Kammerath

Men A 13 Starters

1. Mitchell Peterson
2. Michael Burnside
3. Matt Karre
4. Greg Freebairn
5. Step-o-han Warssocki
6. Robby Milne
7. James Nelson
8. Daren Colltie
9. Linde Smith
10. Thomas Miller

Men B 22 Starters

1. Craig Farnsworth
2. Gary Dastrup
3. Nick Ekdahl
4. Kent Carlson
5. Ted Tatos
6. Clark Mower
7. Strika Chord
8. Brett Stevens
9. Scott Toly
10. Mark Miller

Women A 3 Starters

1. Amy Campbell
2. Maren Gibson
3. Priya M. Nordonha

Men C 11 Starters

1. Ryan Ashbridge
2. Calvin Cahoon
3. Louis Melini
4. Alan Greenburg
5. Walt Chudleigh
6. Josh Gunter
7. Dan Nye
8. Pat Putt
9. Jason Kawakami
10. Max Hasson

Juniors 3 Starters

1. Andrew Nelson
2. Andrew Putt
3. Tanner Putt

Utah Cyclocross Series Race #11 Fort Buenaventura 12-4- 04

Men A+ 10 Starters

1. Bart Gillespie
2. Art O'Connor
3. Kelly Ryan
4. Jon Gallagher
5. Racer Gibson
6. Darrell Davis
7. Dirk Cowley
8. Sam Moore
9. Nathan Kammerath

10. Anthony Johnson

Men A 4 Starters

1. Greg Freebairn
2. Michael Burnside
3. Linde Smith
4. Step-o-han Warssocki

Men B 21 Starters

1. Craig Farnsworth
2. Kris Arnott
3. Mark Miller
4. Gary Dastrup
5. George Klonizos
6. Nick Ekdahl
7. Gordon Garrett
8. Ryan Harward
9. Strika Chord
10. Scott Toly

Women A 4 Starters

1. Tiffany Pezzulo
2. Joanna Miller
3. Priya M. Nordonha
4. Maren Gibson

Men C 10 Starters

1. Lewis Rollins
2. Louis Melini
3. Alan Greenburg
4. Josh Gunter
5. Pat Putt
6. Dan Nye
7. Phil Pattison
8. Kulani Fischer
9. Steven Sheffield

Juniors 2 Starters

1. Andrew Nelsen
2. Tanner Putt

2004 Utah Cyclocross Series Overall Standings

Overall A+

- | Place | Total Races | Name |
|-------|-------------|-------------------|
| 1 | 365 | 8 Bart Gillespie |
| 2 | 264 | 7 Jon Gallagher |
| 3 | 256 | 7 Art O'Connor |
| 4 | 244 | 7 Thomas Spanning |
| 5 | 243 | 9 Sam Moore |
| 6 | 222 | 8 Kelly Ryan |
| 7 | 220 | 7 Jim Fearick |
| 8 | 216 | 8 Darrell Davis |
| 9 | 215 | 4 Dirk Cowley |

- | | | |
|----|-----|------------------------|
| 10 | 199 | 8 Racer Gibson |
| 11 | 182 | 7 Nathan Kamerath |
| 11 | 182 | 8 Tom Horrocks |
| 13 | 174 | 8 Anthony Johnson |
| 14 | 126 | 3 Christopher Pietrzak |
| 15 | 117 | 3 Jeff Caton |
| 16 | 102 | 5 Ali Goulet |
| 17 | 60 | 3 Eric Flynn |
| 18 | 52 | 2 Ryan Barrett |
| 19 | 43 | 1 Eric Jones |
| 20 | 35 | 1 Bryan Gillespie |
| 20 | 35 | 2 Sam Krieg |

Overall A

- | Place | Races | Name |
|-------|-------|---------------------|
| 1 | 5 | Step-O-Han Warsocki |
| 2 | 5 | Linde Smith |
| 3 | 3 | Mitchell Peterson |
| 4 | 2 | Michael Burnside |
| 5 | 4 | Greg Freebairn |
| 6 | 5 | John Iltis |
| 7 | 4 | Rob Milne |
| 8 | 3 | Sean Hoover |
| 9 | 4 | Dirk Cowley |
| 10 | 0 | Matthew Karre |
| 11 | 5 | Denny Kalar |
| 12 | 5 | Mike Bronn |
| 13 | 3 | Charles Collins |
| 14 | 5 | Jeff Street |
| 15 | 1 | James Nielsen |
| 16 | 0 | Wayne Cottrell |
| 17 | 4 | Peter Barquin |
| 18 | 3 | Devon Alvarez |
| 19 | 1 | Jesse Gora |
| 20 | 2 | Greg Steele |

Overall B

- | Place | Total Races | Name |
|-------|-------------|--------------------|
| 1 | 367 | 7 Craig Farnsworth |
| 2 | 296 | 8 Mark Miller |
| 3 | 288 | 8 Perry Woods |
| 4 | 282 | 8 George Klonizos |
| 4 | 282 | 7 Gary Dastrup |
| 6 | 273 | 8 Nick Ekdahl |
| 7 | 251 | 8 Strika Chord |
| 8 | 220 | 5 Will Nesse |
| 9 | 200 | 7 Wayne Cottrell |
| 9 | 200 | 7 Scott Toly |
| 11 | 199 | 9 Alex Whitney |
| 11 | 199 | 5 Mike Kracht |
| 13 | 187 | 8 Doug Smith |
| 14 | 177 | 6 Greg Florez |
| 15 | 167 | 6 John Rech |
| 16 | 165 | 3 Kris Arnott |
| 17 | 162 | 2 Justin Cox |
| 18 | 155 | 3 Michael Burnside |
| 19 | 154 | 4 Gordon Garrett |
| 20 | 153 | 3 Charles Heaton |

Overall C

- | Place | Total Races | Name |
|-------|-------------|-----------------------|
| 1 | 378 | 9 Lewis Rollins |
| 2 | 278 | 8 Alan Greenburg |
| 3 | 269 | 8 Pat Putt |
| 4 | 219 | 5 Calvin Cahoon |
| 5 | 214 | 5 Stacy Goodrick |
| 6 | 195 | 4 Ryan Ashbridge |
| 7 | 170 | 5 Dan Nye |
| 8 | 160 | 5 Josh Gunter |
| 9 | 155 | 5 Gregory Adams |
| 10 | 153 | 3 Kevin Ely |
| 11 | 128 | 3 Justin Fugate |
| 12 | 124 | 4 Jason Kawakami |
| 13 | 119 | 6 Everett Hobby |
| 14 | 118 | 4 Christopher Gleason |

- | | | |
|----|-----|----------------|
| 15 | 113 | 3 Louis Melini |
| 16 | 112 | 5 Jeff Gooch |
| 17 | 108 | 2 Jack Towery |
| 18 | 94 | 2 Justin Cox |
| 19 | 88 | 2 Brock Olson |
| 20 | 82 | 3 Justin White |

Overall Women A

- | Place | Total Races | Name |
|-------|-------------|----------------|
| 1 | 219 | 8 Maren Gibson |



Overall Women B

- | Place | Total Races | Name |
|-------|-------------|----------------------|
| 1 | 179 | 6 Marie-France Morin |
| 2 | 94 | 2 Joanna Miller |
| 3 | 34 | 1 Melissa Harrison |
| 4 | 33 | 1 Denise Vandekamp |
| 4 | 33 | 1 Number 641?? |
| 6 | 31 | 1 Amy Campbell |
| 6 | 31 | 1 Melanie Memmot |
| 8 | 30 | 1 MacKenzie Flanders |
| 9 | 29 | 1 Kym Buttschaldt |
| 10 | 28 | 1 Number 689?? |
| 11 | 27 | 1 Rene Polman |

Overall Women B

- | Place | Total Races | Name |
|-------|-------------|-------------------|
| 1 | 237 | 7 Tanner Putt |
| 2 | 214 | 7 Andrew Putt |
| 3 | 189 | 5 Andrew Nelsen |
| 4 | 55 | 2 Drew Severance |
| 5 | 5 | 1 Shahin Solamian |

Overall Juniors

- | Place | Total Races | Name |
|-------|-------------|-------------------|
| 1 | 237 | 7 Tanner Putt |
| 2 | 214 | 7 Andrew Putt |
| 3 | 189 | 5 Andrew Nelsen |
| 4 | 55 | 2 Drew Severance |
| 5 | 5 | 1 Shahin Solamian |

Frozen Hog Mountain Bike Race, February 12, 2005, Alpine, UT

Expert Men 18-29 (3 laps)

- | | | |
|---|----------------------------------|----------|
| 1 | Gregy Gibson | 59:42:00 |
| 2 | Scott Wetzel (singlespeed) | 67:13:00 |
| 3 | Haydon Christensen (singlespeed) | 75:03:00 |
| 4 | Alan Powell | 76:37:00 |

Expert Men 30-39 (3 laps)

- | | | |
|---|-----------------------------|----------|
| 1 | Randy Clark | 66:14:00 |
| 2 | Michael Muir | 69:12:00 |
| 3 | Steve Wasmund (singlespeed) | 69:29:00 |
| 4 | Ed Warr (singlespeed) | 72:38:00 |

Expert Men 40-plus (3 laps)

- | | | |
|---|---------------------------|----------|
| 1 | Kenny Jones (singlespeed) | 68:09:00 |
| 2 | Rick Maddox (singlespeed) | 76:51:00 |
| 3 | Alan Jarrett | 94:52:00 |

Sport Men 13-17

Place Name Time (2 laps)

1 Kyle Sumsion 55:40:00

2 Tyler

Rising From The Ashes: Fire at Cedar Cycles

By Brian Jeppson

On a rainy Thursday morning on October 21 as I got to work something didn't seem quite right. The tinted windows of my shop seemed darker than usual. I didn't think too much about it initially because it was raining and darker than normal anyway, but as I opened the front door to the shop I got blasted with a shot of hot smoky air. I slammed the door shut as fast as I could, having visions from the movie Backdraft. I inhaled as much fresh air as I could and ran in to see if my shop was still burning. After about a minute (because that about as long as I can hold my breath), I ran back outside almost sure the fire was out. I couldn't believe it, a fire had actually happened to me. I wondered if something electrical had started the fire because I had just spent the last 8 months having the shop completely re-modeled. Everything was new. I called the fire department and let them know what had happened and that as far as I could tell the fire was out. I still couldn't believe this had actually happened to me. As the fire marshal and I walked through the burnt building to determine how it had started it appeared it came from my dirty rag crate. I had used some linseed oil the day before to coat the inside of a steel frame to prevent it from rusting. I have used linseed oil before many times to treat steel frames because it dries sticky and coats the tubes well. I learned the hard way that linseed

oil is also famous for spontaneous combustion. I had used some shop rags to wipe up the linseed oil that had dripped out of the frame and thrown the oily rags in with my others.

Going through this has taught me a couple of valuable lessons. One is that it is a lot cheaper to let a frame rust out than to burn your shop down, and the second was to keep your insurance policy updated. I found out over the next couple days that I was way under insured. I also encourage shops to keep their dirty rags in a tight metal container whether you use linseed oil or not. Along with all of the negative and hard lessons, I feel blessed to have great family and friends. I had customers completely drop whatever plans they had over the next few days to help me inventory what was left. This was a big sacrifice because it was cold, dark and smoky in the shop. Inhaling all of that soot seems to have made these guys want to ride more, I guess to clean their lungs out. I also had many people give up their time and help me clean and move what we could. Luckily the temporary location where I was during the initial re-model was still available, so it was easier to move and set-up again. It still touches me to think of all the help I got. Most of these guys are the ones that keep me in business anyway, and then they give more to make sure we can stay around. Thanks to all of these guys and also to my Specialized and Giants sales reps. for their help.

BIKE ADVOCACY

Washington County's New Bike Advocacy Group

By Lukas Brinkerhoff

The Mooseknuckler Cycling Alliance is an advocacy group based in and dedicated to Washington County. Founded by Sir Ryan David Gurr and Mr. Lukas (of the Brinkerhoff persuasion), the group was formed the first week of January 2005, in order to create a bikeable city. We are both residents of Washington County and felt the need to have a group of cyclists willing to raise their voices and participate in the planning of the city. In our short existence we have been able to create a decent buzz, not only in the county but statewide. Our current membership is only 36, but continues to grow as more cyclists spread the word.

Our goals are common for most advocacy groups, create a full access cycling community and foment cycling growth. As part of our first goal, we are participating in the planning and design of the county's multi-use paths and city's bike routes allowing us to bring to the attention of city officials the dangerous areas of existing paths and help to ensure that new routes are safe and bicycle friendly. Incorporated in this process, a petition is currently being circulated to gather signatures and strengthen our presence in the community. The petition is a method we are using to test the cycling community's devotion to and excitement about advocacy related topics, and can be found in any of the three St. George

bicycle shops.

Growing the population of avid cyclists is as important to us as our first goal. To do so, we are currently advocating 'No Drive Friday' which is once a week abstention from motor vehicles that we hope will demonstrate the practicality of alternate modes of transportation. On Fridays, we ask all commuters to wear red as a way to identify ourselves as Mooseknucklers. As a part of membership, the Alliance comes together once a month for our group ride. The date, place and type of ride is communicated to members and posted on our website two weeks in advance. Group rides are followed by a social meeting or a service project, where current projects and members concerns are discussed. For our mountain bike oriented members, we offer the opportunity to work with the BLM through their adopt-a-trail program. This program will ease the burden of trail maintenance and keep the trails in rideable condition.

To promote our second goal, we are announcing Southern Utah's People Powered Bicycle Festival. To be held the last week of February 2006, the festival will encompass all riding disciplines: BMX, Mountain, Road, and anything else you can possibly do with a bike. While the event epicenter will be in St. George, outlying communities are also participating. For example, Virgin will host BMX races, downhill shuttle runs on some of the gnarliest freeride trails in the

state, and guided road rides. Guided Mountain rides are planned for everyday and include such rides as the J.E.M. loop, Gooseberry Mesa, and Broken Mesa Rim Trails. Roadies will be just as busy; Bike2Bike's yearly century from St. George to Zion Canyon will be part of the festival, as well as criterium races and commuter races through town. Nightly socials are being organized, we hope to have live bands, Luau's, and lots of food. Washington County's warmer February temperatures will allow cyclists to kick off their training or just have a break from the snow.

The Mooseknuckler Cycling Alliance believes that a friendly, sustainable community is possible. By working towards a full access cycling community, we hope to create a city that reflects the beauty of its surroundings. We believe that it is important to create a city where one can access all of its resources through alternate means and by creating that city we will better the standard of living for all of its citizens. We can be found online at www.mooseknuckleralliance.org or you can reach us at (435) 229-5443.

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

MS 150 Bike Tour Begins Fundraising Efforts

Nearly 1,800 cyclists are expected to put the pedal to the metal at Utah's largest organized two-day cycling event, the National Multiple Sclerosis Society's 19th Annual MS 150 Bike Tour. On June 25 and 26, riders of all abilities will pedal 40, 75, 100, or 150 miles during the fully-catered, two-day tour through the breathtaking Cache County countryside. Saturday night, riders and their families will enjoy a pool party and an awards dinner presentation with Bill Allred of X96.

The MS 150 Bike Tour is designed to raise money for National MS Society-funded research projects and local programs for those affected by the disease. Nationwide, each rider raises an average of \$389 by asking friends, family, and co-workers for pledges. Many cyclists raise well over the \$200 contribution minimum. In fact, last year's top fundraiser, Keith Rossberg, turned in \$27,885.

The majority of cyclists ride as part of a team, which makes fundraising easier and more fun. Top teams in 2004 included Team Blakemore's Bikers, which raised an astonishing \$62,000, and Team Fidelity, which had a record breaking 126 cyclists. Last year over 1,600 Utahns participated in the event, which raised \$805,352.

"The MS 150 Bike Tour is by far the National MS Society's largest and most exciting event. In addition to being a great ride and a fun weekend, the MS 150 raises money to help fight a disease that affects so many Utahns and their families," Jeff Pease, MS 150 Bike Tour Chairman.

To register visit www.fightmsutah.org, call 1-800-FIGHT-MS, or pick up a registration brochure in next month's **cycling utah** or at any Harmons.

- Brittany Clarke

Bike Shop Openings and Closings

T&T Bike and Ski has closed after nine years in business. Owner Trudy Truss and her husband Bruce Ewert (founder of IXR, Inc. and inventor of Exerscape physio-interactive video) have moved to Bend, Oregon to enjoy life in a smaller town. They are also selling their website altacam.com and starting a new one named exploring-bend.com.

Choose to Ride closed its doors over the winter after two years in business.

There are a couple of new shops opening this spring. Park City will be home to the new Summit Cycles and Snow and High Mountain Backcountry Adventures. They will offer several lines of mountain bikes, a full service shop, as well as mountain biking day tours and will be opening in mid-April. They can be found at Summit Cycle and Snow, 1571 West Redstone Center Dr., Suite 120 in Park City, (435) 575-0355 or at summitcycling.com

Saturday Cycles will be opening its doors in Bountiful. They will focus mainly on touring and commuting bikes as well as repairs. They will only be open on Saturdays (although they have repair service other days). You can reach them at 2204 N. 640 W. in West Bountiful, 298-1740

Bingham Cyclery has moved their Salt Lake store to new digs. They are remaining in the Foothill area at 1500 S. Foothill Drive. They can be reached at 583-1940 or online at binghamcyclery.com

Taylor's Bike Shop has purchased a new building and moved their Salt Lake County store from Kearns to 5400 S. 3269 W. in Taylorsville. They purchased a new building after leasing one in Kearns. They can be reached at 969-4995.

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5-Mile Pass ICS Race
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City Creek Bike Sprint
04/17/2004
Hell of the North 04/03/2004
Snowbird Hillclimb 2003

Lots More!

LEGISLATION

HB49: Josie's Bill Set to Become Law

John Weis speaking in support of HB 49 at a rally at the State Capitol on January 26. Photo: Dave Iltis

By Dave Iltis
Editor

Josie Johnson died needlessly last year in Big Cottonwood Canyon. Dr. John Weis, director of the University of Utah molecular biology Ph.D. program that Josie was a member of, didn't want to see that happen again and was so moved by the huge turnout at the Josie Johnson Memorial Ride (see story on page 3) that he began a process that should lead to the codification of three feet of space for cyclists. This assumes that Gov. Huntsman signs the bill into law. Since it has passed both the House and Senate, this should be a formality.

Over the course of the 2005 legislative session, House Bill 49, the Bicycle Safety Provisions Bill, went through several changes on its way through the House and Senate. Weis researched laws from other states to begin the process. He then approached Rep. Roz McGee with a request for her to sponsor the bill in the House. The first version of the bill would require motorists to give three feet of space to bicyclists traveling in the same or opposite direction of the motorist by amending 41-6-54 of the Utah Code. It was co-sponsored by Rep. Romero.

This version didn't last long. The House Law Enforcement and Criminal Justice Committee heard

the introduction of the bill by Rep. McGee and John Weis as well as testimony by cyclists Brian Price, Bob Springmeyer, Heidi Schubert, Malcolm Campbell, and Charles Kulp. Some members of the committee voiced concern about narrow roads and misbehaving bicyclists. It was amended with the following egregious language added: (it)

provides that the three foot passing distance requirement does not apply if the road is too narrow to safely pass the bicycle; provides that an operator of a vehicle may not be cited for a violation if: the operator and of the vehicle is involved in an accident with the bicyclist; and the bicyclist was operating the bicycle in a negligent manner.

This language was added and accepted in order to get the bill out of committee and onto the House floor. On the House floor, with the help of Rep. Scott Wyatt, the following language was substituted: *An operator of a motor vehicle may not knowingly, intentionally or recklessly operate a vehicle within three feet of a moving bicycle.*

This substitute version passed the House by a vote of 45-19 and moved onto the Senate where it found its home in the Senate Rules committee.

Here the bill ran into trouble and was initially held up by the

rules committee. Despite the best wishes and support of the community, or other Senators, bills can be held in committee. Fortunately, this was not the end of the story. After much lobbying of the Rules committee from the cycling community both via email and by phone, HB 49 was again amended again with the full support of Sen. Bramble to the following language: *An operator of a motor vehicle may not knowingly, intentionally, or recklessly operate a motor vehicle within three feet of a moving bicycle, unless the operator of the motor vehicle operates the motor vehicle within a reasonable and safe distance of the bicycle.*

At this stage, Bramble also attached a \$20,000 fiscal note to the bill for an education program to be conducted through the Highway Patrol. The intention is that this money will be used to leverage federal grant money. With these addendums added, John Weis and former Salt Lake Mayor Ted Wilson testified before the Senate Revenue committee in favor of HB 49. This second substitute version of the Three Foot Law with the fiscal note passed out of committee unanimously.

Bramble used his political weight in the Senate to get the bill passed unanimously and added to the Bill of Bills. It then moved back to the House where the amended version passed 42-26.

Bicyclists now have a margin of safety spelled out in the law. In addition, the law can be used as an

educational tool to teach both motorists and bicyclists about safely sharing the road.

While this bill won't bring back Josie Johnson or William Fails, it will help to prevent similar accidents and save the lives of cyclists.

Notes:

While the bill is all but law, the cycling community can still voice its support for House Bill 49 by calling the Governor's office at (801) 538-1000 or by going online to http://governor.utah.gov/goca/form_governor.html and submitting a comment. We hope that by the time you read this, the bill will be signed into law.

And, the cycling community may wish to thank Rep. Roz McGee, rmcgee@xmission.com, Sen. Curt Bramble, cbramble@UtahSenate.org and Sen. John Valentine, jvalentine@UtahSenate.org. Ted Wilson was instrumental in getting the bill to move through the Senate and through the House and deserves our thanks. All of you who responded to the many emails and lobbied on your own by contacting your representative or senator have earned the gratitude of the whole cycling community. Lastly, please send your thanks to John Weis whose tireless efforts ensured that this bill passed.

Next month, we hope to report more on story of this bill becoming law.

LITTLE RED RIDING HOOD**Women Only Bike Ride****Saturday, June 4th 2005****Cache Valley, Utah****30,62 & 100 Mile Options****Benefit Ride for Breast Cancer Research****Huntsman Cancer Institute****For Information see web site: BBTC.NET****or Penny Perkins (801) 486-8140**
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