

VOLUME 10 NUMBER 6

FREE

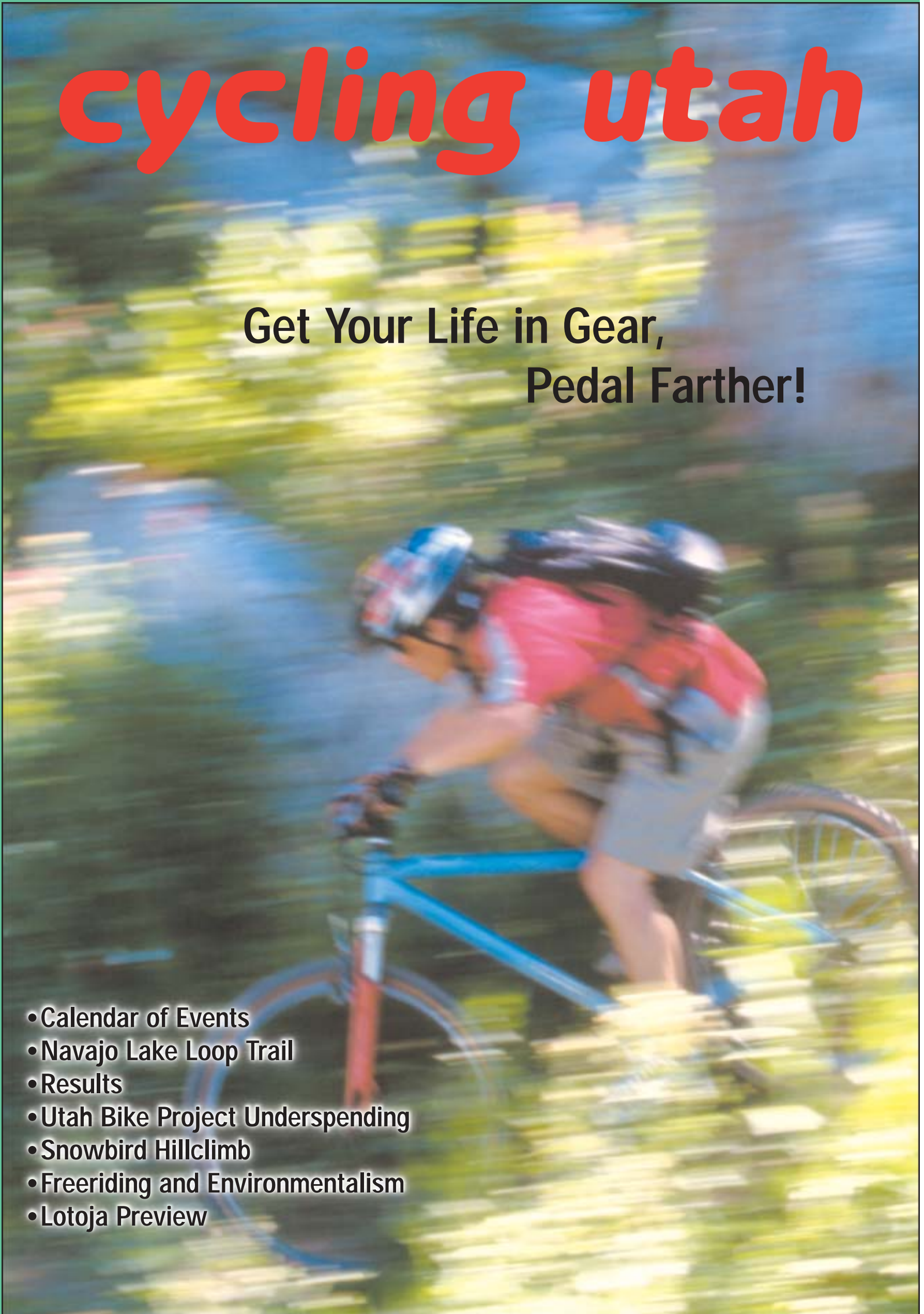
SEPTEMBER 2002

MOUNTAIN WEST CYCLING JOURNAL

# *cycling utah*

**Get Your Life in Gear,  
Pedal Farther!**

- Calendar of Events
- Navajo Lake Loop Trail
- Results
- Utah Bike Project Underspensing
- Snowbird Hillclimb
- Freeriding and Environmentalism
- Lotoja Preview



SPEAKING OF SPOKES

# End of the Summer Musings

By Dave Ward  
Publisher

I do not watch much television, my viewing being pretty much limited to Star Trek (any generation will do) and what coverage of the Tour de France I am able to pick up. So this year, I decided to upgrade my cable service to digital cable so I could watch the Tour coverage on the Outdoor Life Network (OLN). This was like steak to a starving man. I spent (wasted, some would say) at least two hours every night keeping up with the exploits of Lance and the Posties.

So, Karma and I were watching the legendary climb up Mont Ventoux, only to learn from those two delightful English bavards (french for "bullshitters") that Armstrong was being jeered by some roadside idiots yelling, "Dopé!" (french for "doped"). The French press and some French fans just do not want to let die claims that Lance uses performance enhancing drugs.

But the ironic part was that at that very moment the Mont Ventoux stage was being won by Richard Virenque, an extremely popular French rider who was on the Festina team busted and kicked out of the 1998 Tour for big time drug usage. Virenque repeatedly denied he used drugs,



and even wrote a book, *Ma Verité* (french for "My Truth"), denying it. Then later, when all this came to trial, Virenque admitted to using drugs. So, not only was he a cheater, but a con-ning liar, too. It really burned me to see him win Mont Ventoux. Anybody but him. And then to hear that the French fans were jeering Armstrong as a doper, when their own favorite rider was a virtual pin cushion, really fried me. Hello, is anybody home? Anyway, that is my tirade on that.

\* \* \* \* \*

My wife, Karma and I, rode the Utah Lake Century Epic Ride (ULCER) last Saturday on our tandem. While at the first food stop, we met up with Joel Bingham, the owner of Bingham's Cyclery. We chatted a little, and then suddenly Joel grabbed this bike from behind him and held it in front of me, primarily to watch me drool with lust and envy, I am certain.

Standing in front of me was a most beautiful piece of bicycle art, a Serotta Ottrott (pronounced "oh tro") ST.

A bicycling Frank Lloyd Wright would appreciate this artistic work of functional form. A carbon fiber frame with titanium lugs, seat tube and bottom bracket, curved carbon seat stays and pivoting rear dropouts put this frame in a class by itself. So, of course, does the price. A visit to Serotta's website showed prices for the frame alone beginning at \$4300, and that was with titanium seat stays, not the optional carbon seat stays, which of course will cost more.

Joel had chosen a frame with a tint finish that sparkles and changes color with the angle of light. Additionally, he had outfitted the bike with a new carbon handlebar which by itself will set you back close to a half thousand bucks.

After Karma calmed me down, we chatted with Joel about what a beautiful piece of work this was, and Joel made it a point to let me know Serotta had promised him he would receive his frame before Robin Williams, who also had an order in, would receive his. Of course, Joel probably generates more income for Serotta than Robin Williams. So, Mr. Williams, step aside.



Wade Simmons at the 2001 Red Bull Rampage. The 2002 Rampage is in Virgin, Utah on Oct 10-13.

Photo: Justin Machus

\* \* \* \* \*

Speaking of the ULCER, when Karma and I arrived at the start, I was appalled to look at a line at least 50 yards long for registration. I dutifully took my place in line, only to learn that these were the pre-registered riders! For us slugs who failed to pre-register, we only had a line of about five people to deal with.

Now, admittedly, I had to pay more and did not get a t-shirt (as if I need any more t-shirts). But being the impatient line curmudgeon that I am, it was a small

price to pay. By the time we were mounted and leaving, the guy I was behind in the preregistration line had finally made his way to the front.

Do not get me wrong, though. The Bonneville Bicycle Touring Club (BBTC) which puts on this event, while experiencing a small disaster with registration, did a great job. As they do every year with this and other events. Indeed, the members of BBTC are to be thanked and praised for all they do for bicycling in Utah.

**Bingham Cyclery**



**SPECIALIZED**



**EPIC**

**EPIC 5 Works Frames in Stock. Get in line now!**

**Salt Lake**  
1370 S. 2100 E.  
583-1940

**Ogden**  
3239 Washington Blvd.  
399-4981

**Sandy**  
1300 E. 10510 (106th S.)  
571-4480

**Sunset**  
2317 No. Main  
825-8632

**Provo**  
187 West Center  
374-9890

**Layton**  
110 No. Main  
546-3159

www.binghamcyclery.com

Cover Photo: Mike Schneider at speed in Alta, UT  
Photo: Adam Clark

© 2002 **cycling utah**  
**cycling utah**  
 P.O. Box 57980  
 Murray, UT 84157-0980  
 www.cyclingutah.com  
 You can reach us by phone: (801) 268-2652  
 Our Fax number: (801) 263-1010

David R. Ward, Publisher   Robert L. Truelsen, Executive Editor  
 Email: dward@cyclingutah.com   Email: btrue@cyclingutah.com  
 Dave Iltis, Editor & Advertising  
 (801) 268-2652  
 Email: dave@cyclingutah.com

Contributors: Greg Overton, Neal Skorpen, Gregg Bromka, Ben Simonson, Bill Harris, Charles Pekow, James Kirk, Inlightmedia.com, Adam Clark

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

Annual Subscription rate: \$7  
 Postage paid in Murray, UT

Editorial contributions are welcome. Please included a stamped, self-addressed envelope to return unused material. Submission of articles and accompanying artwork to cycling utah is the author's warranty that the material is in no way an infringement upon the rights of others and that the material may be published without additional approval. Permission is required to reprint any of the contents of this publication.

## TRAIL OF THE MONTH

## Navajo Lake Loop Trail

By Gregg Bromka

Although Utah is ranked as one of the driest states in the nation, and we're not talking about liquor laws, it hosts a number of natural mountain lakes that are veritable aquatic jewels. Navajo Lake is such a gem. Located 28 miles east of Cedar City and up on the 9,000-foot high Markagunt Plateau, Navajo Lake is a stone's throw from Brian Head and Cedar Breaks National Monument. How convenient. Anglers have cast their baited hooks into the lake's chilly waters for decades, but there is more to do here than troll in a sputtering dingy. Mountain bikers, hikers, and equestrians will find mile upon mile of prime trails that were built with them in mind, thanks to the Cedar City Ranger District of the Dixie National Forest. With three campgrounds along the lake's edge and with basic visitor services at nearby Duck Creek Village, you can set up base camp at Navajo and spend a long weekend exploring sweet singletracks until your legs can turn the pedals no more.

The 12-mile long Navajo Lake Loop Trail serves as the backbone to the area's trails. It's a fun little ride that the whole family can enjoy because the hills are gentle and the trail is buttery smooth, by and large. Along the lake's north side, fluttering aspens cast flickering shadows across the path; on the south shore, commingling fir trees block even the most determined rays of sun. During the dog-days of summer when most of the state's populus swelters in blistering heat, the climate at Navajo Lake is temperate by day and refreshingly crisp by night.

But wait, there's more. The Navajo Lake Loop Trail is but a stepping stone to the Virgin River Rim Trail (VRRT) on the nearby Pink Cliffs, and the two are linked together via five different trails: Duck Creek ATV, Dike, Spruces, Navajo, and Lodge Trails. Do the math, and you'll find there are 10 possible loop options between the Navajo Lake Trail and the VRRT. So, maybe one weekend isn't long enough. Visit Navajo Lake once and you'll want to return time and again.

**Details:**

You can start the Navajo Lake Loop Trail from anywhere along the lake's south shore, but the Dike Trailhead is most convenient. Head east for about a half mile, fork left on the signed Navajo Lake Loop Trail, and cross small sinkholes of chunky lava. If you look around, you'll see that there are no inlet or outlet streams to the lake. Slope-side springs feed water to the lake, which in turn drains



Tricia takes a lap around the Navajo Lake Loop Trail.

Photo by Gregg Bromka

through the pourous rocks underground. The dike was built to give the lake a more consistant level. A mile away, the collective groundwater exits from a single portal in the face of the Pink Cliffs, called Cascade Falls, and gives birth to the North Fork of the Virgin River.

The north-side Loop Trail rolls 3.6 miles to Navajo Spring, where it joins with a dirt road. Take the dirt road to the paved lake road, and then pedal the road right/west to just past the entrance to Te-ah Campground. Go left on the VRRT, and climb moderately for 1.5 miles to Lodge Trail. Descend some tricky switchbacks to the lake road, and ride parallel to the road on the soft-dirt trail. Go through Navajo and Spruces Campgrounds to return to the Dike Trailhead.

Now, set your sights on the VRRT. The longest loop is 14.5 miles long, gains 1,700 feet, and is rated moderately difficult. Again, start at the Dike Trailhead, and ride east on the lake road. Fork right on Forest Road 054, and descend speedily to the edge of Dry Valley. Link up with the Duck Creek ATV Trail, and take it south alongside the valley through groves of aspens that provide a natural buffer between you and dust-kicking vehicles on the nearby road. After a mile and a half, you'll arrive at trailhead parking area for Cascade Falls Trail. Tether your steed, and walk down the sandy trail for .5 mile to view the subterranean outlet to Navajo Lake.

Now, hop on the VRRT, and climb in earnest onto the plateau, roll through old-growth aspens, and struggle up several rugged hills. If you fatigue before reaching Navajo Point, simply take one of the three connecting trails back to the lake: Dike, Spruces,

or Navajo. If you make it to Navajo Point, you'll be rewarded by an all-out bombing run descent on tight singletrack. Bank right onto Lodge Trail to circle back to the Dike Trailhead on the lake's south side, or let your momentum carry you all the way down to the Te-ah Campground Trailhead. There,

you can cruise the lake road back or cross over and circle clockwise around the lake on the Loop Trail. Jackie Gleason would say, "How sweet it is!"

**Location:** 21 miles southeast of Brian Head; 28 miles east of Cedar City on UT 14.

**Length:** Navajo Lake Loop Trail: 11.7 miles.

**Tread:** Singletrack with a touch of dirt and paved roads.

**Physical Difficulty:** Moderately easy (a few short hills are thrown in for good measure).

**Technical Difficulty:** Low (mostly smooth-running tread with some rocks and roots, periodically).

**Elevation:** Between 9,000-9,200 feet. Gain is only a few hundred feet.

Excerpted from Mountain Biking Utah's Brian Head-Bryce Country, available at [www.offroadpub.com](http://www.offroadpub.com).

You'll stay smarter!  
Wear your helmet!



# CANYON SPORTS

YOUR UTAH BIKE

## SALES - REPAIR - RENTALS




### ROAD BIKES

# 15% OFF



### BIKE CLOTHING

SHOES  
by Nike, Shimino & AXO  
SHORTS & JERSEYS  
by ZOIC and Pearl Izumi

# 20% OFF

### BACK TO SCHOOL ACCESSORIES

# 15% OFF

WITH STUDENT I.D.

### WE HAVE ROAD - MTN BIKES - BMX - YOUTH BIKES

1844 E Fort Union, ph. 942-3100 705 W. Riverdale Rd., Ogden, ph. 621-4662  
[www.canyonsports.com](http://www.canyonsports.com)

## BICYCLE ADVOCATE

## Utah Continues to Underspend on Bike Projects

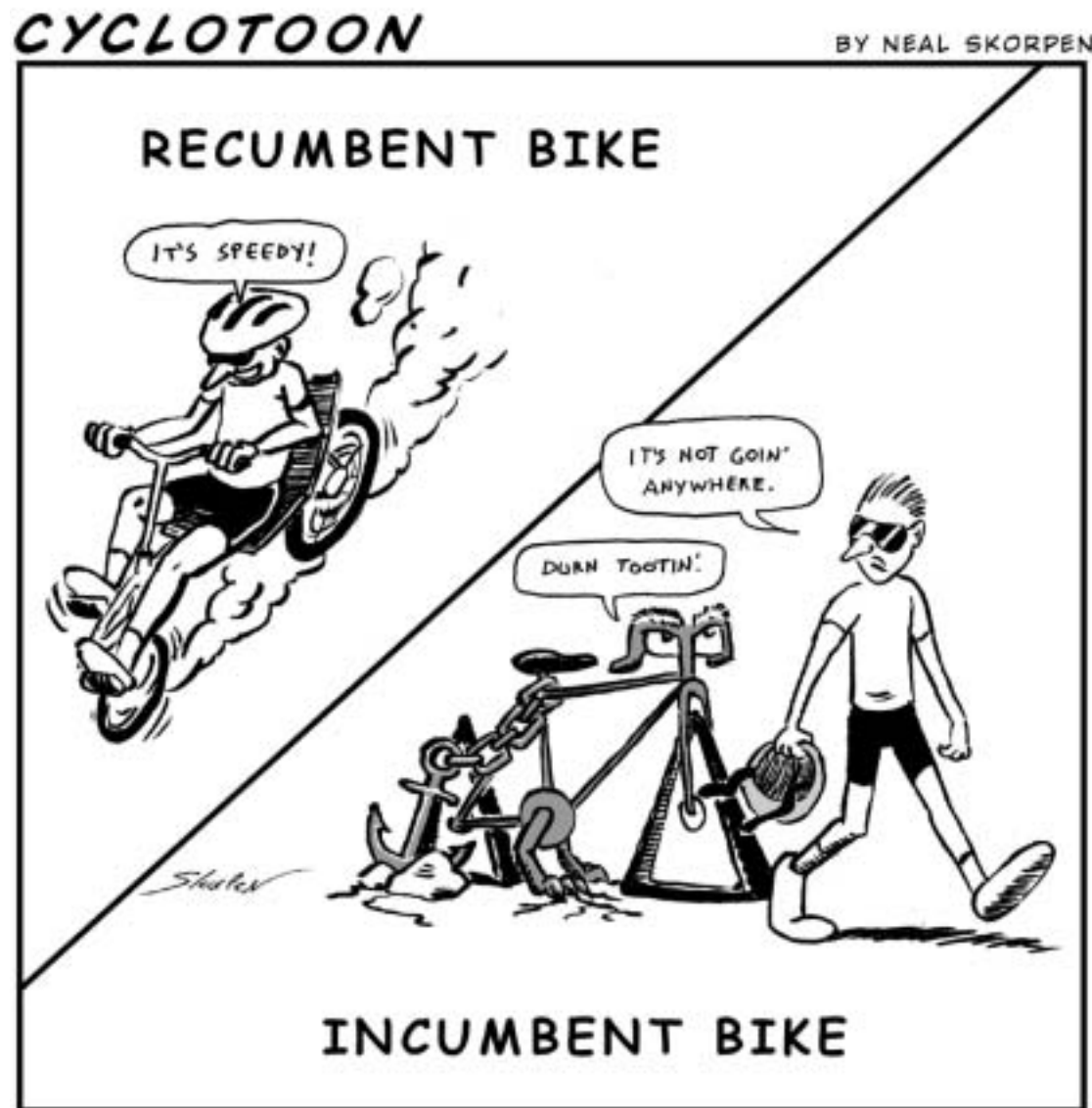
By Charles Pekow

Utah is getting worse and Idaho better when it comes to spending federal money on bicycle projects. During the decade between FY 92 and 01, the Federal Highway Administration (FHWA) provided more than \$5.2 billion in Transportation Enhancements money to the states, with slightly more than \$40 million going to Utah and Idaho getting almost \$44 million. Two years ago, The National Transportation Enhancements Clearinghouse (NTEC) reported that Utah, Idaho and most other states weren't spending the funds as quickly as planned (See Cycling Utah, October/November 2000).

Unfortunately, Utah's performance has dropped in the two years since the first report. Over the decade, Utah had obligated (committed to specific projects) about \$29 million or 72.5 percent of its funding, above the national average of 69.8 percent but below FHWA's goal of 75 percent. Utah's percentage of funds obligated fell from 74.6 percent in NTEC's ranking two years ago. When ranked among states in the percentage of funds obligated, Utah had fallen from 19th place to 28th of 52 states (including the District of Columbia and Puerto Rico).

Idaho, meanwhile, has made some progress pedaling uphill but has plenty of room left to climb. NTEC reported that in 10 years, Idaho has obligated \$27.3 million, or 62.1 percent of the funds it got, placing it in 37th place. While it remains well below average and FHWA's goal, Idaho has improved from the previous report, when it had committed only 55.7 percent of the funds and fell in 42nd place.

On the plus side, however, communities in both states have proved generous in terms of putting up their own money. The Transportation Equity Act for the 21st Century requires states or communities to put up a 20 percent match. Utah and Idaho are far



exceeding this goal. On 79 Enhancements projects, Idaho has put up a 28 percent match, making it the 16th most generous state in this regard, according to NTEC figures. Utah matched its 81 projects at a 26 percent rate, ranking it 18th.

Over the first 10 years of the program, states spent 45 percent of Enhancements money on bicycle/pedestrian facilities and another 10 percent on separately-counted rail-trail conversions and only a handful on bicycle education projects, according to NTEC's count. Many other Enhancements projects, however, benefit cyclists

indirectly, such as landscaping and historic preservation.

(Full disclosure: the Rails-to-Trails Conservancy, of which I am a charter and Heritage Circle member, operates NTEC.)

Meanwhile, a contractor hired by FHWA to study the Enhancements program found the biggest problems in getting projects done on time involved grantees' failure to follow through or know how to design and engineer facilities. They struggled with development issues such as right-of-way, environmental review and design standards, according to the report by Rizzo Associates, Inc.

When sponsors met deadlines, they usually knew what they were doing because they had completed bicycle projects before and shared a commitment to them. While some states divided the money regionally, state governments in both Utah and Idaho distributed all Enhancements money centrally.

The Utah Department of Transportation failed to respond to Rizzo's survey. But the Idaho Transportation Department said its efforts slowed because sponsors underestimated costs, the state didn't get enough federal money for all the qualified projects, and cumbersome required environmental reviews.

And while some states said that different types of governments (urban vs. rural, city vs. county) handled projects better than others, Idaho reported no significant differences among sponsor types. Unlike most states, however, Idaho didn't dedicate any staff fulltime to Enhancements, which may have contributed to its problems.

Some states obligate funding for a project in one gulp, while others send it in stages, questioning the concept of obligation rate as a success indicator. Idaho obligates in phases starting when it awards grants, which may make it look worse than states that obligate all funding at once.

"Large states may be undermined in obligating (enhancements) projects by large (transportation department) bureaucra-

cies and the complexity of managing large projects," Rizzo concludes. The report suggests exempting all but the largest enhancements projects from lengthy environmental reviews and setting aside some Enhancements funds for technical assistance to help sponsors through the hurdles.

Meanwhile, if you've got ideas on how to improve the Enhancements program – or federal bicycling policy in general, it's not too early to get your comments on the record. (See Utah Cycling, May 2002 for a discussion on the reauthorization campaign.) The U.S. Department of Transportation (USDOT) set up its first online service to take suggestions and it chose the Transportation Equity Act for the 21st Century (TEA-21), which Enhancements is part of, reauthorization as the topic. TEA-21 expires in October 2003 and the administration seeks input on what it should include in a proposed new six-year law it will submit to Congress next January.

As Transportation Secretary Norm Mineta put it in a prepared statement, "As we develop new proposals for our surface transportation program, we want to hear from our state and local partners, the private sector and all those who are interested in meeting the transportation challenges of tomorrow."

Go to [www.dot.gov](http://www.dot.gov) and click on "Surface Transportation Reauthorization." Then enter your comments for the public record – or read others' ideas.

What do you say? "Just say 'bicycle.' If people are coming forward to USDOT in their comments and to elected officials while they are campaigning," the government will have to respond, says America Bikes Campaign Manager Martha Roskowski.

"We have three main pieces to our platform," Roskowski says: Safe Routes to School, preserving and expanding existing programs such as Enhancements and the Recreational Trails Program, and improving accommodations for bicyclists and pedestrians in all road projects. At this stage, if bicyclists spread the word that government should consider them as an important piece of the transportation puzzle, America Bikes and its allies will work out the policy details later, she says. "If half the comments they get have something to do with bicycling, it will make it a lot easier for us to talk to them about the specifics. If USDOT gets a whole lot of comments on bicycling, it will force them to take us more seriously."

Superior Bicycles • Enlightened Information • Miraculous Service

# Choose To Ride

"Spreading the Bicycle Gospel Since the Dawn of the New Millennium"

Located in the Heart of Zion: 6148 S. State St., Murray, UT  
(801) 74P-EDAL

SEPTEMBER 2002

cycling utah.com

5

## COACH'S CORNER

## 8 Tips to Help You Survive the Infamous Logan to Jackson

By Bill Harris

1. Have a good support crew. A successful race is the result of rider and crew having a well thought out and executed plan. Make sure your support team knows where to be and when to be there. Make sure they know how to hand up bottles, food and clothes. If you or your support team do not know how to do this, practice before race day. Be careful and alert when riding into the feed zones, they are notorious for crashes.
2. The race starts early in the morning and Logan can be VERY cold this time of year. Come to the race prepared to ride in ANY weather condition. From heat, rain, wind, and snow, this race has seen it all. The early morning start almost always requires arm and knee warmers, full finger gloves, light shoe covers and a light jacket or vest. These items can be removed on the fly as things warm-up, if they do. Stuff them under your jersey or in your pockets and throw them out to your crew at the feed zones. If the weather is bad, be sure your crew has the appropriate clothes to hand up to you. You need a lot of energy for this race. Don't let your body waste energy by trying to keep warm.
3. In the 3-days leading up to the race eat high carbohydrate meals (pasta, rice, potatoes, bread, cereal, grains, vegetables, fruits) and plenty of water. You need to have your energy levels fully topped off before you tackle this monster of a ride. Eat a large meal the night before the race and a light breakfast. The race starts early so a big breakfast is out of the question.
4. Start the race with food in your pockets. Good choices are energy bars, gel packs, bananas, dried fruit, bagels, bite size sandwiches and cookies. Start nibbling on food right away and nibble the whole ride. Don't just stuff food down at each feed zone.
5. Drink before you're thirsty and drink a lot. You should take a drink every 15 minutes and go through about a bottle an hour or so, more if it's a hot day. Your bottles should have a sports drink in them, not just plain water. Be sure your support crew has enough bottles for you.
6. Vary your riding position often. Switch between riding in the drops, tops and hoods more than you normally do. Every 15 minutes ride for 1 minute standing. Varying your position will help keep your body from developing severe aches and pains. If that's possible.
7. This race is as much in your mind as it is in your legs. The ride is long, it will feel long and at times you may want to quit, don't. If you have prepared you can do it. One technique to help you get through it is to break the race down into four 50 mile sections or eight 25 mile sections. Concentrate on doing each section at a pace you can handle. Focus on your form, eating, and drinking. Count off the sections as you go, not the miles.
8. When you get to Jackson pat yourself on the back and go have a drink at the Million Dollar Saloon. You've earned it.

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](mailto:yelojersey@aol.com)

**4th Annual Cycle for Life**




**A Benefit Ride Held For Cyclists Injured By Drunk Drivers or as a result of Auto/Cycle Accidents.**

Ride Options include 8, 30, 66 & 100 miles.

**September 21, 2002 8:00 A.M.**

**Eden Park, Eden, Utah**

*Proudly Sponsored By:*

**Bingham Cydery**

**Bonneville Bicycle Touring Club**

**Tailwinds Bicycle Tours**

**BMW of Salt Lake**

**Larry's Spring Chicken Inn**

**J&R Home Services**

For Registration Information See Us On The Web At [www.ut-ia-cycling.com](http://www.ut-ia-cycling.com) or call Grant Aagard at (801) 272-1302 (after 5pm).  
On-Line registration available at [www.active.com](http://www.active.com)

## LOTOJA PREVIEW

## 20th Year of LOTOJA

By Dave Ward

On September 14, the LOTOJA Classic will reach a milestone, the staging of its 20th edition. The LOTOJA, so named because it starts in Logan, Utah and ends in Jackson, Wyoming (LOgan TO JAckson) was the brain child of David Bern, then a student at Utah State University in Logan, and his friend, Jeff Keller, who had started up a local cycling shop, Sunrise Cyclery.

Bern and Keller wanted to stage a point to point road race in the tradition of the European classics. They mapped out a course that followed some very dramatic scenery and terrain, and was a grueling 203 miles long, a distance that would test riders' strength and endurance. Then, on an early fall morning in 1983, nine racers took off at dawn for the running of the

LOTOJA's first edition. The event was won by Logan cyclist Bob Van Syke with a time just over nine hours.

Since then, the event has steadily grown, drawing its largest group of participants, approximately 550 riders, for last year's staging of the LOTOJA. Organizer épek Sports and Promotion is expecting over 700 participants for the LOTOJA's 20th anniversary.

With only minor variations, the course has remained the same except for moving the finish from Jackson to Teton Village, a further distance of 10 miles, this making the race over 200 miles long.

The LOTOJA Classic draws cyclists from around the United States. For many, it has become an annual challenge for testing their endurance and a fitting end to their racing season.

## 2002 Leadville Trail 100

August 10, 2002: Leadville, CO

The 2002 Leadville Trail 100 Mountain Bike Race was a fantastic success. The weather was dry, sunny and very warm (72 degrees at 10,000'). The trail was in good shape except for the notorious Sugarloaf/Power Line section which was very treacherous and the Columbine Mine trail as usual. The sky remained cloudless throughout the entire race, unlike most years when rain has been common. The overall and men's champion was once again Bryson Perry from Sandy, UT with a strong time of 7:32:27. Ted MacBlane from Aspen, CO was second in a time of 7:33:20. Glen Adams of Sandy was fifth, Cory McNeely of Park City was seventh and Mike Young of Orem was ninth.

On the women's side, this year's champion was Kim Raymond from Aspen, CO with a great time of 9:00:57. The third place finisher was Lisel Robert of Provo, UT with a time of 9:25:08.

The first tandem finisher this year was Mark and Serena Warner of Provo, UT in a great time of 9:26:58.

- > Swindlehurst
- > Louder (the father) Behind every champion, is a great coach. As this list clearly shows, when you train with Bill Harris, you'll be in the good company of these past and present clients.
- > Louder (the son)
- > Cooke
- > Zabriskie
- > Felin
- > McFarlane
- > Buccambusso
- > Osguthorpe
- > Tanner



yellow jersey consulting

To discover how Bill Harris can assist you in achieving your cycling goals, send e-mail to [yelojersey@aol.com](mailto:yelojersey@aol.com). Or visit [www.yellowjersey.com](http://www.yellowjersey.com).

Sports Am

## City Creek Bike Sprint

October 12, 2002

Come Ride 5 1/2 Miles up City Creek Canyon finish at Rotary Park

Start: 10 A.M. at the Mouth of City Creek Canyon (above Bonneville Blvd)  
Categories: Men, Women, Kids; Road and Mountain bikes

UCA Points Series Event



Sign-up at Canyon Bicycles  
3969 Wasatch Blvd.

[sports-am.com](http://sports-am.com)  
583-6281

Salt Lake City's best Gourmet Mexican Restaurant!



**We Support the Wasatch Women's Cycling Club!**

**SIESTACITA SPECIALS**  
2PM-5PM  
Utah State Liquor Licensee  
**801-533-8900**  
Validated parking

100 SOUTH



200 SOUTH

WEST TEMPLE

SALT PALACE CONVENTION CENTER

**165 South West Temple**

Route 211

# I Want a Refund!! I was JRA...

by Greg Overton

"I want a refund." "I need to return this item." "Take this piece of crap back and give my money back!" These are a few of the phrases that make the hair on the back of your local shop owner's neck stand on end. How can someone leave a place of business so happy and excited only to return with the single purpose of summarily rejecting that which made them so happy in the first place?

In the back rooms of the local cycling store community, these "refund" stories are talked about, compared, and at times, depending upon the particular story, laughed at, winced at, moaned about or met with plain disbelief. Some of you will recognize these, others may not "get" them, but if just one person out there learns from them, we're all the better for it.

"I was just riding along." Yep, the old JRA story. Famous in every bike shop far and wide you may know it. You may have even (natch) USED it once, only once I hope. If you don't know it, here's an example.

Customer: "I was Just Riding Along when the derailleur fell off, the handlebar bent, and this



huge scratch materialized in the top tube. I think that's a design problem or a defect or something. So, can you refund me for those things?"

Shop Owner: "Sure, as soon as I stop laughing, I'll have you talk to our complaint manager, Richard Lee"

A true example of JRA, and one of the best responses I've personally witnessed was during my employment at a shop in Orem a few years ago. A fairly irate father tornadoed into the store with little junior's two-week old mountain bike that was suffering a brand new backward bend in the fork.

Father: "I want a refund on this POS bike you sold me!"

My employer Scott: "What seems to be the problem?"

Father: "My son was just..JRA..when this fork bent, almost causing him to crash! I could sue you."

Scott: "Are you serious? It just bent while he was riding around the neighborhood, no curbs, no wheelies, no crashes into immovable objects? This is absolutely amazing!"

Father: Louder now, "Yeah, what are you going to do about it?!"

Scott: Pulling up two stools and offering one to the father, "I'm going to sit here and see if it will bend back!"

Sometimes the refund doesn't require damaged goods, and the hopeful refundee surely believes that said bike shop owner just fell off the turnip truck and landed behind the counter complete with grease under the nails, crooked shop apron, and easy demeanor in tact. As evidenced by the options explored in trying to catch the elusive refund.

This was evident by an attempt that happened in a shop which used to be owned by a friend of mine in Provo. A customer, BYU student-ish looking guy enters the shop carrying his old helmet.

Customer: "I need to return this helmet."

My friend Greg: "Did you buy it

here? Do you have your receipt?"

Customer: "Yes in April." (It was now October) "And no, I don't have a receipt."

Greg: "What's wrong with it, and if there is a problem, why has it taken so long to return it?"

Customer: "I just don't need it anymore. And when I bought it, you said I could return if I didn't like it. I don't like it anymore."

Greg: "Uh huh....That was months ago, and it looks like you've used it a lot since, I can't take that back."

Customer: Raising his voice angrily, "You mean you're not going to stand behind the junk you sell here!?"

Greg: "Look, there's nothing wrong with it, you've used it all summer. I can't give you a refund, I'm sorry."

Customer: "You're kidding! I spent 40 bucks in here, and now you're not going to do anything for me when I have problem with a product you sold me!?"

Greg: Wanting this problem, er customer, to go away: "Look, I'll give you store credit for the purchase price. Maybe we can use it for test rides or something."

Customer: "Okay, that's fair, let's do it."

Greg enters info into the computer, prints out a store credit, and hands it to the customer.

Customer: "Thanks, I'd like to cash this in."

Greg: "Get out of my store, and take your used helmet with you!"

Here's another famous line

that causes many "refund" stories: "I've got a friend who rides a lot, and he said blah blah blah, so I want to return this." Every shop has a return nightmare based on the "Buddy who rides a lot" line. Some may be as small as, "I need to return this tube. Yeah, my buddy who rides a lot said that XY brand is a lot better." What can a store owner say to that? "Well, they all come from the same factory in Thailand, but I can see your point. The air in XY brand tubes probably stays fresher. Your Buddy's right, here's your refund. Sorry for the inconvenience."

Or worse. "Hey, I need to return this Colnago. I mean, I really like it, and I know I chose it after you spent three days helping with all the details, but (all together now) My Buddy Who Rides A Lot says that blue bikes are not as fast as yellow bikes, so can you refund me, and give me a deal on a yellow one?" Shop owners love Buddies Who Ride A Lot.

So please take note, and I know none of you do these things or have Buddies who ride, but just in case you overhear someone beginning the JRA story, please stop them. Explain to them that the nice shop guy has heard about all that can happen under the stresses of JRA-ing, no matter what your Buddy says. Just wave them off and help all parties involved. Your local bike shop owner will be *Your Buddy* forever if you do!

### What's on your mind?

Send your feedback and letters to the editor to: [dave@cyclingutah.com](mailto:dave@cyclingutah.com)

Full Size Performance Bikes That Fold  
SLINGSHOT BICYCLE COMPANY  
Factory Direct Sales 1-888-530-5556  
Mountain, Triathlon, Road & Cross Models [www.slingshotbikes.com](http://www.slingshotbikes.com)

RAGERS CYCLE SERVICE  
Utah County's Independent Road and Mtn. Mechanic "Pro Team Experienced"  
(801) 375-5873  
183 N University Ave

Recover & Ease™  
Eat...Sleep...Train...Recover!  
New from Strategic Nutrition. A scientific balance of research-proven ingredients designed to enhance your body's ability to recover following exercise. Rated top recovery supplement by SupplementWatch.com  
Stay Well → Go Fast!  
No stimulants, hormones or banned substances. Visit us at: [www.recoverease.com](http://www.recoverease.com)

TOURS AND TRAVEL  
Gila Tours  
• Road Riding  
• Mountain Biking  
• Training Camps  
Silver City New Mexico  
Call for info: 505-534-2493  
[www.gilatours.com](http://www.gilatours.com)

Maps! = Adventure Cycling!  
The maps you'll need in planning a bike vacation, TransAmerica, Great Divide & more. FREE CATALOG (800) 721-8719  
Adventure Cycling Association  
PO Box 8308-A5, Missoula, MT 59807  
[www.adventurecycling.org](http://www.adventurecycling.org)

Bicycle Tours Worldwide  
longer rides better value  
[cyclevents.com/rides](http://cyclevents.com/rides)  
1-888-733-9615

## It's Time to Buy! 2002 Model Clearance Sale!

**HARO BIKES** **TREK** TREKBIKES.COM

What Else is There?  
Guthrie Bicycle Co. Doing it right for over 100 Years!

**GUTHRIE**

**cannondale**  
**COLNAGO**

**DOWNTOWN**  
156 E. 200 S.  
S.L.C. UT  
363-3727

**SUGARHOUSE**  
731 E. 2100 S.  
S.L.C. UT  
484-0404

[Http://www.redrocks.com](http://www.redrocks.com)

## GUEST EDITORIAL

**Freeriding and Environmentalism**

by James Kirk

Freeriding is something I've been obsessed with since its inception. I thought freeriding was the best thing that could happen to mountain biking, but the current state of freeride mountain biking has me reconsidering that stance. It seems as though freeriding has a chip on its shoulder. It seems as though confrontation is imminent.

Way back in the early days of mountain biking, the International Mountain Biking Association was established to unite and strengthen the fledgling mountain biking community. IMBA founded a general set of rules to preserve the harmony with other trail users. These are the rules that the governing body of mountain biking has agreed upon. These rules were established for the happiness and well being of all involved parties. When mountain biking was discovered, it introduced a whole new way of getting around in the outdoors, consequently a new set of rules had to be established. The first 3 of these rules are:

1. Ride on open trails only.
2. Leave no trace.
3. Control your bicycle.

Watch ANY freeriding video and you'll see flagrant violations of these rules. I remember the first time I saw *Kranked*. This movie opens with the claim that this is the film that sought to define what freeriding was. The remainder of the video is scene after scene of guys sliding/skidding down virgin clay slopes, much like the ones in southern

Utah. At the time I didn't think it was a big deal, they just don't know, I figured. I thought for sure that it was a passing craze.

It is generally agreed upon that Mt. Tamalpais is the birthplace of mountain biking. The very first mountain bike race ever was held there, the legendary downhill race "the Repack". This was the first of any kind of mountain bike racing. Now there is a 15-mph limit on all of the trails on Mt. Tam. Rules governing your riding can and will be made. The possibility of mountain biking being shut down is a very real one. And if the new wave of freeriding continues to grow it will happen sooner rather than later.

Well, it's nearly five years down the road and the passing craze has turned into a competitive event held on a trailless hillside. This past October, a select group of young guys were chosen to compete in a natural setting. I'm talking about the Red Bull Rampage, a freeride contest that was held just outside of Virgin, Utah. The format in which this contest was held guarantees trouble in our future.

The contest was held on a hillside that had never seen this sort of traffic before. Event organizers took measures to ensure that it would be held in an environmentally sensitive manner. They pre-cleaned the area the day before the event, isolated fragile plants from spectators and raked away the tracks the day following the event. Event organizers and supporters point to BLM approval as the evidence of righteousness. Any environmentalist, worth his salt, can

point to the thousands upon thousands of BLM mistakes that they have wrought on the American southwest.

Gooseberry Mesa, just across the street from the Red Bull Rampage, is testimony to the BLM's attitude about the American southwest. The entire mesa has been chained. If you don't know what chaining is, find out. You'll be appalled. The BLM doesn't care about the environment. They are managers, not preservationists. They manage the land like a business; it's about the bottom line.

This contest aside, how can we expect to hold more contests like this without increasing impact? How can we expect contestants to train for such events? How can we expect kids not to emulate these events? This format, plain and simple, won't work. It exploits and scars the natural environment for our own pleasure and excitement. It sets a standard for future events.

These series of events reminds me of rock-climbing competition in the 1980's. Nobody would have expected in a million years that rock climbing would have grown into a competitive format before it did. The very first climbing competitions were held on natural rock in an outdoor setting. Natural rock was drilled chipped and chiseled into a competition friendly shape. The follies of this were quickly recognized and eliminated. Climbing Competition switched to an artificial format with climbers clawing their way up huge artificial walls. This quickly grew to huge proportions then promptly faded

into climbing obscurity. Today's climbing is back where it started, people pushing themselves to higher limits on real rock with no other reward than personal satisfaction. I can only hope freeriding will follow in its same steps.

In order for freeriding to co-exist peacefully with other land users the current attitude of "ride anywhere" must be abandoned. It'll never work out in its existing condition. It's a recipe for conflict. Freeriding competition ought to take a tip from other sports and move its arena to a manufactured environment. This switch will only add credibility to our sport and at the same time up the ante. Whistler has taken steps to insure that this won't happen in their backyard. They have built a mountain bike park on one of their ski runs, complete with berms, jumps and anything else a freerider could ever want. The North Shore in Vancouver is an example of this. They build trails and continue to ride them rather than find untrampled soil. The possibilities are endless.

Josh Bender was recently quoted in reference to the Red Bull Rampage "This event gave the stagnating mountain biking

community a swift kick that it desperately needed". The only "kick" that this event offered was the one that sent the freeriding community reeling and trying to get back on its feet. Riding off trail should never be acceptable. Holding competitions on natural setting is a shortsighted and selfish act. Take a stand and object to this type of land abuse. Red Bull may have done it well but this model can't possibly perpetuate itself. Anyone who engages in this riding activity should be embarrassed. Those who don't and see it happen should make these so-called mountain bikers embarrassed for doing it.

Let's take back our sport and preserve it for the future. Land access is already a sensitive issue in the mountain biking community, let's not kick it when it's down.

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



**surf the web at**

**Wicked**

**Fast speeds!!**

**Aros.net DSL is**  
UP TO 10X FASTER THAN A 56K MODEM

 **TWO MONTHS**

**CALL NOW AND GET YOUR FIRST MONTH FREE!**

**801.532.2767 or toll free 877.423.aros**  
info@aros.net

Offer expires December 31, 2002. Some limitations apply.  
Residential customers only.



**AUTUMN  
SALE**

**REDUCED PRICES ON REMAINING  
2002 MODELS**

**SELECT ROAD AND MOUNTAIN BIKES**

**SHOES AND CLOTHING**

**WHEELSETS**

**Wild Rose**  
702 Third Avenue  
533-8671 800/750-7377

DOWNHILL

# Deer Valley Bald Mountain Challenge #1

June 23, 2002

Photos by InLight Media  
www.inlightmedia.com



JOIN TAILWINDS BICYCLE TOURS AND SEE  
**MONUMENT VALLEY**  
ONE OF THE MOST PHOTOGRAPHED AREAS IN THE WORLD  
FROM THE SEAT OF YOUR BIKE

AND WE CARRY ALL OF YOUR GEAR FOR YOU  
OCTOBER 13-18, 2002

For More Info See Our Web Site At  
[www.tailwinds-tours.com](http://www.tailwinds-tours.com)  
or call Grant at 801-556-3290

**LeMond Clearance SALE!**

**All 2002 Models!  
Best Prices!  
While they last!**

2175 So. 900 E. Salt Lake City, UT  
801-466-3971  
[www.fisherscyclery.com](http://www.fisherscyclery.com)

High Quality Bicycle Packs  
Made in the USA - Lifetime Warranty

Designed, Tested,  
and Built in Utah

seat packs - panniers - rack packs  
handlebar pack - frame packs  
hydration packs - hip packs  
silkscreened & custom packs

Please call for more info.  
800-777-7679  
801-272-5217  
LPPACKS@AOL.COM  
[WWW.LONEPEAKPACKS.COM](http://WWW.LONEPEAKPACKS.COM)



ROAD RACING

# Snowbird Hillclimb

Story and Photos by David Ward  
Publisher

"I have taken 2nd or 3rd maybe 7 or 8 times. I have never won it. It's a great day for me. It has always been a goal of mine to win this race." So stated John Osguthorpe (Logan Race Club) after scoring his first victory ever in the annual Snowbird Hill Climb from down in the Salt Lake Valley to the famed Snowbird Ski Resort.

For the women, former Utahn Heather Albert, now living in Boise, Idaho, made the trip to Salt Lake with the specific intent of reclaiming the women's title. She attained her goal by easily outdistancing her competition and setting a new record of 50:52.42.

Osguthorpe explained his team's strategy in this year's race. "We knew Eric [Jones] was probably the strongest climber. We launched some attacks . . . down on the flats to see if we could wear him out a little bit. It may have helped. He covered a few of them. It may have taken a little edge off that allowed me to get it in the end."

If it did, it was not readily apparent. As Osguthorpe stated, "We [Jones and Osguthorpe] broke off really early on and it was just the two of us basically the whole race." From there to the finish, it was a game of cat and mouse. When in front, Jones was constantly looking over his shoulder to keep track of Osguthorpe. When Osguthorpe led, he was constantly watching out of the corner of his eye for Jones.

Both Jones and Osguthorpe tried several attacks as they attempted to gap each other. "Neither one of us really had the strength to get away from each other. We were pretty evenly matched," Osguthorpe related. Nevertheless, as Jones led the majority of the time and looked to be somewhat fresher than Osguthorpe, it appeared he might relegate Osguthorpe to another second place finish.

However, at the last bend before the finish, Osguthorpe unleashed a vicious attack. Jones tried to respond, but this time did not quite have enough left to close the small gap Osguthorpe had succeeded in establishing. "I have really worked on a longer sprint, going from about a minute out and being able to hold it for that long, and it's really working out well for me," Osguthorpe explained.

Having only to hold that gap for a couple hundred meters, Osguthorpe nevertheless was looking behind for Jones as he approached the finish line. Only when he had a few meters left before crossing under the banner, and had checked one more time to verify that Jones was indeed not going to catch him, did Osguthorpe let loose with raised arms and clenched fists in a satisfying and emotional victory salute.

Osguthorpe's winning time was 46:35.34, followed by Jones at 46:39.30, 3.96 seconds behind Osguthorpe. Almost a minute later

Continued on page 12



Top Left: Race Winner John Osguthorpe leads Eric Jones.

Top Right: Maren Osguthorpe at the finish.

Bottom: The pack at the canyon mouth.



## T&T Bike and Ski

8821 South 2000 East, in Sandy  
Located in Florida Village, next to Blockbuster  
Hours: Mon-Sat 9-7, Sunday Hours 8-6  
801-968-8038

### New Winter Gear Coming In Daily!

Atomic and Blizzard Skis, Atomic, Technica and Dalbello Boots, Salomon, Atomic, and Linken Tele Bindings. Technical layering and outerwear. And the best tuning around with our Winterstieger Stone Grinders!

WINTERSTIEGER

Pre-Season Tune  
**\$25**

(base work extra)

**\*\*Save 20%-75% in the End of Summer Sale\*\***

Through September -- all summer cycling and last years ski gear is on sale!



XX  
2002

## Come ride our TWENTIETH!

And party❄ for 203 miles with hundreds of your closest friends.

**SATURDAY,  
SEPTEMBER 14, 2002**

For event & registration information:

- VISIT [www.lotoja.com](http://www.lotoja.com) or [www.epek.com/LOTOJA](http://www.epek.com/LOTOJA)
- CALL 801-627-6200
- EMAIL [lotoja@epek.com](mailto:lotoja@epek.com)

❄ your definition may vary

**RETURN OF THE PASTA!**  
**PASTA AND BREAD**  
Friday Night Dinner \$7 per plate

Autoliv

JACKSON HOLE  
Dedicated to Preserving the Old West

epek

SUNRISE  
CYCLEARY

SUBWAY  
eat fresh.

TETON MOUNTAIN  
LODGE  
AT JACKSON HOLE

## cycling utah

## CALENDAR OF EVENTS

**Calendar Guidelines:**

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

Submit your event to: [dave@cyclingutah.com](mailto: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](http://www.weberpathways.org)

**Volunteer** to help build the Bonneville Shoreline Trail (801) 485-6975 or visit [www.bonneville-trail.org](http://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](mailto:info@slccriticalmass.org)


**Cyclocross**
**General Info**

[www.utahcyclocross.com](http://www.utahcyclocross.com)

**September 6, 13, 20, 27** — Cyclocross Clinics, Sugarhouse Park, Salt Lake City, 6 p.m.

**Utah Races**

**September 28** — Utah Cyclocross Series #1, Logan Fairgrounds, (801) 359-6161

**October 5** — Utah Cyclocross Series #2, Park City Mountain Resort, (801) 359-6161

**October 6** — Utah Cyclocross Series #3, Trailside Park (Park City), (801) 359-6161

**October 19** — Utah Cyclocross Series #4, Soldier Hollow

**Calendar of Events is sponsored by**


Salt Lake City • Sunset  
Layton • Ogden  
Sandy • Midvale • Provo

(Midway), (801) 359-6161

**October 20** — Utah Cyclocross Series #5, Wheeler Farm (Salt Lake City), (801) 359-6161

**October 26** — Utah Cyclocross Series #6, Logan Fairgrounds, (801) 359-6161

**November 2** — Utah Cyclocross Series #7, Wheeler Farm (Salt Lake City), (801) 359-6161

**November 9** — Utah Cyclocross Series #8, Trailside Park (Park City), State Championship, (801) 359-6161

**November 16** — Utah Cyclocross Series #9, Soldier Hollow (Midway), (801) 359-6161

**November 23** — Redline Cup #2, a UCI Race, Soldier Hollow, (435) 649-5663

**November 24** — Utah Cyclocross Series #10, Wheeler Farm (Salt Lake City), (801) 359-6161

**December 7** — Utah Cyclocross Series #11, Wheeler Farm (Salt Lake City), (801) 359-6161


**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

**May 15 - September 18** — Sundance weekly race series, Every Wednesday evening. Start time 6:30 registration 5:30, Sundance Resort/ upper parking lot, (801) 223-4849

**September 8** — Snowbasin Downhill and Super-D Time Trial, (801) 375-3231

**September 15** — Deer Valley Bald Mountain Challenge #2, Downhill and Super-D Time Trial, Deer Valley, (801) 375-3231

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

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

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

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

**Regional Races**

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

**September 1** — Big Hole Challenge, Driggs, ID, (208)354-2209

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

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

**October 10-13** — Red Bull Rampage Free Ride Contest, 2nd Annual, Virgin, UT (435) 772-BIKE


**Mountain Bike**
**Tours and Festivals**

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

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


**Road Racing**

or (775) 727-5284.

**General Info**

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

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

**RMR** = Rocky Mountain Raceway

**DMV** = Dept. of Motor Vehicles Training Track

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

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

**Utah Road Races**

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

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

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

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

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

**September 5,19** — Salt Air TT

Series, Every other Thurs, (801) 944-8488

**September 7** — Eureka RR, great road race through the Tintic Mining District, Eureka, UT (801) 553-1065

**September 7** — AARP TriUmp Classic 50+, for people age 50 and over. bike racing and triathlon sprint, Dimple Dell Fitness and Rec. Center, three-person teams, (801) 567-2650

**September 14** — LOTOJA, 203 miles from Logan, UT to Jackson, WY, (801)627-6200 or (800) 497-7335

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

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


**Mtn. Biking Lift Pass Rates**

\$15 full day

\$12 half day

\$8 twilight (from 4:30 p.m.)

\$160 unlimited summer pass

Experience the grandeur of Utah the old-fashioned way: from a saddle. Situated on 6,000 uncrowded,

pristine mountain-side acres, with miles and miles of ridable trails. Sundance is the perfect place for you to put the rest of the world behind you.

**Sundance Citizen's Race Series:**

8:00 am registration, 9:00 am Race

\$15.00 entrance fee includes full day lift pass

Sept. 21

Cross Country Race

**Sundance Weekly Race Series:**

August 21, 28

September 4, 11, 18, 25

October 2, 9, 16

sundance

1.801.225.4107

© 2002 Sundance

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](http://www.cyclingutah.com)) or call the Mayor's office at 535-7939 or Mark at 363-0304.



**Regional Races**

**September 7-8** — Idaho State Road Race and Criterium Championships, RR 7th, Crit 8th, (208) 854-1801

**September 14** — Race to the Angel, 16th Annual, Wells, NV, (775) 752-3540

**September 14** — Bogus Basin Hill Climb, Boise, ID, (208) 343-3782



**Road Tours**

**Weekly Rides**

**Monday Ride** — Wasatch Women's Cycling Club (WWCC) Weekly Ride: fun/easy ~1 hr. ride, 6 pm, Spin Cycle, 4644 So. Holladay Blvd.. All welcome!, Kirsten, (801) 355-4376.

**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**

**August 31** — Cache Valley Century Tour - 100 mi/100 km. Hosted by the Cache Valley Veloists Bicycle Touring Club. 7AM registration/check in at Richmond City Park, 12 mi north of Logan on Hwy 91. Registration fee for members \$12 (early) \$15 day of ride; non-members \$15 (early), \$18 day of ride. Fee includes rest stops, lunch and t-shirt. For information and forms 435-713-0212.

**September 8-14** — Southern Utah National Parks Tour, (801)596-8430

**September 8 - 13** — SPUDS - Fall Harvest, Salmon to Rexburg, Idaho, 1-866-45-SPUDS

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

**September 21** — Cycle For Life, (801)272-1302

**September 22-28** — OATBRAN, One Awesome Tour Bike Ride Across Nevada, following the Legendary Pony Express Trail on U.S. Hwy. 50 - America's Loneliest Road, 5 days of riding, 420 miles from Lake Tahoe to Great Basin National Park, (800) 565-2704

**October 5** — Yellowstone Fall Cycling Tour 2002, (406) 646-7701

**October 6 - 12** — CANYONS - A Ride Across Southern Utah, Springdale to Blanding, 1-866-CycleUT

**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 (702)407-3077 or [www.vegas-bikeclub.com](http://www.vegas-bikeclub.com)

**Stop Global Warming!  
Ride Your Bike!**

**It's time again for Utah's First, Funnest and Finest Mountain Bike Celebration**

**The 18th Annual Canyonlands Fat Tire Festival**



- Daily Guided Group Rides on Moab's Famous Trails
- Daily Mountain Bike Demonstration Expo
- Mt. Bike Movie Premier, Slickrock Poker Run, Incredible Outdoor Apparel Fashion Show, Halloween Costume Party, Great Prizes, Festival Beer Garden, plus Much, Much More!
- Fun Competitive Events: Go-Cart Racing, Mt. Bike Chariot Races and More
- Come watch the exciting Moab Rim Downhill Race (State Series Final) and Freeride Competition on Sunday, October 20!

**Come join in the fun during the 18th Annual Canyonlands Fat Tire Festival Moab, Utah on October 16 - 20, 2002.**

For more information call 801-375-3231; on the Net it's [www.moabfatiire.com](http://www.moabfatiire.com)

**Women's Cycling Apparel**



We have the largest selection of women's cycling apparel on the web. Choose from top brands including:

Canari, Castelli, DeFeet, Giordana, InSport, HIND, Louis Garneau, Primal Wear, Sugoi, SHEBEEST, Terry, ZOIC, Zoot and more!



[www.TeamEstrogen.com](http://www.TeamEstrogen.com)

**17th ANNUAL RACE TO THE ANGEL**

HALF MARATHON WELLS, NEVADA

**Saturday, September 14**

Course climbs 3,000 feet from Wells, NV to Angel Lake.

Mountain Bikes  
Road Bikes  
Walkers  
Runners  
**\$25 Entry**

Race to the Angel  
P.O. Box 402  
Wells, NV 89835  
(775) 752-3328 or 752-3540  
<http://www.wellsnv.com/racetoangel/>

**WHEREVER YOU GO, THERE YOU (AND A BUNCH OF YOUR STUFF) ARE.**



**INTRODUCING the SATURN® VUE™**

M.S.R.P.\* starting at \$16,835. AWD V6 shown is \$24,045.

The Saturn VUE has a generous 30.5 cubic feet of rear cargo space. If that's not enough, you can fold the front and rear passenger seats down flat. And with the cargo organizer, side storage bins and optional roof-rack crossbars, everything loads up neatly for getting away from it all. Or, rather, bringing it all with you.

\*Tax, title, license and other optional equipment are extra. M.S.R.P. of AWD V6 shown is \$24,045, which includes the cost of the roof rack crossbars, side step bars, front grille guard and fender attachments but not the labor to install the retailer-installed accessories. Each retailer sets its own price, which may differ from the price above. ©2002 Saturn Corporation.

**Saturn of Salt Lake • 770 West Temple  
801.521.5055 • [www.saturnsaltlake.com](http://www.saturnsaltlake.com)**



## Bike Industry

## Wobble-naught Fits a Skeptic

by David Ward  
Publisher

Tom Coleman, founder and president of Wobble-naught, LLC, called me in early April seeking some exposure for his bike fitting system. Wobble-naught has had success in Idaho and elsewhere, but has had a tough time making any headway in the Utah market. He wanted to do a fit for me, believing that he would gain a convert who could help promote his product.

Frankly, I was skeptical. I have been a serious rider and competitor for 18 years, and felt I had refined my set up through the years to where I had a comfortable fit. And comfort, I believed, was what bike fit was all about, that comfort would bring efficiency.

Further, at \$100 for a personal fitting, or \$50.00 for an on-line fitting where you do your own measurement and adjustments, I questioned whether what I believed would be at best marginal improvements would be worth the cost.

Tom came down from Boise, where he is based, and we met at Contender Bicycles where he did a custom fit for me on my road bike. I am not going to detail here all that he did, other than to say we spent almost three hours together (without interruptions, it would have been closer to two hours) during which time he took numerous body and bicycle measurements and made adjustments to the bike and the cleats on my cycling shoes. To do take the measurements and make the adjustments on the bike, Tom used a laser/inclinometer mounted on a tripod, a device designed by Tom, that projects lines on the bike to level it, determine frame size, find the true seat tube angle, determine stem rise and align the leg and feet while I pedaled in a trainer.

When done, I took my bike for a spin around the block for a quick test ride. To my surprise, it had a much different feel to it. Because it was different than I was used to, I was not certain if I liked it. But it did seem that the bike handled with a little more ease, and was somewhat more responsive. After a couple of final minor adjustments, and a recommendation from Tom that I get a shorter stem (which I did within a week), I left with the promise to give this new fit a try for a few weeks.

Over the next few weeks, I became a Wobble-naught convert. I quickly adjusted to the new feel of the bike. What I thought was a comfortable position on my bike was nothing more than a position I was used to. This new set up has let me experience a comfort level I have never known before on a bicycle.

Equally important, I have experienced improvement in my cycling efficiency and physical well-being. Specifically, I am climbing better than ever. Also, whereas in the past during and after long and/or hard exertions my thighs have felt like wooden blocks, heavy and unresponsive, that sensation has been noticeably absent this summer. Finally, in previous years, I have experienced substantial neck tightness and pain. This summer, that has been noticeably absent.

To be honest, I have lost a lot of weight this spring and summer, and I expect that may partially explain why I feel better while climbing. (Of course, as anyone who knows me can attest, climbing has always been my Achilles' heel. Now, instead of dropping off like an anchor on a climb, I drop off like a slimmer, lighter anchor!) But the comfortable ride, and absence of wooden thighs and a stiff and painful neck, are all new

and welcome changes. I have nothing I can attribute them to other than the fitting Tom did for me.

Admittedly, my fitting was free. Would I pay \$100 for it? Yes, I would. The comfort and improvement I have experienced are well worth it. Would I go the on-line route and do my own measurements and adjustments? If money was tight, or there was not a convenient location to have a personal fitting done, then yes, I would. But I do believe a personal fitting by a qualified individual would be preferable.

Be prepared, however, to find that certain equipment may have to be replaced in order to gain the ideal fit. As noted in my case, I had to purchase a new stem and some cleat shims. It could be worse. You might even find that the bike itself is too big or too small. So along with the cost of the fit, you may be faced with equipment upgrades to get the full benefit. But then, if you are seeking the benefits of a good fit, and are serious about a comfortable and efficient ride, you are probably already prepared to pay those costs.

Another issue that I have not yet asked Tom about concerns additional bikes. I have two road bikes, a tandem and two mountain bikes that I ride regularly. Most people considering a professional fit will be riding at least one road bike and one mountain bike, and many like me, even more than that. To do a fit for each bike really becomes pricy. I have attempted, on my own, to adjust my second road bike to match the first. But the geometry and size are different, and despite my efforts, I can still tell a difference when I ride. The mountain bike and tandem are totally different, of course, so I have done nothing with them. (Actually, Wobble-naught currently does not have a system for the tandem, but I suspect that it would amount to doing

## ABOUT WOBBLE-NAUGHT

Wobble-naught, based in Boise, Idaho, specializes in fitting bikers to their bikes. Founded three years ago by Thomas L. Coleman, Wobble-naught's CAD (Computer Aided Design) system for doing bike fits was developed in recognition of a need that was not being addressed in the biking industry.

As stated by Ron LeBlanc, Wobble-naught's public relations director, "Proper fit was talked about in the biking magazines but not many bike shops were involved in providing a 'precision fit'. Most of what was done was by eye or, rarely, some used one or two tools from the Fit Kit or the Serrotta fitting system. We . . . decided that a CAD based system which used precise measurements of hinge points on the body of the rider and the geometry of the bike would/could provide a 'precision fit'."

Wobble-naught's proprietary software system uses body and bike measurements to get a rider into an ergonomically correct position that allows for efficient pedaling and proper handlebar placement. Efficiency is extremely important for all bikers because wasted motion in pedaling creates body stress. Proper handlebar placement is important for rider comfort. Wobble-naught derives its name from reducing the wobble, wasted motion, in the knee rotation to zero.

Wobble-naught's fitting can be done personally or on-line. Currently doing personal fittings are the Elephant's Perch in Sun Valley, Barry's in Pocatello, Idaho, and Crystal Yap in Logan, Utah. On-line fittings are done at the Wobble-naught website, [www.wobble-naught.com](http://www.wobble-naught.com).

a separate fit on the captain and the stoker.) Perhaps a personal fit on one, and then using Wobble-naught's on-line program would be the best way to go as that would halve the cost on the remaining bikes.

In sum, I was extremely pleased with my bike fitting. It made a great difference in my every ride, making what was already an extremely enjoyable and satisfying sport and past-time even better.

Snowbird - continued  
from page 9

was third-placed Richard Hatch at 47:26.48, 51.14 seconds behind. Fourth was taken by Osguthorpe's teammate, Sandy Perrins, who was 1:01.26 behind at 47:36.60.

Meanwhile, Albert's win was never in doubt. The only question was whether she would achieve her goal of establishing a new women's record in this event. When asked about her strategy, Albert stated, "My strategy was, coming into it, I wanted the record back. So I just tried staying with the groups," she stated at the conclusion of the race.

Conditions were nearly perfect for the attempt at the record, with a refreshing early morning and clear blue sky. Only a good tailwind could have made conditions ideal, though in the end Albert did not need one.

For Albert, the relatively moderate pace during the first few miles was not welcome.

"Unfortunately, they didn't go as fast at the bottom. It helps for the record if they're going really fast. I was amazed, they were even kind of slow on the climbs." Nevertheless, she made it a point to remain close to the front in order to go with the fastest group she could hang on with.

In the end, it was enough to secure for Albert both the win and the new women's record. "That was my goal. And I wanted to break it by enough that it could stand for a little while." Only time will tell if that part of her goal was achieved.

Osguthorpe's wife, Maren Osguthorpe, while hoping to make it a dual husband/wife victory celebration, had to settle for second, finishing at 55:32.60, 4:40.18 behind Albert. Laura Howat came in at 57:14.31, 6:21.89 behind, to claim third. Benita Pullins rounded out the top 4 with a time of 1:00:51.31, 9:58.89 behind Albert's winning time.

**All 2002 Bikes on Sale!**  
**Up To 20% Off!**



762 E. 12300 S. Draper, UT  
801-576-8844

Come Test Ride One Today!

Law Firm of  
Ward & King

Attorneys and counselors at Law

DAVID R. WARD  
Attorney

General practice of law including:

- Business and Commercial Law
- Divorce and Domestic Relations
- Real Property
- Bankruptcy
- Estate Planning
- Adoption
- Contracts and Collections
- Personal Injury
- DUI
- Workers Compensation

4543 S. 700 E. #200  
Murray, Utah 84107  
(801) 268-9868

**We're  
more than  
just ink  
on paper.**



PRINTING • PUBLISHING • PHOTO/DESIGN  
SINCE 1894



transcript bulletin publishing  
(435) 882-0050

**Much  
more.**

# BICYCLE SHOP DIRECTORY

## NORTHERN UTAH

### Heber City

**Heber Mountain Sports**  
160 S. Main  
Heber City, UT 84032  
(435) 657-1950  
hebermtsports@juno.com

### Logan

**Al's Cyclery and Fitness**  
1617 N. Main  
Logan, UT 84341  
(435) 752-5131  
www.alsports.com

### Joyride Bikes

37 1/2 W. Center St.  
Logan, UT 84321  
(435) 753-7175  
www.joyridebikes.com

### Sunrise Cyclery

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

### The Sportsman Clothing, Shoes, & Equipment Co.

129 N. Main  
Logan, UT 84321  
(435) 752-0211  
(888) 821-5213  
thesportsman.com

### Park City

#### Christy Sports

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

#### Cole Sport

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

#### Jans Mountain Outfitters

1600 Park Avenue  
P.O. Box 280  
Park City, UT 84060  
(435) 649-4949  
www.jans.com

#### White Pine Touring

1685 Bonanza Drive  
P.O. Box 680068  
Park City, UT 84068  
(435) 649-8710  
www.whitepinetouring.com

## SOUTHERN UTAH

### Cedar City

**Cedar Cycle**  
38 E. 200 S.  
Cedar City, UT 84720  
(435) 586-5210  
www.cedarcycle.com

### Moab

**Chile Pepper**  
550 1/2 North Main  
Moab, UT 84532  
(435) 259-4688  
(888) 677-4688  
www.chilebikes.com

### Moab Cyclery

391 South Main  
Moab, UT 84532  
(435) 259-7423  
www.moabcyclery.com

### Poison Spider Bicycles

497 North Main  
Moab, UT 84532  
(435) 259-7882  
(800) 635-1792  
www.poisonspiderbicycles.com

### Rim Cyclery

94 West 100 North  
Moab, UT 84532  
(435) 259-5333  
(888) 304-8219  
www.rimcycling.com

### Panguitch

#### Red Canyon MTB Center

P.O. Box 40  
3158 E. HWY 12  
Panguitch, UT 84759  
(435) 676-8657  
www.redcanyonbikes.com

### Price

#### Decker's Bicycle

97 E. Main  
Price, UT 84501  
(435) 637-0086  
www.bicyclemd.com

### Springdale

#### Bike Zion

1458 Zion Park Blvd.  
Springdale, UT 84767  
(800) 4-SLIKROK  
(435) 772-BIKE  
www.bikezion.com

### St. George

#### Bicycles Unlimited

90 S. 100 E.  
St. George, UT 84770  
(435) 673-4492  
(888) 673-4492  
www.bicyclesunlimited.com

#### Red Rock Bicycle Co.

190 S. Main St.  
St. George, UT 84770  
(435) 674-3185  
www.redrockbicycle.com

## WASATCH FRONT

### Davis County

#### Bountiful

##### Bountiful Bicycle Center

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

##### Pedersen's Bountiful

40 W. 500 S.  
Bountiful, UT 84010  
(801) 298-4551

#### Clearfield

##### Pedersen's Clearfield

200 S. State  
Clearfield, UT 84015  
(801) 776-6504  
(801) 776-6559

### Layton

**Bingham Cyclery**  
110 N. Main  
Layton, UT 84041  
(801) 546-3159  
www.binghamcyclery.com

### Sunset

**Bingham Cyclery**  
2317 North Main  
Sunset, UT 84015  
(801) 825-8632  
www.binghamcyclery.com

### Salt Lake County

#### Holladay

**Canyon Bicycles**  
3969 Wasatch Blvd.  
(Olympus Hills Mall)  
Salt Lake City, UT 84124  
(801) 278-1500  
www.canyonbicycles.com

#### Golsan Cycles

4678 South Highland Drive  
Salt Lake City, UT 84117  
(801) 278-6820  
golsoncycles@aol.com

#### Pedersen's Ski & Sports

4835 S. Highland Drive  
Cottonwood Mall  
Salt Lake City, UT 84117  
(801) 278-5353  
pedersenssports.com

#### Spin Cycle

4644 South Holladay Blvd.  
Holladay, UT 84117  
(801) 277-2626  
(888) 277-SPIN  
www.spincycleut.com

#### Murray/Cottonwood

**Canyon Sports Ltd.**  
1844 E. 7000 S.  
(Ft. Union Blvd.)  
Salt Lake City, UT 84121  
(801) 942-3100  
www.canyonsports.com

#### Choose to Ride

6148 S. State  
Murray, UT 84107  
(801) 74-PEDAL

#### Pedersen's Ski & Sports

6191 S. State  
Fashion Place Mall  
Murray, UT 84107  
(801) 266-8555  
pedersenssports.com

#### Downtown Salt Lake

**Guthrie Bicycle**  
156 E. 200 S.  
Salt Lake City, UT 84111  
(801) 363-3727  
www.redrocks.com

#### Wasatch Touring

702 East 100 South  
Salt Lake City, UT 84102  
(801) 359-9361  
www.wasatchtouring.com

#### Wild Rose Mountain Sports

702 3rd Avenue  
Salt Lake City, UT 84103  
(801) 533-8671  
(800) 750-7377

### East Salt Lake/

#### Sugarhouse

**Bicycle Center**  
2200 S. 700 E.  
Salt Lake City, UT 84106  
(801) 484-5275  
bicyclecenter.com

#### Bingham Cyclery

1370 South 2100 East  
Salt Lake City, UT 84108  
(801) 583-1940  
www.binghamcyclery.com

#### Contender Bicycles

878 S. 900 E.  
Salt Lake City, UT 84105  
(801) 364-0344

#### Fishers Cyclery

2175 South 900 East  
Salt Lake City, UT 84106  
(801) 466-3971  
www.fisherscyclery.com

#### Go-Ride Downhill Bikes

3232 S. 400 E.  
Salt Lake City, UT 84115  
(801) 474-0081  
www.go-ride.com

#### Guthrie Bicycle

731 East 2100 South  
Salt Lake City, UT 84106  
(801) 484-0404  
www.redrocks.com

#### REI

(Recreational Equipment Inc.)  
3285 E. 3300 S.  
Salt Lake City, UT 84109  
(801) 486-2100  
www.rei.com

#### Sandy/Draper

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

#### Canyon Bicycles

762 E. 12300 South  
Draper, UT 84020  
(801) 576-8844  
www.canyonbicycles.com

#### Canyon Sports Ltd.

45 W. 10600 S. (State St.)  
Sandy, UT 84070  
(801) 501-9713  
www.canyonsports.com

#### T&T Bike and Ski

8621 S Highland Drive  
Sandy, UT 84092  
(801) 944-8038  
(877) SKI-PHAT  
www.altacam.com

#### South Jordan

**South Valley Cycles**  
10445 S. Redwood Road  
South Jordan, UT 84095  
(801) 446-1415

### Taylorsville

#### Bike World

4974 South Redwood Rd.  
Salt Lake City, UT 84123  
(801) 968-2994

### Utah County

#### Orem

##### Mad Dog Cycles

736 South State  
Orem, UT 84058  
(801) 222-9577  
maddogcycles.com

##### Pedersen's Ski and Sports

University Mall  
Orem, UT 84097  
(801) 225-3000  
pedersenssports.com

#### Provo

##### Aardvark Cycles

936 E. 450 N.  
Provo, UT 84606  
(801) 356-7043  
(877) 346-6098  
www.aardvarkcycles.com

##### Bingham Cyclery

187 West Center  
Provo, UT 84601  
(801) 374-9890  
www.binghamcyclery.com

##### Copeland's Sports

4801 N. University Ave.  
Suite 210  
Provo, UT 84604  
(801) 852-2160  
www.shopsports.com

### Weber County

#### Ogden

##### The Bike Shoppe

4390 Washington Blvd.  
Ogden, UT 84403  
(801) 476-1600  
www.thebikeshoppe.com

##### Bingham Cyclery

3259 Washington Blvd.  
Ogden, UT 84403  
(801) 399-4981  
www.binghamcyclery.com

#### Riverdale

##### Canyon Sports Outlet

705 W. Riverdale Road  
Riverdale, UT 84405  
(801) 621-4662  
www.canyonsports.com

Help grow our  
cycling community  
by supporting the  
advertisers that  
support  
**cycling utah**

cycling utah

## RACE RESULTS

Mountain  
Bike  
RacingBrianhead Epic 100  
July 20, 2002  
Titanium 50 Mile

## Male 18 &amp; Under

1. Harrison, Ryan: 5:09:23.54; 14
2. Newman, Tyler: 5:16:22.90; 20
3. Thomas, Mike: 5:25:26.15; 22

## Female 40 - 49

1. Fletcher, Melissa: 5:32:44.27; 26
2. Taylor, Ann: 6:07:59.00; 44

## Male 19 - 29

1. Fox, Cris: 4:03:41.03; 1
2. Finch, Nick: 4:07:33.96; 2
3. Grubb, James: 4:15:02.41; 3

## Male 30 - 39

1. Ford, Garrett: 4:24:24.61; 4
2. Yabrough, Andrey: 4:28:52.79; 5
3. Holton, Andrew: 4:45:00.60; 7

## Male 40 - 49

1. Barr, Bryan: 4:56:08.26; 10
2. Hodap, Peter: 5:01:05.20; 12
3. Guss, Jim: 5:05:17.95; 13

## Male 50+

1. Finch, Trevor: 5:32:23.46; 24
2. Dieben, Hans: 5:48:47.67; 38
3. Oelrich, Red: 8:17:04.50; 56

## Male Single Speed

1. Castillo, Jim: 5:33:26.92; 29
2. Heck, Ryan: 5:44:21.74; 37
3. Everly, Charles: 6:08:07.26; 45

## Female 19 - 29

1. Knowles, Mindy: 6:26:35.62; 50

## Female 30 - 39

1. Eggertsen, Teresa: 4:34:22.60; 6
2. Seeley, Paula: 4:46:00.01; 8
3. Hudak, Joy: 5:13:26.62; 16

Brianhead Epic 100  
July 20, 2002  
Epic 100 Mile Results

## Male 19 - 29

1. Johnson, Anthony: 8:10:07.61; 2
2. Peters, Chris: 9:15:22.35; 19
3. Saba, Justin: 9:21:39.28; 23

## Male 30 - 39

1. Grewal, Rishi: 7:57:01.81; 1
2. Jeppson, Brian: 8:18:23.53; 4
3. Plummer, Adam: 8:18:34.92; 5

## Male 40 - 49

1. Chauner, Ed: 8:14:05.86; 3
2. Langton, John: 11:53:11.58; 93
3. Wilson, Dawes: 8:33:54.25; 7

## Male 50+

1. Swanson, Larry: 10:02:31.05; 40
2. Eklund, Rick: 10:29:58.12; 60
3. Montgomery, 11:25:14.53; 86

## Male Single Speed

1. Runyon, Lance: 8:52:10.72; 12
2. Mulder, Calvin: 9:14:51.93; 18
3. Renner, Darin: 10:39:37.27; 68

## Female 19 - 29

1. Woodbury, Jenna: 9:55:47.29; 36
2. Smith, Ana: 10:29:56.62; 59
3. Jeppson, Chanda: 10:54:06.39; 77

## Female 30 - 39

1. Kolin, Louise: 9:20:49.77; 22
2. Musgrave, Sandra: 9:54:02.87; 35
3. McIlmoll, Kristi: 9:56:24.78; 37

## Female 40 - 49

1. Grainger, Michelle: 9:36:56.20; 27

## Female Single Speed

1. Garro, Denise: 11:36:15.86; 88

UTAH OPEN/Chris Allaire Memorial  
State Championship XC Race  
Solitude Resort, Utah - July 13,  
2002  
INTERMOUNTAIN CUP MOUNTAIN  
BIKE RACING SERIES - Race # 9

## 12 &amp; Under

1. Carsen Ware: 12:32:21
2. Nate Wyble: 12:32:49
3. Mike H. Voth: 12:32:51

## 9 &amp; Under

1. Taylor Smith: 12:05:04
2. Blake Wiehe: 12:05:27
3. Christopher Putt: 12:06:01

## Beg Men 13-15

1. Sam Lepley: 1:10:29
2. Tres Wilson: 1:12:22
3. Ryan Harwood: 1:15:32

## Beg Men 16-18

1. Braxton Berrett: 1:29:30
2. Mike Burleson: 1:29:31
3. Skyler May: 1:43:17

## Beg Men 19-29

1. Brady Preston: 12:59:10
2. Eric A. Coats: 1:05:45
3. Justin Roth: 1:08:01

## Beg Men 30-39

1. Adam L. Eresuma: 1:02:35
2. Ric Smith: 1:04:08
3. Tony Parkinson: 1:06:46

## Beg Men 40+

1. Kevin Deasing: 1:14:41
2. Glenn McMinn: 1:14:49
3. Darren Ware: 1:19:53

## Beg Women 19+

1. Jean Carlan: 1:23:09
2. Stacy McClurg: 1:23:58
3. Meghan Beck: 1:27:54

## Clydesdale

1. Les Vierra: 1:45:17

Race Results are  
sponsored by2175 S.900 E.  
Salt Lake City  
(801) 466-3971  
fisherscyclery.comSalt Lake's  
Road Bike  
Specialists!

2. Stan Mickelson: 1:48:48

## Exp Men 16-18

1. Nate Hastings: 1:38:06
2. Sam Jurekonia: 1:39:35
3. Dustin Wynne: 1:41:28

## Exp Men 19-29

1. Chris Christiansen: 2:08:08
2. Gregory Gibson: 2:08:21
3. Kyle Gillespie: 2:09:06

## Exp Men 30-39

1. Ian Harvey: 2:08:30
2. Carter Davis: 2:11:24
3. Chad B. Wassmer: 2:12:15

## Exp Men 40+

1. Peter W. Peterson: 1:38:59
2. Robert Westermann: 1:40:01
3. Bruce Allen: 1:42:42

## Men 50+

1. Roger Gillespie: 1:31:21
2. Dwight Hibdon: 1:32:16
3. Steve Miller: 1:33:43

## Pro Men

1. Kevin Day: 1:57:48
2. J.J. Clark: 1:58:50

## Pro/Exp Women

1. Kathy Sherwin: 1:55:15
2. Pamela Hanlon: 1:56:37
3. Elena Felin: 1:57:35
4. Sally Warner: 1:58:56
5. Sonya Swartzentruber: 1:59:03

## Spt Men 16-18

1. Rick Washburn: 2:01:28
2. Jaron J. Crocker: 2:04:19
3. Tyson May: 2:06:43

## Spt Men 19-29

1. Chaz Langelier: 1:43:35
2. Bjorn Ericksen: 1:47:02
3. David D. Stenehjem: 1:47:47

## Spt Men 30-39

1. James Fowler: 1:44:20
2. John Griffiths: 1:44:42
3. Bryan Safarik: 1:49:24

## Spt Men 40+

1. Thomas Alltland: 1:54:42
2. Bruce Hudman: 1:55:19
3. Scott Toly: 1:59:00

## Spt Women 19+

1. Misti Timpson: 1:37:23
2. Mandi Christensen: 1:44:07
3. Sharon Longson: 1:50:13

## Spt/Exp Men 13-15

1. Mitchell Morse: 1:34:56
2. Brandon A. Johnson: 2:00:05

## Women 13-18

1. Hilary Wright: 1:21:54
2. Tiffany Callahan: 1:28:02
3. Melanie Perry: 1:36:26

## Women 35+

1. Debbie A. Ryburn: 1:21:02
2. Ellen Guthrie: 1:28:32
3. Barbara Sherwood: 1:34:42

Pedal Powder Mountain Bike Race  
- July 27, 2002Powder Mountain Resort, Utah  
INTERMOUNTAIN CUP MOUNTAIN  
BIKE RACING SERIES - Race # 10  
of 12

## 12 &amp; Under

1. Carsen Ware: 12:30:30
2. Tanner Putt: 12:30:56
3. Andrew Putt: 12:31:21

## 9 &amp; Under

1. Rhett Povey: 12:22:37
2. Jessica Karz: 12:23:20
3. Jake Eglintine: 12:23:44

## Beg Men 13-15

1. David Lifferth: 12:41:51
2. Rick Grahn: 12:42:13
3. Ryan Harward: 12:43:57

## Beg Men 16-18

1. Braxton Berrett: 1:01:25
2. Skyler May: 1:03:27
3. Daniel L. Bride: 1:19:29

## Beg Men 19-29

1. Dustin Williams: 12:46:37
2. Jack Gage: 12:46:42
3. Thomas E. Shupe: 12:47:20

## Beg Men 30-39

1. Ric Smith: 12:49:16
2. Brian Perry: 12:52:31
3. Bryan Hammonds: 12:55:51

1. Doug Davis: 12:55:04
2. Darren Ware: 1:00:37
3. Frank R. Ryburn: 1:00:41

## Beg Women 19+

1. Juliet Mickelson: 12:54:53
2. Brandl Hammon: 12:58:13

## Clydesdale

1. Les Vierra: 1:27:02
2. Ron C. Price: 1:28:51
3. Stan Mickelson: 1:33:32

## Exp Men 16-18

1. Scott J. Allen: 1:31:28
2. Mike Schmidt: 1:35:19
3. C.J. Reed: 1:35:50

## Exp Men 19-29

1. Kyle Gillespie: 1:55:28
2. Blake Zumbrunnen: 1:58:58
3. Jared Gibson: 1:59:47

## Exp Men 30-39

1. Ian Harvey: 1:54:33
2. Todd Henneman: 1:55:08
3. John Derby: 1:57:49

## Exp Men 40+

1. Robert Westermann: 1:31:30
2. Tom Noaker: 1:31:53
3. Jim Rogers: 1:34:37

## Men 50+

1. Roger Gillespie: 1:18:48
2. Bill Peterson: 1:22:17
3. Bill Dark: 1:23:00

## Pro Men

1. Eric Jones: 1:39:23
2. Carl Swenson: 1:40:43
3. J.J. Clark: 1:42:25
4. Bryson Perry: 1:44:17
5. Burke Swindlehurst: 1:50:24

## Pro/Exp Women

1. Elena Felin: 1:47:15
2. Tarrah Macbeth: 1:48:58
3. Sally Warner: 1:50:22
4. Kathy Sherwin: 1:51:24
5. Pamela Hanlon: 1:52:38

## Spt Men 16-18

1. Michael J. Brown: 1:28:45
2. Trevor Datwyler: 1:30:50
3. Neno DelGiudice: 1:31:15

## Spt Men 19-29

1. Marcelo Torres: 1:36:05
2. Adam Lisonbee: 1:37:44
3. Matt Stouffer: 1:39:10

## Spt Men 30-39

1. Bryan Safarik: 1:40:47
2. James L. Fox: 1:41:41
3. Jerry Zmyslo: 1:42:54

## Spt Men 40+

1. Thomas Alltland: 1:29:40
2. Lewis Winward: 1:30:53
3. Rafael Palacios: 1:31:45

## Spt Women 19+

1. Misti Timpson: 1:26:47
2. Christie Johnson: 1:31:14
3. Emma Pfister: 1:33:16

## Spt/Exp Men 13-15

1. Mitchell Peterson: 1:20:27
2. Ryan Harrison: 1:20:43
3. Alan Madorin: 1:20:44

## Women 13-18

1. Hilary Wright: 12:45:50
2. Tiffany Callahan: 12:47:51
3. Devery Karz: 12:48:17

## Women 35+

1. Debbie A. Ryburn: 12:48:00
2. Ellen Guthrie: 12:49:28
3. Lori A. Frandsen: 12:52:20

Taming the Tetons Mountain Bike  
Race  
Jackson Hole Mountain Resort -  
August 10, 2002  
INTERMOUNTAIN CUP MOUNTAIN  
BIKE RACING SERIES - Race # 11

## 12 &amp; Under

1. Mike H. Voth: 12:42:23
2. Alex Scott: 12:49:45
3. Hannah Wilson: 1:03:30

## 9 &amp; Under

1. Tyler Randquist: 12:23:00

## Beg Men 13-15

1. Ryan Wyble: 12:50:04
2. Matthew Downing: 12:51:42
3. Mitch Longson: 12:55:17

## Beg Men 19-29

1. Jeremy Branch: 12:40:41
2. John Cherry: 12:48:12

## Beg Men 30-39

1. Danny Kelly: 12:44:59
2. Bryan Hammonds: 12:50:34
3. Kirk G. Gibbs: 12:54:38

## Beg Men 40+

1. Doug Davis: 12:48:18
2. Frank R. Ryburn: 12:53:40
3. Greg Longson: 12:58:57

## Beg Women 19+

1. Kajsa J. Krieger: 12:51:41

## Clydesdale

1. Les Vierra: 1:50:00
2. Travis Skinner: 1:52:29
3. Ronald Benesch: 2:02:58

## Exp Men 16-18

1. Clayton Karz: 2:05:45
2. Dylan Johns: 2:09:52
3. Brent Westenburg: 2:12:21

## Exp Men 19-29

1. Blake Zumbrunnen: 1:50:15
2. Kyle Gillespie: 1:51:31
3. Paul Clark: 1:52:21

## Exp Men 30-39

1. John Derby: 1:50:58
2. Todd Henneman: 1:52:36
3. Ryan Butterfield: 1:55:46

## Exp Men 40+

1. Jim Rogers: 2:00:09
2. Tom Noaker: 2:03:04
3. Walt Chauner: 2:03:49

## Men 50+

1. Galen Downing: 1:44:22
2. Bob Stevens: 1:56:33

## Pro Men

1. Kevin Day: 2:03:58
2. Troy Barry: 2:05:11
3. Kyle P. Wright: 2:11:06
4. Rob Stone: 2:13:16
5. Brandon Firth: 2:15:35

## Pro/Exp Women

1. Elena Felin: 1:56:39
2. Kathy Sherwin: 1:59:2

**Utah State Time Trial Championships, Elberta, UT, July 28, 2002**

**Cat 1-2**

1. Sean Young: 00:40:09.03
2. Ryan Littlefield: 00:41:22.79
3. Terry McGinnis: 00:44:35.36

**Women 1-3**

1. Cynthia Martin: 00:45:19.80
2. Benita Polins: 00:46:50.88

**Cat 3**

1. Daniel Adams: 00:39:37.14
2. Jody Harris: 00:41:25.10
3. Chuck Turner: 00:41:39.23
4. Andrew Yarbrough: 00:42:13.49
5. Jeremy Long: 00:42:15.92

**Women's 4**

1. DJ Morissette: 00:49:49.07

**Cat 4-5**

1. Steve Pushka: 00:42:06.64
2. Will Macfarlane: 00:42:37.82
3. Jason Long: 00:42:41.91
4. Michael Morrison: 00:43:16.13
5. John McClennan: 00:43:36.87

**Masters 35+**

1. Mark Schaefer: 00:39:30.84
2. Dennis Porter: 00:40:49.28
3. Jack Ross: 00:41:01.17
4. Shawn Lupcho: 00:41:17.53
5. Gary Porter: 00:41:42.36

**Masters 45+**

1. William Corliss: 00:40:00.37
2. Ken Louder: 00:40:40.03
3. Dirk Cowley: 00:41:13.34
4. Charles Palmer: 00:41:16.08

**Masters 55+**

1. Paul Scarpelli: 00:41:50.84
2. Lee Bourne: 00:46:19.45

**Women's Masters**

1. Jo Garuccio: 00:45:14.58
2. Margaret Douglas: 00:50:04.28

**Utah State Criterium Championships (Rusty Shoemaker Memorial), Kaysville, UT, August 4, 2002**

**Cat 1-2**

1. Sandy Perrins
2. Thomas Mesier
3. Allan Butler
4. Bill Harris
5. Christopher Hull

**Women 1-3**

1. Maren Osguthorpe
2. Laura Howat
3. Kelly Crawford
4. Crystal Yap
5. Margaret Douglas

**Cat 3**

1. Aaron Schoenberg
2. Chris Rowley
3. Daniel Adams
4. Gavin Storie
5. Chuck Turner

**Cat 4-5**

1. Nathan Kamerath
2. Bret Johnson
3. Michael Morrison
4. Drew George
5. Mark Deterline

**Women's Masters**

1. JO Garuccio

**Masters 35+**

1. Bill Harris
2. Don Armstrong
3. Steven Lewis
4. Barry Makarewicz
5. Gary Porter

**Masters 45+**

1. William Corliss
2. Dirk Cowley
3. Ken Louder
4. Bob Walker
5. Charles Palmer

**Junior Men**

1. Mike Schmidt
2. McKay Pollei
3. Adam Steinke

**Junior Women**

1. Ashley Bradbury

**Hatch Joins Senate Bike Caucus**

Utah Senator Orrin Hatch is one of nine members of the Senate Bike Caucus, officially formed in May of this year. The mission of the bipartisan Caucus is "to increase awareness and promote dialogue in Congress about the transportation, public health, environmental, energy and economic benefits of bicycling in the United States."

*cycling utah* encourages its readers to contact Senator Hatch to show him there is a

strong community of cyclists in Utah supportive of his participation in the Senate Bike Caucus. Letters to Senator Hatch can be sent to 104 Hart Senate Office Building, Washington, D.C.20510-4402. Emails can be sent by going to [www.congress.com](http://www.congress.com) and following the link to the email service to Senator Hatch.

**Zabriskie at GP Eddy Merckx**

The USPS duo of Floyd Landis and Dave Zabriskie, Salt Lake City, placed ninth among the 21 teams in the GP Eddy Merckx on August 25th in Brussels, Belgium, finishing 1:30 behind winners Laszlo Bodrogi and Fabian Cancellara of Mapei-Quick Step.

"They (Landis and Zabriskie) were keeping up with Lance and Ekimov's time until five kilometers to go, but then obviously lost some time," said USPS's Johan Bruyneel. "Dave was riding well and it looks like he has recovered from his crash (at the USPRO Criterium Championship on August 18). I think he will be good for the Tour of Spain. It was good to see him do a hard effort and get some of his confidence back after his crash."

**Albert Wins Tour de Toona**

Idahoan Heather Albert (Goldy's) won The International (Tour de Toona) with a stellar performance. Her decisive victory in the seven stage race was sealed in the 161 km third stage with a solo breakaway that gained her a 7'41" advantage. She also won the difficult 152 km stage six and added a second place finish in stage four. Her efforts further netted her the climbing jersey and a final advantage of 8'42". Leah Goldstein (Boise), Sandy Espeseth (Boise), and Nicole

Demars (Boise) finished fourth, fifth, and eighth respectively. The International took place from July 29-August 4 in Altoona, Pennsylvania and featured riders from the Saturn and Rona Teams.

**Leipheimer's Tour de France**

Former Utahn Levi Leipheimer finished eighth overall in this year's Tour de France. Leipheimer, riding for the Rabobank Team, finished 17'11" behind four time winner Lance Armstrong.



Tom Meiser leads the break at the Utah State Crit  
photo: Dave Iltis

**Bicycle Commuting Made Easy**  
**Instruction Manual**  
U T A

**Step 1**

Lower rack.

**Step 2**

Load bike.

**Step 3**

Raise lock bar.

**Step 4**

Lay back.

**Easier than your roof rack.**

Loading a bike on the bus is as easy as one, two, three—and about that fast. Even first-timers can do it in 10-seconds or less. If you're not taking your bike on the bus, you're missing some great riding opportunities. Give it a try.

1-888-RIDE-UTA U T A [www.rideuta.com](http://www.rideuta.com)

### Saturn Cycling Classic

On August 10, Navigators' Burke Swindlehurst placed 2nd to Mercury's Chris Wherry in the 140-mile epic journey through the Colorado Mountains known as the Saturn Cycling Classic. This event, which favors the climbing specialists, crests no fewer than 7 peaks as the course winds its way from Boulder to Breckenridge.

After the early race craziness died down, the race came down to a nine-man break heading toward Hoosier Pass at 11,547 feet. The combination of distance, altitude, wind and brutal climbing took its toll as the lead group was getting smaller and smaller by the mile. With about 25-miles remaining, Soren Peterson rolled past the Mercury led group and was soon joined by Chris Wherry. With 3 teammates behind, Wherry continued driving up the road until the duo had a gap of over 1-minute. As the pitch increased, about 4-miles from the summit, Navigators' Swindlehurst attacked solo and began to close in on Peterson and Wherry. Peterson was dropped, and coming back quickly, and the chase of Scott Moninger and Jonathon Vaughters wasn't quick to respond. However, as Swindlehurst crested the Pass, Moninger had attacked Vaughters and was just behind Swindlehurst as they started down the other side, about 1-minute behind Wherry. Chris

Wherry powered on as Swindlehurst chased hard, followed closely by Moninger. Entering Breckenridge and the large and boisterous crowd, Wherry took the victory in grand solo fashion, with Burke Swindlehurst taking the sprint for 2nd, ahead of Scott Moninger. Swindlehurst said, "as we descended to Breckenridge, if we caught



Swindlehurst on his way to winning the Research Park Criterium on July 21. Photo: Dave Iltis

Chris, then Moninger would've countered, so I positioned myself behind Scott for the last lap to take the sprint." Ever gracious, Swindlehurst added, "if there is anyone I don't mind losing a race to, it's Chris Wherry." Wherry's father passed away the week before and Wherry was very motivated to honor him. Swindlehurst won \$10,000 for his efforts.

### WELLS FARGO TWILIGHT CRITERIUM

BOISE, IDAHO – The sound of 12,000 fans and noisemakers once again filled the air of Downtown Boise on Saturday, July 28, 2001 -- the site of the 16th annual Wells Fargo Twilight Criterium presented by PowerBar. With a \$10,000 cash purse for the main event, some of the nation's best cyclists competed in one of the top three criteriums in the county.

Henk Vogels, a member of the Mercury Cycling team and a Colorado resident, broke away from the pack late in the race and won by almost a lap. Chris Wherry, also from the Mercury team and Colorado, cruised to second place. Third place came down to sprint with Kevin Monahan, 7-Up/Nutra Fig team (Massachusetts) prevailing over local favorite Remi McManus

of the Jelly Belly team. Bill Harris, Salt Lake City, of the X-Men finished fifth.

In what has become one of the hottest races in the country, Vogels commended the crowd of 12,000 for their enthusiastic support and said this was the most fun he's had racing in a long time. For his racing efforts, Horner received a check for \$3,000.

The United States Cycling Federation sanctions the Wells Fargo Twilight Criterium. The premier race is a 55-lap criterium, which is run on a 0.6-mile (1 kilometer) course through downtown Boise.

Racers in the first two events competed for a \$1,000 purse in prizes for each race with Idahoan Andrew Davis winning the Category 3 race and Jeff Bland of the 9th & 9th Club winning the Category 4-5 event.

### Utah Open MTB Championships

Over 250 racers battled it out on July 13 for a shot at becoming the Utah Open State Champion. This is the first State Championship that was open to all riders, licensed and non-licensed. A state champion was crowned in each of the 24 categories.

With record breaking heat in Salt Lake City, it was a relief to the riders to be riding in the relatively cool 90 degree weather at Solitude. The course was very dry and dusty and provided the perfect challenge to test all the racers skills.

The course started with a paved service road climb which took racers up 700 vertical feet to the start of their first descent on the Apex

Loop. From this point on racers were on the Big Loop and faced a very technical single-track climb, 1,000 vertical feet, and a dusty technical single-track descent.

Pro rider Kevin Day added to his victories and solidified his first in the series place point standings by holding off J.J. Clark, New Moon Media, and winning by close to a minute.

The Pro/Expert Women battled it out for close to 2 hours and ended with Kathy Sherwin, Trek/ResortQuest, taking the Championship Medal edging out Pam Hanlon, Jans/Trek, and Elina Felin, Contender.

All the racers gave their heart and soul as they competed not only against each other but against the heat, dust and the 9,000 foot elevation.

**Tell our Advertisers that you saw their ad in cycling utah!**

## Old Faithful Fall Cycle Tour 2002

**Old Faithful Ride**  
From West Yellowstone to Old Faithful  
30 miles each way. Shuttles available.  
**October 5, 2002**

**Bike Yellowstone**  
(Without any public cars  
and no entrance fees)  
**Early April, 2003**

**Enjoy Fall Cycling in Yellowstone Country!**

Join us for a fun-filled cycling tour October 5, 02 in West Yellowstone, MT. Saturday, October 5, 2002 is the 5th Annual Fall Cycle Tour — There will be prizes, snacks for your fanny pack, banquet, photo contest. Relax on Sunday with a casual ride in the area. We re offering the following package during the month of October. Bring you family and friends for a spectacular time!

**Call Today to Reserve Your Cycling Adventure!**



**Three Bear Lodge**  
in West Yellowstone, Montana

[www.threebearlodge.com](http://www.threebearlodge.com)  
\$31.50/person, incl. lodging & breakfast based on dbl occ  
**800-646-7353**



**Holiday Inn**  
SunSpree Resort  
Yellowstone  
Conference Hotel

[www.yellowstoneholidayinn.com](http://www.yellowstoneholidayinn.com)  
\$35.00/person, incl. lodging & breakfast based on dbl occ  
**800-646-7365**

## YELLOWSTONE/OLD FAITHFUL "Fall Cycle Tour '02"

**October 5, 2002**

- **October 5** 9:00 a.m. ride to OLD FAITHFUL. 30 miles (60 miles round-trip) on new & wider roads. Enjoy the geysers & thermal features along with fall colors, bugling elk, etc. We will shuttle you & your bike back from Old Faithful or you may shuttle in and cycle back. 6:00 pm Dinner, photos and videos of the day.
- **Pre or Post Stays:** Why not take another day, ride on your own. Short & easy or longer & higher, it's up to you. Great fall room rates available.

**West Yellowstone Montana!**  
**Chamber of Commerce**

**Call for Registration forms**  
**(406) 646-7701**

[www.wyyellowstone.com/fallcycletour](http://www.wyyellowstone.com/fallcycletour)

**Registration fee of \$40 (\$30 for kids) includes:**

Snacks for fanny pack, Shuttle, Dinner, Door Prizes and free T-shirt  
Late Registration after Sept. 26 is \$45 (\$35 for kids)

**Options:** Park Entrance Fee can be purchased at the Chamber office - \$10 or \$20 per family.

**Limited to 300 Riders! Register Early!**

**\*MARK YOUR CALENDAR**

**YELLOWSTONE SPRING CYCLE TOUR 2003, MAY 10**

