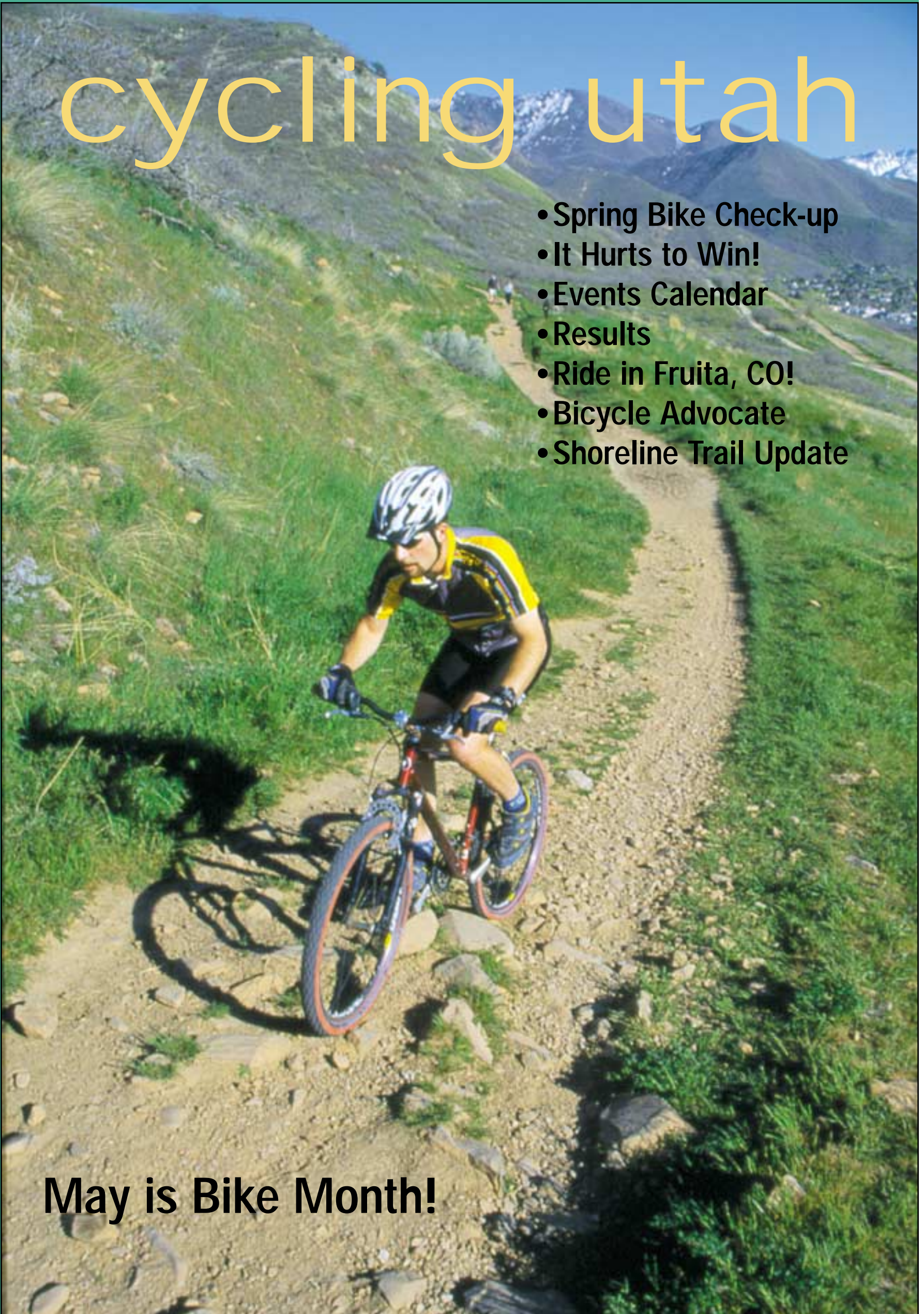


cycling utah

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- It Hurts to Win!
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May is Bike Month!



SPEAKING OF SPOKES

It's the Perfect Way to Start the Day

By Dave Ward
Publisher

Ah, Saturday. The work week was over and I made my plans for a fun and productive Saturday. My buddy, Dave, called me Friday, and the plan was made to start the next day off with a good ride.

After that, I would repair my broken sprinkler system, and follow that with the installation of the new outdoor garage and porch light fixtures we had bought. Finally, I would sit down and write this article. If I had a little time left over, I would clean my bike and do some repairs on my daughter's bike. It was a good plan, and I was looking forward to the day.

Oh yes, somewhere in there I would also help with my wife's project to move the storage shed to the other side of the house. My wife reminded me of that. And of course there was my daughter's soccer game.

At 7 a.m., Dave rolled into my driveway. Today we were riding our matching LeMond Maillot Jaune bikes, the prettiest bike ever made. We were cool, if not particularly sleek as we made our morning tour.

Our route took us up to the east side where we tackled several short but steep climbs. At the mouth of Little Cottonwood Canyon we spotted three mountain goats on the steep, rocky mountain sides. From there, we circled the south end of Salt Lake Valley before catching a good tailwind to push us along the path home. It was an almost three hour ride, a great way to start the day. I was invigorated and ready to tackle the rest.

Following the ride, it was the



run the sprinklers manually. Electrical repairs to the system would have to await another day. So would the installation of the light fixtures, and the hoped for time for some bike cleaning and repairs. Less than half the day's goals had been achieved.

A bad end to the day? Nah. I had a great bike ride with a good friend in the morning, a perfect way to start the day. After that, the frustrations to follow would be no fun, but at day's end I still felt good, and could easily cope. This sport I enjoy is good for me. It is source of great enjoyment, and it helps me face my frustrations. Besides, I did accomplish one other goal: I finished this article.

Now it was time for my wife's project, and that was when the smooth flow of the day started to go awry. First, it quickly became apparent that moving the storage shed was going to be a more difficult than expected when several people could not even manage to lift a corner of the unit. It was a little heavier than we remembered. After an hour and a half of various ideas and efforts, a solution was finally reached: Leave the shed where it was till we come up with a better plan.

That was a real frustration, but because the day was started with such a great ride, the endorphins were still flowing and the frustration easily diffused. I simply moved on to the next project, the repair of the sprinkler system. By now, it was 2:00 p.m., plenty of time to complete the remaining projects if I moved along quickly.

As I gazed at the needed repair, I realized some of the difficulties it presented. Then, I was off to Lowe's for the parts. From that point on, one frustration and obstacle led to another, and some four hours later the repairs were only sufficient to

run the sprinklers manually. Electrical repairs to the system would have to await another day.

So would the installation of the light fixtures, and the hoped for time for some bike cleaning and repairs. Less than half the day's goals had been achieved.

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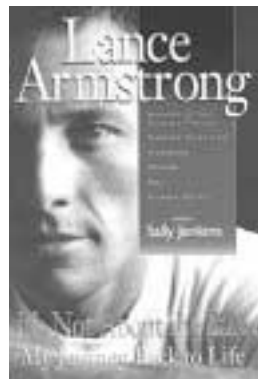
Besides, I did accomplish one other goal: I finished this article.



The lead group at the Earth Day Pedal Cup

Photo and Design: Dave Iltis

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Cover Photo:

Spring on the Shoreline Trail in Salt Lake City above Research Park

Photo by Chris Watkins

Rider: Brooks Stevenson

See the Story on Page 20

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BIKE ADVOCATE

May is Bike Month!

By Chris Quann

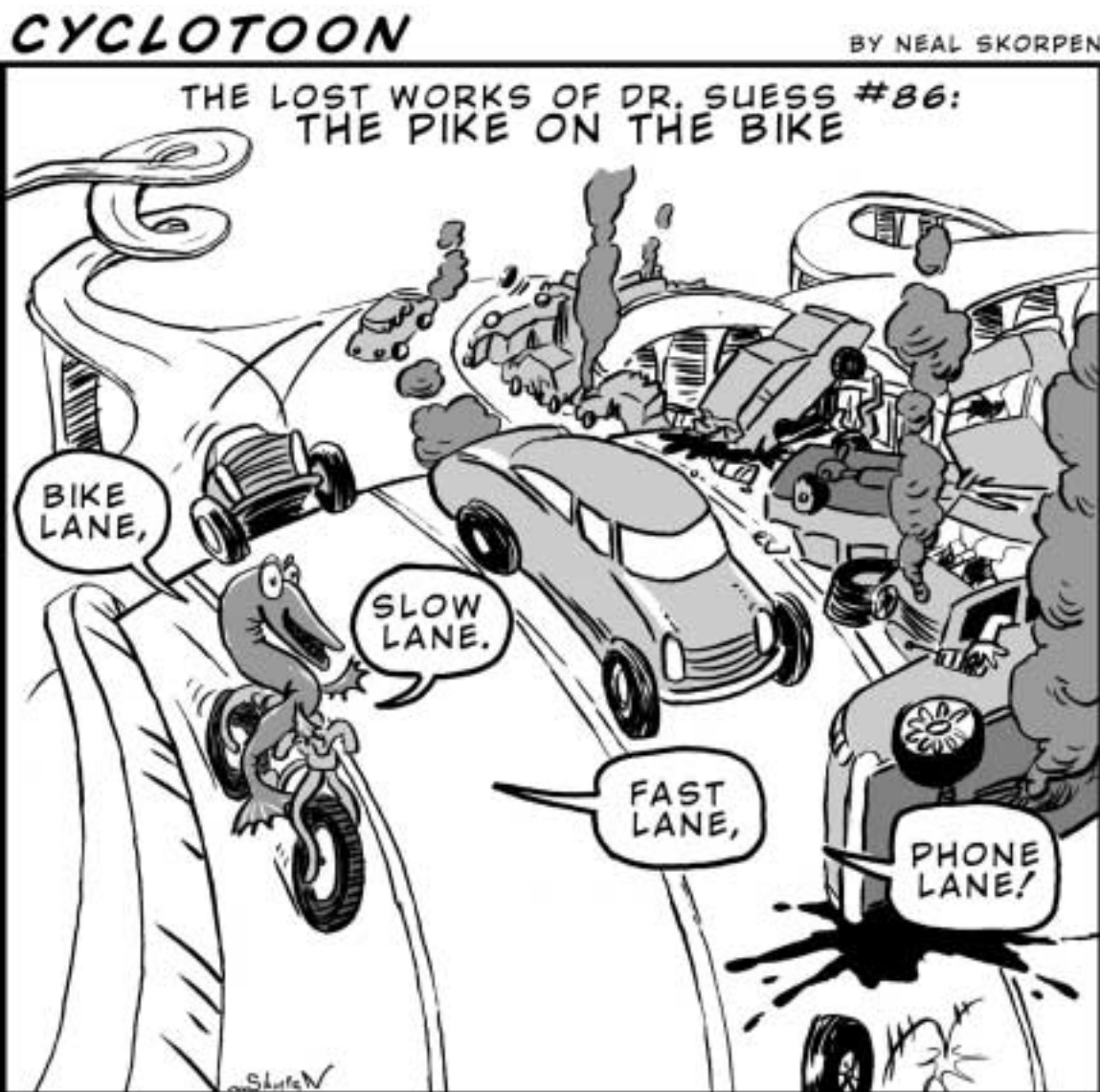
Well, another month has gone by and my deadline has caught me without a single strong topic on which to write. Lucky for me, I never let having nothing to say keep me from saying something, if that makes any sense. With that said, here we go:

Governor's Proclamation

On April 25, Governor Leavitt proclaimed May bicycle month! Woohoo! Now if only we could translate that show of support into facilities and policy, we would have it made. If anybody out there is a close personal friend of Mike Leavitt, please ask him to spend some of those UDOT dollars on bicycle facilities. The "T" stands for Transportation, ya know. If there is anything I would like to get across in these articles, it's the idea that bicycling is transportation.

Cycle Salt Lake

Speaking of May, Cycle Salt Lake Week is May 12-19. This year we will have a full slate of activities for all ages and speeds. Events kick off Saturday, May 12 at the State Capitol at 1:00 p.m. with the UTA Bike Bonanza and the Rhodes Downtown Criterium. I always enjoy the stunt riders that UTA lines up for the Bike Bonanza. The Criterium course promises to be challenging and very spectator friendly, so bring your family and friends for a picnic under the trees while racers "Lap the Cap." For those who enjoy thrills and spills, set your lawn chairs up at the hairy right hand turn from East Capitol St. onto the Capitol



grounds...yikes! If you prefer seeing tongues dragging, set up on the North side of the course and watch as the racers power up a steep little hill.

Sunday, May 13 features a historical tour of Salt Lake by bicycle. Join Jon Smith at the Isaac Chase house in the center of Liberty Park at 10:00 a.m. as he

leads a leisurely tour around some of the city's best and sometimes obscure sites. A very nice ride for all skills and ages.

Join Rocky Anderson and scores of commuters for a police-escorted ride from Liberty Park to the City-County Building on Tuesday, May 15 at 7:30 a.m. There's nothing quite as empowering as having

the police stop traffic for a bicycle parade. Bagels and coffee will be provided at the City-County Building, along with drawings for (dare I say fabulous) bicycle prizes. We call this party-on-wheels Mayor's Bike to Work Day.

Saturday May 19, Cycle Salt Lake Week concludes with the Cycle Salt Lake Century, the largest cycling event in the state with upwards of 1000 riders. The ride always has great food, great weather, and this year we'll have a great t-shirt, too! I can hardly wait.

Chum's Classic

I just returned from the Chums Stage Race, held each year in Hurricane, Utah, thanks to Del Brown, Mike Tagget and the good folks at Chums. As usual, the courses were super and the weather was memorable. (There's a reason they call it Hurricane, you know.) This year, cold, wet conditions Saturday morning meant the most important decision I made was how to dress. I also learned it's hard to sprint when you can't feel your feet. I don't understand how suffering can be so much fun, but it really is! You should try it! Sunday was beautiful and the racing was great. Afterwards,

a soak in Pah-Tempe hot springs made my legs much happier for the drive back home.

900 East Bike Lane

By now everyone has noticed that 900

continued on page 4

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COACH'S CORNER

Are You Willing to Lose?

By Bill Harris

"You alone are responsible for your destiny"

The weight of this statement might make you feel sick to your stomach. The sensation that you feel in your stomach is a combination of nausea and dread

Most people don't want to feel nauseous. But bike racers are different. We not only tolerate nausea, but we try to befriend it. In the last 100 meters up a steep climb, or with a beyond-anaerobic effort to jump across to the break that finally stays away, we are alone with our nausea. With every lactate-overloaded pedal stroke, we freely make our own choices about who and where we want to be, and nausea is along for the ride.

As bike racers, we also know what it feels like to be filled with dread. Picture the racer who jumps solo from the complacency of the pack, dangling by a bike length, straining to reach the finish line. The racer's mind is filled with uncertainty and the dread of being chased down, swallowed up and shut out as an abject failure. How much easier and less dreadful it

would be never to choose, never to separate oneself from the pack, but to hold nice smooth lines through the corners, get lots of complements from one's peers, and finish with the pack.

"If you want to win a race, you have to be willing to lose it"

In all my years of coaching and competing, this is the most sound advice I have come across and advice that I try to live by, not only in cycling, but also in my personal and business life.

As a coach, my goal is to make my clients as physically fit as possible. The goal of the client should be to strive to race by the quote above. Only in this way will you ever realize the potential of all the hard work you have done.

In any bike race there comes a point when you decide how you will win. Will you win solo? Will you get in a small break-away and attack the others on the last lap? Or will you win the bunch sprint? Before a race even starts, you should have a plan for how you will win the race. As the race unfolds, you may have to adjust your plan. That's ok. However at some point in the race you are going to have to make a move that forces your

intentions of victory to be brought forth in yourself and known to the others. This may be by attacking when you feel the others are cracking with a few laps to go and winning in solo fashion. It may mean putting in a superhuman effort to bridge across to the lead break-away, making sure you will win from the small group off the front. Or it may mean taking some risks to get yourself in position on the last lap so you can win the bunch sprint. The point is, that at some time during the race you make a move that will determine your outcome in the race. Sometimes you win. Much of the time you lose. Every time you learn.

Guarantee: If you don't make a move, if you are not willing to lose in order to win, your victories will be few and VERY, VERY far between.

Bill Harris has trained State, National, World and Olympic Champions in three different sports. Currently Bill is the Strength and Conditioning Coach for the US Women's Olympic Ski Team. For cycling specific coaching check out his website at www.Yellowjersey.com

Advocate
continued from page 3

East has been striped with a bike lane. Please call Kevin Young at SLC Transportation at 535-6630 and tell him what you think. I have heard that some long-distance commuters do not like the new arrangement, so it is important that the cycling community voice our support if we want the new striping to become permanent when the city chip seals (groan) the road in June.

Airport Loop

Also in June, I understand, we will see the permanent closure of the road under the runway at the airport, as the airport expands their monster slabs of concrete. Get your last rides in before it's too late. This means that you will no longer be able to make a circuit around the airport, one of my favorite training routes. We hope to replace the western portion of the airport circuit

with an amazingly beautiful route across the wetlands north of the International Center. In the meantime, the L-shaped piece from I-215 at 2200 North to the control tower will remain open. That stretch makes a great 6-minute interval.

Bicycle Litter

Finally, let me say a word or two on the ethics of bicycle litter. A banana peel or other organic matter, thrown well clear of the road behind some sagebrush, is okay. Throwing your Power Bar wrapper in the road is not okay. Leaving Red Bull cans, gel wrappers, and EPO needles in the parking lot of a stage race is really not okay. What the hell are you thinking? Didn't your mother teach you not to do that kind of stuff? Sheesh.


Stay safe until next month.

Chris Quann is the chair of the Salt Lake City Bicycle Advisory Committee and a Cat. 3 Racer.

Coach's Corner
Question and Answer

We will alternate articles and training questions in *The Coach's Corner*. We will try to answer questions you may have about training, nutrition, etc. Please send your questions to consultjr@aol.com or fax to (801) 263-1010. The subject heading should be Cycling Utah Coaches Question. You must include your name and phone number in case a referral needs to be made to an appropriate professional.

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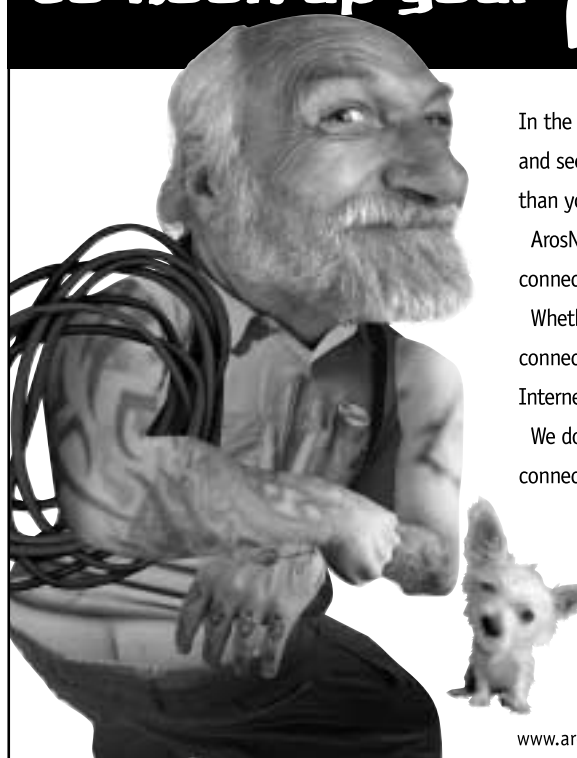
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TRAIL OF THE MONTH

Feast on Prime Cut - Chutes and Ladders in Fruita, Colorado

By Gregg Bromka

Throughout the early days of mountain biking, Fruita was little more than a humble roadside stopover where Colorado mountain bikers who were making a beeline for Moab could grab a Big Mac, gas up, and fantasize of riding in the Coors Classic Tour of the Moon. Kokopelli's Trail had been widely known but mum was the word about trails in the uninspiring Book Cliffs. The first annual Fruita Fat Tire Festival in 1996 drew modest crowds of bikers who had long since outgrown the frenzy of Slickrock and were lured to Colorado's Western Slope on tight-lipped rumors of tight desert singletrack. The news was out but it spread only steadily and surely like an old steam engine chugging over a mountain pass. Then in 1997, *Bicycling* (magazine) latched onto the Fruita locomotive like a helper engine and christened it as one of America's 10 best bicycling towns. On the cover, a lone biker trailed by a sinuous thread of dirt emerged from a long shadow backed by tawny adobe hills; the biker grinned secretively as if she had found paradise. Indeed she had Prime Cut Trail.

Whether or not "Fruita has better mountain biking terrain than Moab," as the article presumptuously claimed, is as silly as comparing Red Delicious apples to Granny Smiths. Each has a decidedly different taste and texture but is a dandy treat to any fat-tire jockey who's out wandering the high-desert of the Colorado Plateau. Still, two things are certain: Fruita doesn't have Moab's catch-a-wave Slickrock Bike Trail, and Moab doesn't have Fruita's bonafide singletracks.

Aptly named, Prime Cut is a certified Grade A Choice one-liner that will satisfy any single-track purist as does a T-bone in the jaws of a ravenous dog - it's bloody good. If you thought singletracks were confined to alpine forests then you're in for an



Fruita's Singletrack is World Class!

Photo by Gregg Bromka

awakening. This old cow path-turned-singletrack flows as sweetly as the famed tracks of Crested Butte and Durango, none of which you can be ridden in March or November mind you. Chutes and Ladders is simply the kiddie board game on steroids - a series of anaerobic uphill pulses coupled with white knuckle drops over adobe mounds topped off with a long, curving freewheeling glide down a grassy slope that tickles your funny bone. Despite the carnivorous overtone of Prime Cut, vegetarians should not dismay, for the loop's last leg is named for you - a garden variety of succulent singletrack. So reconsider your next spring or autumn pilgrimage to Moab for the single-track Eden of Fruita instead. Then judge for yourself which has the better mountain biking.

Location: 11.3 miles north of Fruita (18 Road trailhead).

Distance: 7-mile loop, clockwise.

Tread: 6 miles of singletrack and 1 mile of doubletrack that rides like singletrack.

Aerobic level: Moderate. Prime Cut rises gradually but has many obstacles that require quick shifts and blasts of power to clear. Chutes and Ladders has numerous precipitous climbs and descends of short duration that may require dismounting periodically. Lower Chutes and then Vegetarian are fast, free-flowing singletracks.

Technical difficulty: Prime Cut is buffed, by and large, but has rock steps, roots, and sharp turns intermixed. Chutes and Ladders is packed with intense low-gear climbs, hang-you-butt-off-the-

back descents, and short radius turns on variably smooth, sandy, choppy, rooted, or rocky tread. Lower Chutes and then Vegetarian are mostly smooth, tight singletracks with a few lumps and bumps.

Elevation change: Total gain is estimated at 900 feet.

Season: Spring (March-June) and fall (September-November.) Midday during midsummer is deathly hot with temperatures reaching near 100 degrees Fahrenheit. You can sneak out during winter when Fruita is snow-free and after strong sunshine dry the trails for a few days. Insects can be bothersome June-August.

Notes on the trail:

From the 18 Road parking area, cross the road and take the singletrack off the hill to the big dry catchment pond and adobe mounds in the wash below. Stay to the left/west side of the catchment and connect with the braided but smooth-running Prime Cut singletrack heading up the grassy wash with those adobe hills on your right and 18 Road high above on the left. Immediately, Prime Cut shows off its lively character with tight, hard-packed tread twisting through the juniper and pinyon. Keep your eyes forward and be quick with the shifters to keep your momentum going over the bumps, roots, and rocks in the trail. Intersect Chutes Trail at the base of the Book Cliffs after 2.2 miles and go right.

Ironically, Chutes begins with one of its "ladders" - a despairingly steep, double-decker legburner (a.k.a. hike-a-bike) over a small knoll. Pause on top to let your heart rate subside and to take in the view of the Book Cliffs' tilted cuestas and of Grand Valley stretching to Colorado National Monument's sandstoned ramparts. The next mile is a series of anaerobic intervals where you must power

over adobe ridges and drop into dry washes. Did you ever think a child's game could be so much fun on two wheels?

Climb out of the last gulch to intersect a doubletrack at mile 3.4. Cross over and float down a long grassy field as blissfully as skiing a mountain slope of Wasatch powder. When you connect with a doubletrack on a small embankment, take the track left and continue across the flats to a junction at a fenced enclosure that is home to a prairie dog village at mile 5. Fork right on Vegetarian Trail angling southwestward for easy cruising on tight tread along and across two broad, dry washes. One quick climb will shock your legs after all the coasting. When you reach the initial catchment pond, stay left and pump hard up one last hill to the 18 Road Trailhead. Feeling fresh? If so, tack on other Book Cliff rides like Zippity-Doo-Da, Frontside, Joes Ridge, or Edge Loop with its infamous rope rappel. (Huh?)

Access: From Interstate 70, take Exit 19 for Fruita. From Rotary Park in town, head east on Aspen for three blocks and turn left on Maple. Drive north 3.6 miles, turn right on N 3/10 Road and then left on 18 Road at a T-junction one-half mile farther. Take 18 Road for 2.8 miles to where pavement turns to all-weather dirt and continue 4.4 miles more to the 18 Road parking area.

Excerpted from Mountain Biking Colorado by Gregg Bromka (due out in 2002)

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and Lisa Peck were second and third respectively.

Korn has been racing on and off for 16 years and "just can't give it up." During the off periods, she has managed to raise four children. She has also learned a few things about bicycle racing. She made the trip with other members of her Boise Cascade Office Products/Intermountain Cycling Organization team in her father's RV. As soon as the race was over, she turned on the gas for the heater and cranked it up. Now that's living.

"The race course is fun," Korn said, "but the weather was the toughest part of the course. The wind was hard. I was in my 21 and kind of riding sideways."

When introducing herself, she spelled her last name and said "just like the rock group. A teenager once asked me if I was related to the group." Hopefully that person was joking.
Category 1-2 Men

The weather started settling down as the 11 a.m. starters began their races. The wind was still strong and getting stronger but at least the rain had subsided. As the races progressed, the clouds thinned and the sun tried to shine through. But the wind chill was still dominating the landscape of the island.

John Osguthorpe got the wheels rolling quickly. The Nutra Fig rider initiated a breakaway at the start pulling Bill Harris and Dirk Cowley along with him. Teammate Tim Brown didn't wait too long to join Osguthorpe as he attacked on the finish hill.

Upon joining the break Brown, with Osguthorpe's help, powered the breakaway and the winning move had surprisingly been made.

Cowley would be the first rider to drop off the pace and eventually out of the race, perhaps proving how difficult it is to organize a race and then participate in it. The trio put their heads down and motored away from the peloton, gaining time lap after lap.

"Johnny started it and drove it," Brown said after the race. "I attacked on the top of the hill to catch up. I bridged to Johnny. The wind was tough, it was a huge factor."

Harris was unable to stay with the Nutra Fig riders and dropped off the pace with several laps remaining in the race. He would eventually finish sixth. Brown crossed the line in first with Osguthorpe just behind him, but their positions could have been easily reversed. A convincing team effort.

Jeff Sargent would cross the line one minute behind the winner for third place. Nutra Fig team member Allen Butler would finish fourth, another 30 seconds down. Mike Peterson was fifth.

In other categories: Justin Kline won the Category 3 Men's race, Joelle Yping won the Category 4 Women's race, James Grubb won the Category 4 Men's race, Steven Lewis won the Master 35 Men's race, Ken Louder won the Master 45 Men's race and William Scott won the Master 55 Men's race.

Racers can be relieved to know that conditions could have been worse. Late Saturday night and into Sunday morning, heavy snowfall hit the northern part of the state. Spring races are a matter of good timing after all.

Antelope Island Kicks Off Road Racing Season



By Robert Truelsen
Executive Editor

Spring racing along the Wasatch Front is clearly a gamble for race promoters. With the Antelope Island Road Race on April 7 being the unofficial kickoff for the road racing season, surely Del Brown was watching the weather reports closely the week leading up to race day.

It must have been stressful to see the weather go bad as the weekend approached. Break out the Roloids. What had been ideal Spring weather turned ugly Saturday. Weather prognosticators were so bold as to forecast SNOW for the weekend! No wonder we all grumble at meteorologists.

But this isn't baseball season. Bicyclists race rain or shine. And the turnout for the race was a testimonial to the dedication exhibited by Utah and Idaho racers. Bitter cold wind and rain did not dampen the enthusiasm for the season opener.

Pity the 9 a.m. starters. Rain jackets, wool gloves, tights and booties were absolute necessities for the race. Few riders shed any layers as the race progressed.

Category 1-3 Women

Antelope Island Road Race has a history of attracting cyclists from Idaho. 2001 was no exception. Teresa Korn of Boise pulled away from her breakaway companions to claim the Women's Category 1-3 race. Maren Partridge

Photos by Robert Truelsen
Top: Cat 4's on the rainswept plain.
Bottom: Cat 1's attack on the hill.

Results on Page 18

MAY 2001

MECHANIC'S CORNER

Got Grease? It's Spring and Time to Tune Your Bike

By Tom Jow

April showers have brought May flowers and sunny weather that is ripe for some serious riding. If you haven't already, it's time to dust off that bike, get out and ride. However, that bicycle may need some sort of preparation for the season. Unless you do your own service, it may need more than just lubricating the chain and putting air in the tires.

The art of bicycle repair is not rocket science, yet to the untrained it can be both time consuming and confusing. A race team mechanic will wash and tune the bikes every day. The steps in the following outline will help you become more familiar with your bicycle, as well as assist you in communicating problems to a mechanic or eventually learning to perform some of your own repairs.

Frame: The convenient part of washing your bike is it requires one to look at the frame. Inspect it for cracks and dents. Touch up chipped paint with nail polish or model paint to prevent corrosion.

Wheels: Spin the wheels and inspect for wobbles. Tires wobble when they are not seated properly, or when the tire casings are damaged. Inspect the tire casings and tread for damage such as cracks or cuts. Rims wobble (out of true) when spokes are out of adjustment or when physically damaged. Check the braking surface for dents or excessive wear. Grasp the wheel and firmly move it from side to side. Any looseness indicates a need for a hub adjustment or new bearings. Remove the wheel. With thumb and forefinger, rotate the axle back and forth. Roughness indicates a tight adjustment, lack of grease, and/or a need for new bearings.

Brakes: Squeeze the brakes and release. They should feel smooth and snappy. Inspect the cables and housing for cracks, kinks, or corrosion. When in doubt replace them, they're cheap. The brake pads should be replaced if they are worn unevenly or close to the end of the wear grooves. Squeaky brakes usually require just a minor adjustment. The pads should not contact the tire at any time.

Drivetrain: Remove the chain from the chainrings (front drive sprockets). Grasp one arm firmly and move it back and forth. It also should not fell loose. Spin it slowly to check for roughness or excess friction. Inspect the chainrings for broken or bent teeth. Excessively worn chain-

rings resemble shark fins heading for the rear wheel. Replace any rings exhibiting these symptoms. Reinstall the chain. Spin the crank and chain backwards. It should be smooth and relatively quiet. A clicking may indicate a damaged or stuck chain link. The derailleur pulleys should also roll smoothly.

Shifting: Inspect the derailleur cables and housing. These also should be replaced if corroded, frayed, or kinked. Think of the last time you rode your bicycle. Did the shifting work okay? If not, under what circumstances was it failing? A chain that won't stay in gear or is "hunting" may need to have the shift cable adjusted. Also check the derailleur hanger. This mounting is often bent in a crash, or if the bike simply falls over. 'Skipping' while under a heavy load usually indicates a worn cassette, chain, and/or chainrings. Be aware of any particular gear or gears that seems to be having a problem.

Steering: Check the headset and fork by applying the front brake, and moving the bike fore and aft. Any loose or audible clicks are probably the headset while excessive movement indicates a worn suspension fork. Apply the brake again and press down on the front suspension several times. If it's not springy and smooth as butter the fork should be serviced; likewise if there is oil and dirt accumulating at the top or bottom of the fork legs.

Pedals and shoes: Only the best toeclip pedals (i.e. Campagnolo) are serviceable and not easily at that. However they do have screws that may come loose or fall out. Higher quality clipless pedals are serviceable yet parts are not always in stock. Check them also for loose and missing screws, as well as worn or broken jaws. Don't neglect your shoes. Pedal cleats do wear out and screws may loosen. Replace them before the screw heads are worn completely off.

Last but not least check every nut and bolt for tightness. Just give 'em a tug to make sure they are not about to fall out. An inspection like this should only take about fifteen minutes (or so). Perform this check several times in a season. One's bicycle is really an extension of one's body. Pay attention to it. Take care of it. Have it tuned at a shop, or attempt your own repairs. However you come to it, riding a well-tuned bicycle is a fun and joyous experience.

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

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Route 211

On Wild Bill's Wheel

By Greg Overton

The last time I saw Wild Bill Olson, he was focusing his wrinkled, blood shot eyes toward a ranch in Nevada. He was in the bike shop to buy parts and tools for the future, a future he was planning to spend on this ranch that belonged to a gentleman that he had befriended on one of his winter "rides" down south. We talked about how we would miss him, but he had to go because Utah was getting too crowded for him.

Wild Bill was legendary to our bike shop in Orem, and to most of our customers. Many of the very conservative Utah County patrons of our store would take a long look at this man with the shoulder length hair, mostly white with matching length and color beard, a pack of smokes in the pocket of his unbuttoned shirt, and a six pack of Milwaukee's finest tied to the handlebar. He looked like the stereotype of the other kind of "biker"- because he was, at least he used to be. Now he was a bicyclist who rode more miles and went more places than anyone we knew. And we loved to listen to his stories.

Bill would travel by bike from Orem to the west until he could catch the old Pony Express route across the west desert, and from there, only the wind may dictate where he would ride. Usually he would talk of hot springs or mountain meadows in some western range beyond the desert. He would pack in most of his food and water, along with several books - he was possibly the most well read person I knew - and set a base camp from which he would take many two and three day treks to explore the area. Eventually he had supplies buried along the way so he would have room the next time to bring more. These trips would typically last about a month, sometimes longer if he had the supplies. In winter, he'd do the same thing in southern Utah, as well as Nevada and Arizona. Always riding from home to get where he was going.

I asked Bill one time if he was ever the victim of trouble-makers or threatened by thieves. His response as he removed a hunting rifle from a custom sewn sleeve on one of his packs was " naw, not really, I have this and a couple hand guns. Besides, where I usually go, the bad guys are too lazy to go, and there's not enough business for them out there. And I think they figure I'm just a goof who has nothing of value."

He may not have had much considering he was on a bike, but everything he had was the best he could buy, always paying



with cash. His bike was a GT Zaskar with XTR components, a Sachs rear hub that was an engineering fete for the bike industry, virtually bullet proof custom wheels, a steering damper to stabilize the bike under load, and bar ends pointed straight up which he usually used like flight control knobs to steer the rig. His rear racks were the strongest we could find - we knew this because he broke everything else we gave him - his front rack was a "Bill" design that he had a friend in the motorcycle business weld for him - it didn't break. And there were the custom Jaand expedition packs everywhere he could hang them, the best North Face bags, titanium bottles for water etc, and the best back country stove and gear to be had.

My boss at the shop and I tried to lift his rear wheel off the ground together one day when he stopped by on his way out of town. Couldn't do it. He said he weighed everything separately once, and it totaled over two hundred seventy pounds for the entire package. We believed him.

Bill stopped by the shop once to ask if there was an easier way to remove the drive side crank,

he was getting tired of doing it the old way. We asked why he was doing it so often, and he said "because every time I come to a decent climb, I have to stop and switch the crank to my spare one with lower gearing, and it's a pain....!" The result after some research on the part of Scott Stone, my boss, was a rear wheel with a Sachs hub that integrated a three speed internal gear with a seven speed cassette hub. This hub, combined with Bill's regular mountain bike crank up front, gave him all the gearing he would ever need. Sixty three combinations actually, from a low so low you could hardly keep the bike upright, to a high that would allow great cruising speed once you got the mass moving. Sort of a two wheeled semi truck. Bill said "do it", paid cash and left for a couple weeks while we did it.

The tires were the beefiest 2.5 width we could find, with tire liners made from old bald tires, combined with thorn resistant tubes and sealant. Rims were Mavic Expedition 40 hole laced with the beefiest spokes we could get. Chains usually lasted almost one trip. He always carried two new spares along with spare cables and housing, several tubes with sealant injected in them, and sometimes a spare saddle. The spare saddle was a necessity after he broke one "out there". That was a long ride with no saddle. Finally a Brooks saddle satisfied the requirement. Handlebar and stem were the strongest steel models we could find, because they usually had nearly one hundred pounds hanging off them. He bent several forks before we found one

that was up to the task of his rides.

Bill could tell you about the night sky with unfailing accuracy. He had a small solar panel that he would drape over the top of his tent to power a small radio that he would listen to in the evenings. He consumed many books, and was the most up to date, well informed person I knew on world news and politics. And he found an unimaginable array of things on his trips, either from the roadside or deserted campsites and mines. Everything from pocket knives to tools to clothing. He was always delighted to show us his "finds" upon his return. He would drop his bike off for repairs, walk down the street for an ice cream, and come back to eat it and tell us what he'd seen this time. We would always listen intently.

Finally Wild Bill came in to tell us that he was moving to Nevada. He had become friends with a man who owned a very large ranch there, and who had invited Bill to come and work, and ride all over the ranch. This sounded good to Bill because "Utah used to be good, but it's too crowded now, too many people are finding my secret spots". So he packed up, sold his home, and went to the Nevada desert where there was wide open, uncharted ground to cover, and no one else to get in the way. I suppose he is still there, at least I hope is. I still keep an eye out any time I travel west for a white haired man on a bike with a truck load of gear hanging off it, hoping he'll tell me where he's been this time.

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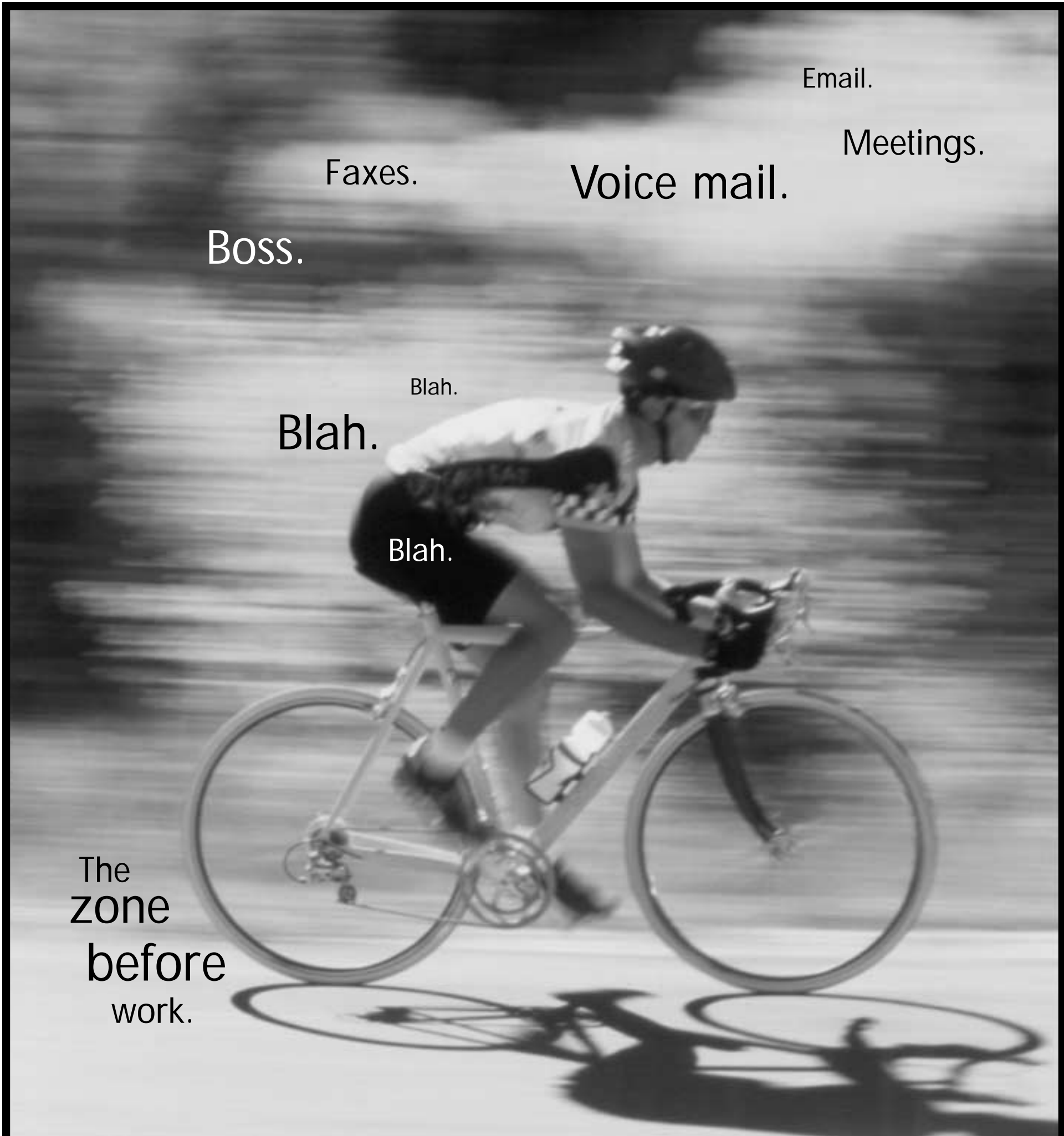
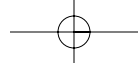
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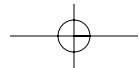


Photo Corner

Bicycle Art!



"Bike in Monterroso" by K.C. Muscolino
computer generated Van Dyke print

Courtesy of the Phillips Gallery, 444 E. 200 S., Salt Lake City.





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---	---

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downtown criterium*
(Saturday afternoon, 4-block course around the Logan LDS Tabernacle)

cache junction TT
(Sunday morning, flat 10-mile out-and-back, a few small rollers)

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entry forms and further details available at www.loganraceclub.org
Flyers will also be mailed out. Otherwise, call Al's Cyclery at 435-752-5131

The MS 150 Tour - It's Second Nature

Helping others: It's just like riding a bicycle – once you learn how, you'll never forget. The trick is learning to combine these two memorable skills. That opportunity presents itself as the National Multiple Sclerosis Society holds its 15th annual UTAH'S BEST DAM MS 150 BIKE TOUR.

The event is June 23 & 24 in beautiful Cache Valley, Utah. Participants may enjoy a scenic 40, 75, or 100 mile ride beginning and ending each day at the Cache County Fairgrounds in Logan, and passing over the Hyrum Dam (hence the name Utah's Best Dam...) and other waterways along the way. "The MS BIKE TOUR is always a highlight of the season for me," said Pete Taylor, who has taken part in rides for over ten years.

Cyclists collect pledges for completing their chosen course. The money that they raise goes toward the funding of research projects, as well as local programs for people with MS. "We are very proud of our past BIKE TOURS," said Tim Paine, Chair of UTAH'S BEST DAM MS 150 BIKE TOUR. "Last year the MS 150 BIKE TOUR raised over a third of a million dollars to help the thousands of Utahns with MS." In their efforts to make this year's ride even more successful the National MS Society Utah State Chapter is heavily recruiting first-time riders and volunteers.

The MS 150 BIKE TOUR is for everyone from the serious cyclist to the weekend pedal pusher. The route is perfect for riders of all ages and abilities. There are fully-furnished rest stops every 10-15 miles, complete with high energy snacks, water, and in some cases even massage therapists. If you get tired, the SAG vehicles are more than happy to give you a lift to the next rest-stop or even back to the finish line. Those not interested in or able to bike can get in on the memorable experience. "We always need volunteers. They are really the only reason this BIKE TOUR is so organized each year," exclaimed Tim Paine. Volunteer duties include set-up and clean-up, registering bikers, hosting snack stations, and of course, cheering for the riders. This year's BIKE TOUR has two purposes. The first is to raise funds for research and programs for people with MS. The second purpose is to educate people about the disease. You probably know someone with MS. Do they know about the National MS Society? Do we know them? Numbers count, and we're trying to track how many Utahns have been diagnosed with the disease, and where they live. Local and national experts have told us that they believe the

number of people with MS in Utah is triple that which we have counted to date. MS is not a reportable disease, therefore we must rely on individuals like you to help let people with MS know how important it is for them to contact us. All information will be kept confidential. Contacting the National MS Society will open the door to a network of programs and services for individuals with MS, and helps us in our efforts to find the cause and cure.

Multiple sclerosis is a chronic and often disabling disease of the central nervous system. Symptoms are unpredictable and can range from mild (such as numbness and blurred vision) to severe (paralysis or blindness). They come and go without warning, making it particularly difficult for the person with MS to plan for the future. This is especially hard because most cases of MS are diagnosed in early adulthood; that's why it is often dubbed a "prime of life"

disease. It strikes when individuals are developing careers and families. Fortunately, research is offering hope to those affected. New drug therapies (Avonex, Betaserone, and Copaxone) have been developed and may help delay or reduce future disabilities in many people with multiple sclerosis. Anyone diagnosed with the most common form of MS should consult with a physician about one of these treatments.

The National Multiple Sclerosis Society is dedicated to ending the devastating effects of MS. Since it began in 1980, the MS BIKE TOUR has raised over \$250 million for research and

client programs. The tour has been instrumental in making the National MS Society the provider of more research funding, information, and programs for people with MS than any other national voluntary MS organization in the world.

You too can form MS BIKE TOUR memories this year. For information about UTAH'S BEST DAM MS 150 BIKE TOUR, to participate, or to volunteer, call 1-800-527-8116. If you would like more information about multiple sclerosis contact the National MS Society at 1-800-FIGHT-MS, or www.nationalmssociety.org.



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Fearless Competitors at the Earth Day Pedal Cup

Photo: Dave Iltis

Chums Classic

Below:
Manon Jutras and Gabriella Ferrat of Team Rona motor away.

Right:
Alison Bergeson and Maren Partridge brave the downpour.

Opposite Page: Amelia Henry at speed. All photos from the Cat 1-3 Women's Event. See results for all categories, page 19.

Photos (and event organization) by Del Brown



Cancer Awareness Ride

Utah's Kermit Heid will be embarking on the CANCER of the PROSTATE BICYCLE AWARENESS RIDE this summer. Capbar, sponsored by the Utah Healthy Living Foundation (UHLF), will start in Anacortes, WA and finish in Bar Harbor, ME. The route covers 4315 miles and crosses three mountain ranges – the Cascades, the Rockies and the Adirondacks. The route traverses 14 states in total and will take approximately 75 days (May 30-August 15) by averaging 60-65 miles per day.

The objectives the ride are to:

1. Demonstrate, by example, that prostate cancer does NOT have to be a debilitating and deadly disease.
2. Demonstrate, by example, that "senior citizens" are hale and hardy individuals who are not afraid to embark on a major new experience in the later stages of their lives.
3. Distribute literature, at the various campsites, to educate people concerning the need for early detection of prostate and breast cancer.
4. Coordinate the itinerary with UHLF and ACS Relay for Life to arrange for prostate cancer presentations in towns enroute as well as for distribution of press releases to local papers.
5. Design and develop a website to post a daily journal and photos of the trip.

Heid will be taking the ride solo wearing a custom jersey that displays awareness statements. His wife Noreen will provide support to Kermit by driving the route with him. You can track his daily progress and ride journal on the UHLF web site, www.utahhealth.org/capbar.



Rona and specifically Genevieve Jeanson are incredible. This was my first time racing with them. It seems that their team plan is simple--send a few riders up the road, have Genevieve bridge, then she motors the break. At sometime she will drop the teammates and solo in for the win. As she told me after it was all over, "I don't enter races just to race. I enter races to win."

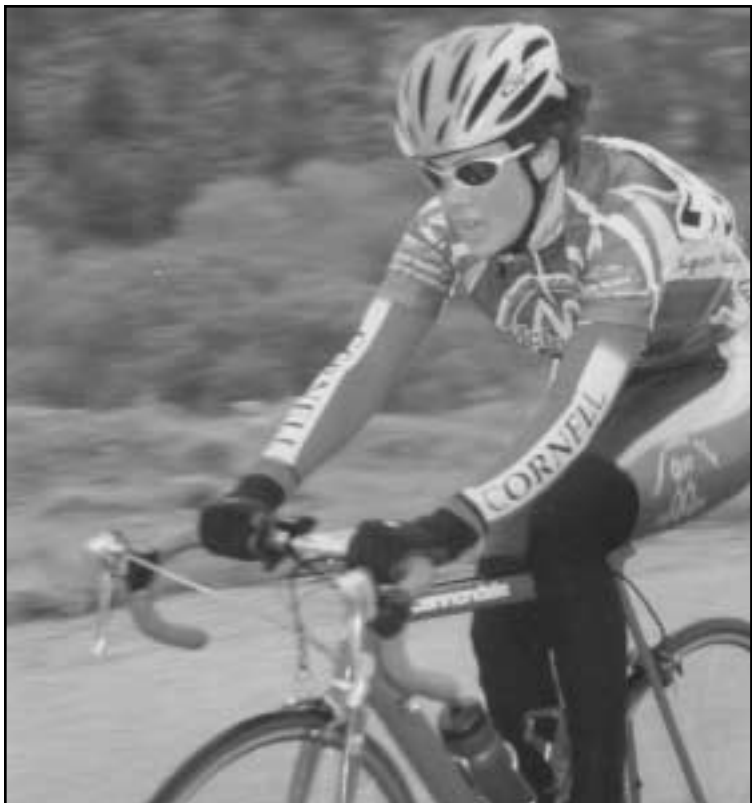
The Gunlock RR was miserable as far as weather was concerned. Shortly into the race, Rona started the attacks. Two Rona riders got up the road, then Genevieve bridged and proceeded to drop them on the short jammer. I was chasing as hard as I could. I could see them just up the road on the climb. However, I didn't have the strength to catch on my own. I watched as they disappeared out of sight. I was with three others until 14 miles to go, when I dropped them and soloed in alone.

In the TT, Genevieve showed why she is the worlds best. She smoked everyone...she would have placed eighth the Pro, 1, 2 men event. Her two teammates were 2nd and 3rd, and I was 4th.

In the last RR, they followed suit. This time, Genevieve attacked with the teammate that needed to make up time, and they were gone. The other teammates patrolled the front. I tried to get the others to help me work them over, but not everyone wanted to play, nor did we have the strength. On the second lap, one of the Rona girls attacked. I went with her, and she dropped me. A few miles later the other Rona rider flew by me. They got together and motored to the finish. I managed to stay away to finish 5th.

They are an amazing team to watch in action. I hope to meet them again later in the season when I am in better condition to take them on.

-Heather Albert



Governor Signs Bike Month Proclamation

On April 25, Governor Mike Leavitt kicked off National Bike Month in Utah by signing the following declaration in a ceremony at the state capitol building attended by approximately 30 bicyclists and transit representatives.

Michael O. Leavitt Governor Declaration

Whereas, more than 100 million Americans engage in bicycling for fitness recreation, sport and transportation; and

Whereas, for the past 43 years, the bicycle industry, cyclists and their organizations have celebrated the month of May as National Bike Month; and

Whereas, cycling provides excellent, low impact aerobic benefits, and is one of America's fastest growing sports; and

Whereas, cycling is non-polluting and one of the most mechanically efficient form of transportation created by man; and

Whereas, bicycles create little wear and tear on the road-way system and occupy little space when parked, making them an important transportation solution; and

Whereas, Utah is an internationally known cycling location offering some of the world's finest terrain, scenery and hospitality, and has hosted world-class cycling events and championship races, and is a major attraction for cyclists world-wide;

Now, therefore, I, Michael O. Leavitt, Governor of the state of Utah, do hereby declare the month of May 2001, as

Bike Month

in Utah, and encourage citizens to rediscover Utah by participating in individual and family cycling events, rides and tours, to conserve energy and safeguard the environment by cycling to work one day during bike month, and to improve their fitness and health through a life-long commitment to cycling and proper exercise.

Tour of Canyonlands Sees Large Turnout

The eleventh annual Moab Tour of Canyonlands kicked off the Mountain States Cup Series for the second year in a row. This year's tour was wildly successful with record numbers of participants in both Downhill and Cross-Country.

The Santacruz Bicycles Downhill event took place Saturday April 21st at the infamous Moab Rim Trail and had over 300 participants. This year's course was slower and more technical overall and was well suited for the up and coming Lenz Sport rider Bernie Fredrick who won the Pro class in a time of 3:07.44 over Team Big Crank's rookie Pro Matt Thompson. The Pro women's class featured a battle between Razor Rock Racing teammates Kristina Nicholas and (Glitter) Gale Dahlager. Nicholas edged out Dahlager by just over 7 seconds with reigning junior world champion Kathy Pruitt close behind in third.

As the generous hosts they are Moab Cyclery threw a rip-roaring party for the tour Saturday after the downhill awards. This year's party featured great food, a local DJ mixing it up, trials demonstrations and some fire. The annual Shunka Peta fire show was not to be missed and was capped off by local Flying Ryon jumping off the Moab Cyclery "Duce" after being immersed in flames just as some spring showers began to fall.

Sunday the stage was set for the Clif Bar Cross-country with blue skies and ideal trail conditions from the nights rain. Again there was a battle between teammates Dave Weins and Jeremy Horgan-Kobelski of the RLX Polo Sport team. The three-year streak of Weins dominance at the tour was interrupted by the young Polo Sport rider, finishing in a winning time of 1:28:10 on the 25-mile course. Melissa Thomas winning in a blistering 1:46:19 dominated the women's competition. Thomas finished looking fresh eight minutes in front of second place SoBe Head Shock rider Kerry Barnholt.

For more info on this or any other Mountain States Cup event please go to www.mtnstatescup.com



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May is Bike Month!
See our events
calendar on p. 14
for all the fun!

50 years or older. Four events: hill climb, time trial, criterium and road race. 800-562-1268 or hwsq@infowest.com

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

Regional Races

May 22 — Idaho Cycling Enthusiasts Criterium Series, Pocatello, ID, Rob Van Kirk at (208) 282-2503

May 26-27 — Snake River Omnium, Nampa, ID, (208) 465-6491

May 26-28 — Iron Horse Bicycle Classic, Road and Mountain Events, Durango, CO, (970) 259-4621

May 26-28 — Ecology Center Classic, 4 stages, \$10,000 prize list, Missoula, MT, (406) 728-5733

May 20 — Eagle Hills Circuit Race, Boise, ID, (208) 343-9130

May 6 — Emmett-Roubaix Road Race, Boise, ID, (208) 343-3782

June 9 — Five Peaks, Ketchum, ID, (208) 726-7693

June 12 — Idaho Cycling Enthusiasts Criterium Series, Pocatello, ID, Rob Van Kirk at (208) 282-2503

June 13-24 — Hewlett Packard Women's Challenge, Idaho, (208) 672-7223

June 23 — River Spirit Circuit Race, Boise, (208) 343-3782

June 26 — Idaho Cycling Enthusiasts Criterium Series, Pocatello, ID, Rob Van Kirk at (208) 282-2503

June 30 — Idaho State Time Trial Championships, Bellevue, ID, 7am, (208) 726-7693

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

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

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

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

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

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

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

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



Road Tours

Weekly Rides

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

Saturday — House of Speed ride. 8 a.m. Fast paced. Call on after Thursday to see if Road or Mountain. Meet at 1453 S. 2300 E. 582-1541

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

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

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

Regional Tours

May 5-6 — The "X" Rides, 2 fun rides on and off Nevada's Extraterrestrial Highway, Rachel, NV, near Area 51, (800) 565-2704

May 12 — Great Salt Lake Bird Festival presents "Celebrating the flight of shorebirds and the human spirit" 2001 Fun Run/Walk Ride, start 7:00 A.M., check-in 6:30 A.M., Antelope Island State Park, Bikes will ride the new East Side Road, and/or Mountain View Trail, 11 miles round trip, This non-competitive ride is in conjunction with Great Salt Lake Bird Festival, Davis County FairPark in Farmington, Utah, Davis County Tourism, 801-451-3286

May 12 — Fun Raiser Ride, for Lutheran High School, 9 a.m. Coalville City Park, 25/50 miles, (801) 277-2626

May 12 — Yellowstone Spring Cycling Tour 2000, (406) 646-7701

May 13 — Salt Lake Historic Tour, meet at the Issac Chase home at 10 a.m. in the center of Liberty Park (1050 S. 600 E.), Jon R. Smith (801) 596-8430, bbtc@qwest.net

May 19 — Cycle Salt Lake Century Ride, Salt Lake to Antelope Island and back, 30, 66, or 100 mile options. Benefits go to the Mayor's Bicycle Advisory Committee for trail and bike advocacy projects in the Salt Lake region and to the American Cancer Society, (801) 328-3332 or (801) 486-9002.

June 2 — Little Red Riding Hood, women-only ride, Cache Valley, (801) 272-1302

June 2 — Buffalo Challenge,

mountain bike wellness ride, Antelope Island, 801-626-7967

June 2 — The Color Country Century. 100 mi, Cruise the Cedar Valley form New Harmony to Parowan, (435) 586-7567.

June 3 — America's Most Beautiful Bike Ride, 35, 72, 100 miles, benefit for the Leukemia Society, Lake Tahoe, NV, (800) 565-2704

June 23-24 — MS 150 Bike Tour, Benefits MS Society, Cache Valley, (801)493-0113

June 30 — The Killer Loop, 100k, The big ride up to Brianhead!,(435) 586-7567.

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

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

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

August 4 — Tour of Marsh Creek Valley, fully supported ride, options of 25, 62, or 100 miles on the lonely roads that traverse the lovely country between Pocatello and

Malad Pass, (208) 282-2673

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

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

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

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

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

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

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

September 16-22 — 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 22 — Cycle For Life Benefit Ride, (801) 272-1302

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

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

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If you are looking for a reason to take your road bike to Southern Utah this spring, the Color Country Century is it. This year the ride will be held on Saturday June 2, 2001, and will follow rural roads around Cedar Valley. Highlights will include the towns of Kanarraville and New Harmony, great views of the Kolob Canyons, and petroglyphs at Parowan Gap. There will be 70, and 100 mile routes available. This ride has limited supported, you must be self-sufficient at all times. Some of the local bike shops may provide assistance as a courtesy to riders, and there is food and water available at shops along the route, but you must be prepared. There is no fee to participate, but non-club members must sign a waiver. Route guides will be available at the start, but you are on your own from then on. This will be a great ride and is sure to become a Color Country Classic; tell a friend and come ride with the Color Country Cycling Club. For information and updates, go to the CCCC website at www.netutah.com/ccycling or call Lonnie at 435-586-7567.

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9700 S. 5250 W., West Jordan

Harbor Bay BMX Track 801-253-3065

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

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Utah Cycling Association 801-944-8488

USAC Regional Representative: Rogene Killen 970-587-4447

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

USCF Board Member: Dave Iltis 801-328-2066

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

or 801-535-7738

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

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- 6. SHAWN HEINRICHS, 01:39:29
- 7. CHRISTOPHER PHILLIPS, 01:39:35
- 8. STEPHEN WHITE, 01:40:26
- 9. MARK ROEBKE, 01:40:42
- 10. CHAD MELS, 01:41:48

- 6. Jeff Ure 04:35:04:80
- 7. Dave Sharp 04:35:16:60
- 8. Terry Mcginnis 04:35:47:61
- 9. Jeff Pease 04:37:10:77
- 10. Gary Porter 04:39:32:25



Chum's Classic, Hurricane, UT, April 20-22, 2001

- Men's Pro 1-2**
- 1. Chris Fisher 05:14:19:83
 - 2. Michael Creed 05:14:29:51
 - 3. Burke Swindlehurst 05:16:15:99
 - 4. Jacob Rosenbarger 05:17:04:83
 - 5. John Osguthorpe 05:17:23:60
 - 6. Eric Nussbaumer 05:17:28:36
 - 7. Greyson Tipping 05:17:31:68
 - 8. Adam Watts 05:17:35:51
 - 9. Jeff Sargent 05:17:48:63
 - 10. Devens Hamlen 05:18:11:45
- Women's 1-3**
- 1. Genevieve Jeason 04:25:19:77
 - 2. Amy Jarvis 04:41:53:09
 - 3. Gabriella Ferrat 04:48:23:90
 - 4. Manon Jutras 04:49:14:92
 - 5. Heather Albert 04:55:57:39
 - 6. Lisa Rachetto 04:58:18:20
 - 7. Sima Trapp 04:58:57:34
 - 8. Jamie Busch 05:00:37:54
 - 9. Maren Partridge 05:03:09:66
 - 10. Lisa Peck 05:04:43:86
- Men's 3**
- 1. Phillip Coats 04:20:59:24
 - 2. Geoffrey Rosebrock 04:34:00:09
 - 3. Uhl Albert 04:34:10:56
 - 4. Brent Cannon 04:34:18:85
 - 5. Christopher Quann 04:34:36:90
 - 6. Kyle Brown 04:34:54:64
 - 7. Leo O'Connor 04:35:09:28
 - 8. Bryson Perry 04:35:13:05
 - 9. David Bush 04:35:25:18
 - 10. Robert Sorenson 04:35:27:38
- Women's 4**
- 1. Karen Buckel 04:59:40:26
 - 2. Karen Dodge 05:02:48:50
 - 3. Vicki Young 05:15:45:27
 - 4. Laine Greenhill 05:22:04:37
 - 5. Lisa Clark 05:40:54:81
 - 6. Nancy Cleveland 05:44:24:64
 - 7. Darcie Kaufman 05:55:16:78
 - 8. Karen Dreher 06:11:36:18
 - 9. Jennifer Adams 06:18:15:07
 - 10. Cassie Lindberg 06:39:58:68
- Men's 4/5**
- 1. Patrick Vest 04:37:01:66
 - 2. Brain Jeppson 04:37:24:74
 - 3. Brain Klepper 04:38:53:17
 - 4. Nicholas Patton 04:39:21:56
 - 5. Roger Williams 04:40:10:75
 - 6. Eric Broussard 04:40:24:99
 - 7. John Griffiths 04:40:35:46
 - 8. Roger Rains 04:41:20:04
 - 9. Ken Gallegos 04:42:51:30
 - 10. Ryan Gibson 04:43:20:98

- Master's 35+**
- 1. Joe Davis 04:33:35:46
 - 2. Michael Fogarty 04:33:49:52
 - 3. Louie Amellurn 04:34:02:13
 - 4. Zan Treasure 04:34:07:35
 - 5. Mark Schaefer 04:34:24:35

- Master's 45+**
- 1. Charles Schelberg 04:45:32:88
 - 2. Jim Miller 04:46:00:94
 - 3. Todd Schooler 04:53:08:03
 - 4. Richard Blanco 05:00:00:69
 - 5. Gary Powers 05:10:16:93
 - 6. T Lasse Bjerga 05:46:43:16
 - 7. Kenny Fuller 05:49:56:48
 - 8. Bill Cutting 06:05:00:29
 - 9. Robert Bell 06:15:25:05
 - 10. Stephen Washburn 06:53:21:48

- Master's 55+**
- 1. Hardin Davis 04:52:35:61
 - 2. Bill Coffin 04:53:12:00
 - 3. Gary Peirce 05:23:44:05
 - 4. Paul Scarpelli 06:20:36:69

Antelope Island Road Race, April 7, 2001

- Men's Pro 1-2**
- 1. Tim Brown 02:49:00:00
 - 2. John Osguthorpe 02:49:02:00
 - 3. Jeff Sargent 02:50:00:00
 - 4. Allen Bulter 02:52:30:00
 - 5. Mike Peterson 02:53:00:00
 - 6. Bill Harris 02:59:00:00
 - 7. Christian Johnson 02:59:30:00
 - 8. David Wood 03:00:00:00
 - 9. Steven Tibbits 03:00:30:00
 - 10. Tommy Cooke 03:00:45:00

- Women's 1-3**
- 1. Theresa Korn 01:17:26:00
 - 2. Maren Partridge 01:17:53:00
 - 3. Lisa Peck 01:18:12:00
 - 4. Jeanne McFall 01:19:08:00
 - 5. Jill Wilkerson-Smith 01:19:29:00
 - 6. Racheal Cieslswicz 01:20:30:00
 - 7. Margaret Douglass 01:21:31:00
 - 8. Jennifer Adams 01:27:53:00

- Men's 3**
- 1. Justin Kline 02:08:00:00
 - 2. Brent Cannon 02:08:00:00
 - 3. Stephen Fullmer 02:08:00:00
 - 4. Jeremy Smith 02:08:00:00
 - 5. Kelly Rayn 02:08:00:00
 - 6. Jared Nelson 02:08:00:00
 - 7. Marek Shon 02:08:00:00
 - 8. David Tasi 02:08:00:00
 - 9. Leo O'Connor 02:08:00:00
 - 10. Byron Erath 02:08:00:00

- Women's 4**
- 1. Joelle Yping 01:19:47:00
 - 2. Karen Dodge 01:27:23:00
 - 3. Jodi Wrede 01:27:32:00
 - 4. Nancy Cleveland 01:27:33:00
 - 5. Hollie Boe 01:29:40:00
 - 6. Kristina Erwin 01:31:30:00

- Men's 4/5**
- 1. James Grubb 01:18:28:00
 - 2. Bryson Perry 01:20:41:00
 - 3. Daniel Chudleigh 01:20:42:00
 - 4. Jared Nielson 01:20:48:00
 - 5. Brain Klepper 01:20:52:00
 - 6. Sean Fessenden 01:21:42:00
 - 7. Rob Fornataro 01:21:46:00
 - 8. David Blanco 01:21:57:00
 - 9. Chuck Turner 01:22:04:00
 - 10. John McConnell 01:22:27:00

- Master's 35+**
- 1. Steven Lewis 02:11:00:00
 - 2. Jeff Pease 02:11:00:00
 - 3. Craig Sorensen 02:11:00:00
 - 4. Kevin Hall 02:11:00:00
 - 5. Ken Jones 02:11:00:00

- Master's 45+**
- 1. Ken Louder 01:24:19:00
 - 2. Richard Blanco 01:32:46:00
 - 3. Walt Chudleigh 01:35:44:00

- Master's 55+**
- 1. William Scott 01:26:12:00

Sports Marketing Concepts Weekday Point Series Overall as of 04/26/01

- A Flite**
- 1. Ryan Littlefield, 78
 - 2. Bill Harris, 63
 - 3. Terry McGinnis, 29
 - 4. Tom Cooke, 29
 - 5. Eric Flynn, 26
 - 6. Alan Butler, 25
 - 7. Bart Gillespie, 24
 - 8. Steve Smock, 24
 - 9. Quincy Thomas, 15
 - 10. Jason Castor, 22

- B Flite**
- 1. Dan Murray, 38
 - 2. Dave Sharp, 38
 - 3. Chris Colgan, 35
 - 4. Chuck Turner, 34
 - 5. Jon Baddlem, 34
 - 6. Jared Nielson, 28
 - 7. Jim Morgan, 28
 - 8. Sean Fessenden, 26
 - 9. Brian Kleffer, 25
 - 10. Stan Smith, 25

Wanna see your name here? Read the Coach's Corner on p. 4

Shoreline Trail

continued from page 20

of the workers are hikers, and we'd like to see more and more bikers helping keep the trails in good condition."

Bikers have also become the center of another growing issue. Increasing numbers of hiker/biker incidents are being reported: exchanges of ill feelings, as well as occasional accidents where harm has come to riders and hikers. Many hikers feel that, as cyclists, we aren't as courteous as we could be, or as prudent with where and when we decide to pick up the pace. And according to Stoddard, taking these topics seriously will help keep the BST open and enjoyable for everyone.

"One of the problems is finding a happy medium between too large of trails that seem to promote faster riding from bikers and too small of trails that don't allow for bikers and hikers to share the trail safely," Stoddard said.

As bikers, here are a few suggestions that will help keep this trail system open and functional for everyone:

- Slow down around runners/hikers and their pets, and give them right-of-way when possible.
- Become familiar with the trail before going "all out" on any section.
- Watch for work crews on weekends (signs are generally posted warning riders to slow down, but always be aware).
- Ride in the main trail, and help to curb runarounds (places where the trail has become eroded from riders skirting obstacles).
- And last of all, pitch in a few hours of trail work before your ride and take ownership of the trail.

The final finish time for connecting all 100 miles of trail is still up in the air. But when it's done, riders will be able to not only go for epic all-day rides, but also look out over the valley and, with a little imagination, visualize what a pseudo-ocean might have looked like from the shoreline 15,000 years ago.

For trail maps and for more information on how to get involved with trail building and maintenance, visit the BST web site at www.bonneville-trail.org for weekly updates on where crews will be working; or contact Salt Lake Area BST Construction and Maintenance Chairs Marv and Kathleen Stoddard at (801) 485-6975, or via e-mail at mkstoddard@juno.com. There is always plenty of spring cleanup and summer work to be done.

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Ancient Lake Still Leaving Legacy For Users

By
Brooks Stevenson

Photo by Chris Watkins

Perched on the scrub oak and rock-riddled trail above Salt Lake's Red Butte Garden, I'm focusing hard, trying to imagine a giant lake, just a few feet in front of me, that reaches across the valley in every direction, swallowing the buildings, roads and most of the visible low altitude mountains in the area.

If it were 15,000 years ago, I would've probably been able to see what I was imagining, and most likely would've brought my beach blanket and a picnic basket instead of my Camelbak. Now all that's left is the preserved shoreline, often called a

terrace or bench by geologists, of the ice age Lake Bonneville that covered most of Utah and parts of surrounding states.

Recognizable from virtually any part of the valley along the Wasatch Front, the Bonneville Bench sits at approximately 5,100 feet in elevation and forms a definite ripple in the gentle sloping of familiar sage- and brush-covered foothills. What's not so recognizable is the comparably small strip of dirt ribbon that lines the bench in many places from Box Elder County to Utah County.

Proposed and approved over roughly the last 10 years, the Bonneville Shoreline Trail has become a well-known destination, just out of reach of the

urban sprawl along its proposed length from Spanish Fork to Brigham City. Many cyclists, runners, walkers and equestrians use the trail to take a break from the hustle and bustle of downtown traffic, congested freeways and cramped working quarters.

The trail is a particular favorite for spring recreation, when canyon trails and highline ridges are still months away from practical use for bikers and hikers. And it's close. Eight designated trailheads are already functioning in Ogden, Bountiful, Kaysville, Salt Lake City, Provo and Springville, each just minutes from main urban centers. There are five trailheads in the Salt Lake area alone.

"It's a great place to get in an

early morning or late evening ride," says Salt Lake resident Kris Terry. "You don't have to have lots of time to get on and off the trail to be able to enjoy the riding it offers."

But taking a quick ride is only part of the reason for creating such a practical approach to outdoor recreation along the I-15 corridor.

"We really want this to be a great multi-use trail that anyone can enjoy," says Marv Stoddard, Salt Lake Area BST construction and maintenance chair. "And part of enjoying the trail is taking care of it."

Weekly maintenance and construction is scheduled for every Saturday from now through September, from 8 a.m. until noon. Locations will change and duties will vary, but upkeep on the trail has become a priority for work crews where sections are complete. Without the yearly

effort put in by hundreds of volunteers, the progress that has been made will quickly regress.

"We're really concentrating on maintenance on the city section between Davis County and Parley's Canyon," Stoddard says. "There is a lot of bike and foot traffic there that requires regular work."

While the city, trail organizers, and current and past mayors have extended tremendous support for the BST project, there remains a definite commitment that is going unfulfilled by one key group: trail users. On any given day, hundreds of men, women and dogs grace the Segoly- and Indian paintbrush-lined trails that seem to act as a dividing line between the shoreline and another world.

"[But] what we really need is more support from the users of the trail," Stoddard says. "Most

Continued on page 19

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