

VOLUME 10 NUMBER 7

FREE

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MOUNTAIN WEST CYCLING JOURNAL

cycling utah

Where are your
Spokey-Dokeys?

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SPEAKING OF SPOKES

Autumn Delights

By Dave Ward
Publisher

Cycling is so selfishly pleasurable I am certain that it, along with skiing, eating and sex, must be sinful. That must be why, when I ride, I do so with a gnawing sense of guilt, a feeling that I should be doing something more productive and less personally pleasing.

That being said, this last week has been particularly sinful. To begin with, one morning last week, I rode under a clear, cool sky, climbing from downtown Bountiful, Utah, up to the foothills, around and past the LDS Bountiful Temple, up further to the Bountiful High School "B" on the hillside, and back. The sensation of being under a refreshingly clean sky, the air cool enough to just nip a little at your nose and fingers, is a delight worth suffering for.

A couple of days later, my wife, Karma, and I were driving on Friday evening to West Yellowstone for the next day's Fifth Annual Yellowstone Fall Cycle Tour. As the rain poured down on the tandem racked on top of our car, Karma was wishing I had brought my single bike so she could send me off alone the next morning while she snuggled cozily in front of a warm fire.

Actually, that is why I left the



single home. So, on a cold Saturday morning, we joined almost 300 other cyclists for a journey, starting on soggy roads, from West Yellowstone to Old Faithful and, for the hardy, the return back. (Others had the option of shuttling back, or shuttling in to Old Faithful and then riding back.) Thankfully, it had stopped raining by the start of the ride, though the thick, dark clouds were withholding any sign of a truce for the next few hours.

As it turned out, the clouds were good to us. They withheld their moisture, thinned and even let a few rays of sunlight escape through. Perfect weather for what is a most beautiful ride. The road took us along the scenic Madison River, and then through a countryside of geysers, hot pools and mud pots till we reached Old Faithful.

It is a simple but true fact that a good rainfall outfits nature in its finest. The freshness of the cool air and the enhanced colors add brilliance to the magnifi-

cently clear river water, natural growth and abundant wildlife of this beautiful park. Right after an autumn rainfall is the perfect time to do this ride.

Yellowstone can always surprise you, too. We made the obligatory first stops for the obligatory pictures of buffalo and elk. But along with others, we adjusted quickly to their ubiquitous presence and subsequently simply gazed at them as we rode past. However, as we made the turn at Madison Junction to head to Old Faithful, a lone cyclist, stopped at the base of an approaching incline, called to us as we zipped by striving to carry our speed from the preceding downhill as far up this incline as we could.

Karma and I elected to turn back, reasoning that if this cyclist felt compelled to interrupt our concentrated effort, there must be something worth seeing. Sure enough, as we slowed to a stop, he pointed out a wolf in the trees about thirty yards away. The wolf moved gracefully through the trees and shrubs, stopping to peek out periodically at the gathering crowd, till he finally slipped out of sight. Wow! Despite having been to Yellowstone more times than I care to count, this was my first time to ever see a wolf in the wild.

Several miles later, as we



Top: Dave Ward Emerging Out of the Fog

Photo: Karma Ward

Bottom: Karma Ward by the hot springs

Photo: Dave Ward

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Photo: Brian Schiele
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TRAIL OF THE MONTH

Stansbury Island Mountain Bike Trail

By Gregg Bromka

At last, gone are the dog days of summer and with them life in the blast furnace we call the Salt Lake Valley. Labor Day ski sales, an early autumn dusting of snow on high peaks, and crisp nighttime breezes that warrant an extra blanket on the bed compel many to wave a checkered flag and call the bike season officially over. As the days get shorter still and trails up high in the Wasatch Range transform from air conditioned escapes to arctic training grounds for the Ice Man Cometh, the urge to make a beeline to Moab or St. George is more primal innateness than human logic. If you hang out up north, however, you'll be shocked at how the mountain biking season speeds through September, rolls into October, hangs tight during November, and only begins to fade with December's first inversion. In fact, a wily biker can shred powder one day and rally in the dirt the next until old man winter clenches us in his icy mitts for good come January. By then, life is merely having to deal with two short months of frozen trails—nothing a homemade set of studded tires can't handle.

So, save some gasoline by staying up north, postpone spin classes, keep the chain lubed, and head a half hour west toward Tooele to ride the Stansbury Island Mountain Bike Trail or other routes in Utah's west desert. Developed for non-motorized use by the Salt Lake Field Office of the Bureau of Land Management, the Stansbury Island Trail takes advantage of Mother Nature's craftsmanship by following the elevated shoreline bench of ancient Lake Bonneville. By definition, you can level a carpenter's bubble on the wave-cut terrace, but there's one catch. You must first get up to the petrified lakeshore, and that means enduring a mile-long 650-foot climb with tight, rocky switchbacks. It's a bitter pill to swallow; however, by the time you catch your breath to curse the trail builders, you're there, and no ranting will emanate from your gaping mouth as you gaze across one of North America's sublime landscapes.

Stansbury Island, which hasn't been an island since the Great Salt Lake's 1983 flood stage, is as bleak and bizarre as the moon with its skeletal spine, treeless slopes, and sinister mud flats. Still, you'll know you're pedaling on the third rock from the sun when your eyes fall upon the Great Salt Lake's ever-blue waters, upon steely mountain peaks afar trimmed with verdant green, and upon a not-too-distant metropolis boasting one million

inhabitants. Moab, it's not, and you would be hard pressed to find a postcard of the place, but it's equally unique and definitively Utah.

Details:
As you head south from the trailhead across the sun-baked foothills, you can trace the nine switchbacks that lead up to your anaerobic destination. Ugh! Once there, you'll drop through four more turns to catch the shoreline, proper. You'll stay glued to that elevation for 4 miles.

At times, the shoreline's narrow rocky lip barely accommodates your two-inch wide tires; other times, the smooth terrace is broad enough to build a house on. Acrophobes and bikers with rudimentary handling skills may find some sections especially unnerving. After curving through Tabby's Canyon, the trail bends around two points that provide overlooks of the salt evaporation ponds on the flats below and of the Oquirrh and Stansbury Mountains rising high above eye level. Nearly a mile farther, the trail bends through a canyon, and an intersecting trail descends sharply to the right. That's your route down, but before you descend, chase the bench trail another half mile for the best view yet. There, the Wasatch Range can be seen stretching over 60 miles from Ogden's Ben Lomond to Salt Lake's Lone Peak, and the city that welcomed the world during the 2002 Olympic Winter Games sprouts from the dried up playa. The descent is steep and gravelly, so be cautious. Once back on the flats, you close the loop by following marked doubletracks and dirt roads around the island's base.

Location: 45 miles west of Salt Lake City

Length/Type: 10.4 miles/Loop (clockwise)

Tread: 5.8 miles singletrack, 3.2 miles doubletrack, 1.4 miles dirt road

Physical Difficulty: Moderate (tough climb to reach the "shoreline" then flat with micro-hills)

Technical Difficulty: 1+ to 5 (tight, rocky switchbacks on the initial climb; smooth and choppy trail with exposure; steep, gravelly descent; smooth dirt roads with light sand and washboards)
Elevation Gain: 1,050 feet

Dogs: Yes, but no water on route

Trailhead Access:

From Salt Lake City, travel 36 miles west on I-80 to Exit 84 (Grantsville, UT 138). Go right at the exit then left/west on the Frontage Road for Stansbury Island, which turns to all-weather dirt. Stay straight at a Y-junction to reach the trailhead in another 3 miles.

Excepted from Mountain Biking Utah's Wasatch Front (due March 2003—no lie!). Will be available at www.offroadpub.com.



Brad and Aspen enjoy a spring ride on the Stansbury Island.

Photo by Gregg Bromka

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ADVOCACY

A Response from UDOT on Enhancements

By Kevin Nichol

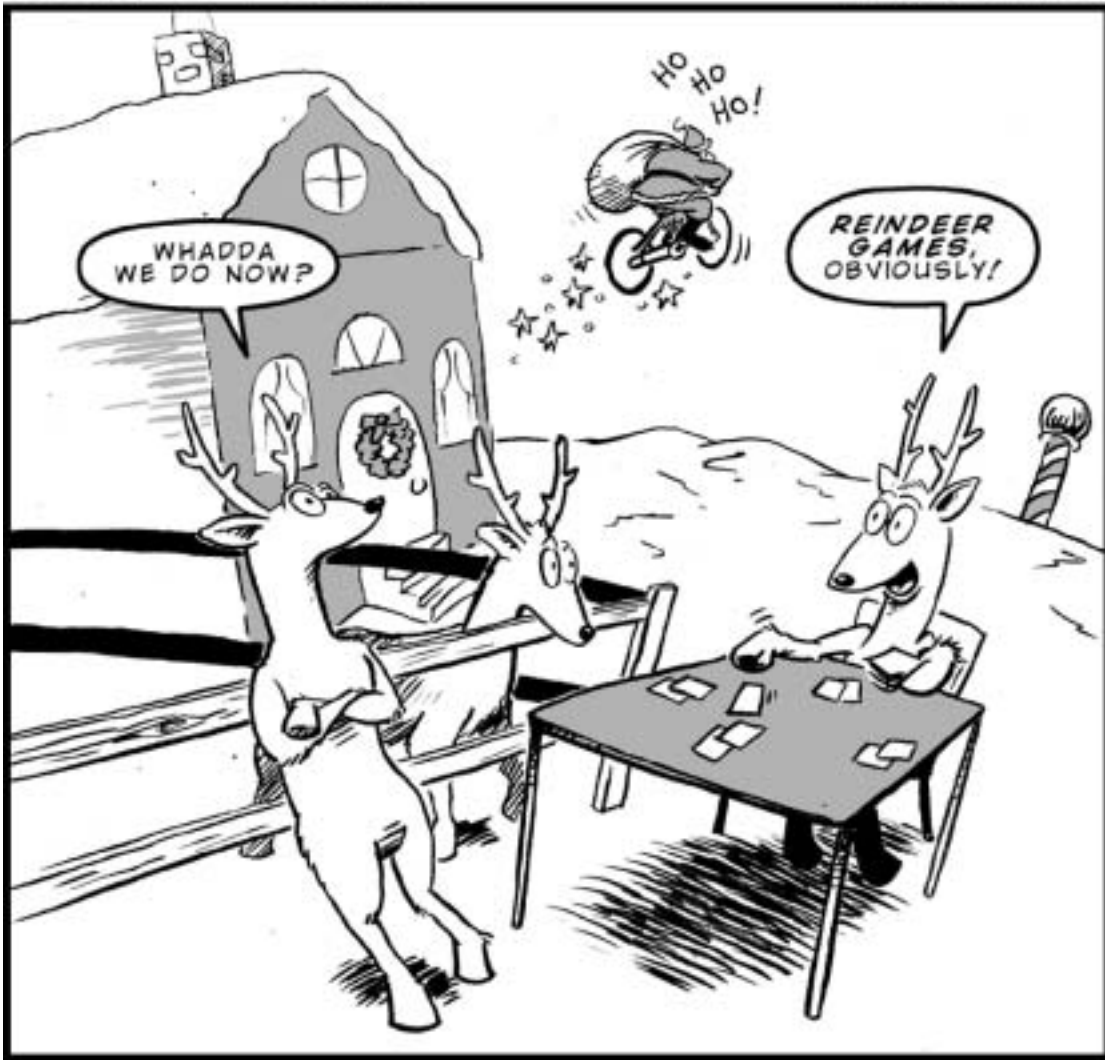
As the person formerly responsible for administering the Transportation Enhancements Program for the Utah Department of Transportation, I would like to present several facts about Utah's Enhancements program, lest your readers retain a mistaken impression from the article in your September issue on the NTEC national study.

The article implies that Utah has not been using all of its TE allocation. The use of the term "underspend" in the headline indicates a misunderstanding of the findings of the study. Utah has never lost any Enhancement funds due to lapse, nor has UDOT ever elected to use any of these funds for other categories of projects (which is admissible under TEA-21). While Utah's obligation rate is only slightly above the national average, all of the funds from both ISTEA and TEA-21 have either been expended or are now programmed (assigned to a specific project) solely for eligible enhancements.

I must agree with the respondent from Idaho that obligation rate is not necessarily the best indicator of program success. FHWA considers funds "obligated" once a contract has been executed for the construction. There have been delays in Utah, as in all other states, in getting programmed projects obligated. As the study pointed out, most of these delays are attributable to the local project sponsors, typically cities and towns, being unfamiliar with federal contracting requirements. While this has slowed some projects during preconstruction activities, it certainly has not prevented sponsors from completing all but a very few projects. When one of these isolated projects were canceled, for whatever reason; the Enhancement funds were promptly reprogrammed to new

CYCLOTOON

BY NEAL SKORPEN



projects.

The study suggested setting aside a portion of the funds for technical assistance that would allow UDOT to spend more time helping the sponsors through the process more quickly. This is probably a good idea and we have considered doing so, but for now UDOT has elected to spend all the available funding on specific projects, rather than general technical assistance.

Another common delay mentioned in the study involved the environmental permitting process. Performing an

Environmental Assessment (EA) or Environmental Impact Statement (EIS) can take years to complete. Fortunately, this has not been an issue in Utah. UDOT has generally not awarded projects to local sponsors unless they almost certainly qualified for a Categorical Exclusion (Cat Ex).

It is also important to recognize the emphasis that Utah has placed on completing bike projects with its available Enhancement dollars. Several years ago, the Utah Transportation Commission

directed that priority be given to bike/ped and highway landscaping. There are twelve eligible categories for Enhancements funding. Over the life of ISTEA and TEA-21, an estimated 68 percent of all the funding available to Utah has been spent or programmed on bicycle and pedestrian projects. Of the remainder, 26 percent has been allocated for highway landscaping and streetscaping, with 6 percent used for all other eligible

categories. Of the 68 percent, approximately 72 percent has gone to bike facilities and trails, 20 percent was used for pedestrian bridges and 8 percent went to sidewalks on safe school routes.

Just a few notable examples of the 49 bicycle-related projects completed or programmed include: the Parley's Crossing project (all three phases); bike parking facilities and the bike lane striping on 200 South and 300 East in Salt Lake City; bike lanes in Emigration Canyon (existing and proposed); several grade separated crossings and some trail elements of the Jordan River Parkway Trail (existing and proposed); a number of trails in the St. George metro area network — including the Virgin River Bridge and the trail from Redhills Drive to the north entrance of Snow Canyon State Park; the Olympic Parkway Trail between Snyderville and Park City; soft surface and restrooms on the Union Pacific Rail Trail State Park from Echo to Park City; the Millcreek Parkway Trail in Moab; a proposed bicycle bridge over the Colorado River directly north of Moab; portions of the Porter Rockwell Trail and proposed Mehraban Trailway in Draper and; the proposed Beck Street Bike Commuter Corridor project.

Hopefully this information will be useful to you and your readers. Any questions about the present status of the Enhancements Program should be directed to our Local Governments Engineer and current Enhancements Coordinator George Thompson.

Kevin P. Nichol, PE, MPA
Engineer for Statewide Planning

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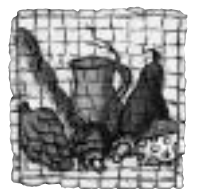
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COACH'S CORNER

A Change of Seasons

By Bill Harris

Well the cycling season is over and the cold and snow are just around the corner. While there are a few diehards that will ride in freezing temperatures and on ice slick roads most of us will head to the hills or into the gym. So what are the best winter training options for the cyclist looking to maintain or gain on their hard-earned fitness?

· Weight training: a cycling specific plan can help strengthen muscles, tendons and ligaments that may have been neglected from a season sitting in the saddle, improve muscle imbalances that may have caused you a nagging injury and if your lucky you just might develop some strength and power for the pedals next season.

· Snowshoeing: this can be an easy walk on the golf course or a killer march into the Wasatch. Either way it is a great workout that targets cycling specific muscles. Gear can be rented at REI or Kirkam's, but if you're going into avalanche territory be sure you know what you're doing.

· Skate Skiing: a great way to work on your aerobic and anaerobic fitness. Equipment can be rented at most ski/outdoor shops. Once you get the technique down you might get the competitive bug and join some of Utah's top cyclists in a race or two. If you're a cyclist that is concerned about putting on upper body muscle mass you can ski without the poles.

· Spinning: get off your basement trainer and join a spinning class. A good instructor will push you hard and keep you motivated with some pumping music. A spinning bike uses a heavy flywheel and fixed gear that offers an added benefit of improving your spin and leg speed.

· Stairmaster: get on the Stairmaster next to your riding buddy. Set it to one of the highest levels with the plan to go for 45 minutes. See which one of you falls off first. This is a killer workout that will remind you of the hardest ride you ever did.

· Yoga: all those poses will make your core strong and muscles flexible. Your increased flexibility will improve your comfort on the bike and help prevent overuse injuries. Don't be fooled. Yoga's not easy, plan to sweat.

Of course if you want to be strong for the season opener you will have to spend some time on the indoor trainer, but when you start to go stir crazy you have some options to keep you fit and happy.

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

WINTER TRAINING

Glide to Ride

When inclement weather forces cyclists indoors, the Utah Olympic Oval provides an alternative method of training - gliding instead of riding. The correlation between speed skating and cycling is natural in terms of technique, form and muscles used to generate speed and power. Olympians Eric Heiden and Chris Witty have benefited from cross-training and been successful in both sports.

"Normally cyclists don't have access to a speed skating oval, particularly a brand-new, Olympic-caliber facility," said John McCorquindale, Oval program director. "The Utah Olympic Oval is open to the public as a multi-purpose facility, and we have an array of programming in skating from the introductory to advanced levels. It will provide a great training option for cyclists."

The Utah Olympic Oval has "learn to" speed skate classes with qualified coaches for any cyclist looking for a winter training option. Seven, 45-minute classes are offered for \$45 on Mondays and Wednesdays. Discount coupons are available to any member of a Utah cycling club, just present proof of membership. Upcoming sessions are Oct. 28-Nov. 18 and Nov. 25-Dec. 16 with more scheduled in 2003. For experienced speed skaters, there are advanced classes called the

S.T.E.P. Program which represents Strength, Technique, Endurance and Power. These sessions are taught by U.S. Speedskating certified coaches. The STEP program has three levels of training that can be matched with any athletes' skills.

"The environment is very conducive for training," McCorquindale said. "The Utah Olympic Oval is the home training site of several Olympic medalists, including Derek Parra and members of the national team. It is motivating to be around these athletes and to see how hard they work in pursuit of their dreams."

Known as "The Fastest Ice on Earth" after eight world and 10 Olympic records were set during the 2002 Games, the Utah Olympic Oval is a year-round training facility with a 400-meter speed skating oval plus two international-size sheets of ice, high-performance weight room, 442-meter Mondo Super X track with four running lanes circling the ice and 20 stationary spin bikes. Cyclists are also invited to bring their own bikes and rollers to complete their work-out.

The Utah Olympic Oval is located at 5662 South Cougar Lane (4800 West) in Kearns. For more information, call John McCorquindale at (801) 963-7104.

Mid-Mountain Trail Opens in Park City

The Mid-Mountain Trail is a 14-mile, high-altitude, contoured singletrack that connects tow of Utah's largest ski areas: Park City Mountain Resort and the Canyons Resort. The trail, which was constructed with funding from the Snyderville Basin Recreation District, is built entirely on private land. The Mountain Trails Foundation coordinated design and construction, with cooperation from landowners and the two ski areas. Future plans include extending the trail to Deer Valley Resort and to the Olympic Ski Jump, which will bring its total length to 25 miles. For information, visit www.mountaintrails.org -IMBA

Moore Fun Trail

The Moore Fun Trail is a super technical, sustainable 4.4-mile gem near Fruita, Colorado. Utilizing Flintstone style rock gardens, ledgy switchbacks and sheer slickrock faces, the BLM, Subaru/IMBA Trail Care Crew, Colorado Plateau Mountain Bike Association, Grand Valley Mountain Bike Patrol and local Fruita trailbuilders designed and constructed a trail that demands a rider's total concentration. The Moore Fun Trail is the double-black diamond jewel in the Kokopelli Trail System. The trail is named for long-time IMBA advisor Bob Moore, a former BLM Colorado state director who led the agency into a variety of mountain bike projects and partnerships. For information, visit www.fruitamountainbike.com -IMBA

Testimonial to the Road

A glisten at sun up, as spokes turn into the wind. A rush of cool air floods my face, neck, and knees. Speed increases with the wind, where hawks circle overhead. "Beware you mouses! It's time for breakfast." Shades pulled over my eyes provide new color to my day and break the hurricane like an Airstream. Calves and thighs loosen up, warm up, and take on a life of their own. Breaths have a new purpose now and become part of my concentration. Rhythm is the rule which now propels me down today's path to freedom. It's a new day, a bright day, a great day. I and this machine have become one daunting figure to the road.

-Tim Wagner

T&T Bike and Ski advertisement featuring winter gear, Atomic and Blizzard skis, and a pre-season tune for \$25. Includes logos for Wintersteiger, Torelli, and Santa Cruz.

Advertisement for Coffee Garden featuring a testimonial to the road and business hours: Mon-Thurs 6am-11pm, Fri-Sat 6am-12am, Sun 7am-11pm.

Advertisement for Blue Iguana restaurant, supporting the Wasatch Women's Cycling Club. Features a map showing the location at 165 South West Temple and contact information: 801-533-8900.

Route 211

It's Showtime! What's New at Interbike?

by Greg Overton

The Route 211 crew (consisting of the author) recently travelled down Route 15 South to Las Vegas for the annual Interbike show, cycling's yearly gathering of its movers and shakers. After watching some of the moving and shaking, and witnessing countless Marketing 101 angles, as well as the frenzy to get Lance Armstrong's autograph on a poster, a napkin, a jersey, anything!, here are some impressions about the new goodies on display.

Reported "Best New Product" was the new fork from Maverick American. You may know these guys as the producers of perhaps the best full suspension frame available. Now they've put Paul Turner, company head and original mind behind Rock Shox, to work on a new fork. What Turner and the other Mavericks turned out was a five inch travel, inverted design fork that weighs just over three pounds. Pretty good for first time out of the gate. Get your wallet out though, those kinds of numbers, as always, come with other impressive numbers attached. Like a retail price estimated at \$800.

Saw the new Specialized Epic FSR with "Smart Shock Technology" bolted to its left side seatstay, or at least parallel to it.



Pretty cool stuff, impressive technology, and allows for more travel by getting the shock out of the way. I wonder, as did others, what happens to the custom made Fox shock if perhaps your bike were to fall over onto the left side, or take a whack from a rock. But that'll never happen on a mountain bike ride. Will it?

On the road bike scene, quite a stir was created around the Pinarello Dogma. That's the new welded magnesium frame with carbon rear end displayed by the Italian frame company. Magnesium is looked upon as the "next best thing" in the lightweight wars. Several companies have tried to weld it, only one has succeeded - still. The Dogma is not available, and no word on when it will be a finished product, and available at your local dealer,

for an expected \$3000.

Not much to rave about when it comes to new road bike drivetrain components. There weren't any. Campagnolo had its carbon crank last year, but its display looked like a time warp, a dejavu' from 2001. Shimano had its new-look all black 105 group. Nothing mechanically changed, just a rough flat black paint finish instead of the nicely polished group they've offered for the past three years.

Speaking of Shimano, the company's newly redesigned XTR off-road group was the Route 211 "coolest product", at least certain pieces of it were, anyway. Shimano occasionally appears to want everyone to know that they are thinking really hard about bike parts, and reinvents something. This year they did it to the crank and bottom bracket in the XTR group. This new system consists of cups that thread into the frame, as usual, but instead of placing the bearings inside the frame, our

buddies at the big S decided to place oversized bearings outside the cups and against the outside of the bottom bracket shell. The drive side arm and bottom bracket spindle are one piece, and this slips through the outside-the-frame bearings as a unit. With me so far?. The crankarms are tightened to the spindle with cinch bolts integrated in the ends of the arms. This would be revolutionary, except that BMX cranks have used similar systems for decades.

The new XTR disk brake, on the other hand, is the neatest, most compact, wonderfully aesthetic design I've seen. A very trim, organic shape that nearly disappears behind the fork leg, yet it is purported (by Shimano) to offer outstanding power at a very light weight. The fact that it will only fit the XTR hub can be attributed to Shimano just being Shimano in regards to compatibility and recognizing that there are riders who want a choice. They've redesigned the XTR shifter as well, and now it works very similarly to their STI road shifters. The brake lever is the shifter, and you shift by clicking the lever up or down, but there is still a thumb lever under the bar to help with upshifts. It's a neat set up, until one of the systems malfunctions, leaving you with no

systems. The finish of the XTR group is the icing on the cake. No more grey spray paint. The components now gleam with a dark chrome-like finish that illicit a feeling of very high precision and quality. Here's hoping it lives up to the billing!

Other news from the aisles: Lew wheels are now called Reynolds through a deal that included a Salt Lake City company buying the carbon fiber wheel manufacturer shortly before the show, and then teaming with Reynolds. I think there was a first round draft pick thrown in as well.

The aforementioned Maverick frames, which are built by Klein, which was closed down by Trek, which now builds Maverick bikes, signed a deal that allows for the Maverick design to be offered as a Klein bike, built by Trek in Wisconsin. The deal was consummated in a back-scratching exercise par excellence'. Taiwanese manufacturer Alex now officially builds everyone's wheelsets, except- I think- Mavic's. And finally, Sram, who now owns Rock Shox, had a new all plastic fork called the Grip Shock that clicks and clicks until it breaks, and then you have to grip it to carry your bike back to the trail-head.

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Dear SpokeGirl, Have a Great Winter! See you next March! Love, CogBoy

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- 6) Four month paid vacation to sun country.

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*Winter Training***Cycling Camp Keeps Winter Insulation Away**by **Dave Ward**
Publisher

Last winter, I decided to sign up for a spinning class. The Sports Mall offered to let me participate in its four month G.I.G. (Get In Gear) Cycling Camp in exchange for advertising in cycling utah. A trade for something I want being rare and one of the few benefits of publishing this paper, I agreed.

I usually look forward to winter as a time to ski rather than cycle. When I say ski, I mean real, i.e. downhill, skiing. My dad started me when I was five, and skiing is the most pure fun activity I do. I look forward to and love every minute that I spend on the slopes.

However, downhill skiing is once a week is not sufficient to avoid losing fitness and putting on weight. I need to do something aerobic on an almost everyday basis, and I have difficulty being very motivated to do indoor training on my own. As a result, I usually hit spring with many extra pounds and little fitness.

So, the cycling camp was a

new endeavor, and I began the class with three goals in mind: Lose weight (the class started in mid-November, and by then I had already regained my winter insulation); maintain (actually, regain) my fitness; learn to pedal more effectively.

Let me say up front that I am not a fitness center kind of person. I do not seek social interaction or fulfillment there. I have belonged to a fitness center one before. I would go, do my workout, and then leave. Contrary to what some may say, I am really quite intimidated by groups, and so interact very little. Social interaction, therefore, was not a motivation at all for participating. The three goals listed above truly were my only motivation. But social interaction is certainly there also for those who are seeking it.

As most of you know, spinning is done indoor on exercise bikes. The bikes at the Sports Mall, and at other spinning locations, are set up more like real bicycles, as opposed to the usual exercise bikes which are too upright and have fat, uncomfortable seats. The class is held in a

separate room, with lights dimmed and music blaring. You have a group leader who takes you through different levels of resistance, cadence and intensity during your class. Effort is based on and measured by your heart rate, and a heart rate monitor is a necessity.

The four month program is designed by J. R. Smith, a USCF licensed cycling coach. Though specific details are determined as the camp progresses, the program is geared to take you to a higher level of fitness and proficiency by the end of the camp.

So how did I do? Well, I did not lose weight. Though I was getting plenty of aerobic exercise, I was also getting plenty of food. I would lose a few pounds, but then gain it right back. That, of course, was really my fault for failing to combine a good diet with my exercise.

Aside from that, however, I did well. When the camp was over, I had an excellent fitness level. I did not have to spend one to two months regaining my fitness. Additionally, through the winter I was much more fit than usual. So, I was satisfied that I

had achieved my second goal

From participating in this camp, I recognized the benefit of including recovery periods, days of relaxing and less taxing rides. It became evident to me, in following the program, that easy days are part of a balanced training program. Indeed, I discovered that I have a tendency to exert myself every time I am on the bike. Being forced to take easy days as part of the camp, I found I was recovering better and not wearing myself out.

As to my third goal, pedaling more effectively, the camp was designed to develop a faster cadence and smoother pedaling action. It took time, but I eventually became accustomed to pedaling faster. Further, I felt I was able to spread my effort through more of the pedal stroke and pedal more smoothly. With these two improvements, I felt my pedaling became more efficient. Once I was back on the road the next spring, the benefit of these improvements quickly became evident.

Any criticisms? Well, yes. Though I did not mind the dimmed lights, I found the

music for the most part quite obnoxious. It was too loud.

Maybe most people enjoy loud rocking music, but I found that after almost an hour of it, I was glad when it was turned off.

Also, your VO max is tested at the start of the camp. However, it was not tested at the end. I am uncertain what the value of a beginning test is when there is no test at the end to measure the difference.

Aside from that, and for the foregoing reasons, the camp was a success for me. In addition, however, I was most pleasantly surprised by another, unanticipated benefit. As stated earlier, I am an avid downhill skier.

Nothing brings me more pure pleasure than cruising down a slope, especially a powder slope. I had been participating in the cycle camp about month when I started my ski season. I immediately recognized that, thanks to the cycling camp, my legs and fitness were well-prepared for the ski season, and stayed that way through the winter months. As a result, it was one of my best ski seasons in a long time.



Sports Mall Cycling Camp 2002-2003



This four-month training program's function is to train athletes in the "off-season" and for those wanting to develop strong outdoor cycling skills as well as improve their fitness level. The Sports Mall offers a top-notch program with the best and latest training techniques designed by our elite USA Cycle Coach, JR Smith, and offers 10+ classes per week to meet various busy schedules.

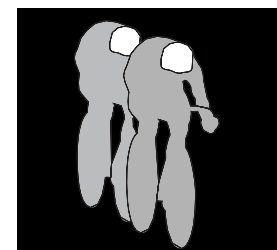
The camp will follow a periodization schedule over three six-week phases. Each phase will include an educational seminar with JR Smith. A V02 test or a Max Watt test at the beginning of phase I will be offered.

"kick-off" Seminar, Program Orientation and Registration: Tuesday, October 22 from 7:30 - 9:00 pm Sports Mall (5445 South 900 East)

Those unable to attend can register by calling Sports Mall, 261-3426 ext. 135, Diana. Cost \$279.00 for Sports Mall members and \$359.00 for nonmembers. * ATTENTION RETURN CAMP PARTICIPANTS: bring a friend (must register) and receive a \$30.00 discount.



Cycle Workouts :
Phase I—November 11- December 24
Phase II—January 2, 2003 - February 11, 2003
Phase III—February 12, 2003 - March 26, 2003



ROAD RACING

Zabriskie's Diaries from the Vuelta de España

By Dave Zabriskie
U.S. Postal Service Cycling Team

411

-This report filed September 23, 2002

Okay, the Angliru was pretty hard.

The race started from the gun again and it never let up. Johan came on the radio and said guys just for your information at the top of Angliru it is sunny and dry. Golly that was really making me look forward to it.

I was already using my triple chain ring on the first Cat.1 climb of the day. On the downhill I was chasing back on with a group, I don't think it's very smart to do try and chase on these downhills. The guy I was following was going really fast and I could see a hard right turn in front of us but he wasn't slowing down the road was wet by this point. I looked ahead and there was a nice hill of grass that I decided to go up.

Tony Cruz was in that group behind me, too, and he said that guy did almost crash. But I just lost the concentration for one-second, I looked up the hill instead of the turn and that's where I went. But I caught them anyways at a little bit of a safer speed.

I made it to about kilometer 150 with the main group and then I had to go a slower speed. I felt bad that I couldn't

help Roberto out a little more, but on a day like that I think he is pretty good no matter what and he was getting help from the rest of the team.

I hit the bottom of the Angliru and let the gruppeto go in front of me, I just wanted to be alone and concentrate on getting up the mountain. It began to rain extremely hard; some parts of the road were like a river.

Frankie told that I me had plenty of time to make it within the time cut, so I kept going my own pace. There were a lot of people walking down by the time I was going up. A lot of them got in the way and I was looking for all this security and fencing they said they were going to have. It was scary when I got in front of a car and it would be spinning its tires in back of me.

I didn't really want to get run over. Some people tried to push me but I had to say "no thanks." It was hard enough to balance on that steep of a grade and a slick road, without a bunch of drunk Spanish people knocking me around.

I'm sure only a few were drunk but they were definitely all crazy and kept yelling at me "ROBERTO IS LEADER." I finally finished, and was so delirious that when Johan grabbed me after the line I didn't recognize him and I yelled at him.

Now Roberto is the leader, and we get to start defending tomorrow.

done, vertig, finis

-This report filed September 29, 2002

Today was the last stage of the Tour of Spain.

The plan was for me to go out as hard as I could for the first 20km to give Johan some split times for Roberto. After that, I just kept on going to the finish, it was dicey going into the soccer stadium and I was glad I was wearing clear lenses or I would've been blind in the dark.

We went into Real Madrid locker room. Matt White was pretty excited and jumped in the hot tub. We took showers and made our way back to the hotel, but first we made a Dunkin' Donuts stop, they were tasty but didn't sit to well in my stomach.

Once back at the hotel we were watching the big showdown on T.V. After riding the course I knew it would be hard for Roberto to hang onto to his lead. Aitor was unbelievable, it didn't look like he was even trying and he was super smooth.

It's too bad that Roberto lost, but in the end it's just bike racing and not the end of the world, and he still rode an amazing tour. As for me this was the end of my first grand tour experience. It's all blurred together right now in my head and I'm sure that it will take a few weeks to sort it all out into some kind of order.

I for sure had my fair share of daily

suffering. I don't remember one day that we didn't go uphill or had low intensity racing, it was always OUCH this really hurts.

I went through many different emotional states during the race. I think I ended at a higher level than when I came into it, and I am now happy.

I can't really say that I was a bike racer before this, it has changed my outlook on many things. It would have been hard to finish if not for all of the support from the staff of the team. From great massages too a perfect running bikes and clean clothes everyday. And to the people that had to deal with me on the phone for the past month thank you for your patience and understanding.

Now it's off-season time for me. Starting officially tonight at about 9:30pm.

Thanks for reading, hope you enjoyed the words.

-Dave Z.

Editor's Note: Dave rode 3128 KM in 78.36.2, including 15th place on the final time trial stage, to finish Vuelta in 120th position. His teammate Roberto Heras finished second. Dave grew up in Salt Lake City. The preceding are two of his diary entries from the 21 Stage Tour and were originally published on VeloNews.com.



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FREERIDING

Red Bull Rampage

Virgin, Utah – October 13, 2002 – The beautiful and intimidating landscape of Kolob Reservoir in Virgin, Utah served as the breathtaking venue for the second annual Red Bull Rampage, a freestyle mountain bike competition that invited 27 of the world's best riders to demonstrate their highly technical abilities in downhill, dual slalom and overall free-riding. Unlike traditional mountain bike competitions with set courses, the Red Bull Rampage took advantage of the burly terrain and let the riders choose their own lines. Judged similarly to a free skiing competition, difficulty of line selection, control, amplitude, fluidity and style all factored into the overall scores. Canadian Tyler Klausen, 20, had the winning edge and took home the title and a piece of the \$10,000 prize purse.

How it all unfolded...

With the immense mountains, jagged edges, loose dusty soil, and intense desert sun, just getting in a starting position was a challenge. For two days, riders hiked up and rode down 1500 vertical feet to take practice runs and familiarize themselves with the terrain. On Saturday, October 12, the qualifiers got under way and narrowed the number of competitors from 27 down to 12 for the main event. Placed between two ridges, the qualifier course held numerous options, allowing riders to carve their own paths. World Cup downhill racer Cedric Gracia took on his runs with the same ferocity as he does racing, pulling out a frighteningly fast and amazingly smooth second run, putting him in 1st place at the end of day one.

The Finals...

On Sunday, October 13, twelve riders stood poised to conquer the course designated for the final round of Red Bull Rampage. The terrain featured even more severe vertical and sheer drops than the prior day. Red Bull athlete Shaums March had a mind blowing first run, riding off a 20+ foot drop at the outset and stomping landings at every point. As Lars Tribus said "That run was nasty!"

Thomas Vanderham took a chance by going off a huge drop at the end of his run, unfortunately he didn't quite stick it, but props to him for being the

first rider to try it. That drop became the attempted grand finale for more than a few riders following Vanderham's attempt. Fifteen-year-old Kyle Strait followed him off that massive drop and stuck it!

Darren Barrecloth rockstar-ed his runs, pulling a 20+ foot jump off a lip that nobody had tried. Side note here: until 4-5 months ago when he began riding mountain bikes, Darren was purely a BMX man. Barrecloth is sure to be seen in more freestyle mountain biking



1st	Tyler Klausen	\$3,500
2nd	Cedric Gracia	\$2,200
3rd	Darren Barrecloth	\$1,200
4th	Shaums March	\$800
5th	Dave Watson	\$600
6th	Kyle Strait	\$400
7th	Richie Schley	\$300
8th	Lance Canfield	\$200
9th	Thomas Vanderham	\$200
10th	Robbie "Air" Bourdon	\$200
11TH	Andrew Mills	\$200
12TH	Chris O'Driscoll	\$200

Top: Robbie Bourden crashing.
 Middle: Rampage winner Tyler "Super T" Klausen
 Bottom: Richie Schley
 Photos: Brian Schiele
home.mindspring.com/~mtbbrian



competitions in the future.

Cedric Gracia killed it on both runs, even pulling a no-hander as he sailed across the canyon gap. He destroyed everything in his path, making it look way too easy.

The most stunning run of the day was from Tyler Klausen who started his run with a 30+ foot launch that he nailed! Nobody got over that run all day...it was just surreal. Tyler told us his secret of staying focused "I kind of think of the steps it takes to do it, maybe think of chicks...takes your mind off it". That run earned Tyler 1st place and \$3,500 at Red Bull Rampage. As judge Jim Conway was heard saying after Tyler Klausen's run "boy, this sport's really coming along".

Red Bull Rampage was an absolute success with a rare feeling of mutual respect and support between all of the riders. Athletes are already looking forward to next year because, as Robbie Bourdon said, "that was insane".

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Cyclocross

Utah Cyclocross Series Race #1 Wheeler Farm, September 29, 2002

Photos by Dave Iltis
Editor

Terry McGinnis



Jon Gallagher



Sally Warner - Women's Winner



Bart Gillespie - Men's Winner

Are you ready?
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2002



Schedule

Sun. Sept. 29 - Wheeler Farm	All races start at 11:00 am
Sun. Oct. 6 - Trailside Park	(Venues and Dates subject to change)
Sat. Oct. 19 - Logan Fairgrounds	
Sat. Oct. 26 - Park City Mtn. Resort	
Sat. Nov. 2 - Wheeler Farm	
Sat. Nov. 9 - Trailside Park (State Chmp.)	
Sun. Nov. 16 - Wheeler Farm	
Sat. Nov. 23 - Soldier Hollow (UCI not part of series)	
Sat. Nov. 24 - Soldier Hollow*	
Sat. Dec. 7 - Wheeler Farm	

Reg. Fees: \$20 day of (except*), \$125.00 for a Season Pass (9 races) that's only \$13.88 per race, or the 6 race pass for \$100, that's only 16.66 per race.

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- Men B (SlowSport, SlowCat 4, Cat 5, Beginner)
- Men C (First Timers, entry level racers)
- Women A (Pro, Expert, Sport, Cat 1, Cat 2, Cat3)
- Women B (Beginner, Cat 4, Cat 5)

For more information visit the web site

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ROAD RACING

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Kirk Eck's Victory Salute



Kirk Eck and Allan Butler (in Green) at the Feed Zone

Photo: Marc Yap

by David Bern

Photos Courtesy Epék

Although shortened 20 miles this year due to road construction, the 709 racers and tourists who rode the 2002 LoToJa Classic will tell you their day in the saddle was anything but easy.

"I felt good, but I hurt a lot more than in years past," said Kirk Eck, 33, Senior Men's Pro, I, II winner with a time of 7:39:01. "Those climbs along Palisades were difficult."

The rolling hills that hug the eastern shoreline of Palisades Reservoir were a new addition to this year's race, which also celebrated its 20th anniversary. Less than 72 hours before race day on Sept. 14, Race Director Brent Chambers and his crew found themselves scrambling to find a new finish line location.

The traditional finish at Teton Village had to be suddenly dropped because of intense road construction in Snake River Canyon between Alpine and Hoback Junctions. The compromised road conditions were anticipated; however, the United States Cycling Federation requested the last-minute course change to assure fair play.

Despite the short notice, the community of Swan Valley, Idaho, welcomed the event, and leaders there have pledged to host the finish in 2003 if construction in Snake River Canyon forces a course change again.

As Eck and his Logan Race Club teammates of Allan Butler, John Osguthorpe and Marc Yap pedaled away from the start line at Sunrise Cyclery, they wanted to be the first group to race along Palisades and to launch a winner into Swan Valley. They didn't waste time to reach their goal.

Less than seven miles into the race, Butler jumped with another rider and the two got away from the peloton. "Our purpose of doing that was to speed things up, but it stuck," said Eck. "I began to bridge after Franklin and caught them just after Preston."

A seven-man break eventually formed and everyone worked to make it succeed. "It was really amazing," said Eck. "Everyone did their share. It was really smooth."

The break was reduced to six riders during the ascent to Tin Cup Pass. After Eck won the KOM prize, he and Butler, Jeremy Smith, Brent Cannon and Scott Martin stayed together—until the final climb beside the reservoir.

"Allan attacked with another rider and they got 30 seconds, and that was great for me to have a teammate up the road so I could rest," said Eck. "If I didn't bridge, then he could win."



I'm Gonna Finish!



Women's Winners

Continued on page 12

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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!



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 info@slccriticalmass.org



Cyclo-cross

General Info

www.utahcyclocross.com

Utah Races

October 19 — Utah Cyclocross Series #3, Logan Fairgrounds), (801) 322-3788

October 26 — Utah Cyclocross Series #4, Trailside Park, Park City, (801)322-3788

November 2 — Utah Cyclocross Series #5, Wheeler Farm (Salt Lake City), (801) 322-3788

November 9 — Utah Cyclocross Series #6, Trailside Park (Park City), State Championship, (801) 322-3788

Calendar of Events is sponsored by



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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.

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

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

November 16 — UCA Annual Meeting, Blue Cross - Blue Shield, 2890 E. Cottonwood Parkway, (801) 944-8488



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.

Monday Ride — Park City Social Ride, 6 pm, easy pace, meet at Cole Sport, Park City, (435) 649-5663

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

Thursday Ride — Park City Tempo Ride, 6 pm, fast paced, meet at Cole Sport, Park City, (435) 649-5663

Tours

October 19 — The Las Vegas Century, Rides include 10,37,62 & 100 mile, Benefits go to Ronald McDonald House, Charities and Safe Kids Coalition. Call Hal

November 16 — Utah Cyclocross Series #7, Wheeler Farm, (801) 322-3788

November 23 — Redline Cup #2, a UCI Race, ride with the big kids, Soldier Hollow, (435) 649-5663

November 24 — Utah Cyclocross Series #8, Soldier Hollow, (801) 322-3788

December 7 — Utah Cyclocross Series #9, Wheeler Farm (Salt Lake City), (801) 322-3788



Mountain Bike Racing

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

Wednesdays — Soldier Hollow Training Series, 7 p.m., (801)310-0166

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



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

October 19 — 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 2 — 7th Annual Blue Diamond to Jean Mountain Bike Benefit. 33 mile non-competitive ride. Blue Diamond, NV, (702) 228-4076 or (775) 727-5284.

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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 Mark at 363-0304.



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CRITICAL MASS

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Commuting

Salt Lake City Gets a New Bike Lane

Salt Lake City — For ten years, cyclists have asked Salt Lake City for a bike lane through Downtown. Previous city administrations ran into roadblocks when businesses protested losing parking spaces and cyclists worried about the dangers of biking behind cars blindly pulling into traffic from standard angle parking stalls. Now, as the result of a creative and collaborative process, cyclists will have a bike lane from the University of Utah to the Jordan River Parkway, and Downtown businesses will retain their on-street parking.

The new bike lane runs through the heart of downtown on 200 South and utilizes a new parking configuration called "reverse angle parking." Drivers are asked to back into angled stalls instead of parking front first. Similar to, but easier than, parallel parking, reverse angle parking allows for full vision of the street (and oncoming cyclists) when pulling out of a parking space. This parking solution has been successfully implemented in other western cities, including Seattle and Tucson.

"We are committed to making cycling and other forms of alternative transportation safe, practical, and enjoyable," said Mayor Rocky Anderson. "While this new parking configuration will require drivers to try something new, this innovative solution helps us meet the needs of cyclists, businesses, and drivers alike."

The Downtown Alliance, the Mayor's Bicycle Advisory Committee, and many of the businesses on 200 South reviewed and endorsed the new bike lane plan.

Joe Pitti, owner of the Cup of Joe coffee shop, sees advantages of the new bike lanes for his business. "Cyclists need a safe way to get across town and to visit businesses along 200 South," said Pitti. "I'm grateful that cyclists now have better access, and my driving customers still have convenient parking."

Cyclists are excited to see a long-time request fulfilled. "Over the last few years, Salt Lake City's collection of bike lanes has grown dramatically," said Lou Melini, recipient of the 2002 Mayor's Bicycle Commuter of the Year Award. "Now, we have a link through downtown between the east and west sides of the city."

Traffic engineers expect a period of adjustment while drivers learn to use the new angled stalls. "Any new system requires an open mind and some patience," said Tim Harpst, Salt Lake City's Transportation Director. "Until people get practice, they may find the new routine a little strange. But change is good when it makes the streets safer. Both Tucson and Seattle saw a decrease in parking-related accidents after reverse angle parking was implemented."

Businesses along 200 South have received blue information cards to distribute to customers. The cards explain the new parking configuration and answer frequently asked questions. For the first week, parking enforcement officers will hand out the cards when they write warning citations for drivers who park in the stalls incorrectly. After the first week, drivers who park the wrong way in the back-in stalls will be fined \$17.

MOUNTAIN BIKE RACING

INTERMOUNTAIN CUP WRAPUP

The Intermountain Cup Mountain Bike Racing Series concluded on Saturday, August 24, after 6 months of hard fought mountain bike racing. The High Uintas provided the final testing ground as the City of Evanston hosted this grand finale event. Champions were crowned in each of the 18 pointed categories while racers enjoyed plenty of Dominos Pizza and beverages of choice.

The Pro Men category was taken by Kevin Day, K-Day Racing, with his consistent top 5 finishes which included 4 victories. Kevin was followed by Bryson Perry, Guru's, and in 3rd place was Eric Jones, Sobe/Cannondale. Jones only made it to 5 races this year because of his commitment to national races, but he did win every Intermountain Cup race that he entered. Congratulations to Kevin, Bryson and Eric.

The Pro/Expert Women diced it out for the entire season. The lead changed hands a number of times being tossed between Elena Felin, Contender, Kathy Sherwin, Trek/Resortquest/Heber Mtn. Sports, Pam Hanlon, Jans/Trek, and Cindi Hansen, New Moon Media. When the final points were totaled it was Felin with 1,115 points and 6 victories, Sherwin with 1,018 points followed by Hanlon, just 8 points behind with 1,010 points.

The Expert Men 19-29 category was dominated by Kyle Gillespie, Doug's Auto Racing, for the entire season. Starting with his first place finish in St. George on March 2nd, Gillespie held onto the lead for the entire season. Blake Zumbrennen, Guthries, was nipping at Kyle's heels for the entire season but Kyle ended on top. Third place went to Jared Gibson, Racers Cycle Service, whose 2nd place finish in the Evanston double points race, ensured his 3rd place finish.

The Expert Men 30-39 category saw John Derby moving up from the sport category after the 4th race and shocking all the expert racers with 7 top 5 finishes. Ian Harvey, Jan's/Trek, trailed Derby by only 32 points in the final standings ending his season with 1,059 points. Rounding out the top 3 was Chad Wassmer, Cole Sport, also bumping up from the sport ranks to finish top 3.

Expert Men 16-18 category was led from start to finish by Dustin Wynne, Young Riders, followed by Nate Hastings, Diamond Peak, and sliding into 3rd place after the last event was Clayton Karz, Young Riders. The Sport/Expert Men 13-15 category had two Guru's riders in the top 3 with Mitchell Peterson, Guru's, in first and Ryan Harrison, Guru's, in third while Andrew Downing, Taylor's Bike Shop, finished in second place. Peterson placed first in 7 of the 12 events.

Mad Dog/Trek aced out the Young Riders by just 6 points to become the number 1 team for 2002. Point totals were 1,916 and 1,910 respectively.

Other individual placings follow:

Expert Men 40+ - 1. Jim Rogers, Nordas 2. Robert Westerman 3. Bruce Allen, Jans/Trek.

Sport Men 19-29 - 1. Adam Lisonbee, Mad Dog/Trek 2. Derek Telleson, Diamond Peak/Wadman Corp. 3. Marcelo Torres, Mad Dog/Trek

Sport Men 30-39 - 1. Bryan Safarik, New Moon Media 2. Bob Saffell, Guthries 3. Chris Thomson, Dean Bikes.

Sport Women 19+ - 1. Misti Timpson, Mad Dog/Trek 2. Liz Zumbrennen, Guthries 3. Sharon Longson, Mad Dog/Trek

Sport Men 16-18 - 1. Rick Washburn, Mad Dog/Trek 2. Tyson May, A-C Electric 3. Ryan Washburn, Mad Dog/Trek

Sport Men 40+ - 1. Thomas Altland, Golson-Axonix 2. Scott Toly, Park City Cycling Club 3. Robert Owen, Dixie Desert Racing

Men 50+ - 1. Roger Gillespie, Aardvark Cycles 2. Bill Peterson, Guru's 3. Galen Downing

Women 35+ - 1. Debbie Ryburn, Mad Dog/Trek 2. Barb Clark, Young Riders 3. Ellen Guthrie

Clydesdale - 1. Ron Price 2. Les Vierra 3. Michael VanHook

Women 13-18 - 1. Hilary Wright, Young Riders 2. Melanie Perry, Guru's 3. Devery Karz, Young Riders

10-12 Year Olds - 1. Carson Ware, Dixie Desert 2. Alex Scott, Young Riders 3. Tanner Putt, X-Men

9 & Under - 1. Joseph Johnson, Mad Dog/Trek 2. Jessica Karz 3. John McIlmoil, Dixie Desert

NOTE: The Intermountain Cup Mountain Bike Racing Series: This is the 9th year for this regional series and 2002 had 12 cross-country events that spanned from St. George, Utah to Jackson Hole, Wyoming. All the venues have very unique courses with different combinations of single-track, double-track, service roads in areas of thick forest to wide open desert and all races offer 24 categories of racing for every ability level. The races are open to everyone with no special license required. There were nearly 4,000 racer days in 2002 with participants from 10 states. Racers accumulate points at each event and the top 10 out of 12 races are counted for the overall competition. For more information on the series check out www.intermountaincup.com.

Big Time Cyclocross Comes To Utah

On November 23rd, the Titans of U.S. Cyclocross will converge on the battle grounds of Soldier Hollow to compete in Round 2 of the Redline Cup of Cyclocross, sponsored by Redline Bicycles. Hosted locally by the X-Men Cycling Team and Team Biogen, the Redline Cup at Soldier Hollow is race #2 of a three race series with precious UCI points up for grabs for the Elite Men. Some racers already confirmed on the start list include Marc Gullickson and Mongoose team mate Todd Wells, the reigning National Champion. Gullickson and Wells are the hottest duo on the racing scene right now, but they will be challenged by the Kona-Kenwood team led by Veteran Dale Knapp. Locals can expect a good fight out of Utah riders Bart Gillespie and Art O'Connor, and rumor has it that Cris "Sly" Fox has been training secretly with Thomas Cooke for a surprise comeback.

The Soldier Hollow event will feature a fast course for the racers and a spectator-friendly layout with beer and brats, so bring your mud boots, cowbells and imagine you are in Belgium for a day. Elite Women race at 1:30pm and the big guns, the Elite Men, start at 3:00pm. For more information on amateur categories, start times, etc., check out www.utahcyclocross.com

Cycling Coach Wanted

The Park City, Utah based Young Riders Mountain Bike Race Team is accepting applications for Race Team Cycling Coaches. The Young Riders is a 501-c-3 non-profit organization dedicated to the promotion of mountain biking for young people ages 13 - 18. For more information call: 435/655-2621

IMBA Needs Utah State Coordinator

IMBA, the International Mountain Bicycling Association, seeks a volunteer Utah representative. IMBA reps provide guidance and advice regarding access issues for members and advocates within a geographical region. Volunteer reps cultivate working relationships with land managers, public agencies,

local mountain bike advocates and other trail user groups. This position requires advocacy experience, strong writing and public speaking skills, computer savvy, and enthusiasm for the sport of mountain biking. Send resume and cover letter by July 12 to: dan@imba.com or mail to IMBA, Attn: Rep Coordinator, 1121 Broadway #202, Boulder, CO, 80302.

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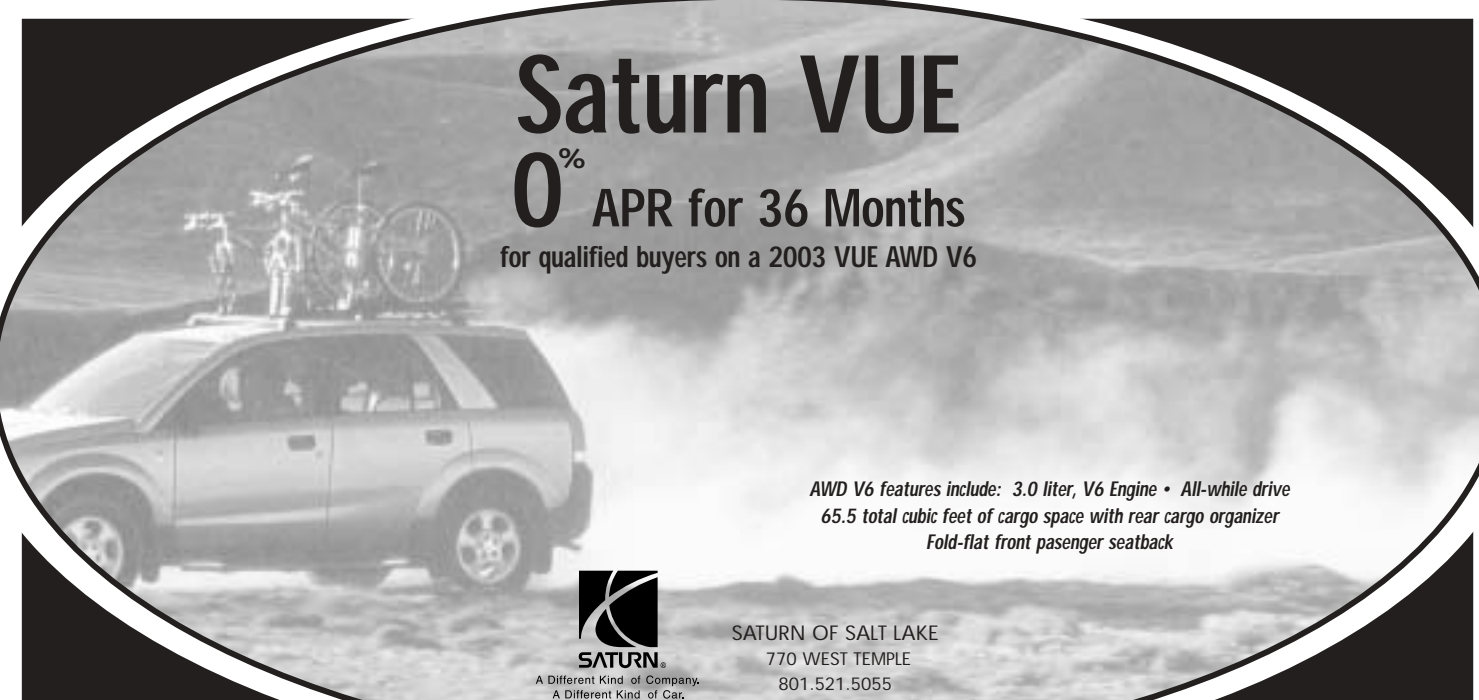


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Non-Profit Activism

Salt Lake City Bicycle Co-op

by Brian Price

Late last year Brenton Chu appeared before the Mayor's Bicycle Advisory Committee with a proposal asking for help in forming a non-profit bicycle cooperative in Salt Lake City. His friend runs a successful cooperative in Canada, and Brenton wanted to start one here. His proposal was met with nods of approval from the committee, and I volunteered to help. Over the next couple of months we expanded the group through word of mouth at various cycling events. By spring, a rag-tag group of six bicycle commuters and enthusiasts - Jesse Ratzkin, Brian Price, Jonathon Morrison, Ed Whitney, Jason Bultman, and Brenton Chu - met biweekly at local pubs and coffee shops, all next to class II bicycle lanes, to discuss ideas, possibilities, and purposes. Over fresh roasted coffee and local brew (most of it one hundred percent wind powered, since local businesses and clean energy are important to the six of us), we held brainstorming sessions, internet searches, and long discussions which led to a set of by-laws that were adopted by the group in early summer.

The Salt Lake City Bicycle Cooperative wants to promote bicycling as a safe, fun, and effective urban transportation choice. It has been formed to provide many services to the bicycling community as well as the community at large. One major intention of our cooperative is to accept used bicycles from the community and either recondition and recycle them, or

harvest parts from them to use on other bicycles. We will then donate these bicycles to the community or sell them at nominal prices. Another function will be to have certified bicycle mechanics on staff to provide affordable bicycle service, as well as to provide the space, bike stands, and tools for the community to service their own bicycles. We plan to have weekly bicycle service workshops to educate the community on how to maintain their bicycles at home, and to provide bicycle safety information. The workshops would cover the basics of bicycle maintenance such as fixing a flat tire all the way to more advanced topics such as servicing bottom brackets and headsets. We already have two Park Tool School certified bicycle mechanics on the Board of Directors.

The Salt Lake City Bicycle Cooperative also wants to provide the youth in the community employment opportunities by training them in aspects of business, sales, and bicycle repair. The hands-on experience gained by these youth working in a sales and repair shop could be a stepping-stone towards a career in business or other non-profit organizations.

Although we are relative newcomers to the not-for-profit game, we are quickly gaining experience and expertise in grant writing, federal applications, and tax law. At this point, we have submitted our articles of incorporation to the State Department of Commerce, and we recently received our Employer Identification Number from the

IRS. We are presently working on the application for tax-exempt status, as well as trying to raise the five hundred-dollar application fee. We hope to have 501(c)(3) tax-exempt status by the end of this year. We hope to find federal funding through the Transportation Equity Act for the 21st Century (TEA-21) and we are looking at available state, city, and private non-profit funding opportunities. These funds will go toward our shop space, employees, and tool costs. We also hope to get everyone who has a bicycle that is not being used (in reasonable shape) to donate that bicycle for us to rehabilitate and get it back out into the community.

We believe Salt Lake City to be a great town for bicycling with our relatively flat terrain, our wide streets, and clement weather for three seasons of the year (though most of us are committed four-season cyclists). And, we are already looking toward future projects, such as a 'yellow bike' program in the downtown area, a bicycle day-rental service, and a 'create a commuter' program, as well as involvement in sponsoring various cycling events. We believe that a community-oriented bicycle cooperative would serve Salt Lake in many ways, and could help make this city a cleaner, quieter, friendlier place to live.

Please visit our website at www.slcbikecoop.org for contact information or call Jesse Ratzkin at (801) 532-4712.

Autumn Delights - continued from page 2

approached Old Faithful, we saw large group of parked vehicles and onlookers. By this stage, everyone else is like us, feeling no need to stop for elk or buffalo. So again, we reasoned there must be something unusual here to see. This time, about a quarter mile across the meadow was a large grizzly bear. This was a second "first". We were thrilled by the sight of this grizzly, and amazed at our good fortune. I remember seeing bears in Yellowstone as a kid, but never a grizzly. I had to reach 51 years before being graced with that experience.

This was a memorable ride, and Karma was glad she had been required to forego the temptation of a warm fire.

Finally, just yesterday, after some business in downtown Salt Lake, I found a lonely street near the Utah State Capitol where I discreetly changed into my cycling clothes. I then hauled my bike out of the back of my car for a ride up City Creek Canyon. For those who do not know, City Creek Canyon

has a narrow, winding road, reserved primarily for pedestrians and cyclists, which rolls and climbs for six miles before reaching the end of the pavement.

As I began my climb up the canyon, the surrounding colors mingled with the tumbling water and sweet scent of the adjacent stream burst upon my senses. Again, the cool freshness of the autumn air added to the sensuousness of this ride.

Toward the top, the road really narrows, and the trees formed a virtual tunnel of color for the last couple of miles. It was so magnificent, so beautiful, that I regretted reaching the top. The only reward for finishing the climb was the fast and exhilarating ride back down.

I playfully called these autumnal experiences sinful delights. But in truth, they are gifts freely given by a kind providence, gifts for us to graciously accept, gifts that lighten our minds and uplift our souls. Autumn is a glorious time, a time to give full play to our senses as we move about in natural settings. It is a wonderful time to get out and ride a bike.

Lotoja - continued from page 9

But with five miles to go, Butler was caught. Afterward, several attacks ensue but no one got away. About 100 meters before the right turn to the finish in Swan Valley, Martin jumped and got a gap. "They had me by about 100 feet," said Eck. "Then it was just a drag race from there on in." Butler took second with the same time, followed by Smith at 7:39:03. Cannon and Martin also got the same time as Smith; Osguthorpe finished next at 7:44:46.

This was Eck's seventh LoToJa. He was third in last year's Pro, I, II race.

The Pro, I, II race wasn't alone in being strongly dominated by one team. The Salt Lake City-based Team Guru's squad of Robin McGee, Amy Fulwyler and Kate Lynch swept the licensed women's division.

McGee, 33, won the race with a time of 8:18:08, followed by Fulwyler with a same time, and then Lynch at three seconds back. Impressively, all three women finished less than 40 minutes after Eck crossed the line.

"Nobody was the designated team leader that day," said McGee, who took second in last year's LoToJa, and has only been racing for three years, mostly on a mountain bike. "The plan was to look out for each other, and to go for the best case scenario of 1-2-3, which is what happened," she added.

McGee, who lives in Jackson, plus Fulwyler and Lynch sprinted for the line, with McGee win-

ning by a wheel. "I feel proud to have won. It's really awesome," she said. "Last year, I felt bonky, but this year I felt well hydrated and was prepared to race."

McGee added that she'll be back next year to defend her title. She also intends to enter more cycling endurance type events in 2003.

At the end of last year's LoToJa, Chambers said work would begin immediately to prepare for another dramatic increase in riders for 2002. The preparation paid off, because last year's mark of 556 riders was again eclipsed. Of the 709 riders who started, approximately 660 finished.

The high number of finishers in part can be attributed to the ideal weather conditions of Sept. 14: mostly calm winds with the temperature in the upper 70s.

In contrast to Eck's winning time, the last recorded finisher crossed the line at 13 hours and 17 minutes. The oldest rider in the race was 72 years old; the youngest was 15.

Chambers added that the USCF's last minute course change request "was a good call." The course condition between Alpine and Hoback Junctions was considered severe, yet passable less than four days before race day. USCF officials feared that breakaways and chase groups would be overly hindered by the construction. With the canyon in chaos, it was doubted that fair play between groups and chase groups would be possible.

Dave Bern rode LoToJa and finished with a time of 9:33:07.

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 1 John MCILMOIL 101 8:10:06
 2 Cortino GARCIA 189 8:34:25
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 12 Gregory SKORDAS 239 8:53:07
 13 Joseph THOMPSON 253 8:58:39
 14 Jim YORGASON 281 9:08:57

- Citizen 55 and over**
 1 Gary SIMMONS 178 8:31:36
 2 Jay SIMMONS 179 8:31:36
 3 Franklin JENSEN 237 8:53:02
 4 David WIGNALL 278 9:07:09
 5 Marv WHITE 363 9:50:46
 6 Clarke SUMMERS 419 10:06:57
 7 Larry WINZELER 452 10:31:52
 8 Tom DYSON 456 10:33:09
 9 B MONTGOMERY 522 11:03:57
 10 Jim KEARL 525 11:04:37
 11 Michael WASHBURN 532 11:12:16

- Citizen Women**
 1 Nicole EVANS 183 8:31:42
 2 Dacia BERGER 222 8:47:22
 3 Lauren BARROS 235 8:52:58
 4 Chanda JEPSON 240 8:53:08
 5 Ellen GUTHRIE 270 9:03:27
 6 Ashton NANCE 296 9:19:01
 7 Sandra MUSGRAVE 338 9:36:18
 8 Kelly POWERS 357 9:48:37
 9 Kristin DUMAS 453 10:31:57
 10 Sharon LONGSON 479 10:46:13
 11 Karol ALDRICH 498 10:54:18
 12 Sandra GUMMAN 499 10:54:19
 13 Jeanie BIHLMAIER 529 11:09:43
 14 Camille HART 545 11:25:54
 15 Ellen HASTINGS 551 11:35:45
 16 Elizabeth MABEY 554 11:48:45
 17 Sharon FILLERUP 555 11:54:04

- Licensed Women**
 1 Robin MCGEE 127 8:18:08
 2 Amy FULWYLER 128 8:18:08
 3 Kate LYNCH 130 8:18:11
 4 Mary Ann FLECKENSTEIN 135 8:20:00
 5 Chris PAPPAS 136 8:20:00
 6 Jenn HALLADAY 224 8:47:36
 7 Sally WARNER 231 8:51:38
 8 Lisa PECK 232 8:51:40
 9 Lauren FITHIAN 233 8:51:40
 10 Kristi CUMMING 259 9:01:39
 11 Cynthia MARTIN 271 9:04:41
 12 Mary CARLSEN 328 9:32:40
 13 Krista MCHUGH 389 9:56:40
 14 Barbara BENTZ 390 9:56:43
 15 Corinne PARRISH 535 11:14:18

- Masters 35 to 44**
 1 John WEYHRICH 73 8:05:10
 2 Mark SCHAEFER 75 8:05:11
 3 Dennis PORTER 76 8:05:51
 4 Daniel MINERT 77 8:05:51
 5 James FERGUSON 78 8:05:52
 6 Dale ATKINS 79 8:05:52
 7 Andrew PETERSON 80 8:05:52
 8 Stewart RICHARDS 80 8:05:52
 9 Greg GRISSOM 82 8:05:53
 10 Brent NIXON 83 8:05:53
 11 Rick HUNT 84 8:05:53
 12 Gary PORTER 85 8:05:53
 13 Trent DUNCAN 86 8:05:54
 14 Craig SORENSEN 86 8:05:54
 15 James YORGASON 88 8:05:54

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- Masters 45 to 54**
 1 Dana HARRISON 94 8:09:16
 2 T BJERGA 106 8:13:24
 3 Kevin HALL 107 8:13:25
 4 Clyde DONE 108 8:14:11
 5 Chris PETERSON 109 8:14:12
 6 Dave MILLER 110 8:14:12
 7 Bill PETERSON 111 8:14:12
 8 Anthony QUINN 124 8:16:48
 9 Chad PERKINS 129 8:18:09
 10 Terry PATTERSON 134 8:19:59
 11 David WARD 137 8:20:01
 12 Scott HORN 217 8:44:11
 13 Blayn CORWIN 279 9:07:42
 14 Daniel MOSER 346 9:41:54
 15 Tom URIONA 347 9:41:54
 16 Tom DELGADO 441 10:27:08

- Masters 55 and over**
 1 Gary POWERS 276 9:06:02
 2 Keith CARRIGAN 546 11:26:34

- Pro I and II**
 1 Kirk ECK 1 7:39:01
 2 Allan BUTLER 2 7:39:01
 3 Jeremy SMITH 3 7:39:03
 4 Brent CANNON 5 7:39:03
 5 Scott MARTIN 6 7:39:03
 6 John OSGUTHORPE 7 7:44:46
 7 John OSGUTHORPE 7 7:44:46
 8 Kyle BROWN 614 7:48:09
 8 Tom PETZOLD 10 7:45:52
 9 Marc YAP 19 7:48:06
 10 Eric FLYNN 20 7:48:06
 11 Mark NANCE 296 9:19:01
 12 Troy BARRY 27 7:48:08
 13 Charles COLLINS 30 7:48:09
 14 Richard THOMAS 37 7:48:17
 15 Rob VAN KIRK 38 7:48:31
 16 David FLECKENSTEIN 40 7:49:26
 17 John REED 74 8:05:10

- Weekday Race Series**
Overall A Group
 Place Points Name
 1 346 Bill Harris
 2 272 Thomas Cooke
 3 193 Ryan Littlefield
 4 153 Christian Johnson
 5 133 Eric Flynn
 6 128 Gardie Jackson
 7 122 Jason Travis
 8 100 Rodney Mena
 9 96 Richard Vroom
 10 93 John Osguthorpe

- Overall B Group**
 Place Points Name
 1 167 Jason Long
 2 155 Nathan Kamerath
 3 146 Tyler Harvey
 4 138 Jon Baddley
 5 124 James Morgan
 6 123 Jeremy Long
 7 115 Chris Colgan
 8 107 Christopher McGill
 9 105 Mark Deterline
 10 84 Gavin Storie

- UCA Series Overall**
 (doesn't include City Creek)
 Men's Cat I/II
 Place Points Name
 1 223 Sandy Perrins
 2 155 Ryan Littlefield
 3 154 John Osguthorpe
 4 146 Kirk Eck
 5 125 Gardie Jackson
 6 124 Allan Butler

- 7 112 Christian Johnson
 8 112 Todd Hageman
 9 85 Bill Harris
 10 69 Jason Travis

- Women's Cat I/II/III**
 Place Points Name Team
 1 218 Maren Osguthorpe
 2 142 Rachel Cieslewicz
 3 131 Jen Ward
 4 128 Laura Howat
 5 114 Kelly Crawford
 6 95 Daphne Perry
 7 85 Sally Warner
 8 84 Heather Albert
 9 79 Laura Humbert
 10 42 Karen Dodge

CITY CREEK BIKE SPRINT, October 12, 2002, Salt Lake City, UT

- MALE BY CAT / AGE GROUPS
CAT 1-3
 1 RD/JESSE WESTERGARD 21:41.9
 2 RD/JOHN OSGUTHORPE 21:50.5
 3 RD/DANIEL ADAMS 22:23.3
 4 RD/JOSEPH SMITH 23:13.9
 5 RD/PETE KUENNEMAN 23:15.6
 6 RD/CHRISTIAN JOHNSON 25:16.3
Age 04 To 4
 1 RD/KEVIN BAUMGARTNER 24:48.5
 2 RD/MARK DETERLINE 25:35.3
 3 RD/JEFF CLAWSON 26:03.0
 4 RD/TY LOYOLA 28:11.8
MEN MASTER S
 1 RD/DONALD ARM 24:26.8
 2 RD/JOHN HANEY 26:21.1
Age 08 To 15
 1 RD/BRIAN SMITH 26:24.7
 2 RD/CARL MAJORS 30:37.5
 3 RD/TREVOR BELL 30:38.1
 4 RD/JOE BORMAN 31:53.8
 5 RD/JON BOWMAN 36:04.2
 1 MT/Reggie Collins 58:58.8
Age 16 To 19
 1 RD/CASEY SIMONS 25:11.9
 2 RD/NORMAN BRYNED 25:34.1
 3 RD/ADAM STEINKE 28:46.1
 4 RD/Kellen Gunderson 32:01.3
 5 RD/Jarom Gunderson 35:40.2
 1 MT/LADD BANGERTER 31:13.9
 2 MT/SAMUEL DEARDON 33:21.0
 3 MT/BRETT MCDONOUGH 38:51.6
Age 20 To 29
 1 RD/AARON PHILLIPS 24:36.0
 2 RD/JOEL PINO 27:03.3
 3 RD/SAM EDWARDS 27:33.2
 4 RD/WES SLAUGHTER 30:35.0
 5 RD/BRIAN PARKS 39:13.0
 6 RD/BRIAN PARKS 39:13.0
 1 MT/JEREMY BELL 33:12.9
 2 MT/SOLOMON ALIRYS 36:03.6
 3 MT/SIMON TITEN 46:17.8
Age 30 To 39
 1 RD/EDDIE HILL 24:20.6
 2 RD/ETHAN FBCHER 27:07.3
 3 RD/GUY PERRY 27:24.2
 4 RD/JAY GROVE 27:48.4
 5 RD/DALLEN LARSON 27:58.1
 6 RD/DEREK SHAW 30:19.8
 7 RD/DEREK MILLER 30:38.6
 8 RD/BRUCE RITTER 31:43.3
 9 RD/KIRK HOELING 36:53.0
 10 RD/Frederick Merry 37:47.7
 11 RD/MARK MILLER 45:07.5
 12 RD/Sean Collins 58:59.9
 1 MT/TIM WHITE 29:02.8

- 2 MT/RICH KENDALL 29:29.5
 3 MT/BRETTON MAY 34:33.2
 4 MT/WAYNE BALDWIN 43:51.1
Age 40 To 49
 1 RD/TIM BOWMAN 28:49.2
 2 RD/ECK KUENNEMANN 28:54.6
 3 RD/RANDY SHUTT 29:14.7
 4 RD/MARK DODSON 31:21.0
 5 RD/Jeffrey Hunt 33:08.6
 6 RD/LANE JUDD 36:30.9
 7 RD/BOB GREER 43:14.2
 8 RD/BRUCE WIGNALL 43:30.4
 1 MT/SCOTT WILLIAMS 29:40.6
 2 MT/DOUG DAVIS 31:51.9
 3 MT/JIM HARPER 32:45.6
 4 MT/RON MATSON 33:25.6
 5 MT/JOHN MENDENHALL 33:36.7
Age 50 To 59
 1 RD/DANIEL GLOAN 26:19.8
 2 RD/FRED CRAWFORD 38:50.3
 1 MT/JOHN PARKER 45:52.1
Age 60 To 80
 1 RD/GENE HOFELING 45:50.2
CLY
 1 RD/BRETT GOFF 34:31.3
 1 MT/DOUG JENSEN 49:02.9

- FEMALE BY AGE GROUPS**
CAT 1 - 3
 1 RD/MARGARET DOUGLASS 28:57.5
CAT 4
 1 RD/MICHELLE DICKSON 32:43.2
Age 16 To 19
 1 RD/JENNY COON 40:19.7
Age 20 To 29
 1 RD/TERESA BOSH 34:52.8
 2 RD/MELISA STEVENS 38:11.6
Age 30 To 39
 1 RD/JESSICA ARBOGAST 26:42.4
 2 RD/WANDA FROST 32:36.9
 3 RD/SHANIN MILLER 36:44.3
 4 RD/PAMELA WONG 36:59.0
 5 RD/LORI LABRUM 38:59.4
 6 RD/DANITA RITTER 45:15.9
 1 MT/PRIYA NORONHA 39:55.6
 2 MT/MELANIE WHITE 40:13.9
 3 MT/VICKI WELLS 52:16.9
Age 40 To 49
 1 RD/TERESA EGGERTSEN 30:39.9
 2 RD/SUSAN ARMSTRONG 32:25.5
 3 RD/JENNY BELL 37:18.6
 1 MT/PRIYA NORONHA 39:55.6
 2 MT/LYNNETTE YERBURY 49:23.6
Age 50 To 59
 1 MT/MARY GOLIC 46:17.0

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ADVOCACY

Tragic Accident Highlights Need For Solutions at Point of the Mountain

By Jeff Stenquist

On Thursday, July 25th at 5:45 am, four cyclists were riding southbound on the east I-15 frontage road around point of the mountain when 20-year-old Natalee Wilson of Bluffdale was struck from behind by a semi trailer and killed.

Natalee had just recently been introduced to cycling after taking spinning classes at her gym. Her younger sister was one of the cyclists riding with her along with two other friends, both women. Natalee was reportedly riding along the white road stripe while the other three were just slightly to the right and were missed by only a few inches. No problems were immediately found with the truck's operations or upkeep and it was determined that alcohol was not a factor. The driver was cited on the scene for an illegal pass. No other charges have been filed to date but an investigation by the Sheriff's department is still ongoing. There has been no other legal action taken against

the driver or trucking company pending the outcome of the Sheriff's investigation.

While this incident is certainly shocking, it unfortunately comes as no surprise to those of us who often ride these roads. The east (Minuteman Drive) and west (Pony Express Road) I-15 frontage roads around point of the mountain are both in a state of disrepair and are too narrow to accommodate the high numbers of large trucks streaming from gravel pits on both sides of the point. A recent survey conducted by the Mountainland Association of Governments estimated that 400 trucks per hour use these roads. In addition, vehicles on these roads commonly travel at speeds well in excess of the posted 30 mph speed limit. Considering all these factors it really was just a matter of time before someone was seriously injured or killed.

Given the dangerous conditions on these roads you would think that cyclists would try and avoid them except they provide the only bicycle route available

between Salt Lake and Utah counties on the east side of the valley. The only other route, Redwood Road on the west side, also desperately needs to be widened. These roads are absolutely essential as bicycle corridors and therefore making them safe needs to be made an extremely high priority.

Now it seems that this tragedy may have finally provided the impetus for change. Meetings have started to take place to discuss measures to improve the situation although several challenges will have to be overcome. The first challenge is getting the involvement of so many different groups. Because these roads cross city and county boundaries and also parallel both the freeway and a rail corridor, coordination is required between Lehi City, Draper City, The Mountainland Association of Governments, Wasatch Front Regional Council, UTA, UDOT, the gravel companies, trucking companies and other businesses on the roads, and the cycling community.

The goal is to find more than a quick and dirty fix but to provide a solution that can improve safety and help to avoid future accidents. One proposal is to build a Class I bike path parallel but separate to the east frontage road. Multi-user bikes paths are not usually useful to faster recreational riders and commuter so the question is whether the riders who frequent these roads would actually use such a path. In Utah bicycles are vehicles by law with a right to use the roadway and therefore cannot be required to use an adjacent path. Nevertheless, once a bike path was in place it would create the false expectation that cyclists should be on the path, possibly endangering cyclists choosing to ride on the road.

In order to properly provide adequate safety, both roads should be widened and Class II bike lanes added, similar to other high priority bike routes. The biggest challenge facing such a project is that for a short section the frontage road is sandwiched between the rail line and the

freeway. UTA owns the right-of-way for the rail line and wants to keep it intact for future use, possibly as a light rail line, although such development probably wouldn't happen for another 20 or 25 years. UDOT also wants to retain space on the other side of the road for future freeway expansion.

How these issues could possibly be resolved remains unclear but the good news is that this problem is finally receiving wide attention and motivation is high among all concerned parties to find the best solution. Bill Wilson, Natalee's father, hopes the momentum can be maintained so that other families don't have to face the same anguish his family has had to endure.

For more information or if you would like to get involved, contact Jeff Stenquist at jeff@finishfaster.com or (801) 558-6875.

WINTER RIDING

Commuting 601

By Lou Melini

Several years ago, Cycling Utah, presented an article entitled Commuting 101. With the winter season approaching I hope to give some advice to those who wish to continue commuting when the days are short, the air is cold, the weather is unpredictable, and the street surface may be less than ideal. Sounds like fun. I have to say that some of my best commuting was done after finishing a shift when I was a Nurse at Primary Children's Medical Center. The complete quiet under a full moon at midnight listening to the tires crunch across freshly fallen snow was a joyful ride. Currently I work as an office based Physician Assistant with Willow Creek Pediatrics. I always hope to leave a little early or late to avoid rush hour traffic. It is sometimes not fun.

Winter commuting on a bike takes more planning and commitment. You have to be prepared for the worst. I pack ski goggles for an unexpected snowstorm. I generally do not depend on the weather reports. However I have walked and taken the bus during the past few years when the visibility of morning storms is less than ideal. Set your level of comfortable riding conditions, be prepared and have a plan B in case you exceed your comfort and/or safety level.

Night Riding: If you are going to ride at commit to a good lighting system. It's like a helmet purchase; over time you will have purchased a cheap insurance plan. You generally will get better quality and features as the price goes up but there are some relative bargains. I bought a bargain brand for my wife and it seems to be

working out. She has resisted a light claiming to never ride at night, but she has been caught at night a few times. I decided to buy one despite her protests. I didn't want to see a headline entitled "Wife of 2002 Bike Commuter of the year dies-Too cheap to buy a light for her". Personally I think a rechargeable battery system with a minimum of 15 watts of power is what you should look for. What you purchase will depend on how long you think you will need lighting, the length of your commute, and your personal risk taking. I do not think alkaline batteries are a good system for frequent and long commutes.

I want to see the road well and be seen easily by cars. My night commute is 35-50 minutes depending on which office I am at. I currently have a dual bulb (total of 32 watts) halogen system that has worked well for the past 10 years though I may be upgrading this for a digital system that has a quicker battery charger (new toy appeal?). I also have several LED flashing lights on the rear of my bike and reflective striping on my panniers. I also have a mirror on my bike that I use to quickly see if a car is coming too close. It also reduces the need to turn my head on narrow busy roads (and roads seem to become narrower during the night and are definitely narrower in snow). A classic nerd accessory but I wouldn't commute without one now.

Cold: I am not going to give a lecture on layering. I do pack or wear glove liners, over-mitts and over-sock accessories for very cold mornings. If you have clips and straps on your pedal, pedal clip covers help reduce wind chill. I sometimes have

3 layers on my legs and 5 on top when the temperature is below 20. I also have a helmet that fits over a beanie type hat. Cycling specific clothing does help. It isn't as bad as you think if the sky is clear. It is as bad as you think if the weather is stormy. One day as I arrived to work after an 8 - mile commute, the bank clock across the street said 4 degrees. That was my coldest day and yes I was looking forward to going inside. Riding in 25 + degree weather is not bad and I easily overdress despite subfreezing temperatures. Keeping dry is equally important. Fenders will help keep you dry and are not as nerdy as a mirror. If your fenders do not have "mud flap" extensions, make your own, especially on the front. The only downside to fenders is the water that drops down onto your chain. It is definitely worth the extra chain lube to keep dry!!

Weather: The weather in Utah is extremely unpredictable (I know I'm stating the obvious). For a great majority of the days I can tolerate, even enjoy, the commute during the winter. Several years ago, I got caught in several storms when sun was predicted. I drove or took the bus on several occasions when storms were predicted only to look at sunny skies on the way home. I have decided simply to be more prepared for all types of weather. I now work, except for one day a week, at our St. Marks office a slightly less than 6 mile commute from my home. I can walk there in <75 minutes when the weather is bad though I usually do a combination walk (30-45 minutes) and bus ride. Last year I did this on 4 occasions. The storm-free but smoggy temperature-inversion

days makes me happy that I am not contributing to the pollution; tasting the air is another issue. I commute with 1.9 inch tires though I may switch to 2.1 this winter on my commuter bike. Perhaps a little overkill but I once had to change a flat in a snow shower at night, not fun. I think the wider tires help keep me upright and give me more traction.

Hazardous road surfaces: Usually the streets are clean soon after a storm due to a combination of plowing and sunshine. Low usage residential streets are an exception to the snowplows. Bus routes are usually plowed quickly as well as main (heavily used) roads. So the choice may become less than desirable residential streets with packed and difficult to navigate surfaces or plowed feeder roads with heavier traffic (note that shoulders will unlikely be plowed). You make the call. Know your commuter routes well, and have a backup plan. Always expect morning ice when the temperatures are below freezing. As careful as I thought I was, I slid out twice last year approaching stop signs on descents. I should have gone to my plan B those days. Stop and toss aside any hazardous items in the roadway. The next time you ride it may be covered with snow and the rider who follows you will unknowingly appreciate your thoughtfulness.

Good luck, be safe and keep the rubber side down. I hope this helps anyone wishing to continue to ride their bike to work this winter.

Editor's Note: Lou was Salt Lake City's 2002 Bike Commuter of the Year.

TEAM REPORT

Team Biogen Has Greater Purpose

By Lisa Peck

Team Biogen was developed by pro mountain biker Lisa Peck to raise public awareness and education about Multiple Sclerosis ("MS"), and the availability of treatment for people with MS through cycling. Cycling is a natural arena for the team since the MS cycling tours, sponsored nationwide by the National MS Society, are one of the largest fundraising efforts in the U.S. Adding to its demanding race schedule, Team Biogen participates in several of these MS Tours nationwide.

Peck and her teammate, Linde Smith, suffer from MS - a chronic, unpredictable, and progressive disease of the central nervous system. The team's title sponsor, Biogen, manufactures Avonex, a once-per-week injection for people with MS to slow progression of the disease and to reduce the severity of its often debilitating effects.

The team's philosophy is to maintain a positive attitude in the face of sometimes overwhelming challenges. Accomplishing that goal takes teamwork and fortitude. There is no better place to learn those values than in cycling, as exemplified by Team Biogen's members: Peck, Smith, Sally Warner, Bart Gillespie, Maren Partridge, Matt Wolf, and Manager Tom

Jow. Although Peck and Smith's connection to the team is obvious, each of the remaining team members have a special relationship to MS and/or the team's philosophy:

Sally Warner, a Ph.D. in Exercise and Sports Physiology and pro mountain biker, suffers from heart arrhythmia, which can cause her heart to beat at rates in excess of 220 bpm and can act up any time. Although Peck knew Warner to be a tough and fair competitor, she was particularly impressed with Warner's positive spirit and tenacity. At one race, both Peck and Warner experienced symptoms of their conditions. They finished the race, helping each other through parts of the race with mutual encouragement. Warner was a natural choice for Team Biogen.

Bart Gillespie came to the team through his affiliation with Smith and resulting from his work with MS patients in his Physical Therapy studies and practice. Gillespie used Smith as a resource for a school project to evaluate the effects of physical therapy on persons with MS. Since that time, Gillespie has continued to work with people suffering from MS in his practice, and he has witnessed its effects. Gillespie believes it's imperative that people who have MS learn there are treatments



Sally Warner and Tom Jow after the first cyclocross race of the year. photo: Dave Iltis

available which can improve the quality of their life and slow down progression of the disease.

Before joining Team Biogen, Maren Partridge raced with Peck on the same road team and showed herself to be a team player. Once, when Peck suffered an onset of MS symptoms in a national stage race, Partridge risked her own results to ensure that Peck met her goal of finishing the stage so she could continue with the race. Three years ago, Partridge had an "MS scare" when she began experiencing symptoms similar

to those indicating MS. Fortunately, the symptoms were temporary and she does not have MS. However, she learned firsthand the emotions that MS can provoke and her experience allows her to empathize with people who are fighting the uncertainties presented by the disease.

Matt Wolf, a fine artist, met Peck at a mountain bike race. In the last three years as Peck's significant other, Wolf has learned a lot about MS, its treatments, and

its possibilities. He is in a unique position to speak with people about MS from a different, yet vitally important side of the equation. Wolf understands that while neither Peck nor Smith have guaranties about their health, that's not reason enough to pass on quality of life. He, like Smith, firmly believes that treatment is essential - not just to the people with MS, but also to the people who care about them.

As the former team mechanic for the US Olympic and Worlds teams, and having taken many teams to the HP Women's Challenge, Tom Jow is no stranger to the national circuit. Jow came out of semi-retirement to take Team Biogen on the road in 2002 because it was a different kind of team, a team with a broader perspective. The team was not made or broken based on results. Jow's approach mirrors the team's philosophy and his varied experience has made him an essential asset to the team's accomplishment of its goals.

To learn more about MS, consult www.MSActiveSource.com or contact any Team Biogen member through Team Biogen's sponsoring bike shop, Spin Cycle, 277-2626. For MS Tour information, contact the National Multiple Sclerosis Society at www.nmss.org.

The 2002 Utah State Mountain Bike Downhill Series

By Ron Lindley

What's up with downhill mountain bike racing in Utah this year? Plenty, that's what. The Utah State Mountain Bike Downhill Series is flying through its first season with terrific results. Long time Utah race organizers Salamander Promotions teamed up with the local downhill-specific retailer Go-Ride.com to provide competition-hungry Utah downhillers with a serious schedule of events they could really sink their tread into. Utah has some of the World's best downhill mountain bike terrain; it also has some of the World's best riders. It's only fitting that Utah's downhill mountain bike community should have quality races here at home, rather than having to travel abroad to compete.

The past few seasons have had a noticeable lack in the quantity of downhill races. Fortunately, this problem has been solved. Go-ride guru Scott Crabill convinced local race promoter Ron Lindley to establish a Utah series featuring the State's best available venues. This proved to be no easy task since the current trend in the sport

demands technical terrain: steep, fast and rough, yet accessible. The "accessible" part proved to be the challenge; modern downhill racing requires racer-transport to the top of the course. Today's high-tech racing bikes are not made to pedal uphill -- some weighing in excess of 50 pounds. Finding race venues that have the right kind of terrain/trails AND a suitable access road (or better yet, a chair lift) to the top of the course is not always an easy proposition.

Despite having to cancel a couple of scheduled races due to some unforeseen venue related problems, the series has been a hit with everyone involved -- racers, spectators, volunteers, land managers, race officials and sponsors. Since the series opened in early June at Bountiful, the excitement has been growing at every level. From the core group of enthusiast who have spent many a weekend working to develop and maintain trails (race courses), to the larger group of racers who work so hard to prepare for the competitions, to the racers' supporters -- family, friends and fans -- all have done so much to advance the sport of downhill racing in Utah this season.

The 2002 series is comprised of six races: the Bountiful Bomber, the Bald Mountain Challenge I and the Bald Mountain Challenge II (Deer

Valley), Flyin' Brian 1 and Flyin' Brian 2 (Brian Head) and the Moab Rim Downhill. Each race course is different, even the Deer Valley and Brian Head race courses change from race to race. Each course offers unique challenges and varying levels of technical difficulty. The common thread is that each course is designed to be not only challenging, but FUN! If a course isn't thrilling, it sucks...so "scary-fun" trails were the goal of course design. Design philosophy is based on challenge, fun and safety. Beginner riders are extremely challenged by any of the series' courses, but their courses differ somewhat from the Pro and Expert courses offered -- still plenty tough, just not too much. The series Pro and Expert courses are designed allow each racer to maximize their skills.

The 2002 Utah State Champions for downhill mountain bike racing will be decided in October at the Moab Rim Downhill race. Since June, Pro, Expert and Sport Category racers have competed fiercely to earn the honor of Utah State Champ. Top racers in many categories have earned points and most tallies are too close to call. This makes the Moab race an important one this year.

Look for an even bigger and better Utah Downhill Series in 2003!

Bicycling Phone Directory

National	
Racing	
USA Cycling - USCF, NORBA, NBL, NCCA	719-866-4581
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
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)	801-363-0304
or	801-535-7939
UDOT Bicycle/Pedestrian Coordinator- Sandy Weinrauch	801-965-3897
Wasatch Front Regional Council Bike Planner:	
George Ramjoe	801-292-4469
Bonneville Shoreline Trail Committee	801- 816-0876
IMBA Utah Representative - Open	
Useful Numbers	
UTA Bikes on Buses	801-287-4636
Stop Smoking Cars (license#, model, location,date)	801-944-SMOG

YEAR END AWARDS

Rider of the Year Awards

By Dave Iltis
Editor

Around this time of year, we at *cycling utah* start feeling like the Academy, ready to have secret meetings to choose names to put in envelopes to tear open with great suspense. The nominations are in, and it's time to award our versions of the golden statuettes. Tuxedos, evening gowns, paparazzi, and music please...

Utah has produced a long line of national champions: Steve Johnson, Nelson Cronyn, Mark Smedley, Brad Buccambuso, Marty Jemison, and several others that I can't recall at this time. Bill Harris joined that list this year by winning the Master's 30-34 National Criterium Title and the Stars and Stripes Jersey. He raced 78 times this year, had ten wins, and finished 20th in the Elite National Criterium Championships as well as fifth at the Twilight Criterium in Boise. How did he prepare himself to win the National Title? Probably by racing and winning the Tuesday Night World Championships (a.k.a. the Rocky Mountain Raceway Criterium Series), arguably Utah's toughest, most competitive racing. He not only won the Tuesday series, but won the overall weekday series (RMR, DMV criterium series, and the

Saltair TT series) as well. Bill Harris is *cycling utah's* Overall Rider of the Year.

Sandy Perrins had a stellar year as well. He won the UCA series, both the state road and criterium championships, and finished seventh in the Elite National Time Trial Championships where he was the second amateur. He also won the Gate City Grind and High Uintas Stage Races. Sandy Perrins is our Male Road Rider of the Year.

Elena Felin hails from Finland and is a graduate student at the U of U. She also won the Intermountain Cup Series overall title with six individual wins including the Joyride, Jackson, and the Wolverine Ridge series finale. She is our Female Mountain Bike Rider of the Year.

Eric Jones keeps putting together solid results. This year he won every Intermountain Cup Race that he entered (five total). He won the ICS finals at Wolverine Ridge by 8 1/2 minutes and finished 39th overall in the NORBA National Championship Series. Eric Jones wins our golden statuette for Male Mountain Bike Rider of the Year.

Maren Osguthorpe had another fantastic year. She won the UCA series with almost one and half times more points than the next rider. On her way to the series

title, she won eight races and finished second four times. For the second year in a row, Maren is our Female Road Rider of the Year.

The cyclocross season happens during cycling utah's off-season. But this year, we didn't want to let the barrier hoppers go unnoticed. Bart Gillespie destroyed the field by winning every race and the overall in the 2001 Utah Cyclocross Series. He also finished 30th in the National Championships. Christine Iltis finished second at the Master's Nationals and won eight out of eleven races in the 2001 Utah Cyclocross Series. Bart and Christine are our Male and Female Cyclocross Riders of the Year.

Lou Melini is Salt Lake City's and our Commuter of the Year.

There were a number of notable performances nominated this year. Dave Zabriskie finished the Vuelta de España and took 15th in the final TT. Jeff Louder was selected and finished the UCI Road World Championships. Alison Littlefield finished 22nd overall at the Women's Challenge. Idaho's Heather Albert won the Tour de Toona. Burke Swindlehurst was second at the Saturn Classic and won a stage at Cascade. Bryson Perry won the Leadville 100. Sally Warner was 26th overall in the NORBA NCS series. Thomas Cooke won 4



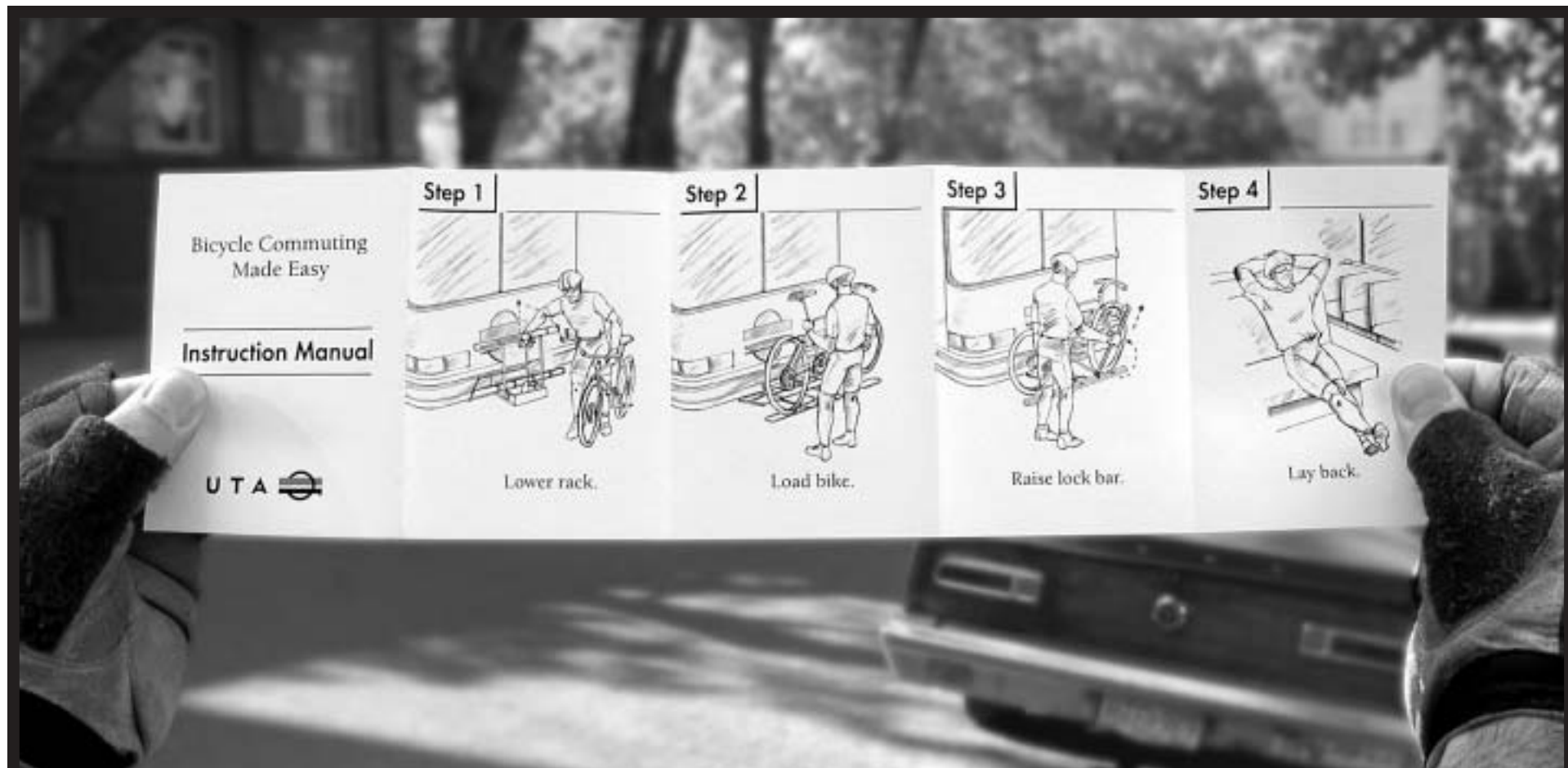
RMR crits in a row. And from Stan Mickleson, "Sly Fox riding the Deer Valley Downhill in a terry cloth short-sleeve shirt."

We received a number of nominations for the Cache Classic as the Event of the Year. The Logan Race Club sponsored this event. They also dominated the UCA points series and are our Road Team of the Year. Mad Dog/ Trek won the ICS team competition and is our Mountain Team of the Year. The Color Country Cycling Club continues to do great things in Southern Utah and is our Touring Club of the Year.

Thanks to all of you for another great season. See you next year!!



Top: Bill Harris in his Stars and Stripes Jersey photo: Thomas Cooke
Bottom: Sandy Perrins at the National TT photo courtesy Mark Yap



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