

cycling utah

MAY IS BIKE MONTH!

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SPEAKING OF SPOKES

Marathon Tour a Success

By Dave Ward
Publisher

Utah cyclists experienced a first on April 23, 2005, the date of

the Salt Lake Marathon. For the first time, cyclists were able, as part of the event festivities, to participate in an organized ride, the Ken Garff Volvo Salt Lake City



Bike Tour. This bike tour followed the marathon route which started at the Olympic Bridge on the University of Utah campus,

wound through parts of the Salt Lake Valley, and ended at the Gateway Center. With the marathon scheduled to start at 7:00 a.m., cyclists began one hour earlier at 6:00 a.m. so that the last cyclist would finish (or quit, I suppose) well before the leading marathoners caught up to them.

When I first heard of this, I was intrigued with the idea, but

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cycling utah

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Cover Photo: Away. The break in the Pro/1/2 group, Buffalo Stampede Road Race, April 9, 2005

Photo: Steve Conlin
See more photos of his at cyclingogden.com

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on
Saturday!



Tour
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\$35 USCF Categories / \$10 Juniors / \$25 Citizens – online pre-registration

Packet Pick-up Pasta Party (\$8 = Adults; \$3 kids) – Fri., May 20, 5:00 – 8:00 PM – LIVE BAND

Pancake Breakfast (\$6 = Adults; \$3 = Kids) - Sat., May 21, May 21 & 22, 6:00 – 8:00 AM

Sunday, May 22, 2005 – New for 2005! 8:45 AM - TTT; 10:00 AM Tour

3-man time trial- Cat. Class's. (Non-UCA Points) – once around – 52 miles \$30/team

Bear Lake Classic Tour Ride– \$20 Includes T-shirt, Food, Fun and Prizes

REGISTRATION / RACE START: Blue Water Resort, 2126 South Bear Lake Blvd, Garden City, UT

AWARDS PARTY: Following Sat. race – approx 2:00 PM – Lunch served on the beach!
Cost: \$5 – adults / \$3 – children

LODGING: Blue Water Resort – 1-800-756-0795 – Condo's, Hotel & Camping

FOR MORE INFO: Kevin Rohwer, Race Director, krohwer@bearlake.com or call 1-435-770-9852

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BIKE MONTH PREVIEW

Bike Month Has it All!



The Spoke and Word Project has placed message bikes around Salt Lake City to promote bicycling. See this bike at the Main Library. Photo: Julie Bond

By Julie Bond

May is National Bike Month and Salt Lake City will celebrate with a month full of events and activities. This year marks the 49th annual Bike Month designated by the League of American Bicyclists in an effort to expand and motivate more Americans to commute by bike.

Governor's Proclamation

On April 19, Governor Jon Huntsman signed a proclamation declaring May 2005 as Bike Month in Utah. The proclamation encourages Utahns to rediscover Utah and observe Bike

Month by participating in individual and family cycling events, conserving energy by cycling to work, and improving their health through increased involvement in cycling and proper exercise.

Spoke and Word

New this year, "Spoke and Word" bicycles will be scattered around the city during May. Bright blue bicycles will speak to passers by with messages expressing the various benefits of biking. "As children, bikes spoke to all of us. Then we got old, busy, and boring. The "Spoke and Word" project is a

healthy reminder for people of all ages of the benefits and joys of a bike ride." says Lisa Romney, Environmental Advisor to the Mayor. The "Spoke and Word" bicycles have been donated by the Salt Lake Bicycle Collective in partnership with Salt Lake City and UTA Rideshare.

Business Challenge

Also new this year, UTA Rideshare created a Business Challenge for bicycle commuters that will run from May 9-21. Businesses taking on the challenge form teams of employees who will bike to work or rack their bikes on a UTA bus or TRAX during the two weeks of the Challenge. Each team member receives points for their commuting days and bonus points for attending events during Cycle Salt Lake week. Teams will compete in three categories determined by the number of employees at their business location. The top team in each of the three categories will receive a free Papa John's pizza party at their work location.

Cycle Salt Lake Week

Live Green Festival

Cycle Salt Lake week activities begin on Saturday, May 14 at the Live Green Festival hosted by the Downtown Alliance. The festival runs from 10 a.m. to 6 p.m. on Pierpont Avenue

between West Temple and 200 West. Downtown bicycle tours will leave at 10:30 a.m. and 1:30 p.m. guided by local cyclists Lisa Romney and Brian Price. Riders will enjoy a casual pace while touring the city.

Mountain Bike Ride

On Sunday, May 15 a guided Mountain Bike Ride will begin at Popperton Park leaving at 2 p.m. The ride will follow a section of the Shoreline Trail with spectacular views of the city and plenty of amazing single track. If riding the roads is more your style, on Monday, May 16, local bicycle guide Grant Aagard will provide a tour of the city. The tour will leave Popperton Park at 6 p.m. and riders will enjoy learning the history of city landmarks in downtown and the

Avenues. The tour will end with a scenic pump up Memory Grove and back to Popperton Park.

Bike To Work Day

Bike to Work Day is Tuesday, May 16. The Mayor's Bike to Work escorted ride is always a favorite event during the week. The ride leaves Liberty Park at 7:30 a.m. and the route follows city bike paths to the West side of the city and ends at Library Square. Led by the Mayor, the ride is police escorted and suitable for riders of all abilities. Upon arrival at Library Square participants will be treated to breakfast and prize drawings. The Salt Lake City 2005 Bicycle

Continued on page 11



CYCLE SALT LAKE CENTURY MAY 21, 2005



NINETEENTH ANNUAL

START TIME: 7:30 AM @ THE UTAH STATE FAIR PARK, 155 NORTH 1000 WEST
THERE WILL BE THREE RIDE LENGTHS:
31 MILES, 67 MILES AND 100 MILES.

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UTA RIDESHARE BIKE BONANZA
 May 20, 2005 ■ Gallivan Center

It's time to get your legs and adrenalin pumping at UTA Rideshare's annual Bike Bonanza. From 4:00 to 8:00 p.m., there'll be free Papa John's pizza, drinks, booths, kids' race, bike decorating, free bike tune-ups and all kinds of prizes (including a cruiser donated by Contender Bicycles). Then at 7:00 p.m. join Mayor Rocky Anderson for an escorted bike ride around the city. And while you're partying, be sure to register and pick up packets for the Cycle Salt Lake Century Ride on Saturday.

For more information about this and other Cycle Salt Lake Week activities, log on to www.utarideshare.com or call 287-2066.



UTA RIDESHARE

CYCLE SALT LAKE WEEK

- | | |
|---|--|
| <i>Saturday, May 14</i>
Live Green Festival
Guided Bike Tours | <i>Tuesday, May 17</i>
Mayor's Bike to Work Day
Liberty Park |
| <i>Sunday, May 15</i>
Mountain Bike Ride
Popperton Park | <i>Wednesday, May 18</i>
Movie Night
Tower Theatre |
| <i>Monday, May 16</i>
Historic Tour of the City
Popperton Park | <i>Friday, May 20</i>
UTA Rideshare Bike Bonanza
Gallivan Center |
| <i>Tuesday, May 17</i>
Bike to Work Day
For details visit www.utarideshare.com | <i>Saturday, May 21</i>
Cycle Salt Lake Century Ride
Utah State Fair Park |



BIKE ADVOCACY

Share the Road Signs in Big Cottonwood Start UDOT Pilot Program

By Chad Ambrose

It's a cool spring Saturday morning, and the year's first climb up one of the Cottonwood Canyon's steep grades is taking its toll on your legs and ego. The droves of skiers have left the mountains lonely now with nothing but you, towering summits, blue skies and sightseeing drivers buzzing past. It is a magical time of year when the soul and nature strive to become one again. As outdoor muscle powered travelers we have set new goals and placed objectives before us and like the wild flowers that reach towards the skies unveiling their re-born colors, we too seek new heights. We enter the canyons to absorb the freedoms that are shed upon us as the sound of the spinning sprocket is cascaded quietly against the cool breeze. However seeking this freedom is often a risky proposition.

More often than not as cyclists, we approach these steep, winding



and often narrow roads with trepidation. The fear of not being recognized or respected by vehicles is overwhelming.

Until now, in the Cottonwoods, drivers do not have warning or reminders of the presence of cyclists on the road. However, like the turning of the seasons, a

much-needed improvement is coming to Big and Little Cottonwood Canyons. Under the direction of UDOT's Region 2 area traffic engineer Ritchie Taylor and Bicycle and Pedestrian Coordinator Sharon Briggs, these canyon roads will be appropriately marked, with cyclist signs in key risk spots. At the mouth of both the Cottonwood Canyons a diamond shaped sign that carries the figure of a bicycle with the words "Share the Road" will be erected. As the cyclist or driver moves further up the canyons, occasionally the same diamond shape will be seen, typically ahead of blind spots or areas where the risk increases.

Locations have been chosen including, the Storm Mountain corner, directly below the "S" curve and at the beginning of the double lane above Silver Fork. In Little Cottonwood a sign will be seen across from the gate buttress climbing region (mile marker 2), also just past Tanner's Flat campground below where the double lane begins. There will also be signs to remind drivers descending both canyons. There will be six signs in both Big and Little Cottonwood Canyon. UDOT is launching a statewide initiative and the Cottonwood Canyons are the first to be addressed.

Like all mountain travelers we don't want nature polluted with man made objects, and those involved in the design and posting of the signs have been cognizant of this issue. We ride these canyons producing only carbon dioxide from tired lungs contributing minimally to the degradation of the wild. These are state roads, which must be shared with cyclists. After much winter survey, site mapping and deliberation, UDOT has constructed the appropriate signs and has begun the foundation of the posting process. Signs will be placed the middle of May. This is a huge benefit to the cycling community and drivers in this state and to any visitor pedaling up these canyons.

To commemorate this great improvement, UDOT will be hosting an unveiling celebration of the newly erected signs May 14, 2005 at the Park and Ride at the mouth of Big Cottonwood Canyon. Mark your calendars as this event begins promptly at 1:00 pm. As a cycling community this is our chance to support the great efforts of UDOT in making our canyon roads a little safer.

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COMMUTER OF THE MONTH

Dodson Bikes for Budget and Health

By Lou Melini

For many of us, bicycling is truly an alternative form of transportation. We choose to ride, leaving our car in the driveway. For some people, the bicycle is not necessarily an alternative. Our commuter profile this month is 51 year-old, Roger Dodson. He travels to Utah County via Trax and bus, finishing his commute with a 3-mile bike ride to his job as an estimator for a construction company. I met Roger while riding bus 811 to Draper.

Cycling Utah: Your travel to your job could be considered quite an inconvenience by most American standards. You should be commended for your efforts. So why do you do it?

Roger Dodson: I have always had a bike, but this past year I forced myself to make it my primary means of transportation. I had some unexpected financial difficulties and the bike/bus is a great way to insure I remain within my budget. However I primarily do it for my health. My previous high blood pressure is under control and my stamina has improved. I've been doing this for a little more than a year and I love it. I buy a bus pass every month and that's it. I save hundreds of dollars while improving my health. I do have a 3rd motivation. When I am riding in beautiful weather and enjoying the countryside; it is almost spiritual. It is one of the better decisions I have made in a decade.

C.U.: What is your ride like with the bike on Trax and bus? Any problems? How are the drivers with regards to your bike?

R.D.: The 811 bus I take from Utah County to Trax runs only once an hour, so I occasionally miss it if I'm involved at work. When the weather is nice, the amount of other people on bikes increases. Since the bus racks only hold 2 bikes, I have had to wait 2 hours on 2 occasions for an unoccupied bike rack. I have had some bus drivers allow me to take my bike on board if there is room. Most of the drivers are helpful and great to ride with. There are a few that go by the book and make it hard, even if the bus has a lot of space. Trax has a rigid rule that requires standing at the end of the coach and holding your bike. I sometimes sit down in a seat and hold my bike if I don't inconvenience anyone else.

Though I have had a few tough times riding the bus, I still prefer it. As I see the price of gas go higher and higher, I only smile. With the current nice weather, I can't imagine driving.

C.U.: You told me that you had a lot of flat tires but you now have a solution. What's the formula?

R.D.: I used to have a problem with flat tires. I got a flat nearly every week, mostly due to thorns. Last September I put Mr. Tuffy liners in my tires and have not had any flats since. I do notice a slight wobble, but at the slow speeds I ride it is not a problem. I am so happy to not have flats, I will put up with a little wobble.

C.U.: You also had some theft problems?

R.D.: I have had a few water bottles stolen when I've gone into a convenience store. I keep my small headlamp and taillight in my pocket to avoid theft. I had a bike stolen from the old Fred Meyer in downtown Salt Lake. I had a braided wire cable lock that I thought no one could cut. They did! As I consider getting a newer and more expensive bike, I am thinking of getting a better braided wire cable lock AND using the U-lock. There is almost nothing that will deter a determined thief except perhaps high quality locks and chaining them in a very visible and accessible area.

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COACH'S CORNER

Sprint Tactics in Race Situations

By Tommy Murphy

Field sprinting is not an exact science. A thousand things have to go right in order for you to win. Above all, field sprinting is about two things: preparation and awareness. You have to go into a race knowing everything you can possibly find out about the race, your opponents, and yourself. And during the race you have to be as aware as possible of any factors that can influence or change your planned outcome.

Know the Race: Most races have handbooks or race bibles that lay out course descriptions and maps. This information is critical in determining how a race may develop and where key tactical moves need or will be made. It's best if you can pre-ride or pre-drive courses taking notes of the critical and final parts of the course. Memorize the corners in the last kilometers, especially the last corner before the finish. If you can see the finish that's great, but it's not always possible. You have to know what the finish is going to be like. Is it uphill? Wide or narrow? Are there any corners or road hazards (man-hole covers, pot holes, etc) that lead into the finish? All of this will affect your positioning in the field entering the sprint.

Know Your Competition: Who are the strong riders? Who's a good sprinter? Which are the strong teams? This can be hard to determine in amateur racing but often there's at least one team and a few riders that always stand out. If you know there's a team with strong riders then rely on that team to help control the race, but let it be known, that it's always a risk relying on anyone for help in a race besides your own teammates.

Know Your Team: If the planned tactic for the day is for your team to set you up for the sprint, have confidence in your team to chase breaks down and put you in a good position for

the final sprint. The corollary to this is, the harder they work for you, the harder you work to win for them.

During the Race

Keep a Cool Head: You (hopefully) did your homework on the race and your competition.

Stay Towards the Front: Big races get crazy, and you want to stay out of the craziness so you don't waste energy. Stay in the top 15-30 percent of the field, and always keep a teammate or two near you if you have them. Use lighter gears, spin more (don't push the gear), and make sure you are eating and drinking enough. Do everything that you can do to conserve energy.

Stay Vigilant: What's going on ahead of you, behind you, around you? Watch for surges, attacks and wind changes. Surges happen when there's a speed decrease at the front of the field, because of a headwind or some other variable, and riders from the back start to come around you. Don't let this happen. If you let one or two guys come around you, you could find yourself 20 riders back in seconds. Keep your position.

Breakaways: Again this is about doing your homework. Any breakaway is a risk and you have to know going into a break that you are not going to conserve energy. If someone goes up the road, it really helps to know what their strengths are - not necessarily how they feel that day - but in general. If you find yourself in a break, be smart about the situation. If you're confident that you're the best sprinter there, make it come down to a sprint in the break. Conversely, if there are stronger riders in the group make them work more. You're always playing a game within a break so every situation will be different and you have to improvise.

The Final Kilometers: Its crunch time and the pack is starting to fight for position. Rely on your teammates to keep you in position, and have one teammate with you as a designated lead-out. Stay on their wheel and let them steer you through traffic to the front. Lots

of riders like to get on some big sprinter's wheel, but it gets hectic fighting for that wheel, so you'll need to decide whether to fight for that wheel or to stick with a teammate for the final move. Often riders will try a last-ditch flyer to stay away. Like earlier breaks, it's a judgment call. If the pack speed is really high, then stay in; they'll probably get reeled back in. But if you think they're going to make it stick, then you have to make your decision fast to cross that gap.

1KM Out: There's no etiquette or respect for having a wheel even in the pros, and even less in amateur racing. At this point, pack speed is really fast and things can get sketchy. Make sure to establish your position near the front and don't let the bumping bother you. You'll need to start using your energy to stay at the front.

Know the course, and start paying really close attention to what's happening around you.

Do not let anyone take the wheel you're on! Once you flash under that banner, think quickly about what's left. The speed is really high and you want to be at the front, but sheltered. When going this fast, if you come out into the wind you'll go straight backwards, so stay on that wheel.

Check conditions. Is the wind coming from the left? If so, pass your lead-out to the right to use them for shelter. If you have a headwind, are you able to stay on that wheel longer? These are calls you'll need to make quickly and aggressively.

500-200M Out: Full go. At this point you can't do much about what's happening around you anymore. Get in the zone and sprint as hard as you can. If your team has been working for you up to this point, it is now your turn to repay them for their efforts. Don't get distracted and lay the hammer down until you

cross that finish line!

The ability to sprint swiftly and effectively is critical to cycling success. It is a fact that the majority of the races a cyclist enters will come down to a sprint of some kind. Sprinting well involves constant practice as both the physical and tactical elements need to be developed. In order to improve your sprinting, you need to take some time to examine all the components that make up a successful sprint, physically and tactically. Don't just race, race smart!

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

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MOUNTAIN BIKE RACING

Endurance Racing 101

By Todd Tanner

Over the past 13 yrs I've raced road, track, downhill, dual-slam, mountain cross, cross country, cyclocross and bmx, at the end of the 2003 race season I rode as part of the Sobe-Cannondale Co-ed team at 24hrs of Moab. This was my first experience with endurance racing and I was hooked! Now my current focus is marathon or endurance type XC events, I split my racing between local XC events, the newly established NMBS Marathon XC series and any other endurance race I can fit in my schedule. I'm not sure what motivates me more to race these long distance and often grueling events, the competition, the challenge or the prospect of spending time on my bike riding great trails in new areas. In truth I'd have to say I'm just addicted to riding/training and "epic" type rides are my favorite. I can't think of anything I'd rather do than explore new trails and terrain for hours on end and it just so happens that these type of rides are perfect training for

endurance racing. I often wake up in the morning, throw on my riding gear, load up on water and food, grab my cell and a few dollars (just in case) and head out for an adventure exploring new trails or finding new routes to a planned destination. Sometimes this leads to an "epic" ride that I'll remember forever and sometimes I walk in the door worn out and delusional swearing I'll never do that again...funny thing is, regardless of the previous days events (good or bad) I'll wake up the next morning itching to get on my bike and head to the trails for a new adventure.

If you are up for the challenge I guarantee that doing an endurance XC race will push you to explore your limits both physically and mentally and proper preparation and training will make all the difference. Physically it is important to have a strong endurance base with regular low to moderate intensity training rides that build in length to your expected race time for the event. Of course this isn't feasible with 12 or 24 hr events,

in this case you can do long (4-6 hr) rides on consecutive days. These long days will also help prepare you mentally; it's easy to lose focus when you're on the bike for so long and usually riding by yourself. Adding a few short, high intensity days to your program will give you the top-end needed to round out your fitness.

Having a plan for adequate nutrition and hydration is critical. I think dehydration and "bonking" are the two most common contributors to a bad race experience or DNF. Even with my experience I have underestimated my body's needs numerous times. Last year at the Snowshoe, WV marathon XC I had to stop at the last feed station and guzzle what seemed like 5 gallons of Gatorade so I could ride cross-eyed to the finish. My mistake was I carried only the food and fluid I expected to use for 4 hrs, the race ended up taking 6...big misjudgment on my part. It is always better to have more food and fluid than needed so plan ahead. Have someone to give

you hand-ups or plan to use a hydration pack that will hold enough fluid to meet your needs and don't skimp on gels, bars or whatever else suits your taste. There will generally be feed stations provided at the event but still be prepared and self-sufficient, sometimes the feed stations seem awful far apart!

So if you decide to try your hand at an endurance event this year there are a number of local and regional races to choose from on some of the best courses in the country. If you prepare properly it will be a great adventure and an epic ride, just remember it's all about the experience. See you on the trails!

Endurance Event Schedule

(for complete information, see the Mountain Bike Racing calendar on page 16)

7/2 - 12 Hours of Endurance (team/individual) - Park City,

UT
7/14-17 - NMBS#4
Marathon/Mini-Marathon XC - Schweitzer, ID
7/23 - Endurance 100 (team relay/50 mi individual) - Park City/Deer Valley, UT
7/21-24 - NMBS#5
Marathon/Mini-Marathon XC - Snowmass, CO
7/30 - Brian Head Epic (100 & 50 mi XC) - Brian Head, UT
7/31 - Laramie Enduro (111 km XC) - Laramie, WY
8/4-7 - NMBS #6
Marathon/Mini-Marathon XC - Brian Head, UT
8/6 - Durango 100 (100 mi XC) - Durango, CO
8/27 - Endurance 100/50 (100/50 mi individual XC) - Park City/Deer Valley, UT
9/? - 24 Hours of Soldier Hollow - Heber, UT
10/1 - 12 Hours of Las Vegas - Las Vegas, NV
10/15-16 - 24 Hours of Moab - Moab, UT

Tour of Utah Updates

The Tour of Utah has announced the race route for the 2005 stage race, hosted by Thanksgiving Point.

Scheduled for May 26 - 30, 2005, the Tour of Utah is a five-day, six-stage event, taking professional and amateur cyclists along a course spanning the Salt Lake and Utah Valleys. While covering almost 500 kilometers, cyclists will be riding as far west as Tooele, Utah, as far south as Santaquin, Utah, and climbing to an altitude of nearly 9,000 feet. Although the first two stages are reserved only for professional and top amateur categories, other amateur categories will still cover over three hundred kilometers and participate in the grueling "Nebo" climb.

Also, two-time Olympian and Tour de France veteran,

Frankie Andreu, will lead the Citizen category of the Suncrest Road Race, on Saturday, May 28, 2005.

Frankie Andreu has raced in the Tour de France more than any other American and was team captain of US Postal the first two years Lance Armstrong won the Tour de France.

In addition to leading the Suncrest Road Race, Frankie will be the official Tour of Utah commentator, announcing Saturday's Thanksgiving Point Criterium.

Andreu will present a "Behind the Scenes of the Tour de France" presentation with an insider's perspective on everything you always thought about while watching the Tour de France.

Frankie Andreu's entertaining slide show is a hit for any crowd - racing or touring. The presentation encompasses some of the

funniest stories from his racing career. It includes a glimpse into the operations of the US Postal Service along with a "behind the scenes" look at the Tour de France, a view of the Tour you will never see on television.

After a successful opening year in 2004, the Tour of Utah has added two new stages for professional categories and doubled its sponsorship. With a cash purse of nearly \$24,000, a capped field will be competing in one of the premier cycling events in the western United States.

You can find out more information about the Tour of Utah event and review course maps by visiting the official race website at www.tourofutah.com.



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BIKE ADVOCACY

Utah Bicycle Coalition Seeks to Promote Bicycling Statewide

By Ted Wilson

The death of Josie Johnson, well covered in Cycling Utah, was a major incentive for Utah Bicyclists. It resulted in a first-class effort at the Utah State Legislature to get a 3 ft. law for bicyclists and a big breakthrough with the conservative side of the legislature when Senator Curt Bramble (R-Utah County) not only supported 3ft. but also provided \$20,000 for bicycle safety.

The other event stimulated by the death of Josie Johnson is the organization of the Utah Bicycle Coalition (UBC.) Why such an organization? Utah is already peppered with well-run and effective bicycle groups. These organizations boost mountain biking, touring, racing, city riding, and many other elements and goals of the cycling community.

But none of the current organizations, beyond their immediate constituencies, apply the bipartisan political whack needed to get things done on a statewide basis. While the state, through the Utah Highway Patrol and the Utah Department of Transportation, has done meaningful work for bicyclists, it is obvious much more must be done.

Exponential growth patterns stagger planners of motorized and bicycle travel. Cars, motorcycles, scooters, trucks, motor homes, and trailers demand more and more space on Utah roads. So, too, in the Lance Armstrong era, bicyclists multiply and need room to travel. There are bound to be conflicts. Steel trumps flesh in collisions, so a much bigger effort must now be made to keep them safe-

Utah Bicycle Coalition Mission Statement

The mission of the Utah Bicycle Coalition is to promote and preserve safety, opportunities, and responsibilities of cyclists throughout the state of Utah through legislation, education, and facilities development.

The objectives are as follows:

1. To work for good laws and legislation that promote safe cycling.
2. To participate in transportation planning and construction providing accommodations for safe cycling.
3. To educate cyclists and motorists about safe cycling, sharing the road, and obeying the law.
4. To assist in the development, growth, and effectiveness of local cycling advocacy groups.
5. To develop a network of safe cycling routes throughout Utah.
6. To promote sustainable, healthy lifestyles.
7. To support Utah's cycling industry.

ly apart.

Add to the growth pattern the ever-increasing cost of gasoline. The bicycle becomes one of the principal means to make travel more efficient. As government works to increase the use of the bicycle by attracting more people out of their cars and on to two wheels, much more must be done to insure riding efficiency and safety.

A renewed effort and attention must be paid now to providing bicycle space on new roads, retrofitting roads where bike travel is concentrated, building special bike lanes, signing roads with bicycle safety messages, educating both bicyclists and drivers on safety methods, and other safety initiatives.

We must also make a statewide effort to make bicycling more enjoyable. Providing more state travel information on great bicycle tours; helping to enlarge bicycle touring as a travel incentive for state tourism;

helping mountain bikers with information, trail access, and facilities; supporting racing activities including perhaps a Tour de Utah of international class; and promotion of the bicycle as a valuable commuter methods are all objectives taking a state effort. The UBC aims to meet these goals.

Not wishing to interfere or compete with the many excellent Utah bicycling clubs and groups, the UBC seeks to combine their advocacy efforts and not compete with them. For example, the Bonneville Touring Club does a wonderful job organizing bicycle touring. The UBC might represent the Bonneville Club in expanding touring support but it would only work through them with their cooperation. On the other hand, the UBC might also help organize a touring club in a part of the state without one. The UBC seeks to become a true umbrella organization.

How might the UBC gather the non-partisan political support and efforts of the many people who support its goals? An amazing thing happened this year as we worked to pass the 3 ft. law at the state legislature. About 35 bicyclists came together prior to the legislative session beginning to organize the UBC and to support the 3 ft. law. John Weis, colleague of Josie Johnson and avid cyclist, led the effort on the hill. I helped also since I was permanently stationed at the legislature doing work for Salt Lake City government.

John and I routinely sent out emails advising our 35 cyclists of the up and downs of the 3ft. bill. The 35 passed our advisories along their own email trees. We, and our courageous sponsors Rep. Roz Mcgee (D) and Sen. Curt Bramble (R), were immediately targeted for a ton of advice (some of you guys are strong and outspoken!) and so did the other legislators. Several lawmakers stopped me in the

capitol hallway and said, "OK, Ted, turn off the email." I lamely said I didn't try to stimulate it but when I thought about it I realized we had unintentionally harnessed a strong force of citizen input on bicycle safety. Almost an avalanche. Usually when a legislator tells you to stop input it means you have succeeded in getting the message across. It is a big compliment.

And why did the emails spring up? Because we as cyclists are sick and tired of being targets on our state roads, that's why. We are flesh trying to move along in a simple and environmentally sound way in a sea of steel. Whether we are right or wrong about safety, we lose when a car hits us. And we feel we need the attention, concern, and support of those who seek our vote.

Republicans or Democrats take notice. We come from all walks of life and there are ever-growing thousands of us out there who choose thorough our vote who leads us. We will take action, review records, and support those who support us. Simple, no? Take names. Take numbers. Kick a few butts. UBC now understands politics in its best form.

But make no mistake; though we represent cyclists in our state, we are not fundamentally a political organization. We won't make political donations. We won't file as professional lobbyists. We won't take out political ads. But we will send strong citizens along to identify our issues and seek redress in cities, counties, and on Capitol Hill in Utah. Our power will be basic. It will be a grassroots, bottom-up effort.

Join us. Won't you?

Ted Wilson is president and main instigator in the formation of the UBC and former mayor of Salt Lake City. Cycling Utah will have more information on how to get involved with the UBC in upcoming issues as the UBC continues to take shape.

Senator Harkin Introduces Safe and Complete Streets Act

April 14 -- Senator Harkin (D-IA) introduced S.794, the Safe and Complete Streets Act of 2005, with the goal of getting the provisions of his bill included in SAFETEA. One way this can happen is for the leadership of the Senate Environment and Public Works Committee to include these changes in what is called a "manager's amendment" to the bill. An action alert from America Bikes can be found at www.americabikes.org.

S. 794, The Safe and Complete Streets Act contains three key provisions:

1. Nonmotorized Transportation Safety, including a requirement for state transportation departments to adopt a "complete streets" policy.
2. Safe Routes to School, which adopts the [higher] funding levels and policy language from the House reauthorization bill, and
3. Nonmotorized Transportation Pilot Program, also taken directly from the House bill.

-League of American Bicyclists

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The Mayor's Bicycle Advisory Committee, the leading bicycle advocacy group in Salt Lake and Utah, wants to encourage all cyclists to participate. There are monthly meetings on the second Wednesday of every month at 5 p.m. in the City & County Building, Rm. 326 or 335, 451 South State Street. For details, visit the Cycling Utah web site (www.cyclingutah.com) or call the Mayor's office at 535-7939 or Brian at 328-2453.



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MOUNTAIN BIKE RACING

Obye, Dunlap and Smith Take Tour of Canyonlands



Above: Alison Dunlap (Luna Chicks) won both races over the weekend. Middle: Travis Brown of Trek/FRS plus. Right: Moab's Kristen Peterson. All photos from Saturday's time trial.

Photos: Moab Action Shots. See more photos at www.moabactionshots.com

By Eric Jean

The 15th annual Tour of Canyonlands opened the Mountain States Cup racing season yet again, but this time it had a bit of a twist. The weekend featured two different time trial events. Saturday showcased clear blue skies and the newest singletrack in Moab with the Sovereign Trail Time Trial. The course was a 12-mile loop, which started on sandy two track

and lead into the very technical Sovereign singletrack. For the general racing public the performance mark was to beat a time of one hour. Pro rider Allen Obye of Magtec shattered the one hour mark winning the event with a time of 40:43.3 followed by Ford Cycling's Jay Henry six seconds back. Former world champion Allison Dunlap of Luna Chicks took the top spot on the podium with a very fast

47:10.1 followed by Kathy Sherwin of Heber City in 49:19. Notable local and mtb legend Kirsten Peterson of Moab won the women's expert 30-39 division easily breaking the hour barrier.

Sunday threatened rain but ultimately made for perfect race conditions for the Amasaback Hill Climb. As the pro riders would compete first, Brian Smith of Trek/VW would set the pace with a blistering time of 13:21.7 on the technical 2-mile course. Travis Brown showed that fatherhood hasn't slowed him by setting a time just 2 seconds back. Dunlap would not be denied as she again claimed the women's title with a 16:08.7. Moab locals were on a mission to make a statement as they took two of the top three semi-pro spots and other expert titles. Another very notable Utah presence at the event was Team Sugar. The team was representing in full Sugar Fashion and made a big impression on the other Mountain States Cup Teams. Much thanks to the ladies for coming out!

See Results on page 20.



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| May 14 | Soldier Hollow Hammerfest, Heber City, UT |
| May 21 | The Sundance Spin, Sundance, UT |
| May 28 | Cache Valley's Joyride, Logan, UT |
| June 4 | Deer Valley Pedalfest, Deer Valley Resort, UT |
| June 11 | Utah Summer Games XC Race, Cedar City, UT |
| July 9 | Chris Allaire Memorial/Utah Open State Championship, Solitude, UT |
| July 16 | The 18th Annual Mountain Bout, Snowbird, UT |
| July 23 | Taming the Tetons, Jackson Hole, WY |
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ROAD RACING

Weyen and Sherwin Take Buffalo Stampede



Above left: Matt Weyen takes the sprint over Dave Harward
Below left: The women's 1-3 field taking it easy.
Above: John Osguthorpe on the front with Thomas Cooke (left) and Matt Weyen (right).

Photos: Steve Conlin See more photos at www.cyclingogden.com

By Darcie Murphy

The weather forecast for Antelope Island's road race is rarely great, and to keep with tradition, this is year was no different. Luckily the winds were strong enough to blow most of the storm right over -- and strong enough to blow 2/3 of the elite men's field right out of the race! No kidding, the wind was so terrible that the men's pro peleton just could not

stay to the right side of that darn yellow thing they call the center line as they attempted to chase a break of about 15 riders. The break was strung out by the end with only a few strong men left. At the finish it was Matt Weyen of Iomega/Orbea who took the win over Dave Harward of Canyon Bicycles with Porcupine/Contender's Aaron Jordin finishing third. As the break trickled across the finish line, the majority of the elite men's peleton

watched from the sidelines as they had been disqualified for violation of crossing the yellow line. Better luck next year guys!

The wind was the decisive factor for nearly every race at Antelope Island this year. None of the categories were as determined to gutter the field as the elite men but there were obvious frustrations for all racers this day.

The category 1/2/3 women started just behind the men's category 1/2 field. Tiffany Pezzelo quickly got things rolling as she attacked off the front on the second lap of ten. As she slowly increased her gap, Ogden One sent Nisie Van de Kamp up the road to join Tiffany in the break, but in tow, was Tiffany's teammate Kathy Sherwin. Now with a two on one advantage for Team Biogen, Nisie faced the entourage of attacks by the pair until she was left to battle the wind on her own. Who says mountain bike racers don't know how to race on the road! Kathy, predominantly a mountain bike racer, pulled her Biogen teammate Tiffany Pezzelo to the win with Nisie Van de Kamp (Ogden One/Heartstrings) finishing third behind the duo.

In other categories, Megan McCowen (Porcupine/Contender) sprinted around Nicole Evans (Sportsbaseonline) in the category 4 women for the win with Karen Appleby finishing third. In the category 3 men, Logan Race Club's secret weapon, David Hatch, time trialed away to victory with Sam Krieg finishing second and Mitchell Peterson rounding out the podium in third.

Thanks to all of the participants who braved the weather and Drew George and all of Ogden One for continuing to organize such a great event.

See results on page 22.



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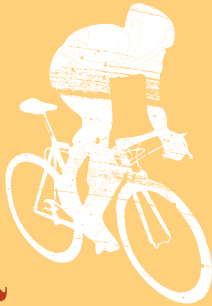
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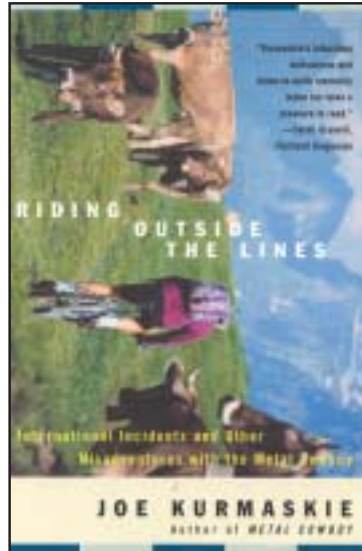
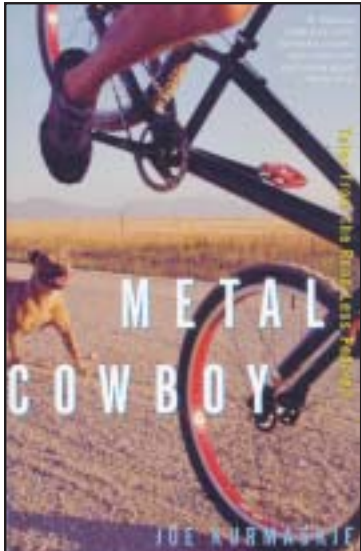


Tour of Utah

AT THANKSGIVING POINT

BOOK REVIEW

Adventures with the Metal Cowboy



By Lou Melini

Metal Cowboy: Tales from the Road Less Traveled published by Breakaway Books, New York, N.Y.; 1999
Riding Outside The Lines published by Three Rivers Press, New York, N.Y.; 2003
 Author: Joe Kurmaskie

Non-supported bicycle touring is similar to a rolling theater performance waiting to happen. The stage setting is the road, campground or small town that one is riding through. You and those that you meet combine to form the cast of the play. The show may not occur for several days of riding, or it may play twice in one day. Inevitably you will have live theater on a bike tour, the memories staying with you for a lifetime.

Joe Kurmaskie has written 2 books sharing his extensive touring experience in Europe and Australia, plus North and South America. For the reader without time to digest a novel, Mr. Kurmaskie provides a collection of stories, most of which are less than a dozen pages. His books will most likely appeal to cyclists who have done bicycle tours or for those looking for short stories with a little adventure, humor or just plain entertainment. The stories

are varied enough that the reader will chuckle, smile, nod or in some way acknowledge a relationship to many of the stories.

Mr. Kurmaskie uses bicycling as a central theme to his collection of stories, a similar format used by other writers. For example, W.P. Kinsella uses baseball as the theme for his collection of short fictional works, *The Thrill of the Grass*. (Mr. Kinsella also wrote *Shoeless Joe*, the basis for the movie, *A Field of Dreams*). If I can find fault with Mr. Kurmaskie's books, it would be that they are too personal. In other words, he is a part of every story, though not necessarily the central character. You may want to ask yourself if you are willing to read about someone's bike trips, similar to watching your neighbor's home movies of his vacations year after year.

Overall the books are fun to read, and witty. Mr. Kurmaskie uses language well. The title of his first book came about after a "blind old rancher while crossing the street tapped on my bike and panniers with his cane. Ah, a metal cowboy, he exclaimed". His night at a hotel, which happened to have an Elvis impersonator convention held in Southern Utah, was a great read.

Another Utah connection story involved "Button Boy", riding a

ROAD RACING

Gillespie and Sherwin win Hell of the North



bike described as "Frankenstein marriage of a shopping cart, a tri-cycle and a chopper, the saddle of this contraption being a bucket seat from a 1965 Mustang". His nickname was derived from the hundreds of buttons pinned to his garments. While waiting for a drawbridge to close in New Jersey, button boy and Mr. Kurmaskie were then joined by 2 "fresh-

facéd" Mormon missionaries on their bikes. You will then read how this rather incongruous group broke into a rendition of the gospel song "Deeper River" with button boy playing a fiddle, one of the many items strapped to his bike.

Pick up either book, and enjoy yourself.

Left: Kathy Sherwin
 Above: Bart Gillespie charges through the dust ahead of Dirk Cowley and the Pro/1/2 break.
 Photos: Dave Iltis

See results on page 22.

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Letters to the Editor

Pro Peloton Disappoints

Saturday turned out to be a windy- but thankfully, dry- day at the Antelope Island Road Race. I was crazy enough to brave the strong winds and frigid temperatures to go out and support those racers who are crazier than I. There was a good turnout, which is fantastic for such a blustery day, and racing started off well. About six laps into the Pro/1/2 race there were two groups of about six each off the front and a small group of about five dropped off the back. When the main peloton came through the start/finish line Gary Bywater, a race official, pulled the entire pack from the race, for violating the centerline rule. A shocking move, I've watched a lot of races and never seen something so drastic. What shocked me even more was that only about 10 of the 30 or so riders came back, the rest kept going! Ok, maybe they didn't hear him. So when they came around again, Bywater again announced that they were disqualified only another handful came back. It took Bywater three laps to get the pack pulled out of the race. Most of the riders sulked off; upset they were out of the race. (Though I imagine there were probably a few glad to be out of the wind). Some of the riders got upset and complained, and cursed out Bywater and other officials for being pulled. These are supposed to be the best/most-experienced racers in Utah, they know the rules, and were reminded of them before they started the race that day. Not only that, but they were warned several times during the race that they were not racing safely, by crossing the yellow line.

It is disappointing to me that these riders who are looked up to by all the other racers behave in such a way and represent their sponsors so poorly. I know they all want the win, but they need to obey the rules they agreed to. I was glad to see Bywater pull the peloton for not following the rules. Doing so at an early season race like this sets a strong precedence that riders must follow the rules set out by the UCA and race officials or they will be cut from the race. My thanks to the officials who work so hard, and put up with so much to keep our races running safely and smoothly.

So as it turns out, the group off the back ended up placing (most of them) within the top fifteen! Here's to bad luck!

-Debbie Hansen, Salt Lake City

Racing comes first?!

My brother and I both participate actively in local mountain bike racing. At the recent Intermountain Cup race at Fivemile pass my brother had an interesting experience (I was in Dallas and unable to be there). 20 minutes into his first lap he caught his handlebar on a tree. This flipped him onto his back (midair) and he landed in a rock garden on his lumbar region. His head was whiplashed backwards and struck a rock, cracking his helmet in half. Now I realize that mountain biking is dangerous and I realize that racers are putting in their best effort to post the fastest time they can. But several riders rode past my brother as he lay in the road, unable to respond to their quick, "Are you ok?" This is wrong!! This is friendly, recreational racing and no one stopped to help my brother. When he first crashed he was unable to move -- he was numb from the waist down and very disoriented due to the head trauma he had sustained. For all those riders knew he could have had a severe closed head injury and paralyzed! It is very disappointing to me that other riders responded in this manner. I enjoy racing and the competition involved. But that should never take precedence over stopping and helping an injured rider. I hope this will help other riders think about those they are riding with and come across on the trail. It's not worth winning a race if you could have potentially saved a life! I know I'm preaching, but having helped several people over the years and watching the trend of people becoming more and more self absorbed, I wanted my voice to be heard. Help others on the trail! Someday, you may need someone to help you. Even if you never need help, it's still the right thing to help others before passing them by. By the way, my brother is doing well. A lot of things could have gone wrong. Luckily, they didn't. We need to be concerned for our fellow riders, even if they are our competitors. After laying on the ground for about 10 minutes and no one stopping or coming to help him, he realized that he needed to get himself out. By this time he felt sensation in his legs again so he got up and began riding his bike. He felt ok, so he actually finished the race. And did well. However, I think he should have called it a day and sought out some medical attention.

-Ed Warr

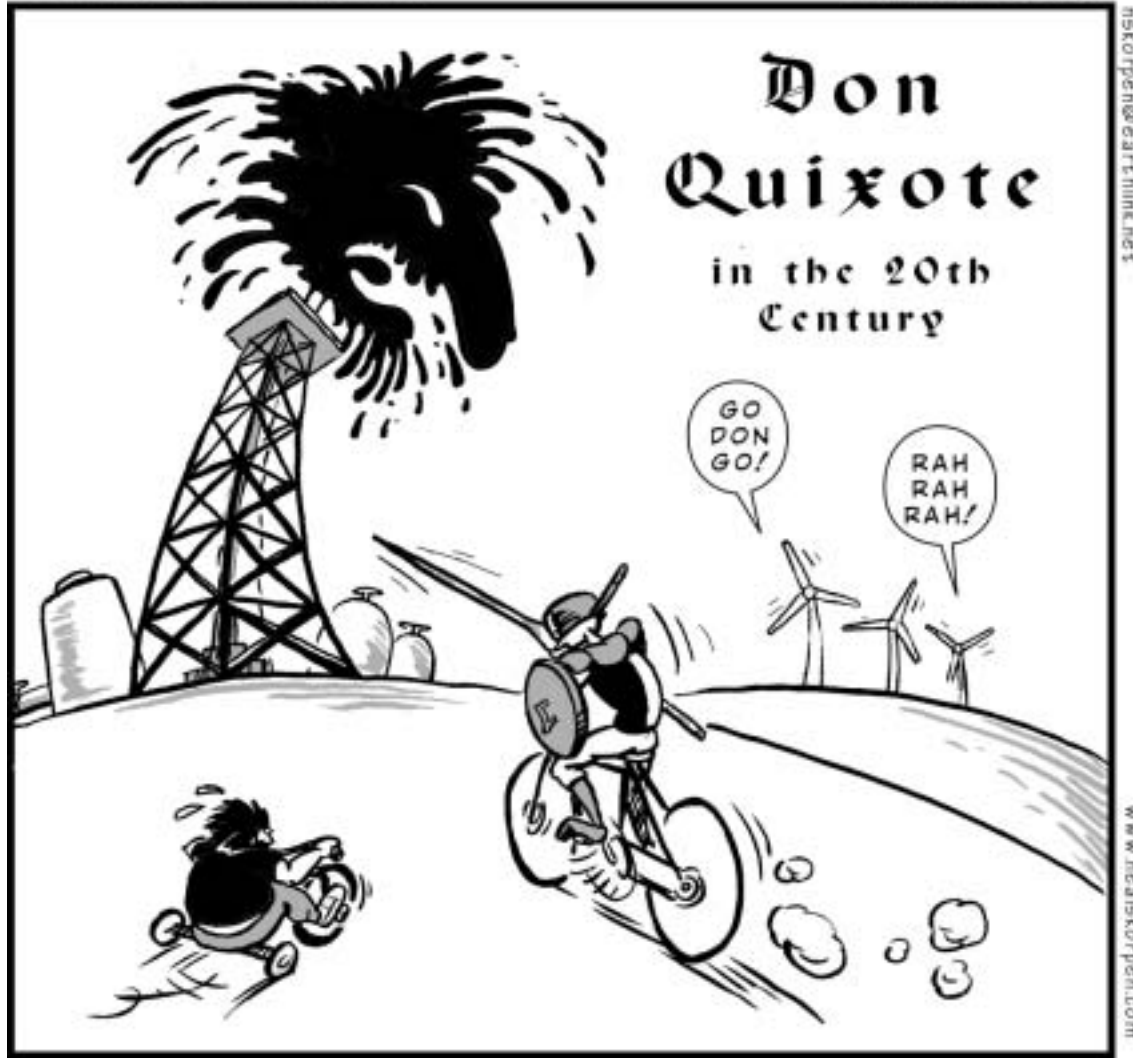
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-Alan Stockland

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BY NEAL SKORPEN



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ed team time trial, the category 3 men had the corner timed to perfection with their beautifully choreographed wrecks one after another. In the aftermath of the 'war of the corner' it was Jonathan Gardner of Porcupine/Contender taking the win over Sam Krieg.

Following the cat. 3's, the men's Pro,1,2 field hit the course hard and fast in more ways than one. Not long into the race the first wreck took place taking out Healthy Choice's Kirk Eck. Following Eck's unwelcomed departure, Healthy Choice continued their bad luck with their riders flattening lap after lap due to the debris left in the road by the rain. About 20 minutes into the race former national team member, Cameron Hoffman (Ogden One), made a quick move taking with him Burke Swindlehurst. "After my 5th place TT performance I knew I had a shot at a podium position. The crit here suits me perfectly! I love tight and technical courses. After about 5 laps into the crit I knew I had good legs and high energy levels to make a big effort and bring back some time on my competition. About 20 minutes into the crit I took off, Burke

was the only guy to follow. We quickly got into a rotating rhythm and gained more and more time on the pack." (Cameron Hoffman) In the final laps, Dave Harward of Canyon Bicycles suffered an untimely flat. With the wheel pit closed, Dave's teammate quickly gave up his bike so Dave could continue the race. With additional teammates dropping back to help bring Dave back to the pack, Canyon Bicycles showed the meaning of true team sacrifice and support. "I couldn't have had worse luck than to flat just inside of 9 laps to go when the pit closed, but my teammates showed their true colors and did everything they could, sacrificing their finishes, to get me back into the pack. They were awesome!" said Dave Harward. In the end it was Burke Swindlehurst who took the win over break-away companion Cameron Hoffman with Marc Yap (Healthy Choice/Goble Knee Clinic) taking the pack sprint more than a minute behind.

With more rain in the forecast and dropping temperatures, Sunday played host to the 'Camel's Back Loop' Road Race.

'Camel's Back Loop' features two climbs with the second climb being the steeper and longer of the two. Once again the women's 1,2,3 race fell victim to the Utah racing chopping block with a shortened race from 6 laps to 4 laps and only a total race time of one hour and fifteen minutes (if you round up). With the decreased laps came an increase in attacks with Kris Walker was on the prowl. On lap 3 of 4, Walker hit the pack hard with an attack that sent her up the road solo with Darcie Murphy not far off. With her sights set Murphy quickly bridged up to Walker with what was thought to be the winning break. In the final miles the pack once again bridged back up to break only to face another hard hit by Murphy on the final climb to the finish which saw her solo away for the win. Jamie Williams of the Logan Race Club finished in second with her teammate, Kris Walker, rounding out the podium. In the end, it was Darcie Murphy (Ogden One) who one the overall with Kris Walker (LRC) taking second and teammate, Jamie Williams (LRC), finishing third.

The men's Pro-1-2 field set off for ten laps shortly after the category 4 and 5 men finished their bath in the rain. Not much happened earlier in the race as the teams just let the course do the damage. Lap after lap the lead group slimmed in size as the hills took their course. "In the road race, for some reason, every team decided to single me out as the guy they wanted to hurt, drop and gain time over.



Top left: The break in the Women's Crit.
Bottom left: Elite Men's Crit
Above: Cameron Hoffman leads the chase group in the Camel's Back Loop Road Race.

Photos: Tommy Murphy

After about 5 laps of easy cruising I became bombarded by attacks. Teams made alliances, forcing me into a position to chase everything that was a GC contender. I fielded so many attacks! After the chase group caught up with the lead pack I learned that Ryan Barrett was off the front. I thought, 'I have enough time to spare.' During the last lap, it was cat and mouse with the GC contenders," said Cameron Hoffman. With two laps to go, Ryan Barrett (Healthy Choice/Goble Knee Clinic)

through down the winning attack on the big climb to solo off for the win. In the final lap, two additional riders, Marc Yap and Jody Harris (Ogden One), got off the front of the pack with Jody Harris taking second and Marc Yap finishing third.

In the end, Burke Swindlehurst of Team Seasilver held on for the overall win while Ryan Barrett (Healthy Choice/Goble Knee Clinic) moved into second place overall with Ogden One's Cameron Hoffman finishing third.

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TOURING

Pedaling Border to Border Against Diabetes



Arizona Border, South of St. George, the first day of the tour, April 2 (left-right) Matt Score, Matt Vogel, Dave Nevins, Pete Hoogenboom, Kim Hale. Photo: Derek Smith

By Pat Hemrich

The Border-to-Border Against Diabetes bike tour traversed a 502-mile route from the Utah-Arizona border to the Utah-Idaho border during the first week of April. The five-rider BBAD (pronounced Be Bad) tour team's purpose was to raise awareness of the value of an active lifestyle for people with diabetes. The tour was the idea of a new, local non-profit group called No Limits Cycling, and the team, which included four riders with Type 1 diabetes and one cancer survivor, began their adventure south of St. George on April 2 accompanied by their support vehicle driven by Joel Bingham of Bingham Cyclery.

Their route the first day took them from the Utah-Arizona border through St. George and Enterprise to Cedar City. This route included a scenic, 10-mile stretch of gentle and steep (up to 18%) climbs on a bike/pedestrian path through the Snow Canyon State Park. A broken shifter on one bike and a broken spoke on another did not deter the team from completing the 102-mile first day.

The second day continued with a big tailwind on to Milford, where they were greeted with a motorcycle escort from Bubba, a local resident, and cheering supporters at Penny's Diner who had made a big welcome banner that unfortunately blew away in the big wind just before the team arrived at the Oak Tree Inn in Milford.

Day three started with an ominous "Next Services 75 miles" sign just north of Milford. Thirty miles into the ride, the tailwind turned into a strong headwind with rain, so getting to the next night's stop in Delta, Utah was tough, made especially rough by the semi trucks racing past covering the cyclists with whatever the trucks were carrying (hay, pebbles, pigs, horses, etc.).

Day four was a ride through the rolling hills to Eureka, followed by a great downhill through the canyon and a beautiful view of Mt. Nebo, up a long series of false summits on the climb from Goshen to Santaquin and finally arrival in Payson for the night. The following day took them back the way they came the previous day to Elberta, north on Highway 68 on the west side of Utah Lake, out of rural Utah and into the Salt Lake metro area.

Day six, Thursday, was another day of tailwinds on their ride from Sandy, though the west side the Salt Lake valley, to Ogden. After the heavy traffic of Highway 89, the steep toll road in Ogden was pleasant, even if a bit painful after 420+ miles of riding in six days.

Friday, the last day of the tour and the day that would give meaning to the Border-to-Border title, began in Ogden in a downpour. It rained cats and dogs through Brigham City where it finally quit raining and was just plain cold. As they passed through town a bank time and temperature display said 34°F. Finally the BBAD riders were nearing Idaho on an I-15 frontage road somewhere north of Tremonton. And just when you thought things couldn't get any worse . . . the pavement ended.

The BBAD bike tour finished its last seven miles on the frontage road of I-15 as it alternated between pavement and muddy gravel. But then the sun came out, and all participants realized that they had proved -if only to themselves-that there are truly "No Limits" for people with diabetes. Members of the BBAD team are Kim Hale (Layton), Peter Hoogenboom (Salt Lake City), Matt Vogel (San Francisco), Dave Nevins (Boise), and Matt Score (Boise).

For more information on the team visit www.nolimitscycling.org or www.insulinfactor.com

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