

cycling utah



May is Bike Month!

- Calendar
- Mountain Biking in Vernal
- The David Michael Anthony Story
- Results
- Collegiate Cycling
- Advocacy in Moab
- Antelope Island
- Bike Fest



SATURDAY, MAY 11

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A UCA Event

TUESDAY NIGHT WORLD CHAMPIONSHIPS

Staying Upright and Focused

By Thomas Cooke

I realize that not everyone who picks up a copy of Cycling Utah is a bicycle racer (yet). So for all you folks who think us racers are crazy for zipping around at 30 mph in large groups, sometimes inches away from each other and a few feet away from the hard and dirty reality of the pavement, this story is not meant to scare you away. This story is intended to draw you in. The honest truth is bike racing is dangerous. If you are an avid road racer, at some point you will fall, get road rash and break stuff on your bike. Expensive stuff, unfortunately. The cheap stuff lasts forever. The most amazing thing is you get back up and you can't wait to get out there again as if it never happened. There are exceptions, of course. Sometimes it's not so easy to get up.

Last summer, in the Boise Twilight Criterium, a race that has the reputation of being an annual blood bath of sorts, local category 1 roadie Ryan Littlefield and myself were mere pawns in a crash that took down at least 20 riders. It is hard to describe what it is like when you are leaning your bike over in a corner at 35 mph and someone somewhere not even that close to you loses his wheel. I remember feeling like a wave was coming at me. A wave of bodies and bikes and all I could think to do was lean into the wave to try to resist. I remember seeing sparks as bikes scraped along the pavement. When I stood up, there were a few guys

on the ground rolled up like beetles. I think my bike was about 100 yards away from where I was looking for it. Some spectator was holding my front wheel between his knees for leverage, trying to straighten my handlebars, as if I might grab it and try to get back in the race, which I did, only to find out a half lap later that my fork was broken.

Ryan and I were standing on the side of the course as the race went on. I don't know what he was thinking, but the calculator in my head was adding up the damage; his Campy carbon shift lever was ground down to almost nothing. My fork was broken, as well as a pedal that snapped off right at the axle. And those were only the things I could see in the dark. It took about 3 hrs and a few pitchers of beer before the adrenalin wore off. Just about the time I was ready to start whining about how uncomfortable the road rash would be for the next few days (peeling yourself away from the sheets the first morning after a crash is like going through the crash all over again except it happens in slow motion), it dawned on me that both Ryan and myself walked away from that crash. There were a dozen guys who couldn't walk away. Some of them were carried.

A few Tuesday nights ago, there was a big crash out at our weekly Rocky Mountain Raceways training race. We all saw two comrades go down a little harder than the others, and their injuries were much more serious than the ones suffered by Ryan and I at last year's Boise Twilight. They didn't get up and

walk away. Two experienced members of our racing community took the long expensive ride to the hospital. I am not going to preach about the many factors that contributed to that unfortunate crash. The proverbial dead horse has been beaten silly to a pulp and as a result, some major changes have been implemented to ensure that racing remains as safe as it can be out there on the race track. In my mind, it's like the first bit of snow we get every year; not really a big storm in terms of Utah weather, but you always see the worst accidents on those days. People forget. Well folks, it's not the beginning of the season anymore. The cobwebs should be cleared and rusty bike handling skills should now be honed and polished. To all the rookies out there, eventually it will happen to you. You will crash and experience what we all have experienced at one time or another; picking bits of gravel and sand from that open wound on your hip, or having a nurse at the Emergency Room put the wire brush and Betadine to your forearm. Just hope when it happens to you, that's all it is. To Mark and Mike, we'll see you both out there in a few weeks, I hope!

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

Salt Lake Bike Week - May 11-18

Spring is in the air and cyclists are back on the streets. For months now, our 15 inches off to the side of the road have been snowed, iced and plowed in. But, April showers bring May flowers – and flashes of color from passing cyclist's jerseys.

Spring also brings the opportunity to recruit one more full-time automobile driver to the incredible world of the bike: as transportation, speed machine, and off-road vehicle. To support this effort in Salt Lake City we have BIKE WEEK! These events are for all abilities and ages from commuters to kids to weekend warriors to racing junkies.

Cycle Salt Lake Week is May 11 – 18, 2002. The week kicks off with the UTA Bike Bonanza and the RMCC Pioneer Park Criterium. Both events take place May 11th at Pioneer Park from 1:00 – 6:00 pm. The Criterium will have race classes for men, women, and children of all abilities. The UTA Bike Bonanza is family oriented and includes bicycle demos, safety clinics, relay races, helmet giveaways and free food. New this year is the CYCLE ART Bicycle Sculpture Contest. All aspiring artists are invited to use the bicycle medium to create silly, thoughtful, awe-inspiring, or completely abstract sculptures to be judged and displayed at the UTA Bike Bonanza.

On May 13th join the Bonneville Bicycle Touring Club on a Historic Bicycle Tour of Downtown Salt Lake City. The group meets in Memory Grove at 6 pm for an all abilities ride through downtown. Plan dinner around this trip and you'll be appropriately located to sample the best of Salt Lake City's restaurants and social halls.

The annual Mayor's Bike to Work Day will be Thursday, May 16th. Meet on the Northeast Corner of Liberty Park at 7:30 am to ride to work with Mayor Rocky Anderson. If you can't make the park, you can join the police escorted commuters on their way or just meet at the City and County Building. Plan on an 8:00 am breakfast, prize raffle, and a chance to chat with Rocky Anderson before finishing your bicycle commute to work. Whether or not you plan on riding with the Mayor, ride to work this day and you'll see how fast and easy a bike can make your

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Cover Photo:
Big Air at the Red Bull Freeride Contest, Fall 2001, S. Utah
We don't recommend that you try this at home.
Photo: Justin Machus

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ADVOCACY

Advocacy in Infancy in Moab

By Ron Georg

Although no one has actually counted the bicycles strapped to SUV roofs tooling into Moab any given season, it's safe to say the number is in the six-figure range. And Moab's bike shops enjoy good relations, but actual sales are business secrets--still, we know bicycling is a multi-million dollar industry in this small town.

So, it would seem safe to assume that the bike community wields political clout in Grand County. You would figure that Moab is on the cutting edge of advocacy, that cyclists, rights would flow forth like proclamations from Delphi. You would hope that you could come to town, park your car, and feel right at home with your funny shorts and tap shoes.

Unfortunately, none of that is true. Cyclists weren't invited to Moab- we invaded. A large portion of the population uses the word "sprockethead" as a pejorative. A local four-wheeler sports the phrase "Sprocket Terror" on its bug guard.

Take a ride downtown, on Moab's historic Main Street, for proof. Bicycles are banned from the sidewalks. The ample shoulders on Main Street are used for parking; car doors open into the right lane of traffic. Main Street is also Highway 191, a major north-south shipping route. Instead of trying to discourage that use, the Utah Department of Transportation does everything it can to accommodate eighteen-wheelers, including timing Moab's traffic lights so that local cross-

traffic, pedestrians, and cyclists all lose out to keep commerce rolling.

Of course, Moab's known as Mountain Bike Mecca, not a commuter haven. The next assumption, that local cyclists focus their advocacy energy on trails, would also be wrong. The only International Mountain Bicycle Association (IMBA) affiliated club in Moab is the Moab Bike Patrol, which is composed mostly of visitors. It's hard to find an IMBA member turning wrenches or guiding tourists.

It's not that Moab riders are apathetic about cycling. In fact, it's quite the opposite; Moab is surrounded by public land that's littered with technical, difficult jeep roads. There are few access issues, and cyclists, whether riding or maintaining trails, have little effect compared to motorized users. So Moab cyclists have enjoyed the freedom to just ride, without much concern for the politics of bicycling. Even the traffic issue is easy to ignore if you stay off Main Street.

However, as more areas around the state and the country are developing mountain bike trail systems, Moab may be losing its luster. The bike industry seems to be as strong as ever in the area, but there is concern that Moab is starting to look like an ungracious host to its two-wheeled guests, that a lack of groomed, well-marked trails, compounded by a bike unfriendly downtown, may turn people away.

Fortunately, bicycling has matured in Moab to the point where the City and County Councils both have avid cyclists as

members. City Council member Kirsten Peterson is an owner of Rim Tours, a mountain bike outfitter, and County Council member Kimberly Schappert owns a local campground popular with riders. Both have long-term connections to the cycling industry, as well as personal and professional interests in its continued success.

Both are also members--Schappert is chair--of Trail Mix, the Grand County Trail Committee. Sanctioned by the County about a year and a half ago, Trail Mix was formed to identify and address trail needs. It was a broad mandate, and the committee has taken on a range of projects. With the cooperation of local, state, and federal departments and agencies, Trail Mix has been crafting a comprehensive plan for non-motorized travel.

The committee initially focused on a grand scheme which would connect Moab to both local and national trails, including the American Discovery Trail, Kokopelli's Trail, the Spanish Trail, Gemini Bridges, Porcupine Rim and more. With both modern and historic significance, the network will help Moab celebrate the human-powered side of the western spirit. Our most noted explorers and philosophers, after all, weren't looking through windshields.

With a hub at Lion's Park, where Highway 191 crosses the Colorado River, the system has earned a top spot in Governor Leavitt's trail program. While the state doesn't actually have any money for the program, the governor did give trails fleeting atten-

tion in his State of the State address. That moral support could be just enough to tip the scales in Moab's favor when it comes time to play the whack-a-gopher game of applying for grant money.

With this master plan in place, Trail Mix has been addressing other projects in recent months. The committee's equestrian segment has been busy staking out trails on the eastern side of Spanish Valley. With development encroaching and four-wheelers exploring, this area is prime for reclamation for low-impact recreational open space.

Meanwhile, Trail Mix cycling advocates have been scrambling to build the foundation for their Singletrack Initiative. The idea has been part of the committee's plan since its inception, but the initiative got a jump start when the International Mountain Bicycle Association (IMBA) announced they'd hold their 2002 Summit, a conference on trail access and advocacy, in Moab.

Not only will the IMBA Summit provide an invaluable networking opportunity, it will draw the attention of the national bicycle press. With that in mind, Trail Mix formed a singletrack sub-committee, which has met with Bureau of Land Management and Forest Service officials to look at the viability of new-trail construction. The Forest Service meetings have been most encouraging, especially since riding opportunities in the upper elevations of the La Sal mountains, which are managed by the Forest Service, help extend Moab's riding season through the hot desert summer.

About a year and a half since the inception of Trail Mix, advocacy is still in its infancy in Moab. However, it is off to a healthy start. Sanctioned by the county, supported by federal agencies, and with membership ranging from bike mechanics to bureaucrats, Trail Mix is proving to be an effective voice for non-motorized advocacy.

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COACH'S CORNER

How to Become Like Lance

By Bill Harris

The racing season has begun. Get out there and give it a try. Here are the steps to becoming a bike racer.

1. Start with time trails. Anyone that can ride in a straight line and turn around a cone in the road can do a time trial. These races are just you against the clock. No pack riding skills needed. Nobody to crash into. No special equipment needed. Just go as fast as you can for the distance, have fun and meet some new people.
2. Join a local club. Most bikes shops sponsor a local club. The people you meet at the TT can suggest a good club. These clubs will offer weekly group rides where you can learn pack riding skills from more experienced cyclists. These pack riding skills are essential to make your first road racing experience a safe and successful one.
3. Start your first road race or criterium in the citizen's class. These groups will be small and you will be racing against those at a similar skill level.
4. Get yourself licensed. Join the United States Cycling Federation. You will get your racing license which allows you to race in all the races and gives you many benefits, most importantly insurance in case of an accident during a race. The USCF designates 5 racing categories. Cat 5 being entry-level and Cat 1 being the best of the best. You move up through the categories based on experience and race results. Only people of similar categories race each other. This keeps it fair, safe and fun.
5. Enter as many races as you can. Experience is the fastest way to improve. Here in Utah you can race up to 3 or 4 times per week....ouch
6. Ride with people that are stronger and more experienced than you, don't be intimidated.
7. Don't get discouraged. Bike racing is hard in lots of ways, give it some time. It takes several years to reach your potential. It does not happen in one season. Spend your first season learning pack riding and safety skills while racing. The second season, focus on gaining fitness and learning race tactics. Third season practice race tactics, learning from your mistakes. By the fourth season you will really be ready to play the game of bike racing.
8. Get informed: for information on racing in Utah go to www.utah-cycling.com and for information on the USCF and licensing go to www.usacycling.org
9. Have fun.....

Bill Harris has coached regional, national, Olympic and World Champions in three different sports. To contact Bill about his cycling coaching services send e-mail to yelojersey@aol.com or check out his website at www.yellowjersey.com

Bike Week - Continued from Page 3

morning commute.
The Cycle Salt Lake Century race closes out Bike Week on Saturday, May 18th. Starting at the Utah State Fair Park at 7:30 am, race options include 31, 67, and 100-mile loops. All cyclists are welcome. Entry fees are \$28.00 before May 13th and \$35.00 the day of the event. The money is used to help the Mayor's Bicycle Advisory Committee improve routes,

trails, and cycling safety in Salt Lake City as well as the American Cancer Society. This is the 16th year this event has taken place. Make it a success by taking it on, or taking it in! Go to www.cyclesaltlakecentury.com for event and registration information.

For information on any Bike Week event contact Lisa Romney in the Salt Lake City Mayor's Office at 535-7939 or visit www.cyclesaltlakecentury.com

New Women's Team

Bicycle Center and the Porcupine Pub will be supporting a new men's and women's team in the Salt Lake area. Team organizers Chris McGill and Jason Long didn't initially have plans for a women's team. However, "women kept coming in and asking about a group to join," said Long. Without searching, Bicycle Center had six women committed and ready to train.

Owner Phillip Blomquist is excited to sponsor a team again.

"The response has been tremendous, we had fifty come out after anticipating only seven or eight men," said Blomquist. In fact, Bicycle Center had to start turning down men because of the overwhelming reaction and lack of enough uniforms.

The women's team lineup includes Jen Ward, Cynthia Martin, Katherine Hensleigh, Tracy Markle, Holly Schmalz, and Nichole Wangsgard. Riders will be racing both on and off-road.

-Nichole Wangsgard

**Start Time 7:30 AM, Utah State Fair Park, 155 North 1000 West
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Collegiate Cycling National Bike Summit

by Tommy Murphy

In years past there have been small collegiate cycling clubs here in Utah. University of Utah had a small group of guys back when Johnny Ousguthorpe was enrolled at the University of Utah. BYU has a small club of students that have been around competing at local Utah events for the past few years.

As in years past, Dirk Cowley and the UCA has started the 2002 season here in Utah with the Rocky Mountain Raceway Criteriums. But the RMR Criteriums have started something new this season. Utah State University is hosting collegiate categories in conjunction with the Utah Cycling Association's RMR Crits. On March 2, 2002, Utah State University, Weber State University, Brigham Young University, and University of Utah lined up on the start line at the Rocky Mountain Raceway for Utah's first collegiate event.

This year, Utah State University, Weber State University, Brigham Young University, and University of Utah all have teams enlisted in the National Collegiate Cycling Association and will race in the Rocky Mountain Collegiate Cycling Conference of the NCCA. Collegiate cycling is new to Utah, and after much struggle and hard work, the teams are ready to compete.

Collegiate cycling is a unique sport at the university level. How

many college sports do you know allow all levels of ability to compete? Not many! Just like in regular USCF and NORBA events, there are categories organized for the different levels of abilities in collegiate cycling. In order to compete at the collegiate level, cyclists must be registered at a school that has a registered NCCA club or team, and must meet the university's requirements for athlete participation. For example, Utah State University requires that undergraduate students must be registered for a minimum of 9 credits and graduate students must be enrolled for 6 credits or more. Students must also maintain a 2.0 GPA and fulfill any other requirements set by the university or by the cycling club. Collegiate teams do not just compete in road events in the spring, but also have full mountain bike schedules in the fall (during the fall semester), a cyclo-cross schedule in the early winter (end of the fall semester), and a track schedule in the early summer (start of the summer semester). At the end of each season, collegiate nationals are held. Teams must qualify complete teams in order to compete at nationals or individuals may qualify based off of individual points and results. Unfortunately, the collegiate teams of Utah are not varsity level programs like many of the teams back East and in Colorado, but hopefully in time the teams will grow and evolve into big programs like those. Don't let this fool you though, because both Brigham Young University and Utah State University have qualified teams and individuals for nationals and have been able to place individuals in the top ten at these events.

Collegiate cycling is slowly growing in Utah and has a lot of potential. Hopefully, it will continue to grow like cycling has in Utah over these past few years.

by Charles Pekow

The 21st Century remains in its infancy yet the Transportation Equity Act for the 21st Century is heading toward the geriatric stage. The five-year program whose many purposes included improving bicycle conditions in the U.S.A. built on its five-year predecessor, the Intermodal Surface Transportation Equity Act.

Though the program runs through 2003, Congress has already started looking at a law to replace and improve it, with hearings underway in both houses. And bicycle advocates from around the country aren't wasting any time either. They are already forming America Bikes, a Washington, DC-based lobby to try to get bicyclists better accommodated in national surface transportation policy, specifically by pushing for a bicycle-friendly reauthorization.

The new law hasn't even got a name yet, though parties are unofficially calling it TEA 3. Likewise, America Bikes hasn't formed its platform yet. Major national biking groups including the International Mountain Bicycling Association, League of American Bicyclists (LAB), Thunderhead Alliance, National Center for Bicycling & Walking, Adventure Cycling, Rails-to-Trails Conservancy, Bikes Belong Coalition, etc. founded the lobby.

The Bikes Belong Coalition granted \$500,000 to fund the organization, which other advocates have pledged to match dollar for dollar value with in-kind contributions - mainly lobbying. America Bikes also pledged to raise \$250,000 through fundraising. It hired Martha Roskowski as director. Roskowski, execu-

tive director of Bicycle Colorado, is working part time for the effort now and plans to move to Washington to spearhead the drive fulltime May 1. America Bikes will rent office space from LAB.

TEA 3 also became the focus of the National Bike Summit LAB convened in Washington, DC in March. Mary Peters, administrator of the Federal Highway Administration (FHWA), told the assembly that the administration is already working on a draft of what it wants to see in reauthorization and hopes to submit it to Congress early next year.

Legislators may introduce legislation this fall to get ideas on the table, but the final decisions will rest on the new Congress sworn in next January. It will probably take most of next year to get the bills through the arduous legislative process of fusing a bill through subcommittees, committees, the House and Senate floors, a conference to resolve differences, back to the floors, and the president's signature.

On the advocacy front, the Washington-based Surface Transportation Policy Project (STPP) conducted regional meetings with interest groups to join its Alliance for a New Transportation Charter. "We are reaching out to groups that have not been involved in transportation and don't know anything about transportation," STPP President David Burwell said. He said he got the interest of the Association of Community Organizations for Reform Now (ACORN) and the American Public Health Association.

These and other groups see the need for sound transportation policy to further their aims of building communities, protecting

the environment, expanding economic opportunity and promoting public health, Burwell said. "You cannot have a first class city without first class transit, so many business groups support transportation."

Several national and regional bicycling groups have endorsed the New Transportation Charter, though it doesn't specifically mention bicycling. Signers include the Future Moves Coalition of Salt Lake City and Idaho Smart Growth of Boise.

The alliance will hear from state transportation departments and other groups, then break down into task forces, including one on bicycling, Burwell promised. He warned bicycle advocates "don't just think of bicycle interests."

STPP staffer Andrea Broaddus added "we had a lengthy field process that went into this document (see www.transact.org). It gives you a way to reach out to new groups of people who are affected by shortcomings in our transportation system but are not involved in the debate. Once we mention that there will be billions of dollars and many people are already working on it, we find they actually have a ear and would be able to become more involved in (the) effort." Look at public health advocates, housing officials and local governments as potential allies.

Check www.tea3.org for updates. The site plans to include information on creating local campaigns.

One advocate who has already formed a local coalition with STPP help also spoke at the conference. Sue Knap of Prescott Alternative Transportation, Prescott, AZ sought out all sorts of allies,

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ranging from the disabled who need accessible transit to motorists --yes, motorists. "Truck drivers don't drive on weekends. That is the last thing they want to do on the weekends. They want to ride (a bike) or go to parks" after spending all week behind a wheel," Knaup noted.

"Hook up with all these people and get them thinking about bikes. TEA-3 will give us money

but the money will not go into bikes if the state and local folks don't get into it," Knaup warned. The biggest sources of funding for bicycling projects from transportation legislation up to now have been the Transportation Enhancements and the Recreational Trails funding. The possible trouble with reauthorization is that many states are way behind in spending

Enhancements money, with \$32 million unspent a year ago in Utah and Idaho (see the October/November 2000 issue). And fiscal conservatives and motorists angling for more money for roads may question why bicyclists should get more money when they can't spend what they've got.

"Today, we need to try to convince state departments of

transportation and governors to spend money on Enhancements on behalf of bicyclists. We need to understand the bureaucratic impediments," LAB Executive Director Elissa Margolin said. "It is not because there were not projects in the pipeline....We are dialoging with local and state advocacy organizations and our 450 membership clubs about what is going on at the community level."

added that FHWA plans to seek help from its sister component of the U.S. Department of Transportation, the National Highway Traffic Safety Administration (NHTSA) on the issue because NHTSA does considerable safety education work.

One hopeful sign: While the House has long had a Bike Caucus of representatives who like to ride or support bicycle causes, the Senate just started one at the urging of summit attendees. Sen. Kay Bailey Hutchison (R-TX) and Richard Durbin (D-IL) signed on as cochairs. Fifteen senators signed up almost immediately.

And evidence has shown that while grantees are using enhancements and Recreational Trails money for trail construction and maintenance, they've invested little of it in safety programs. Peters said she thinks the reason why relatively few Recreational Trails Program projects have gone for safety is that people just don't know they can use the money for trail safety classes and developing literature. FHWA official John Fegan

CYCLOTOON

BY NEAL SKORPEN

A Tale of Two Commutes



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ROAD RACING

Burke's Eye View of Antelope Island

By Thomas Cooke

During the off season, the editors of Cycling Utah approached me about doing some race reporting, partly because I had complained about what I thought was a lack of race coverage last year. It's a dirty job, so naturally I jumped at the chance to do it. We decided to go for a "Bird's Eye" view of what transpires out there on the road in the Pro/1/2 field. Sometimes bike racing is a lot more complicated than the simple facts of who crosses the finish line and in what order. Sometimes there is even a little teamwork out there, but you wouldn't know it from looking at a list of finishers.

Unfortunately for me, the "Bird's Eye" report will have to wait for a race where I am in the thick of the action. It's hard to see what is going on up the road when you are mired in the second group with a bunch of guys who, with a few exceptions, only care about "getting some miles" and smiling while they are doing it, even though the real action is long gone. I showed up at Antelope Island to race, not to enjoy the company of others on a training ride, cause for a little disappointment and the need to be creative with the race report. But I am getting ahead of myself.

The real story of the day was the size of the category 4/5 event. Official counts had the

field at 140 riders. That had to have been the largest field I have ever seen in Utah road racing, especially for the first UCA event of the year. It was quite a site to drive to the end of the Antelope Island causeway and see a field of that size rolling across the hillside. To me, it is more encouraging to see huge numbers at this level of road racing. These are the guys who are just starting out, and many will progress to higher levels in the sport within the course of the year. I think all who witnessed this giant peloton of fired up newcomers would agree it is a good sign that our sport is gaining popularity in Utah, even though other regions in the country are suffering a decline in rider numbers.

This caused a slight delay in the schedule, and gave me some precious extra warm-up time as well as a chance to catch up with Utah pro rider Burke Swindlehurst. Burke just returned from a spring tour in Europe with the Navigators pro team, the only American Division 2 team registered with the UCI. Burke raced and finished a stage race in Italy with the likes of Francesco Casagrande (the eventual winner), and was there to support his team's efforts to make an impression on the Giro d'Italia selection committee. Needless to say, Burke had some miles in his legs and was a pretty safe bet in terms of being the wheel you needed to follow later in the race.

The Pro/1/2 field was 50 strong at the start, drawing more than a few riders from out of state. When there are more than just the usual suspects, it tends to make the race a little more interesting and a lot less negative. There were plenty of customary early suicide breaks, doomed to fail because they did not have the right combination from the different teams. There was some stiff pace making

from the George's team whose riders made the big drive from Boise. The Antelope loop is only four miles long, but the combination of the ever-present wind and a few power climbs contribute to the difficulty of the race. At about the halfway point in the 60-mile race, the decisive break rolled away. At this time, it was all or nothing for the riders left behind. Either hump it and bridge across, or spend the rest of the day with me in the second group. It is at this point in the report that we need to switch from "Bird's Eye" to "Burke's Eye".

"It seems like every time I show up at a local race, I have a bunch of guys sitting on my wheel waiting for me to do something", said Burke. "I wasn't feeling very good, having been at sea level for so long, so I decided to hang in the back of the break and let the others have their fun". According to Burke, strong team riding by the George's squad brought back the few attacks that were launched from the break. But something unexpected happened. Burke started to bonk! While he was dangling in the back of the 15 or 16 riders who made up the break "trying to bum some food from someone", Calvin Allan, a solo rider from Boise slipped away off the front. Burke eventually recovered from his adventure in low blood sugar land and launched an attack on the last lap that only pro mountain bike rider Eric Jones could try to go with. Burke would hold on and finish solo, raising his arms in victory, only to find out that he had in fact finished second to Allan. Eric Jones finished third, ahead of a hard charging field, to round out the podium spots.

Editor's Note: See results on page 16

New IMBA Trailbuilding Book

Good trails make great mountain biking possible. That's why the International Mountain Bicycling Association and Interbike collaborated to produce a new book, "Building Better Trails: Designing, Constructing and Maintaining Outstanding Trails."

Drawing on the Subaru/IMBA Trail Care Crews' five years of experience building and maintaining trails around the globe, Building Better Trails is an essential resource for mountain bikers, land managers and other trail enthusiasts.

The 72-page book teaches readers how to build sustainable trails by offering step-by-step instructions for trail design, construction and maintenance. The book also provides trailbuilding resources, and includes a section on a new trend: building challenging, technical trails that are environmentally sustainable.

Building Better Trails is made possible by the generous support of Interbike. Interbike has been a major IMBA supporter since 1992. Now in its 20th year, Interbike is North America's largest and most comprehensive trade event for the bicycle industry.

"Building Better Trails is an awesome resource for trail-builders," said IMBA's advocacy and publication coordinator Dan Vardamis. "It's the best publication IMBA has ever produced, and should be super useful to anyone with an interest in trail-work."

Building Better Trails is available for \$10 on IMBA's online store at www.imba.com or by calling 888-442-IMBA. An HTML version of the book is also available on IMBA's website.

BONNEVILLE BICYCLE TOURING CLUB
Major Event Schedule 2002

Cycle Salt Lake Century	May 18
Little Red Riding Hood	June 15
Willard Bay Overnighter	July 13-14
U.L.C.E.R.	August 17
So. Utah Nat'l Parks Tour	Sept. 8-14
White Rim Tour	Sept. 19-22
Cycle For Life	Sept. 21

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SPEAKING OF SPOKES

Spring Restlessness

By Dave Ward
Publisher

Ah, the spring restlessness is in the air. Friends and neighbors comment to me that they are seeing so many cyclists out riding. Well, of course. After a long, cold winter and little outdoor riding time, cyclists get that itch when the weather warms, and they start poking out like the crocuses in my front yard.

I understand this completely. I feel it myself. Especially this year. Over the winter, I participated in the G.I.G. (Get In Gear) Cycling Camp at the Sports Mall. (More on that this fall as next winter approaches.) As a result, I spent November through the middle of March in a dark room listening to music that was too loud and pedaling a stationary bike. So, springtime has in a very literal sense been a coming out for me.

By the end of the camp, I was really feeling the itch to be outside on a bike. Since then, I have been able to enjoy the tantalizing of my senses by the freshness of spring and the color of emerging life as I pedal.



Springtime is a wonderful time to be alive, outside and on one's bike.

Just last Saturday, my wife, Karma, and I went out on our tandem. Lacking my daring in traffic and lust for damned fast downhill, a tandem is about the only way Karma gets out on bicycle. But this year, I have talked her into doing the STP (Seattle to Portland) with me on our tandem. So, training began last Saturday.

We had circled around by the South Mountain development in the south end of the Salt Lake valley, and were dragging ourselves up a short hill before stopping for lunch. As we ground the pedals in slow circles, three lean and colorful cyclists glided effortlessly by us, with the friendly, "How are you doing?" greeting that all speed-

sters spit out as they zip by speed-challenged cyclists. Karma could not restrain a comment about how long and steep the hill was, but they were already too far ahead to hear.

Later, I was telling Karma I could remember a time, which seems so long ago now, when that was me. Lean, mean and whipping up hills past other riders, calling out "How are you doing?" as I sped by.

I no longer have the speed, nor am I quite so lean. But this makes no difference to the sensuous experience of being on and one with a bicycle in the splendid spring season. Karma and I had a great ride and a good time. Our day was better for it.

Welcome to a new cycling season. Give in to your urges. Get out on your bike and enjoy the excitement of cycling with the coming of spring.

Win Races, Read the Coach's Corner on p. 5

EAST CANYON ROAD RACE
May 4
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Sports Am
583-6281
sports-am.com

This summer, make your mark!
Join the National MS Society at the MS 150 Bike Tour on June 22 - 23, 2002 in Cache Valley, Utah!
Routes are designed for all skill levels so everyone may participate! Last year USA's Best Dam MS 150 Bike Tour drew more than 1,200 riders.
Whether you are out to fulfill a personal fitness goal or just want to help the fight against multiple sclerosis, the MS 150 is sure to be an experience you will never forget.
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BikeE Recall Alert

Riding a Sweet Seat might not be so sweet to your seat. BikeE Corp. of Corvallis, OR is recalling about 13,500 of them because the seats can crack and break. When that happens, the seat detaches from the frame, and riders can lose control and get badly hurt. If you've got one, stop riding it immediately.

At least two people suffered the seats break beneath them. One broke a leg.

BikeE Corp. is recalling all 1999 through 2001 cycles with Sweet Seats and 27-inch seat backs and silver seats with black mesh seat backs. "BikeE" is written on the frames. These include models 1999, 2000 and 2001 CT, 1999, 2000 and 2001 AT, 2000 FX, 1999 and 2000 NX, 2001 RX, 2000 and 2001 E2, and Sweet Seat upgrades. If you have one with a silver ring around a black plastic clamp attaching to the frame, it's already been repaired and is not included in the recall. Bikes with

seat backs of less than 27 inches also aren't affected.

Authorized dealers sold the cycles between February of 1999 and February of 2002 for between \$550 and \$2,150.

Get a free repair kit from your dealer or by calling BikeE at (800) 231-3136 between 8 a.m. and 5 p.m. weekdays. Or see bikee.com.

Bike E had problems with other vehicles recently. It recalled 700 tandems just last fall.

-Charles Pekow

Zabriskie Shines

The USPS' Dave Zabriskie (Salt Lake City), on the heels of his top five finish at the Redlands Classic, won the opening stage and placed third overall at the Sea Otter Classic. Zabriskie won the 27.2 km time trial by 13 seconds over runner up and eventual race winner Chris Horner of Prime Alliance.

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Pickup:	Sat. May 4	4:00 PM to 7:00 PM

Wild Rose
702 Third Avenue
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MOUNTAIN BIKE RACING

A Festive Occasion

Bike Fest - Intermountain Cup #2, St. George, UT

Photos by Jacob Thatcher



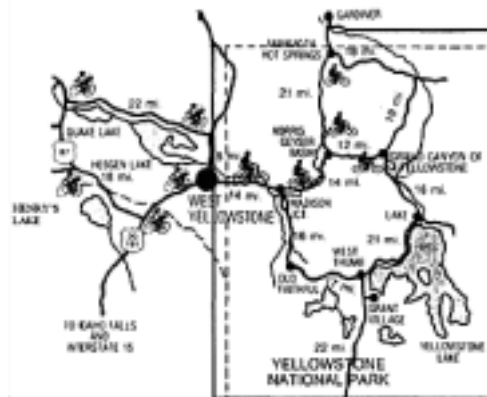
West Yellowstone Spring Cycle Tour

Fourth Annual Lakeside Ride May 11, 2002

- > This 65-mile tour (30-mile option) will start in West Yellowstone, MT then take you around Henry's, Quake and Hebgen Lakes.
- > A family event with fun stops, turnaround points, snack breaks and sag wagons.
- > Registration \$35 before May 3. \$45 late
Kids: \$25 early. \$45 late
- > Dinner, Raffles, Prizes, Music and T-shirts

Spring Cycle Tour Sponsors

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Yellowstone Lodge	406-646-0020
Fairfield Inn	406-646-4892



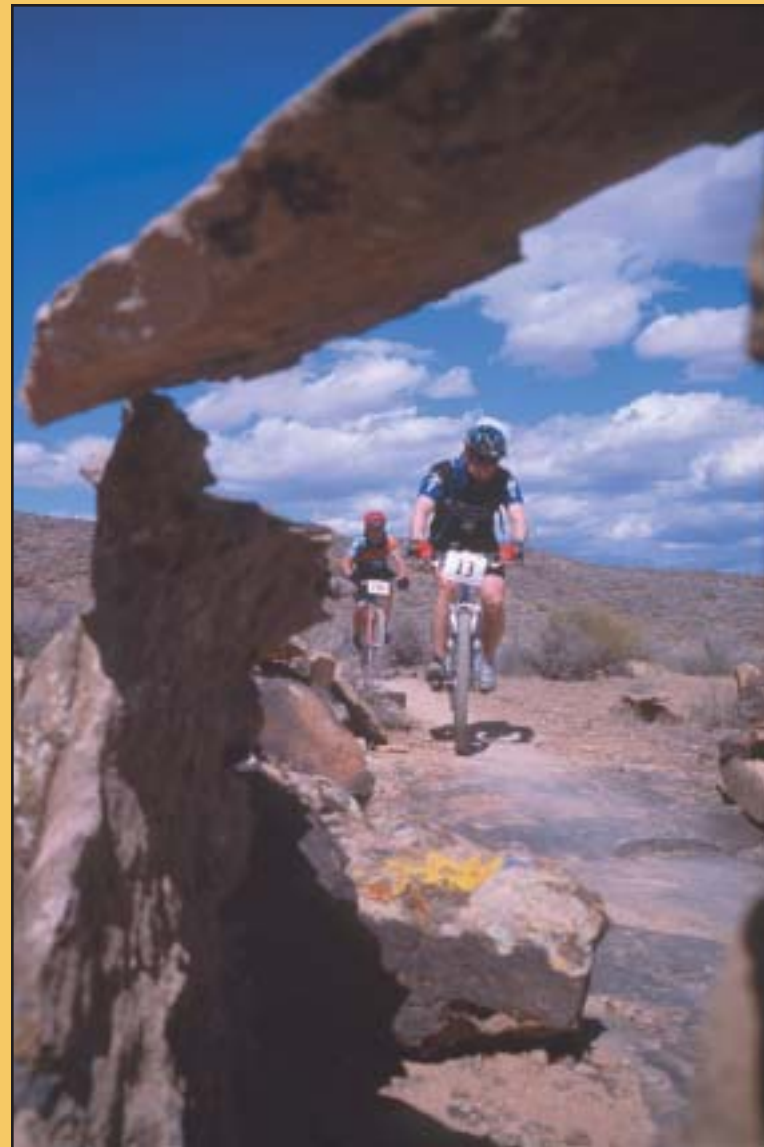
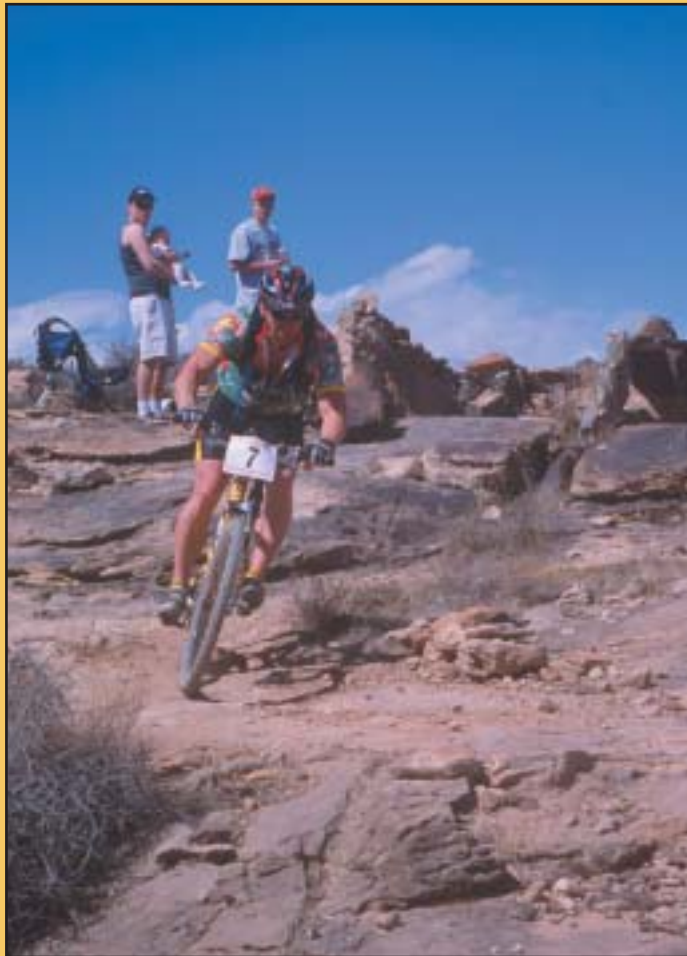
Bike Yellowstone Before the Traffic Hits April 1-18, 2001

- > No Entrance Fee!
- > Yellowstone Park opens to motorized traffic on April 16.
- > Cycling, Roller Blading and Hiking.
(Bring all-weather gear)
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- > Come for a week, or a weekend to remember.

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For Complete results, see page 16

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CALENDAR OF EVENTS

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

Calendar of Events is sponsored by



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 **Bicycle Motocross**

Harbor Bay BMX — (801) 253-3065.
 Rad Canyon BMX — (801) 964-6502.

 **Cycling Events**

General Info

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

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

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

Events

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

April 23 — Governor's Proclamation signing for May is Bike Month, Capitol Building, 2:30 p.m at the Capitol Rotunda. (801) 363-0304

May 4 — G.O.T.S Bike and Gear Swap, Wild Rose, (801) 533-8671

May 16 — 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 and Dennis Guy-Sell - dadufo@aol.com, Meet at the northeast corner of Liberty Park

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



General Info

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

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

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

Utah Races

April 20-21 — Tour of Canyonlands, DH, XC, Moab, UT, (303) 432-1519

April 27 — Buffalo Challenge, mountain bike race or biathlon, Antelope Island, 801-626-7967

May 4 — Aardvark's Showdown at Five Mile Pass, Intermountain Cup #3, Lehi, UT, XC - Ed Chauner, 801-942-3498

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Regional Races

April 14 — Barking Spider, Wild Rockies Series #1, Nampa, ID, (208) 342-3910

April 27 — The Vegetarian MTB Race, Spirit of the Rockies Mountain Bike Race Series #1, Fruita, CO, (970) 858-7220

May 9-12 — NORBA NCS #1, Snow Summit Mountain Resort; (909) 866-4565

May 11 — Lava Rama, Wild Rockies Series #2, Lava Hot Springs, ID (208) 342-3910

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

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

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

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

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

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

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

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

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

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

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

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

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INTERMOUNTAIN CUP 2002
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March 2	Red Rock Desert Rampage, St. George, UT
March 23	Bike Fest 2001, St. George, UT
May 4	Aardvark Showdown at Five Mile Pass, Lehi, UT
May 25	Cache Valley's Joyride
June 8	Pedalfest XC, Deer Valley, UT
June 15	Utah Summer Games XC Race, Cedar City, UT
June 29	The 15th Annual Mountain Bout, Snowbird, UT
July 6	Brian Header, Brian Head, UT
July 13	Chris Allaire Memorial/Utah State Open, Solitude, UT
July 27	Pedal Powder, Ogden, Utah
August 10	Taming the Tetons, Jackson Hole Mtn. Resort, WY
August 24	Wolverine Ridge XC Race, Double Points!, Evanston, WY

All races are Cross Country Events, No License Required!




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www.TeamEstrogen.com

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



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

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

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



Mountain Bike

Tours and Festivals

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

April 27 — Antelope Island Buffalo Bike Tour, (801) 942-5293

April 25-28 — Fruita Fat Tire Festival, Fruita, CO, (800) 873-3068

May 17-19 — San Rafael Swell Mountain Bike Festival, 15th Annual, Emery County, (435) 637-0086

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

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

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

October 16-20 — Canyonlands Fat Tire Festival. Group rides,

bicycle DemoExpo, fun competitions, evening entertainment. Moab City Park. (801) 375-3231

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



Road Racing

General Info

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

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

RMR = Rocky Mountain Raceway

DMV = Dept. of Motor Vehicles Training Track

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

Utah Road Races

April 23,30 — RMR Crit Series, Salt Lake, (801) 944-8488

April 24 — DMV Crit Series, Every Wednesday, Salt Lake, (801) 944-8488

April 20 — Earth Day Pedal Cup, 10:00 AM, City Creek Canyon, (801)583-6281

April 20-21 — 11th Annual Chums Classic, 3 stages, 2 days, Hurricane, UT, (801) 392-4019

April 27 — Up and Over Time Trial, 10 miles of fun!, (801) 278-6820

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

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

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

May 4 — East Canyon Road Race, 11 AM, East Canyon Resort, (801)583-6281

May 11 — RMCC Rhodes Criterium, Salt Lake City, (801) 313-1239

May 18 — The Pro Police Criterium, Weber State, (801)944-2456

May 19 — 5 Man Team Time Trial, (801) 944-8488

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

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

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

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

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

June 8 — Big Cottonwood Canyon Hillclimb,13+ miles, (801) 583-6281

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

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

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

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

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

July 11,25 — Salt Air TT Series, Every other Thurs, (801) 944-8488

July 13 — Sugarhouse Crit

July 14 — UVSC Circuit Race, Utah County, (435) 649-4641

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

July 16-21 — Utah Six Pac

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Regional Races

May 4 — Emmett-Roubaix Road Race, Boise, ID, (208) 343-3782

May 19 — Eagle Hills Circuit Race, Boise, ID, (208) 343-9130

May 21 — Idaho Cycling Enthusiasts Criterium Series, Pocatello, ID, Rob Van Kirk at 208-282-2503 or vankrobe@isu.edu

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

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

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

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

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

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

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

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

Continued on page 17

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On-line Registration: www.sportsbaseonline.com

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**Vernal -
Continued from page 20**

going.

Lupcho's shop, Altitude Cycle, soon became the place for local riders to hang out and "talk shop." With the combination of Lupcho's shop and Etchberger's trail building success, mountain biking started to pick up steam in Vernal. It was a nearly perfect situation: an untapped market, great riding conditions and terrain, and a quality shop that brought energy for the sport and



Group of mountain bikers heading onto "Can You Moo?" trail outside of Vernal.

Photo: Chris Watkins

the trails system they were building.

Maybe energy is the wrong word; these guys border on neurotic when it comes to building and caring for trails. They strategically place rocks, cactus and sage brush on corners to keep riders on the main trails; they consistently remind riders to "replace their divots" if they've breached the 15-inch wide swath; and they've begun teaching mountain biking classes at the USU Uintah Basin Extension to recruit riders and teach them about good trail ethics and advocacy.

And the community has responded. "We used to have only five riders on our Wednesday night rides," Etchberger says. "Now we average 20. There are a lot more people involved in mountain biking now that we have trails and a good shop, and the public knows what we're doing."

In short, Vernal has done

what some other bike towns have not. They built trails because they love to ride, not to bring tourists. The folks in Vernal live to ride. This is a way of life for them and they're willing to share it - on their terms.

"We obviously want to share our trails, but we don't want to do that without educating people and making sure we don't grow out of control," Etchberger says. "The growth curve in places like Moab was not necessarily consistent with the education of good biking habits and we don't want to get stuck in that posi-

Seuss book entitled, Mr. Brown Can Moo, Can You? to his daughter around the same time he was busy transforming a cow track into a trail, so he ended up naming the route, "Can You Moo?."

Trails are marked with old discarded bikes and rims, and are often lined with various trinkets found during the building process: animal bones, glass bottles, bike parts. According to Etchberger, they not only help keep riders on the trail, but folks get a kick out of it as well.

One section of trail even has four discarded elk legs, hair still intact, buried next to the route, two on each side, with the hoofs pointing skyward. Resourceful? Yes. Gruesome? Perhaps. Entertaining? Absolutely.

Vernal still faces the challenges of a small rural Utah town though - getting a relatively new sport to take off may require some time. But the area chamber of commerce is receptive to the sports' new-found success here - the Dinotrax Mountain Bike Festival, held every August at Flaming Gorge Reservoir, is in its fourth year and going strong.

And you can't beat it for diversity. The mountains around Vernal, which hover at 8,000 feet, provide a noticeable summer reprieve from the scorching desert below. In the spring, winter and fall the lowlands provide stellar riding conditions almost year-round. It's also closer than Moab or St. George and a lot less crowded...for now anyway.

Get lucky - discover the unknown

Weaving through the "Bone Yard," a section of "Can You Moo?" lined with various sun-bleached animal bones, I started thinking about the all the great trails in Utah. Mostly the ones no one knows about. Like Vernal's trails. You could drive right through town and never know they were there.

So why should I be the only lucky guy who gets to discover new biking areas and barf up maple bars. Well, I shouldn't. You can be lucky too, and not even have to take notes and write a story about it.

We're all lucky there are guys like Lupcho (whose red Ford truck is plastered with his shop logo) and Etchberger (whose

dedication to the sport is spelled out on his license plate, SNGLTRC) who have brought biking to various unknown havens. With places like Vernal nearby, there are no excuses for sticking to the old standbys every weekend.

I'm not going to tell you where to ride. You'll have to find out for yourself. Call Altitude Cycle or stop by and pick up one of their self-published trail guides.

If you build it, they will come. Maybe that's the new tag line for Vernal. I know I'll be going back for more. Maybe next time I'll be luckier, I'll actually finish the days' ride with my lunch intact.

If you go: Contact Altitude Cycle for trail and lodging information. Visit their web site at www.altitudecycle.com or call them at (877) 781-2460 or (435) 781-2595.

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

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www.wasatchtouring.com

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RACE RESULTS



Mountain Bike Racing

Bike Fest Intermountain Cup #2, St. George, March 23, 2002

9 & Under

1. Capati, Andrew; 15:42
2. Thatcher, Micah; 16:19
3. Grundie, James; 16:31
4. Jensen, Amanda; 21:54
5. Harr, Chandler; 23:31
6. Jensen, Andrew; 27:44

12 & Under

1. Ware, Carsen; 22:50
2. Harr, Jed; 23:22
3. Payne, Mitchell; 26:38
4. Denton, Corey; 27:19
5. Winter, Landry; 29:43
6. Nostrand, Anna; 34:10
7. Jensen, Samantha; 34:39
8. Harr, Liesi; 48:29
9. Vigil, Ryan; DNF
10. Miller, Jed; Arrived after race

Women 13-18

1. Wright, Hilary; 48:39:15
2. Rajamaki, Blair; 50:36:18
3. Perry, Melanie; 53:49:20
4. Forsythe, Erin; 55:24:85
5. Owen, Lindsay; 56:34:42
6. Saxe, Michelle; 1:14:23:09

Beg Women 19+

1. Lormer, Kathy; 43:49:41
2. Johnson, Christine; 48:16:06
3. Johnson, Christie; 50:22:64
4. Fleck, Susan; 51:05:71
5. Sherrod, Amanda; 54:12:30
6. Hatfield, Amber; 56:33:76
7. Shinsky, Brooke; 58:28:30
8. Nielson, Heather; 1:03:44:09
9. Koyle, Jana; 1:12:01:52
10. Clark, Holly; Registered/DNS

Beg Men 13-15

1. Neville, Kevin; 46:46:83
2. Harrison, Ryan; 48:06:54
3. Peterson, Chris; 48:16:05
4. Thatcher, Jacob; 48:19:75
5. Moote, Justin; 49:46:97
6. Cole, James; 49:50:34
7. Perry, Kevin; 52:16:77
8. Urasky, Kevin; 53:03:45
9. Johnson, Paul; 53:38:15
10. Downing, Matt; 54:52:30
11. Kirkland, James; 1:00:50:49
12. Jandra, Josh; 1:02:49:52
13. Jaramillo, James; No Results

Beg Men 16-18

1. Smith, Cody; 57:23:62
2. Eddie, Randall; DNF

Beg Men 19-29

1. Christensen, Ryan; 48:33:39
2. Knudsen, Tyler; 49:16:92
3. Larson, Aaron; 49:55:65
4. Curtis, Rob; 51:20:96
5. Marcroft, Robert; 54:15:99
6. Mullins, Sam; 54:24:79
7. Reynolds, Quintin; 55:12:90
8. Roth, Justin; 57:19:70
9. DeHeer, Ronald; 57:28:89
10. Smeal, Roy; 58:58:44
11. Weber, Mike; 59:31:96
12. Kump, Ryan; 1:00:34:71
13. Urasky, Jason; 1:01:09:67
14. Howard, David; 1:03:31:15
15. Pugh, Nathaniel; 1:07:02:66
16. Burkhart, Rory; 1:11:55:47
17. Roelofs, Timothy; 1:12:51:64
18. Bartholomew, Shane; 1:13:57:98
19. Larsen, Michael; No Results
20. Pittman, John; No Results

Beg Men 30-39

1. MacFarlane, Mike; 50:07:41
2. Payne, Keith; 52:49:12
3. Bush, Bradley; 52:57:36
4. Denton, Jon; 54:14:59
5. Payne, Charles; 57:00:80
6. Christensen, Todd; 1:00:03:25
7. Worsley, Warren; 1:07:41:59
8. Vigil, Eddie; 1:09:57:42
9. Healey, Rusty; 1:20:25:05
10. Jones, Randy; DNF

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13. Salter, Jay; 1:24:34:94
14. McConnell, Patrick; 1:26:25:20
15. Saffell, Bob; 1:27:07:30
16. Kunstadt, Chris; 1:28:27:54
17. Rogers, Michael; 1:29:44:70
18. Cordova, John; 1:30:00:42
19. Gonzales, Tony; 1:30:25:67
20. Cummins, Robert; 1:32:35:34
21. Wiegele, John; 1:33:43:66
22. Pratt, Bryce; 1:35:32:74
23. McCann, Bob; 1:35:52:19
24. Grove, Jay; 1:36:07:34
25. Aitken, Jonathan; 1:36:31:01
26. Green, Brian; 1:44:26:46
27. Jensen, Rich; 1:50:58:92
28. Crosby, Mark; 2:04:38:45
29. Laney, Doug; DNF
30. Micali, Joey; No Results
31. Safarik, Bryan; Registered/DNS

Spt Men 40+

1. Sheeran, Marty; 1:19:22:06
2. Kutcher, Todd; 1:20:16:98
3. Wilcox, Steve; 1:25:17:36
4. Altland, Thomas; 1:25:39:87
5. Hall, Kevin; 1:25:40:00
6. Hollinsed, Tim; 1:26:17:43
7. Owen, Robert; 1:27:07:30
8. Dawson, Bob; 1:28:57:69
9. Roth, Dave; 1:30:00:00
10. Pitkin, Jim; 1:34:28:19
11. Washburn, Stephen; 1:37:05:66
12. Moss, Steve; 1:40:33:29
13. Johnson, Clark; 1:45:44:27
14. Ryburn, Frank; 1:49:49:28
15. Meldrum, Mike; No Results

Exp Men 16-18

1. Torre, Marcelo; 1:55:05:83
 2. Wynne, Dustin; 2:19:45:10
 3. Karz, Clayton; DNF
- Exp Men 19-29**
1. Becker, Collin; 1:36:37:78
 2. Lynch, Ryan; 1:39:49:24
 3. Gillespie, Kyle; 1:41:17:24
 4. Gibson, Gregy; 1:44:19:64
 5. Gibson, Jared; 1:44:56:69
 6. Baxter, Robert; 1:45:24:26
 7. Clark, Paul; 1:47:19:17
 8. Rasmussen, Eric; 1:47:31:72
 9. Kam, Danny; 1:52:40:53
 10. Hughes, Travis; 1:56:20:63
 11. Prue, Ron; 2:00:05:20
 12. Montgomery, Jason; 2:05:13:36
 13. Hardy, Zac; 2:12:33:28
 14. Sutton, Matt; DNF
 15. Tucker, Zac; DNF
 16. Zumbrunnen, Blake; DNF

Exp Men 30-39

1. Jeppson, Brian; 1:40:35:35
2. Harvey, Ian; 1:44:48:77
3. Czop, Joseph; 1:49:10:46
4. Hileman, Mike; 1:49:54:10
5. Driessen, Doug; 1:50:37:28
6. Snow, Phil; 1:51:22:35
7. Kunz, Robert; 1:51:33:00
8. Patton, Nik; 1:52:59:71
9. Davis, Joel; 1:54:02:65
10. Topol, Paul; 1:54:10:54
11. Potter, Dennis; 1:54:17:96
12. Martino, Jeff; 1:56:34:89
13. Gallagher, Jon; 1:59:04:35
14. Smith, Todd; 2:01:46:17
15. Ruzicka, Don; DNF

Exp Men 40+

1. Smith, Clinton; 1:51:47:18
2. Corwin, Blayn; 1:52:17:83
3. Kueffner, Pete; 1:55:20:24
4. Strabala, Gary; 1:58:39:63
5. Perry, Tom; 2:02:53:59
6. McCormick, Dennis; 2:06:40:14
7. Dilbeck, Ed; 2:07:23:69
8. Rogers, Jim; DNF
9. Egerton, Craig; DNF

Women 35+

1. Lighty, Bernita; 57:03:70
2. Clark, Barbara; 1:00:52:39
3. Brewster, Charlene; 1:04:20:71
3. Garcia, Patricia; 1:04:20:71

Men 50+

1. Gillespie, Roger; 1:28:37:62
2. Peterson, Bill; 1:29:01:70
3. Mojeske, Craig; 1:31:19:95
4. Dark, Bill; 1:32:50:39
5. Simmons, Jerry; 1:33:42:31
6. Crosby, Jay; 1:39:40:00
7. Sullivan, Dave; 1:44:38:21
7. Boyd, Mike; 1:44:38:21
8. Downing, Galen; 1:45:35:47
9. Christiansen, Allen; 1:48:35:56

10. Shanks, Dick; 1:54:05:39

Women Exp/Pro

1. Keller, Michelle; 2:00:48:87
2. Morissette D.J.; 2:03:00:86
3. Hanlon, Pamela; 2:03:37:99
4. Jeppson, Chanda; 2:04:21:22

Men Pro/Semi

1. Swindlehurst, Burke; 2:01:51:77
 2. Perry, Bryson; 2:04:39:12
 3. Clark, J.J.; 2:13:26:00
 4. Phillips, Aaron; 2:14:07:24
 5. Tittensor, Zeppelin; 2:19:50:71
 6. Sjoblom, Brandon; 2:27:49:96
 7. Souza, Benjamin; DNF
 8. Bates, Jeff; DNF
 9. Jung, Chris; No Results
- Clydesdale**
1. Miller, John; 1:36:31:01
 2. Mullins, Aaron; 1:50:23:35
 3. White, Justin; 2:02:34:64
 4. Dave Barnett; Registered/DNS
 5. Deeter, Tom; No Results

Police

1. Smith, Franklin; 1:31:08:68
2. Nelson, Craig; 1:33:56:32
3. Hartman, Joseph; 1:41:00:93
4. McCracken, Gordon; 1:44:24:00
5. Palmer, Heidi; 1:52



Road Racing

Antelope Island Road Race, Davis County, UT, April 13, 2002

Cat 1-2

1. Calvin Allan
2. Burke Swindlehurst
3. Eric Jones
4. Bart Gillespie
5. Bryson Perry
6. Bill Harris
7. Allan Butler
8. Steven Tibbits
9. John Osguthorpe
10. Jason Travis
11. Shawn Mitchell
12. Eric Rumps
13. Christian Johnson
14. Rodney Mena
15. Gardie Jackson

Cat 3

1. Jared Patchin
2. Chris Liby
3. Cris Fox
4. Alex Rock
5. Kevin Radzinski
6. J J Clark
7. Sean Young
8. Evan Hepner
9. Brian Klepper

10. David Bush

Cat 4/5

1. Tyler Moore
2. Jeremy Long
3. Samuel Chamberlain
4. Michael Busch
5. Tyler Harvey
6. William Cullen
7. Daniel Adams
8. Jody Harris
9. Peter Clark
10. Joe Purnhagen

Master 35+

1. Mark Schaefer
2. Tom Knopp
3. Art O'Conner
4. Zan Treasure
5. Don Armstrong
6. Dennis Porter
7. Dave Sharp
8. Mark Pollaro
9. Gary Gardiner
10. Bryan Williams

Master 45+

1. Dirk Cowley
2. Ken Louder
3. Clyde Done
4. William Corliss
5. Gary Porter
6. Bob Walker
7. Charles Palmer
8. Anthony Quinn
9. Larry Strom
10. Mark Goddard

Master 55+

1. Gary Powers
2. Paul Scarpelli
3. Stan Swallow
4. J R Smith
5. James Donahoo

Cat 1/2/3 Women's

1. Maren Osguthorpe
2. Janelle Smith
3. Kelly Crawford
4. Kasey Rose
5. Rachel Cieslewicz
6. Daphne Perry
7. Laura Humbert
8. Odessa Osorio
9. Kat Lynch
10. Robin McGee

Cat 4 Women's

1. Nichole Wangsgard
2. Michelle Keller
3. Jamie Williams
4. Laura Patten
5. Cynthia Martin
6. Jen Ward
7. Kris Walker
8. Missy Burk
9. Lauren Barros
10. Katherine Hensleigh



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Calendar - Continued from page 13

- June 15-23** — Hewlett Packard Women's Challenge, Idaho, 208-672-7223
- June 22** — River Spirit Circuit Race, Boise, ID, (208) 343-3782
- June 18** — Idaho Cycling Enthusiasts Criterium Series, Pocatello, ID, Rob Van Kirk at 208-282-2503 or vankrobe@isu.edu
- June ?** — Idaho State Time Trial Championships, Bellevue, ID, 7am, (208) 726-7693
- June 30** — Ketchum Criterium, Ketchum/Sun Valley, Idaho, Greg Stock (208)726-0707 or gstock@svidaho.net
- July 9-14** — USCF Master's National's, Bakersfield, CA, (719) 578-4581
- July 6-7** — Gate City Grind Stage Race, (208) 282-2503 or (208) 652-3532
- July 21** — 5 Person Team Time Trial Team Time Trial, Boise
- July 27** — Twilight Criterium, Boise, ID, (208) 343-3782
- July 28** — The Morning After Criterium, Boise, ID, (208) 343-9130
- August 3** — Black Canyon Classic, Emmett, ID, (208) 336-3854
- September 7-8** — Idaho State Road Race and Criterium Championships, RR 7th, Crit 8th, (208) 854-1801
- September 14** — Race to the Angel, 16th Annual, Wells, NV, (775) 752-3540
- September 14** — Bogus Basin Hill Climb, Boise, ID, (208) 343-3782

Road Tours

Weekly Rides

- Monday Ride** — Wasatch Women's Cycling Club (WWCC) Weekly Ride: fun/easy ~1 hr. ride, 6 pm, Spin Cycle, 4644 So. Holladay Blvd.. All welcome!, Kirsten, (801) 355-4376.
- Tuesday Evening Rides** — Weekly Tour of Heber Valley, meet at Heber Mountain Sports, 160 S Main St., Heber. 32 miles at a medium pace (Avg. 16-18 mph). Perfect for learning pace lines. (435) 657-1950.
- Wednesday Evening Rides** -- Weekly Tour of Heber Valley, meet at Heber Mountain Sports, 160 S Main St., Heber. 20 miles at a leisurely pace (Avg 10-14 mph) (435) 657-1950
- Thursday Evening Rides** -- Weekly Race around Heber Valley, meet at Heber Mountain Sports, 160 S Main St., Heber. 34 miles at a crisp pace with sprint zones (Avg 19-24 mph). Great for fine tuning the legs. (435) 657-1950
- Saturday** — Wasatch Women's Cycling Club intermediate weekly road ride, 10 am, 15th S. 15th E. (in front of Einstein's). ~2 hrs, www.wvccutah.org or Melissa at (801) 466-6312.

Tours

- May 4-5** — The "X" Rides, 2 fun rides on and off Nevada's Extraterrestrial Highway, Rachel, NV, near Area 51, (800) 565-2704
- May 11** — Yellowstone Spring Cycling Tour 2002, (406) 646-7701
- May 11** — Color Country Century, 100 miles through Cedar Valley from New Harmony to Parowan, (435) 586-5210
- May 18** — Great Salt Lake Bird Festival presents "Celebrating the flight of shorebirds and the human spirit" 2002 Fun Run/Walk Ride, start 7:30 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, Proceeds benefit the Shorebird Sister Schools, 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 18** — 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) 596-8430 or Fax (801) 322-5056 or jonrsmith@mac.com
- May 25-27** — Northwest Tandem Rally, Boise, ID, (208) 336-9102
- June 1** — Little Red Riding Hood, women-only ride, Cache Valley, (801)272-1302
- June 2** — America's Most Beautiful Bike Ride, 35, 72, 100 miles, benefit for the Leukemia Society, Lake Tahoe, NV, (800) 565-2704
- June 21** — Annual Antelope by Moonlight Bike Ride, 10:00 P.M. start, check-in begins at 8:30 p.m., Davis County Causeway, Antelope Island

- State Park entrance This a popular non-competitive ride, held at night during the full-moon. Ride along the Great Salt Lake on the Davis County causeway and on to Antelope Island State Park. Views are spectacular, food is delicious. Registration fee includes park entry, t-shirt and refreshments, 20 miles round trip, Neka Roundy, Davis County Tourism, (801) 451-3286
- June 22-23** — MS 150 Bike Tour, Benefits MS Society, Cache Valley Fairgrounds (400 South 500 West, Logan, Utah), (801) 493-0113
- June 29** — Killer Loop, a 66 or 100 mile loop from Cedar City through Brianhead and Back to Cedar. This ride features 8000 plus feet of climbing at altitudes up to 10,400 feet. (435) 586-7567
- June 22** — Tour of Marsh Creek Valley, fully supported ride, options of 25, 62, or 100 miles on the lonely roads that traverse the lovely country between Pocatello and Malad Pass, Rob Van Kirk at 208-282-2503 or vankrobe@isu.edu
- July 14-20** — Bicycle Idaho, Melba to Ketchum to Melba, (541) 385-5257
- August 11** — Treasure Valley Century Ride, Boise, ID, (208) 343-3782
- August 11-16** — Spuds 8, ride across Idaho, Emmett to Island Park, Cyclevents, 1-888-733-9615.
- August ?** — MS 150 Bike Tour Comstock Sierra Challenge, 2 days of fun moderate to challenging rides, Carson City, Nevada, (800) 565-2704
- August 17** — ULCER, Century Tour around Utah Lake, (801)886-3272
- August 19-24** — WCYC XIII, ride across Wyoming, Pinedale to Buffalo, Cyclevents, 1-888-733-9615.
- August 31** — Cache Valley Century Tour - 100 mi/100 km. Hosted by the Cache Valley

- Veloists Bicycle Touring Club. 7AM registration/check in at Richmond City Park, 12 mi north of Logan on Hwy 91. Registration fee for members \$12 (early) \$15 day of ride; non-members \$15 (early), \$18 day of ride. Fee includes rest stops, lunch and t-shirt. For information and forms 435-713-0212.
- September 8-14** — Southern Utah National Parks Tour, (801)596-8430
- September 8 - 13** — SPUDS - Fall Harvest, Salmon to Rexburg, Idaho, 1-866-45-SPUDS
- September ?** — Idaho MS 150 Bike Tour, Boise, ID, (208) 388-1998
- September 16-21** — WCYC Fall Roundup, ride across Wyoming, the kinder, gentler version, Pinedale to Buffalo, Cyclevents, 1-888-733-9615.

- September 21** — Cycle For Life, (801)272-1302
- September 22-28** — OATBRAN, One Awesome Tour Bike Ride Across Nevada, following the Legendary Pony Express Trail on U.S. Hwy. 50 - America's Loneliest Road, 5 days of riding, 420 miles from Lake Tahoe to Great Basin National Park, (800) 565-2704
- October 5** — Yellowstone Fall Cycling Tour 2000, (406) 646-7701
- October 6 - 12** — CANYONS - A Ride Across Southern Utah, Springdale to Blanding, 1-866-CycleUT
- October ?** — 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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Route 211

This Guy's Not Normal**The Travels of David Michael Anthony**

Story and Photos by
Greg Overton

"That guy is not normal, mentally or physically", my friend Rich said to me. I quickly pushed aside all rules and opinions on what exactly IS normal, and I looked at my friend and smiled. Then we both looked across the parking lot as David Michael Anthony rode away and onto the street, riding a mountain bike, pulling a twelve foot long "cart" that contains everything from food and clothing to an automotive floor jack, hundreds of pounds of tools and spare parts, and extra gear for anyone who may need it. The cart weighs about a thousand pounds.

You may have seen David around Salt Lake City for the past month or so. If you had the pleasure of meeting him, you remember him. He has enough positive energy to make Tony Robbins seem lethargic and dreary. Some people take a sideways look and think he's a kook, others can't believe that his experiences over the past four

years can possibly be true, and still others simply don't know what to think of him. Most people find him fascinating in one way or another. I think he's about the most interesting person I've met. In case you haven't had the pleasure of meeting him, let me tell you a little about him.

David Michael Anthony has ridden his bike over 42,000 miles during the past four years, covering the US from Newport Beach, California, to Key West, Florida, to Portland, Maine, on to Seattle, to Anchorage, Alaska, and back to Newport Beach, then back to Key West again. That was one ride. That was one ride pulling anywhere from 100 to 1500 pounds of gear behind his bike. He is now on his way back to Newport Beach from Key West.

Anthony's reasons for this epic bicycle lifestyle are two, three, four, maybe as many as ten-fold. We could talk about the more than \$16 million he has raised for hunger and homeless shelters across the country (he gets none of the money raised, usually never sees it, and doesn't want it).

We could talk about an accident, not bicycle related, that left him paralyzed from the waist down, and the deal he made with God to help people if given the ability to walk again. We could also talk about the prestigious, almost prodigious, engineering career that began when he was in the ninth grade, and ended with that injury. Then there is the bicycle racing, and the world on a string surfer lifestyle that all ended with that same injury.

In April 1995, David Michael Anthony was living the good life in Newport Beach, California - a surfer, a strong category 2 road and track racer, and a 28 year old well paid engineer who had designed a hydrazine fueling cart for NASA, a two-stage fire extinguisher for the M-1 tank which is also now used on the Boeing 777 jetliner, and a fueling valve for Honda's Formula One auto racing effort, along with a boost pressure valve for the CART series auto racing.

At about 5am on April 5, 1995, David was startled from sleep by the piercing sound and cold water of the fire alarm system in his residence. Half awake,



while running through the dark house, his foot was caught on a portion of wet carpeting that had been raised off the floor by the water that had accumulated inside the building causing him to fall.

A split second eternity later, he lay on his back motionless, atop a broken glass-topped table, bleeding from several serious lacerations, being showered by the fire system sprinklers, and unable to feel his lower body. He was still unaware that the fire alarm was triggered by a faulty system, and not an actual fire. But the frightening inability to move his legs while the siren and spraying water continued, and wondering when the fire that

he thought was in the house might reach him, was, as he says, "the scariest thing I've ever had to deal with".

His next real memories are of a hospital bed, and eighteen months of paralysis, as doctors considered and recommended surgery procedures to fuse his L-2,3, and 4 vertebrae that had suffered compression fractures, and were as much as 90 degrees misaligned. He would talk to himself, encouraging his body to move. Sometimes even his arms would take several minutes of concentrated effort and verbal encouragement to move from his side. The prognosis was a procedure that would allow him to hold his body upright, presum-

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SAT MAY 25th	Stage 2: Little Mountain Road Race (distances will vary for each category) Stage 3: Adams Park Criterium (times will vary for each category)
SUN MAY 26th	Stage 4: Tour de Wellsville Road Race (65 miles all categories)
MON MAY 27th	Stage 5: Individual Time Trial (10 miles all categories except Citizens)

Registration

Preregister online: sportsbaseonline.com

Preregister by mail: Send check/money order with standard athlete's release form postmarked NO LATER THAN May 17th to: Logan Race Club, c/o Marc Yap, PO Box 133, Millville, UT 84326

Packet Pick Up/Race Day Registration: Registration will open at 3PM Friday, May 24th at Escape Outdoors, 909 South Main Street, Logan, Utah 435.753.7294.

*\$5 Race Day Registration Fee applies

* Stay posted at www.loganraceclub.org

For More Information:

Doug Wilkins, Race Director, 435.787.2534 or 435.757.5091
loganraceclub@hotmail.com

Stage Race Categories & Race Entry Fees

USCF Mens 1/2 \$65, Womens 1/2/3 \$65, Mens 3 \$55, Womens 4 \$55, Masters 35+/45+/55+ \$55, Mens 4/5 \$55, Juniors \$10, Citizens \$45 or \$15 each race

USCF PERMIT PENDING

Bicycling Phone Directory

National

Racing

USA Cycling - USCF, NORBA, NBL, NCCA

719-578-4581

National Bicycle League(BMX)

614-777-1625

Advocacy

Int'l Mountain Bike Association

303-545-9011

League of American Bicyclists

202-822-1333

Utah

BMX Racing

Rad Canyon BMX Track

801-964-6502

9700 S. 5250 W., West Jordan

Harbor Bay BMX Track

801-253-3065

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

Mountain Bike Racing

Intermountain Cup Mountain Bike Series

801-942-3498

Road Racing

USCF Utah Representative - Dirk Cowley

801-944-8488

Utah Cycling Association

801-944-8488

USAC Regional Representative: Rogene Killen

970-587-4447

USAC,USCF Board Member: Chuck Collins

801-582-8332

USCF Board Member: Dave Iltis

801-328-2066

Touring

Bonneville Bicycle Touring Club

801-596-8430

Advocacy

Mayor's Bicycle Advisory Committee(SLC)

801-486-9002

or

801-535-7738

UDOT Bicycle/Pedestrian Coordinator- Sandy Weinrauch

801-965-3897

Wasatch Front Regional Council Bike Planner:

George Ramjoure

801-292-4469

Bonneville Shoreline Trail Committee

801- 816-0876

IMBA Utah Representative - Jon Gallagher

435-655-7250

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ably for sitting in a wheelchair for the rest of his life.

But this was David Anthony, and a wheelchair would not do. He spent six months educating himself on the possible options for healing his spine. Finally, he chose to try dynamic inversion therapy and spinal manipulation by a physical therapist as an alternative to surgery. After six months, it began to work, and the fractures not only healed, but the process of hanging upside down was causing the spinal column to realign. "I knew I was coming back when I felt tingling in my groin area one day, and that just motivated me to continue - for small goals, like getting rid of the catheter that I had to use for nearly two years." He proposed a deal to God.

I asked if he remembered this deal he made with God, and he blurted it immediately as though it's something he replays in his head constantly: "If you let me walk again, I will make a difference where I see a need. If someone needs help, I will never turn my back on them".

David Michael Anthony was relearning how to walk unassisted a few months later. After nearly two years of lying on his back, he was upright again, and he was a different person as much on the inside as his weakened body, now some sixty pounds lighter, seemed on the outside. In a short time, he began riding his bike to regain strength and rebuild his lower body.

It was on one of these rides, a typical loop that he rode in southern California, that his direction for helping others became clear. On this particular twenty mile ride, David began counting the homeless people, and the scribbled "will work for food" signs that he saw. He counted twenty eight. "I said to myself, 'This is terrible, these must be the people that I need to help.'" He started by convincing a friend of his, who owned a company in the area, to hire some of these people, but that only helped the few that his company had room to employ.

Next came the first fund raising bike ride, pulling a Burley trailer from San Diego to Los Angeles. This was a success, and raised some money for a local food bank. Now David knew how he could help. So he arranged a few sponsors to donate money on a per-mile basis, put some of his own money in a bank account to cover costs, convinced his family that he really was sane and that he knew exactly what he was doing, "I think", and set out for Miami, pulling the Burley trailer with about one hundred pounds of gear and food packed inside and on top of it.

He arrived in Miami 23 days later, 17 of which he rode in the rain, having raised over \$55,000 for local food banks and homeless shelters along the way. He



also attracted, begged, leveraged or otherwise obtained additional sponsors on that ride, including major corporations Wal Mart, Pepsico, McDonald's, Sprint PCS and several motel chains. He also had a new cart, a big one, constructed and donated by BFE in Jacksonville, Florida. This cart would allow him to carry up to 1600 pounds, along with his racing bikes and a spare "puller". (He has broken 19 bikes so far pulling the cart).

David now approached his sponsors to donate a per-mile amount for his ride back to California, pulling this monster of a cart behind him. They agreed, and he set out for the west coast. But this is David Michael Anthony, and there would be no shortest distance between two points theory. So he arrived on the west coast alright - in Seattle, after riding from Florida to Maine, and across the US.

In Seattle, he drew the attention of REI, and Outdoor Research, and the two companies donated cold weather gear for a ride detour to Anchorage and back - in January! In the snow! On a bike! Pulling over 1000 pounds! Camping almost each night, because "there is a lot of open space on that trip". From Anchorage, he rode back down the coast to arrive in Newport Beach. Then he headed east again.

Finally, David arrived back in Key West, three years after leaving. He had now raised over \$9 million for causes of need in more towns than he can remember. He had been on national news shows Dateline NBC, and Good Morning America, local stations in pretty much every town he passed through, as well as the Tonight Show with Jay Leno (who first used a photo of David riding in the snow in Alaska as a prop for a joke, then invited him to be on the show after finding out about his ride). David sees these as opportunities to ask for donations to a local hunger or homeless charity, and

his requests are heard.

During this trip, he had shared lunch with Bill Clinton at the White House, happened across moonshiners in Virginia, met everyone in between, been interviewed by hundreds of newspapers, and built a media log several pages thick. Surely this would square things with God, and David could get back to a normal life.

But we're talking about David Anthony. He left Key West again on his bike, riding toward Southern California. This time he is on a crossing route that will take him to as many states as possible in the interior US before ending the ride with a second visit to the Tonight Show with Jay Leno. In Tennessee, while being filmed and interviewed on the move by a local television crew, he was hit by a drink bottle thrown at him from a passing car, causing him to crash. The thrower was arrested and sentenced to juvenile prison - this is a felony offense - but the juvenile detention center needed a new roof to hold its overcrowded population. David Anthony parked his cart outside the local McDonald's restaurant, set up his trainer (yes he carries a trainer in the cart) and rode his bike on it for thirty hours straight, raising the \$5000 needed for the new roof. He has ridden his trainer at the entrances to Wal Mart stores in several states, raising thousands of dollars for local food banks.

In Colorado, David pulled his cart to the top of every pass that climbs to 10,000 feet or higher, some that aren't even paved, to raise donations for the Food Bank of the Rockies. He climbed 11,000 foot Independence Pass near Aspen several times to raise local donations. He pulled the cart up Mount Evans, the highest paved road in the US, climbing to 14,450 feet. That climb took him four days to complete, and he descended with his cart tied to the front bumper of a Colorado Department of Transportation

truck following behind him to limit his speed and save him from finding the express route to the bottom. His bike is equipped with both V-brakes and disc brakes, but all are short lived in the mountains on this bike.

Riding to Salt Lake City, this JANUARY!, David's cart blew a tire on the descent into Scipio, and he found himself bruised and battered and spilled out at the bottom of a 100 foot ravine, sitting under a tarp that he stretched from his overturned cart, waiting for someone to find him and help get the cart back up the hill to the road. The cart weighed 722 pounds empty - getting it back up to the road was not going to be a one man job- especially when that man had a badly injured shoulder as a result of providing the interface between cart and earth on the slide down the ravine. It took a truck winch to rescue the cart back to the road. David had the cart repaired and rode on with a Tinker Toy contraption of bar ends constructed atop his handlebar to relieve his shoulder the burden of supporting his body.

After arriving in Salt Lake City, Anthony arranged a donation of \$5000 from Pepsico to a food bank if he would pull his cart from the city to the top of Parley's Canyon during the Olympics. Pepsico said yes, David Michael Anthony climbed (and descended) Parley's Canyon ten times with his cart. That'll be a \$50,000 donation, thank you. While here he also had a new cart donated by United Precision Machine in West Valley. This new cart is larger, but about 500 pounds lighter when empty. "Dude, it's like I'm pulling nothing!" he says about his new rig, which weighs about 1000 pounds when loaded. This is exemplary of the boundless energy and positive attitude that is always present when David is present.

Anthony carries a spare sleeping bag and tent, donated by sponsor Wal Mart, that he gives out to homeless, needy or hitch

hikers that he encounters on the road. At the next Wal Mart, he gets replacements for the last ones. He tries to need replacements at each Wal Mart store he comes to. Of the more than \$16 million he has raised, he has received none of it. He does not have his own charity that collects donations, but instead insists that donations be made locally, in his name if you wish, but no portion of the donations come to him. If your organization wishes to be a sponsor, or a benefactor, he will insist that all moneys donated go to the charity, with none kept for administration costs or salaries.

I asked David how long he would keep doing this. He replied, "As long as my body will let me, Dude, there's a lot of people I haven't helped yet." What are his goals? "To keep my deal with God, and I still want to race in the Olympics" [I know, he's thirty five, but don't sell him short, he trains nearly every day before taking off with the cart, and has 40k time trials in the 47 to 48 minute range] "and I want to be President. I want to make a difference." Do you ever get down or lonely? "Bro, what reason do I have to get down about? I mean, I have bad days, sure, but on the worst day, even if my cart gets stolen, I can WALK for help."

David called me from Provo on the morning he left the Wasatch front to head south. In his typical, you-can-tell-he's-smiling-right-now surfer style, said, "Dude, I gotta have a waterproof storage bag, sleeping bag and tent sent out to me on the road." "What happened to yours?", I asked. "Oh, Bro, I gave 'em to a guy I met down here, Dude, he needed the gear, he's got along way to go. I've got to have some sent out. Call me on the road".

I hung up the phone, sat at my desk, and remembered the day Rich and I watched him leave our parking lot. I remembered my response to Rich having said, "That guy's not normal, mentally or physically." After David left our sight that day, down the road, I replied to my friend, "You're right, he's not normal. He's better than normal."

You can find David at davidmichaelanthony.com And please find a way to donate to your local food bank or shelter, in David's name or not, just find time for a donation for those he is committed to helping.



MOUNTAIN BIKING

LaNice Mooove -

Discovering the best trails you've never ridden

by Brooks Stevenson

Some say I'm lucky, or blessed, as others would say, to go biking, write a story about it and earn a little extra scratch on the side. They think all I do is ride around on some great trails and then "just write about it." Mostly it's my friends who don't really know that taking a trip is only 10 percent of it; the other 90 percent, well it's work. I sit and work at my computer, writing and re-writing a piece until I am satisfied.

But some days it takes awhile for that feeling of being lucky to sink in. Like my last trip to Vernal to find out what the ruckus is about with their mountain bike trail system. My luck started at 4 a.m. when I began the drive to Vernal and ended in a doubled-over dry-heave 12 hours later in a Jubilee grocery store parking lot in Roosevelt. Some luck.

The fact is luck had nothing to do with me, Vernal, and chirping my chips. There is nothing lucky about the way biking and the small Uintah Basin town famous for its dinosaur museums came together. But it is an interesting story.

Bovine trailblazers

In 1995, Rich Etchberger moved to Vernal with his wife, Lianna, to teach wildlife and natural resource classes at the Utah State University Uintah Basin Extension. And they were mountain bikers - the hard-core kind who want only for the sound of gravel and dirt on the tread of

their tires. Unfortunately, there just weren't that many great places to ride. Plenty of double-track dirt road, sure, but no real singletrack trails to speak of in the area.

To mountain bikers, single-track is the equivalent of untracked powder to a skier. Or a big dark slough to a fly fisherman. It's just heaven. So Etchberger started wondering about the possibilities of other trails. He knew there were other riders, albeit few, in Vernal, but for some reason the trails just weren't there.

Then on a trip to Flaming Gorge in '98, Etchberger happened to notice what looked like a singletrack trail near Red Fleet Reservoir. He stopped to check it out and was struck with an epiphany of sorts. Although the track was just an old cow path, he realized it could easily be groomed into a great singletrack. And so the work began.

Etchberger took his garden hoe and spent his Sundays toiling over the trail. He had nearly five miles whipped into shape when he started to make it a loop and ran right into Kevin Christopherson, another local biker, who'd been doing the same thing - building bike trail out of cow path. The two quickly joined forces, connected their respective routes and gave the inaugural trail a name: Jazz Chromoly. (Christopherson's dog was named Jazz and Etchberger's daughter was named Molly.)

And so dawned a new age of biking in Vernal, only it didn't

stop there. Etchberger used his Ph.D. background in wildlife ecology and a little investigative work to discover the secret to great trails.

"We learned that if we found cow tanks (manmade drinkers) then we'd also find the best trails, already in progress thanks to the cows," Etchberger says. "We've never built a single trail from scratch; we just followed the patterns made by the cows and refined them."

He began stepping up his efforts by searching the Internet for aerial Bureau of Land Management maps and scanning them for drinkers. He built a trail called "Can You Moo?" from cow trails and hasn't looked back since. But the story doesn't end here.

Building a lifestyle

In 1995 Troy Lupcho, a former world champion BMX cyclist, was intent on opening a good bike shop - maybe in Montana or Colorado, he thought. It was his childhood dream to own a shop and he was at that point where he was ready to take the leap. While visiting his parents in Vernal, where he'd attended high school a few years earlier, he stumbled across a little place for rent. The wheels started turning and he decided to capitalize on the lack of competition (Basin Saw and Cycle, the only bike shop in town wasn't exactly selling and servicing "real" mountain bikes) and the opportunity to get a trail system

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Troy Lupcho, owner of Altitude Cyle, cruising through the Bone Yard on "Can You Moo?" Photo: Chris Watkins



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